



# NJPH

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NEW JERSEY POSTAL HISTORY SOCIETY  
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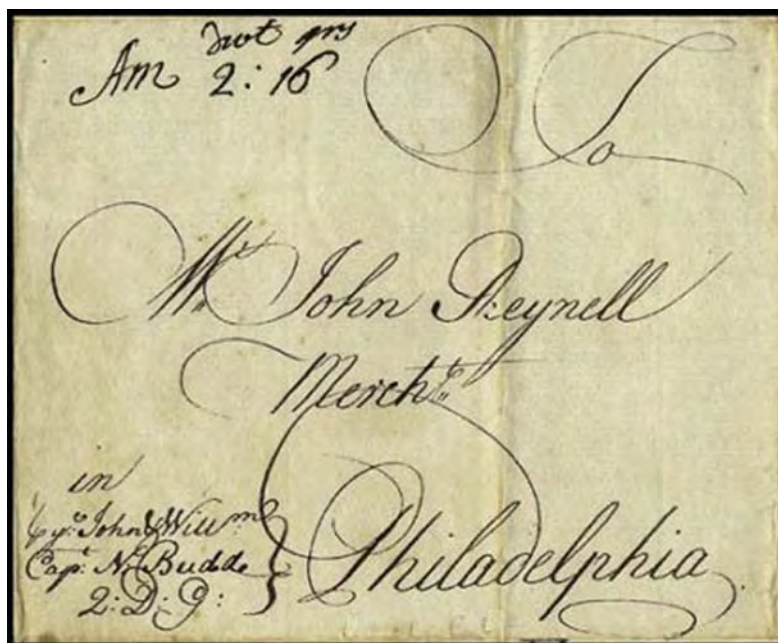
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## ***Rare 1745 Amboy Port-of-Entry marking!***



***This very early cover to Philadelphia entered the colonies at Amboy & received a port-of-entry "Am" marking in 1745. It sold in the recent Siegel sale for \$5500. For other items, see page 182.***

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## NEW JERSEY POSTAL HISTORY SOCIETY, INC.

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### DUES TIME AGAIN!

You will find enclosed with this issue a form for dues payment for 2008. We encourage you to do this right away, so it does not get forgotten. We have again held dues at \$15 a year. This year you also have the option of paying your dues online by Paypal, for an additional fee of 75¢ to cover the Paypal fee. You can also donate to the Society, and/or buy a CD of this year's issues. We are happy to accept your dues and donations in whatever way you find comfortable paying. Why not do it now?

\*\*\*\*\*

### PRESIDENT'S MESSAGE

This issue of *NJPH* focuses on colonial postal history. In recent years, due in large measure to the wonderful international gold medal collection formed by our own Ed Siskin, which brought startling prices when it was subsequently sold at auction, there has been significant interest in this fascinating and often complex area of collecting. Ed's contribution to this issue of *NJPH* is an article that addresses the postal rate structure during the colonial period, a subject that continues to challenge and confound students of this period. The difficulty in correctly analyzing rate markings is seen in the article I have contributed concerning the Prince\*ton straight line handstamp. On a lighter note, I am certain you will enjoy the article about long-time Society member, Professor Mark Sommer, who doubles as a colonial postmaster in War of Independence reenactments.

In September, the Philadelphia National Stamp Exhibition held in King of Prussia, hosted a multi-state postal history competition, with some of our members competing. (See Member News for more on this!). I hope that at future shows we can get some more of our Society members to "show their New Jersey stuff."

Finally, it is time again to pay Society dues. Despite the ever increasing cost of postage for mailing *NJPH* to you four times a year we have been able to maintain Society dues at \$15.00 per year, though the actual cost of production and mailing runs about \$22.00 per member. The Society has been able to do this because of the generous contributions made by many of you each year. Please consider adding a tax deductible contribution to this year's dues payment.

I again thank Jean Walton for her tireless effort in producing our wonderful journal. I wish all of you and your families a Happy Holiday and a Healthy New Year!

**ROBERT G. ROSE**

## A COLONIAL POSTMASTER RE-ENACTOR

By Robert G. Rose

With much of this issue of *NJPH* devoted to the study of colonial postal history, it is fitting that recognition be given to one of the Society's long-time members, Professor Mark Sommer, a teacher of Humanities at Hoboken's Stevens Institute of Technology. To complement his interest in postal history, he joined the Brigade of the American Revolution in 1993. The Brigade is a reenactment organization dedicated to recreating the life and times of the common soldiers of the War of Independence, 1775-1783.

After deciding to take on the role of a Loyalist postmaster, Professor Sommer researched the proper dress: shirt, waistcoat (pronounced wēs'kīt), socks, shoes, hat, britches and coat. Next, he obtained the necessary equipment: quills for writing, ink, blotting pads, sealing wax, paper, table, stool, pocket knife, and the real challenge – wood carved canceling devices. Armed with the appropriate equipment of a Colonial era postmaster, and in proper Colonial dress, Professor Sommer is seen at work in *Figure 1*.



*Fig. 1: Professor Mark Sommer, as a Colonial Postmaster.*

Among the Colonial events that he has attended as postmaster are the Battle of Fort Lee, Monmouth Battlefield, and River Edge at New Bridge Landing. New Bridge Landing became a significant event in the early history of the Revolutionary War, when on the morning of November 20, 1776, British and Hessian troops crossed the Hudson River and scaled the Palisades in pursuit of General George Washington and the patriot troops that had escaped the British assault on Fort Lee. General Washington avoided the capture of his retreating garrison



**A COLONIAL POSTMASTER ~ Robert G. Rose**  
**HOLMDEL TRIPLE RATE COVER ~ Gene Fricks**

when he was able to secure a bridgehead across the Hackensack at New Bridge, some six miles to the west of Fort Lee.

As part of the reenactment of each of the battles, Professor Sommer does a presentation on the duties of a postmaster as they existed during the Colonial period, explaining how postal rates during that period were based on a complex system of weight and distance and at a time when the cost of posting a letter was well beyond the means of an ordinary working man. A sample letter is written with quill and ink well, sealed with hot wax and then appropriately postmarked, giving Professor Sommer an opportunity to encourage stamp collecting and the study of postal history.

Information concerning the activities of the Brigade of the American Revolution can be found at [www.brigade.org](http://www.brigade.org).

**PHILATELIC SHORTS: HOLMDEL TRIPLE RATE COVER, 1866**

**By Gene Fricks**

Here is a rather unusual small triple rate cover (necessary because it carried copper coins, noted on the front!), carried in 1866 from Holmdel to Richmond, Virginia. Note the manuscript date (Nov 30<sup>th</sup>/66) written into the cancel.



*Fig. 1: Holmdel triple rate cover to Richmond, Va., manuscript dated Nov. 30<sup>th</sup>, 1866.*

Holmdel owes its existence as more than a small farming community to the very extensive communications facilities located in the area by AT&T. Ft. Monmouth was the center of the U.S. Army Signal Corps, located in the area during WWI as the Alfred Vail Communications Station (Vail was the first president of the American Telephone & Telegraph Co., after it was corporately organized by J.P. Morgan).

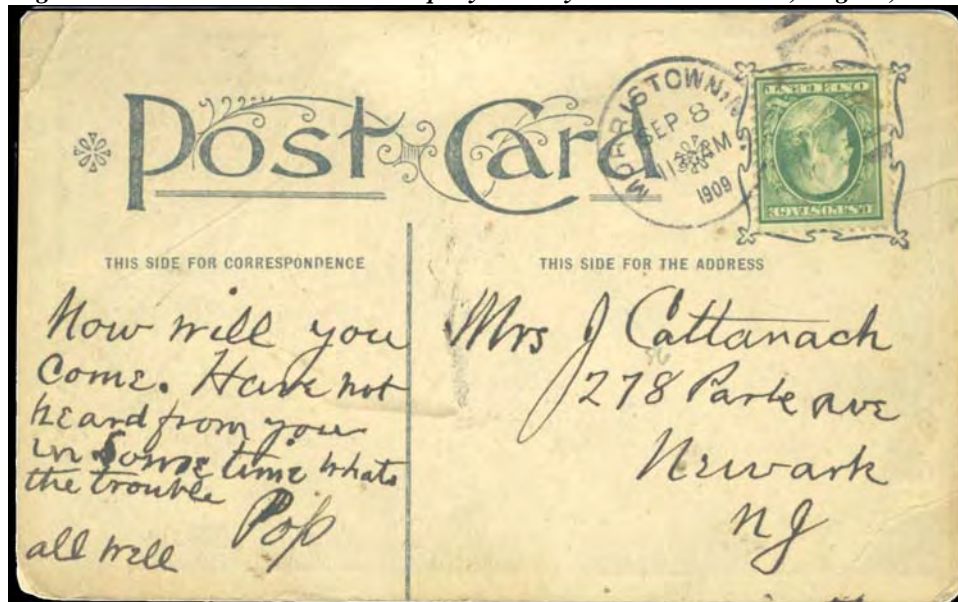
# PHILATELIC SHORTS: WHEN THE TROLLEY CAME TO MORRISTOWN

By Jean Walton

Inspired by Gene Fricks's article in the last issue of *NJPH*, I thought this card might be of interest to others. The date Morristown trolley service began was August 27, 1909; the postcard is cancelled Sep. 8, 1909. The Morris County Traction Company line ran northwest to Lake Hopatcong, and east to Elizabeth and Newark.<sup>1</sup> This short-lived era lasted less than 20 years, ending in 1928.



Fig. 1: The Morris Co. Traction Company's trolley line in Morristown, Aug. 27, 1909.



## ENDNOTE:

<sup>1</sup> Hamm, Edward, Jr., *The Public Service Trolley Lines in New Jersey*, publ. by Transportation Trails, Polo, IL, 1991.

## U.S. POSTAL HISTORY BEFORE THE UNITED STATES POST OFFICE PART I: An Outline of Significant Data

By Ed Siskin

*[As editors, we have found the following Colonial summary sheet extremely useful, and asked Ed if we could publish it in the Journal for the benefit of all our members. We have attempted to retain it in the one-page format it was originally, so that it could be copied and kept handy as a reference.]*

About fifteen years ago I began giving talks discussing the ways mail was handled before the U.S. Congress formally established the U.S. Post Office effective June 1, 1792. I prepared a one page summary for distribution with the talk. I restricted it to one page and while what is included is as accurate as current information permits, it is quite limited and cursory. It has evolved considerably over the years and this is the latest version. *[See facing page 173.]*

## U.S. POSTAL HISTORY BEFORE THE UNITED STATES POST OFFICE PART II: Understanding Rates

By Ed Siskin



QUEEN ANNE

*Title page from Queen Anne postal legislation, 1710:*

Before 1845, all rates within the United States and its colonial predecessors were based on distance. The Queen Anne Act defined the distances for most of the post office then in existence. No subsequent postal acts defined “official distances.” This caused two problems.



First, the distance between two offices frequently changed as new routes were developed. If the distance were close to a rate divide, the rate could change as the route changed. For example, the distance between New York and Philadelphia changed numerous times; sometimes it was more than 100 miles, sometimes less. Also, as additional post offices were established, the distances were not established by Act. Starting in 1754, Franklin defined the “official distances” between post offices. These didn't change as routes changed and helped establish consistent rates.

All postal rates, except those of July 26, 1775, either are covered by a rate chart or are a simple multiple of a rate chart. Thus, rates are simple to determine. During the period from July 26, 1775 to September 30, 1775, the rates were reduced by 20% but we don't specifically know what that meant. It was not too great a problem since only four covers are reported for that period.

There is an additional point that should be mentioned. Rates are given in currency of accounts, pennyweights and grains of silver. No such coins existed. Each colony had its own currency. Also many foreign coins were in circulation. The conversion rate for each available currency varied frequently. The conversion rates for each colony were published sporadically but people seemed to have known what they were. Thus on most covers, two rates are noted, the official rate and the equivalent in local currency. *[Rate charts follow Colonial outline beginning on page 174.]*

**Colonial Outline: United States Postal History before the United States Post Office**

**Forerunners (before 1711)**

*Although England had established a domestic post office monopoly about 1660, it was not imposed on the Colonies. Most mail traveled privately. There were a few attempts to provide some service, but basically service was viewed as the responsibility of the Colonial Legislatures. The Legislatures set their own rates and established what little domestic service existed.*

- Ship Captain Mail
- Forwarders (Authorized and Private)
- Colonial Government Posts
- Neale Patent
- Subscription Posts

**Parliamentary Post (1711 - 1783)**

*Queen Anne Act of 1710-11 - The primary purpose of this Act was to raise revenue. In doing so, it gave the British Postmaster General control of all post offices in Britain and the Colonies and gave the Post Office the sole power to set rates. Further, it initiated the Post Office's responsibility for providing service. Such service was slow in coming to the American Colonies and it was the late 1750's before much expansion occurred.*

**Franklin/Hunter Directions of 1754**

**King George III Act of 1765**

*Revolutionary War Period (1775 - 1783) - The British Post Office continued limited operation throughout the War for those areas under British control. All operation ceased with the signing of the Treaty of Paris of 1783.*

**Independent Postal Services (1774 - 1792)**

*Transition Period (1774 - 1775) - Starting in 1774, various efforts were undertaken to develop postal systems separate from the British system.*

*Continental Congress Post (1775 - 1782) - On July 26, 1775, the Continental Congress established the General Post Office with Benjamin Franklin as Postmaster General. Between 1775 and the adoption of the Articles of Confederation in 1782, there were numerous rate changes, some for revenue purposes and some to reflect inflation.*

Act of July 26, 1775 (20% less than Act of 1765)  
 Act of September 30, 1775 (Rates as in Act of 1765)  
 Act of October 17, 1777 (Increased 1775 rates by 50%)  
 Act of April 16, 1779 (Doubled 1777 rates)  
 Act of December 28, 1779 (20 times the 1775 Rates)  
 Act of May 5, 1780 (40 times the 1775 rates)  
 Act of December 12, 1780 (½ 1775 rates in specie)  
 Act of February 24, 1781 (2 times 1775 rates in specie)  
 Act of October 19, 1781 (1775 rates)

**Confederation Post (1782 - 1792)** - *Under the Articles of Confederation, Congress established the Confederation Post Office effective October 18, 1782. Although the Constitution was adopted in 1788 it was not until 1792 that Congress formally established the United States General Post Office.*

Act of October 20, 1787 (20% reduction)

**US General Post Office (1792 - )**

*Congress established the General Post Office effective June 1, 1792. For the first time rates were set in US dollars.*

**Packets**

Dummer (Portsmouth-Barbados) (1702-1711)  
 Bristol-New York (1710-1714)  
 NY-Falmouth (1755-1783)  
 NY-Halifax-Falmouth Post-War (1784- )  
 Charleston-Florida-Jamaica-Falmouth (1765-1782)  
 French (1783-1788)

**Postmarks to 1754**

|              |      |               |      |
|--------------|------|---------------|------|
| Boston       | 1704 | Trenton       | 1737 |
| New York     | 1709 | Portsmouth    | 1740 |
| Newport      | 1714 | Perth Amboy   | 1745 |
| Philadelphia | 1718 | New London    | 1750 |
| Williamsburg | 1734 | Potomack      | 1751 |
| Annapolis    | 1735 | New Brunswick | 1752 |
| Marlboro     | 1735 | Salem         | 1754 |

*Following the Franklin/Hunter Directions of 1754, many more town postmarks began to appear.*

**“United States” Population**

|      |         |      |           |
|------|---------|------|-----------|
| 1630 | 4,600   | 1740 | 905,600   |
| 1650 | 50,400  | 1750 | 1,170,800 |
| 1670 | 111,900 | 1770 | 2,148,100 |
| 1690 | 210,400 | 1780 | 2,780,400 |
| 1700 | 250,900 | 1790 | 3,929,214 |
| 1720 | 466,200 | 1800 | 5,308,483 |

**Pennyweights**

Generally after the Franklin/Hunter Instructions of 1754, accounts were maintained and letters marked in pennyweights and grains of coin silver. These were a currency of accounts and not real coins.

1 Pennyweight (dwt) = 24 grains (gr)  
 1 Pennyweight (dwt) = 3 pence Sterling (3p)  
 8 Grains (8 gr) = 1 penny Sterling (1p)  
 12 Pence (12p) = 1 Shilling (Typical abbrev. is 1N)

Covers generally have two rates marked, the currency of account and the local currency equivalent.

# US POSTAL HISTORY BEFORE THE US POST OFFICE ~ Ed Siskin

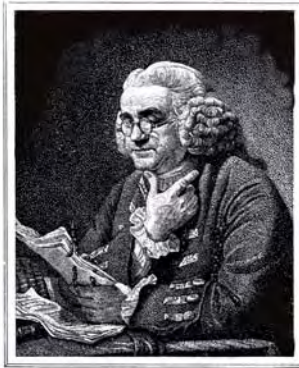
**Table 1: Rate Excerpts from Queen Anne Act of 1710 ~ Effective June 1, 1711**

|  |   |  |
|--|---|--|
| <p><b>All letters and packets from:</b><br/> London to New-York in North-America and thence to London, --<br/> Single, One Shilling<br/> Double, Two Shillings<br/> Treble, Three Shillings<br/> Ounce, Four Shillings</p> <p>Any part of the West-Indies, to New-York aforesaid, --<br/> Single, Four Pence<br/> Double, Eight Pence<br/> Treble, One Shilling<br/> Ounce, One Shilling Four Pence</p> <p>New-York, to any place within sixty English miles thereof, and thence back to New-York, --<br/> Single, Four Pence<br/> Double, Eight Pence<br/> Treble, One Shilling<br/> Ounce, One Shilling Four Pence</p> <p>New-York to Perth-Amboy, the chief town in East New-Jersey, and to Bridlington,* the chief town in West New-Jersey, and from each those places back to New-York, and from New-York, to any place not exceeding one hundred English miles, and from each of these places to New-York, --<br/> Single, Six Pence<br/> Double, One Shilling<br/> Treble, One Shilling Six Pence<br/> Ounce, Two Shillings</p> <p>Perth-Amboy and Bridlington to any place not exceeding sixty English miles, and thence back again, --<br/> Single, Four Pence<br/> Double, Eight Pence<br/> Treble, One Shilling<br/> Ounce, One Shilling Four Pence</p> <p>Perth-Amboy and Bridlington to any place not exceeding one hundred English miles, and thence back again, --<br/> Single, Six Pence<br/> Double, One Shilling<br/> Treble, One Shilling Six Pence<br/> Ounce, Two Shilling</p> <p>New-York to New-London the chief town in Connecticut in New-England, and to Philadelphia the chief town in Pensilvania, and from those places back to New-York, --<br/> Single, 9 Pence<br/> Double, One Shilling Six Pence<br/> Treble, Two Shillings Three Pence<br/> Ounce, Three Shillings</p> <p><i>* Bridlington = Burlington</i></p> | <p>New-London and Philadelphia, to any place not exceeding sixty English miles, and thence back again, --<br/> Single, Four Pence<br/> Double, Eight Pence<br/> Treble, One Shilling<br/> Ounce, One Shilling Four Pence</p> <p>New-London and Philadelphia, to any place not exceeding one hundred English miles, and thence back again, --<br/> Single, Six Pence<br/> Double, One Shilling<br/> Treble, One Shilling Six Pence<br/> Ounce, Two Shillings</p> <p>New-York aforesaid to Newport the chief town in Rhode-Island, and Providence Plantation in New-England, and to Boston the chief town in Massachuset Bay in New-England aforesaid, and to Portsmouth the chief town in New-Hampshire in New-England aforesaid, and to Annapolis the chief town in Maryland, and from every of those places to New-York, --<br/> Single, One Shilling<br/> Double, Two Shillings<br/> Treble, Three Shillings<br/> Ounce, Four Shillings</p> <p>Newport, Boston, Portsmouth, and Annapolis aforesaid, to any place not exceeding sixty English miles, and thence back again, --<br/> Single, Four Pence<br/> Double, Eight Pence<br/> Treble, One Shilling<br/> Ounce, One Shilling Four Pence</p> <p>Newport, Boston, Portsmouth, and Annapolis aforesaid, to to any place not exceeding one hundred English miles, and thence back again, --<br/> Single, Six Pence<br/> Double, One Shilling<br/> Treble, One Shilling Six Pence<br/> Ounce, Two Shillings</p> <p>New-York aforesaid, to the chief offices in Salem and Ipswich, and to the chief office in Piscataway, and to Williamsburgh, the chief office in Virginia, and from every of those places to New-York, --<br/> Single, One Shilling Three Pence<br/> Double, Two Shillings Six Pence<br/> Treble, Three Shillings 9 Pence<br/> Ounce, 5 Shillings</p> <p><i>**spelling and names retained from the original.</i></p> | <p>The chief offices in Salem, Ipswich, Piscataway, and Williamsburgh, aforesaid, to any place not exceeding sixty English miles, and thence back again, --<br/> Single, Four Pence<br/> Double, Eight Pence<br/> Treble, One Shilling<br/> Ounce, One Shilling Four Pence</p> <p>The chief offices in Salem, Ipswich, Piscataway, and Williamsburgh, aforesaid, to any place not exceeding one hundred English miles, and thence back again, --<br/> Single, Six Pence<br/> Double, One Shilling<br/> Treble, One Shilling Six Pence<br/> Ounce, Two Shillings</p> <p>New-York aforesaid, to Charles-Town, the chief town in North and South Carolina, and from Charles-Town aforesaid to New-York, --<br/> Single, One Shilling Six Pence<br/> Double, Three Shillings<br/> Treble, Four Shillings Six Pence<br/> Ounce, Six Shillings</p> <p>Charles-Town aforesaid, to any place not exceeding sixty English miles, and thence back again, --<br/> Single, Four Pence<br/> Double, Eight Pence<br/> Treble, One Shilling<br/> Ounce, One Shilling Four Pence</p> <p>Charles-Town aforesaid, to any place not exceeding one hundred English miles, and thence back again, --<br/> Single, Six Pence<br/> Double, One Shilling<br/> Treble, One Shilling Six Pence<br/> Ounce, Two Shillings</p> |
|--|---|--|

**Table 2: Boston Post Office 1754  
(Rates in Franklin's Hand)**

| To                                      | dwt   | Sterling |
|---|-------|----------|
| Portsmouth and all intermediate offices | 1.08  | 0.0.4    |
| Providence                              | 1.08  | 0.0.4    |
| Newport                                 | 2.00  | 0.0.6    |
| New London                              | 3.00  | 0.0.9    |
| New York                                | 4.00  | 0.1.0    |
| Woodbridge                              | 5.00  | 0.1.3    |
| Trenton                                 | 6.00  | 0.1.6    |
| Philadelphia                            | 7.00  | 0.1.9    |
| Annapolis                               | 8.00  | 0.2.0    |
| Alexandria                              | 9.00  | 0.2.3    |
| Fredericksburg                          | 9.00  | 0.2.3    |
| Williamsburgh                           | 10.00 | 0.2.6    |
| Yorktown                                | 10.00 | 0.2.6    |
| Hampton                                 | 10.00 | 0.2.6    |
| Norfolk                                 | 10.00 | 0.2.6    |





*Franklin*

Fig. 1: Benjamin Franklin, Colonial Deputy Postmaster General, and later Postmaster General under the Continental Congress<sup>1</sup>

*Headen. Post Office 1754*

*rates for the Post of single Letters to or from the following Offices*  
*Conformable to an Act of Parliament made in the Ninth Year*  
*of the Queen of her late Majesty Queen Anne Entituled*  
*An Act for Establishing a General Post Office for all*  
*her Majesty's Dominions*

*Rated in Penny weights and Grains of Silver at these Rates Making for each Penny*

| Office                                     | Penny | Grains | of Silver | Rating |
|--|-------|--------|-----------|--------|
| Pertmouth and all the intermediate Offices | 8     | 0      | 0         | 4      |
| Providence                                 | 5     | 8      | 0         | 0      |
| Newport                                    | 2     | 0      | 0         | 6      |
| New London                                 | 3     | 0      | 0         | 9      |
| New York                                   | 4     | 0      | 1         | 0      |
| Woodsbridge                                | 5     | 0      | 1         | 3      |
| Healden                                    | 6     | 0      | 1         | 6      |
| Philadelphia                               | 7     | 0      | 1         | 9      |
| Annapolis                                  | 8     | 0      | 2         | 0      |
| Albany                                     | 9     | 0      | 2         | 3      |
| Fredricksburg                              | 9     | 0      | 2         | 3      |
| Williamsburg                               | 10    | 0      | 2         | 6      |
| York Town                                  | 10    | 0      | 2         | 6      |
| Hampton                                    | 10    | 0      | 2         | 6      |
| New York                                   | 10    | 0      | 2         | 6      |

Fig. 2: Rates in Franklin's own hand, 1754.<sup>2</sup>

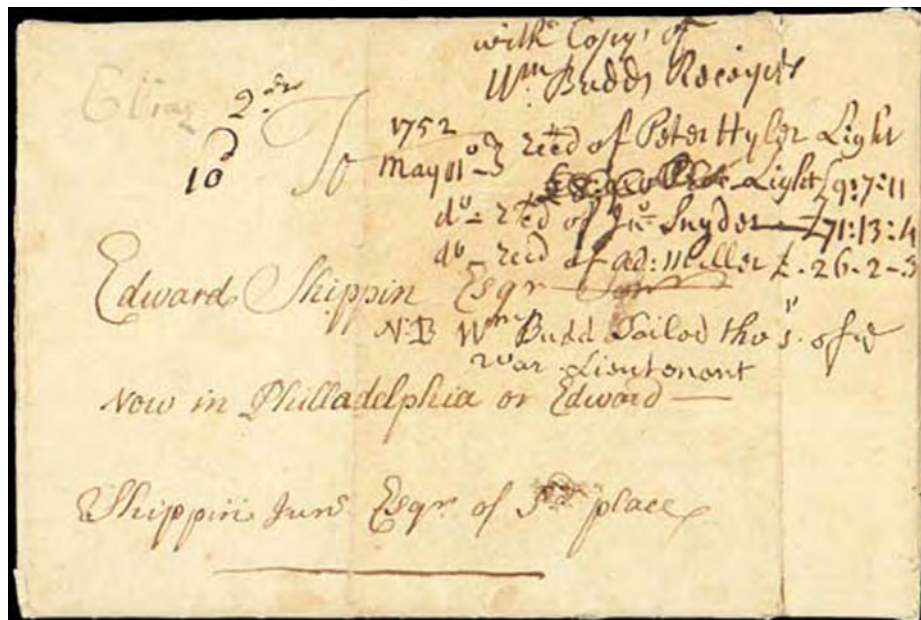


Fig. 3: Two rates (upper left) on an April 19, 1757 folded letter, datelined at Hanover (Morris County) to Philadelphia.<sup>3</sup> With an "Eliz" (Elizabeth-Town) manuscript cancel. This letter was rated at "2dwt" (2 pennyweights of silver – the equivalent of 6 pence in sterling), the single letter rate for 60 to 100 miles, and "10d" (10 pence being the equivalent in local currency).

## US POSTAL HISTORY BEFORE THE US POST OFFICE ~ Ed Siskin

Benjamin Franklin served first as Philadelphia's postmaster, and then as one of two Deputy Postmasters General. The other was William Hunter of Virginia who died in 1761, and was replaced by John Foxcroft from New York. In 1763, they produced a rate chart for post offices which was printed in Woodbridge. These charts are exceptionally difficult to reproduce, for they were often created as broadsides to be hung as wall charts, and small reproductions tend to lose detail. However, the information contained herein has been transcribed into Excel files, and these files are available to members on request.

There are five charts in all, Queen Anne's rates (a Word file, and included on the previous page); Franklin's rates from 1754 (*Figure 2* is a partial representation of the jpg, and as text as at bottom right, page 175), the 1763 rates as xls (shown in *Table 3*) and jpg, the 1765 rates (xls) and the 1775 rates reproduced on the following pages, as both jpg and xls. These files will be available for interested members; just email Jean Walton or write to Jean at 125 Turtleback Road, Califon, NJ 07830. Those members who prefer may request them as attached files to emails, or hardcopies for the cost of mailing, although because these are large charts, printouts tend to be hard to use as well. Images are from ter Braake, and as those familiar with that work know, the photocopy quality was often not the best in that 1975 work.<sup>4</sup> On the Excel charts, the auxiliary charts are show below the main charts, instead of as insets as the originals. The 1763 chart is shown below, and the 1775 table follows, both in its original and modernized form. These are best viewed as computer files.

| 1763                       | Falmouth | Newbury | Ipswich | Salem | Marblehead | BOSTON | Providence | Greenwich | Tower Hill | NEWPORT | WESTLEY | NEW LONDON | Gulford | New Haven | Stratford | Norwalk | NEW YORK | Elizabeth | Woodbridge | New Brunz | Pineclown | Trenton | Burlington | PHILADELPHIA | Wilmington | Susquehanna | Joppa | Patapsco | ANNAPOLIS | Marlborough | Alexandria | Fredericksburgh | Port Royal | Hobbs's Hole | Urbanna | WILLIAMSBURG | York | Hampton |  |  |
|----------------------------|----------|---------|---------|-------|------------|--------|------------|-----------|------------|---------|---------|------------|---------|-----------|-----------|---------|----------|-----------|------------|-----------|-----------|---------|------------|--------------|------------|-------------|-------|----------|-----------|-------------|------------|-----------------|------------|--------------|---------|--------------|------|---------|--|--|
| Portsmouth NH              | 2        |         |         |       |            |        |            |           |            |         |         |            |         |           |           |         |          |           |            |           |           |         |            |              |            |             |       |          |           |             |            |                 |            |              |         |              |      |         |  |  |
| Newbury MA                 | 2        | 18      |         |       |            |        |            |           |            |         |         |            |         |           |           |         |          |           |            |           |           |         |            |              |            |             |       |          |           |             |            |                 |            |              |         |              |      |         |  |  |
| Ipswich MA                 | 2        | 18      | 18      |       |            |        |            |           |            |         |         |            |         |           |           |         |          |           |            |           |           |         |            |              |            |             |       |          |           |             |            |                 |            |              |         |              |      |         |  |  |
| Salem MA                   | 3        | 18      | 18      | 18    |            |        |            |           |            |         |         |            |         |           |           |         |          |           |            |           |           |         |            |              |            |             |       |          |           |             |            |                 |            |              |         |              |      |         |  |  |
| Marblehead MA              | 3        | 18      | 18      | 18    | 18         |        |            |           |            |         |         |            |         |           |           |         |          |           |            |           |           |         |            |              |            |             |       |          |           |             |            |                 |            |              |         |              |      |         |  |  |
| BOSTON MA                  | 3        | 2       | 18      | 18    | 18         | 18     |            |           |            |         |         |            |         |           |           |         |          |           |            |           |           |         |            |              |            |             |       |          |           |             |            |                 |            |              |         |              |      |         |  |  |
| Providence Ri              | 4        | 3       | 2       | 2     | 2          | 2      | 18         |           |            |         |         |            |         |           |           |         |          |           |            |           |           |         |            |              |            |             |       |          |           |             |            |                 |            |              |         |              |      |         |  |  |
| Greenwich Ri               | 4        | 3       | 2       | 2     | 2          | 2      | 18         | 18        |            |         |         |            |         |           |           |         |          |           |            |           |           |         |            |              |            |             |       |          |           |             |            |                 |            |              |         |              |      |         |  |  |
| Tower Hill Ri              | 4        | 3       | 3       | 3     | 3          | 3      | 2          | 18        | 18         |         |         |            |         |           |           |         |          |           |            |           |           |         |            |              |            |             |       |          |           |             |            |                 |            |              |         |              |      |         |  |  |
| NEWPORT Ri                 | 4        | 3       | 3       | 3     | 3          | 3      | 2          | 18        | 18         | 18      |         |            |         |           |           |         |          |           |            |           |           |         |            |              |            |             |       |          |           |             |            |                 |            |              |         |              |      |         |  |  |
| Westley Ri                 | 4        | 3       | 3       | 3     | 3          | 3      | 2          | 18        | 18         | 18      | 18      |            |         |           |           |         |          |           |            |           |           |         |            |              |            |             |       |          |           |             |            |                 |            |              |         |              |      |         |  |  |
| NEW LONDON CT              | 4        | 4       | 4       | 4     | 4          | 3      | 2          | 2         | 18         | 18      | 18      |            |         |           |           |         |          |           |            |           |           |         |            |              |            |             |       |          |           |             |            |                 |            |              |         |              |      |         |  |  |
| Gulford CT                 | 4        | 4       | 4       | 4     | 4          | 3      | 2          | 2         | 2          | 2       | 2       | 18         |         |           |           |         |          |           |            |           |           |         |            |              |            |             |       |          |           |             |            |                 |            |              |         |              |      |         |  |  |
| New Haven CT               | 5        | 4       | 4       | 4     | 4          | 3      | 3          | 3         | 3          | 3       | 2       | 18         | 18      |           |           |         |          |           |            |           |           |         |            |              |            |             |       |          |           |             |            |                 |            |              |         |              |      |         |  |  |
| Stratford CT               | 5        | 4       | 4       | 4     | 4          | 3      | 3          | 3         | 3          | 3       | 2       | 18         | 18      |           |           |         |          |           |            |           |           |         |            |              |            |             |       |          |           |             |            |                 |            |              |         |              |      |         |  |  |
| Norwalk CT                 | 5        | 4       | 4       | 4     | 4          | 3      | 3          | 3         | 3          | 3       | 2       | 18         | 18      | 18        |           |         |          |           |            |           |           |         |            |              |            |             |       |          |           |             |            |                 |            |              |         |              |      |         |  |  |
| Stanford CT                | 5        | 4       | 4       | 4     | 4          | 3      | 3          | 3         | 3          | 3       | 2       | 18         | 18      | 18        | 18        |         |          |           |            |           |           |         |            |              |            |             |       |          |           |             |            |                 |            |              |         |              |      |         |  |  |
| NEW YORK NY                | 6        | 5       | 5       | 5     | 5          | 4      | 4          | 4         | 4          | 4       | 3       | 2          | 2       | 2         | 18        | 18      |          |           |            |           |           |         |            |              |            |             |       |          |           |             |            |                 |            |              |         |              |      |         |  |  |
| Elizabeth-Town NJ          | 6        | 6       | 6       | 6     | 6          | 5      | 5          | 5         | 5          | 5       | 4       | 3          | 3       | 3         | 2         | 2       | 18       |           |            |           |           |         |            |              |            |             |       |          |           |             |            |                 |            |              |         |              |      |         |  |  |
| Woodbridge NJ              | 6        | 6       | 6       | 6     | 6          | 6      | 5          | 5         | 5          | 5       | 5       | 4          | 3       | 3         | 3         | 2       | 2        | 18        | 18         |           |           |         |            |              |            |             |       |          |           |             |            |                 |            |              |         |              |      |         |  |  |
| New Brunswick NJ           | 6        | 6       | 6       | 6     | 6          | 6      | 5          | 5         | 5          | 5       | 5       | 4          | 3       | 3         | 3         | 2       | 2        | 18        | 18         | 18        |           |         |            |              |            |             |       |          |           |             |            |                 |            |              |         |              |      |         |  |  |
| Pineclown NJ               | 7        | 7       | 7       | 7     | 7          | 7      | 6          | 6         | 6          | 6       | 6       | 5          | 4       | 4         | 4         | 3       | 2        | 2         | 18         | 18        | 18        | 18      |            |              |            |             |       |          |           |             |            |                 |            |              |         |              |      |         |  |  |
| Trenton NJ                 | 7        | 7       | 7       | 7     | 7          | 7      | 6          | 6         | 6          | 6       | 6       | 5          | 4       | 4         | 4         | 3       | 2        | 2         | 18         | 18        | 18        | 18      | 18         |              |            |             |       |          |           |             |            |                 |            |              |         |              |      |         |  |  |
| Burlington NJ & Bristol PA | 7        | 7       | 7       | 7     | 7          | 7      | 6          | 6         | 6          | 6       | 6       | 5          | 4       | 4         | 4         | 3       | 2        | 2         | 18         | 18        | 18        | 18      | 18         | 18           |            |             |       |          |           |             |            |                 |            |              |         |              |      |         |  |  |
| PHILADELPHIA PA            | 8        | 8       | 8       | 8     | 8          | 8      | 7          | 7         | 7          | 7       | 7       | 6          | 5       | 5         | 5         | 4       | 4        | 3         | 2          | 2         | 2         | 18      | 18         | 18           |            |             |       |          |           |             |            |                 |            |              |         |              |      |         |  |  |
| NewCastle & Wilmington     | 8        | 8       | 8       | 8     | 8          | 8      | 7          | 7         | 7          | 7       | 7       | 6          | 5       | 5         | 5         | 4       | 4        | 3         | 3          | 3         | 2         | 2       | 2          | 18           |            |             |       |          |           |             |            |                 |            |              |         |              |      |         |  |  |
| Susquehanna MD             | 9        | 9       | 9       | 9     | 9          | 8      | 8          | 8         | 8          | 8       | 8       | 7          | 6       | 6         | 6         | 5       | 4        | 3         | 3          | 3         | 3         | 2       | 2          | 2            | 18         |             |       |          |           |             |            |                 |            |              |         |              |      |         |  |  |
| Joppa MD                   | 9        | 9       | 9       | 9     | 9          | 8      | 8          | 8         | 8          | 8       | 8       | 7          | 6       | 6         | 6         | 5       | 4        | 3         | 3          | 3         | 3         | 3       | 3          | 2            | 18         | 18          |       |          |           |             |            |                 |            |              |         |              |      |         |  |  |
| Patapsco MD                | 9        | 9       | 9       | 9     | 9          | 8      | 8          | 8         | 8          | 8       | 8       | 7          | 6       | 6         | 6         | 5       | 4        | 4         | 4          | 3         | 3         | 3       | 3          | 2            | 18         | 18          |       |          |           |             |            |                 |            |              |         |              |      |         |  |  |
| ANNAPOLIS MD               | 9        | 9       | 9       | 9     | 9          | 8      | 8          | 8         | 8          | 8       | 8       | 7          | 6       | 6         | 6         | 5       | 4        | 4         | 4          | 4         | 4         | 3       | 3          | 3            | 2          | 18          | 18    |          |           |             |            |                 |            |              |         |              |      |         |  |  |
| Marlborough M              | 10       | 10      | 10      | 10    | 10         | 10     | 9          | 9         | 9          | 9       | 9       | 8          | 7       | 7         | 7         | 6       | 6        | 5         | 4          | 4         | 4         | 4       | 4          | 3            | 3          | 2           | 18    | 18       |           |             |            |                 |            |              |         |              |      |         |  |  |
| Alexandria VA              | 10       | 10      | 10      | 10    | 10         | 10     | 9          | 9         | 9          | 9       | 9       | 8          | 7       | 7         | 7         | 6       | 6        | 5         | 5          | 5         | 5         | 4       | 4          | 3            | 3          | 2           | 2     | 18       |           |             |            |                 |            |              |         |              |      |         |  |  |
| Fredericksburgh VA         | 11       | 10      | 10      | 10    | 10         | 10     | 9          | 9         | 9          | 9       | 9       | 8          | 7       | 7         | 7         | 6       | 6        | 5         | 5          | 5         | 5         | 5       | 4          | 4            | 3          | 3           | 3     | 2        | 18        |             |            |                 |            |              |         |              |      |         |  |  |
| Port Royal VA              | 11       | 10      | 10      | 10    | 10         | 10     | 9          | 9         | 9          | 9       | 9       | 8          | 7       | 7         | 7         | 6       | 6        | 5         | 5          | 5         | 5         | 5       | 4          | 4            | 3          | 3           | 3     | 2        | 2         | 18          |            |                 |            |              |         |              |      |         |  |  |
| Hobbs's Hole VA            | 11       | 10      | 10      | 10    | 10         | 10     | 9          | 9         | 9          | 9       | 9       | 8          | 7       | 7         | 7         | 6       | 6        | 5         | 5          | 5         | 5         | 5       | 4          | 4            | 4          | 3           | 3     | 3        | 2         | 18          | 18         |                 |            |              |         |              |      |         |  |  |
| Urbanna VA                 | 11       | 10      | 10      | 10    | 10         | 10     | 9          | 9         | 9          | 9       | 9       | 8          | 7       | 7         | 7         | 6       | 6        | 5         | 5          | 5         | 5         | 5       | 4          | 4            | 4          | 3           | 3     | 2        | 2         | 18          | 18         |                 |            |              |         |              |      |         |  |  |
| WILLIAMSBURGH VA           | 11       | 10      | 10      | 10    | 10         | 10     | 9          | 9         | 9          | 9       | 9       | 8          | 7       | 7         | 7         | 6       | 6        | 5         | 5          | 5         | 5         | 5       | 4          | 4            | 4          | 4           | 3     | 3        | 2         | 18          | 18         |                 |            |              |         |              |      |         |  |  |
| York VA                    | 11       | 11      | 11      | 11    | 11         | 11     | 10         | 10        | 10         | 10      | 10      | 9          | 8       | 8         | 8         | 7       | 7        | 6         | 6          | 6         | 6         | 6       | 6          | 5            | 4          | 4           | 4     | 3        | 3         | 2           | 18         | 18              | 18         |              |         |              |      |         |  |  |
| Hampton VA                 | 11       | 11      | 11      | 11    | 11         | 11     | 10         | 10        | 10         | 10      | 10      | 9          | 8       | 8         | 8         | 7       | 7        | 6         | 6          | 6         | 6         | 6       | 6          | 5            | 5          | 5           | 4     | 4        | 3         | 3           | 2          | 2               | 18         | 18           | 18      |              |      |         |  |  |
| Norfolk VA                 | 11       | 11      | 11      | 11    | 11         | 11     | 10         | 10        | 10         | 10      | 10      | 9          | 8       | 8         | 8         | 7       | 7        | 6         | 6          | 6         | 6         | 6       | 6          | 5            | 5          | 5           | 4     | 4        | 3         | 3           | 2          | 2               | 18         | 18           | 18      | 18           |      |         |  |  |

*Table 3: 1763 rate chart without the auxiliary charts.*







### Table 4: 1775 Rate Chart

*Table 4: 1775 rate chart.*



**Table 4a: 1775 AUXILIARY TABLES**

|                  | NEW YORK<br>NY | Albany NY | Montreal CAN | Three Rivers<br>CAN |
|------------------|----------------|-----------|--------------|---------------------|
| Albany NY        | 2:16           |           |              |                     |
| Montreal CAN     | 4              | 3:8       |              |                     |
| Three Rivers CAN | 4:16           | 4         | 2            |                     |
| Quebec CAN       | 5:8            | 4:16      | 2:16         | 2:16                |

|                | NEW YORK<br>NY | New Haven<br>CT | Middletown<br>CT | Hartford CT | Springfield<br>MA | Worcester<br>MA |
|----------------|----------------|-----------------|------------------|-------------|-------------------|-----------------|
| New Haven CT   | 2              |                 |                  |             |                   |                 |
| Middletown CT  | 2:16           | 1:8             |                  |             |                   |                 |
| Hartford CT    | 2:16           | 1:8             | 1:8              |             |                   |                 |
| Springfield MA | 2:16           | 2               | 1:8              | 1:8         |                   |                 |
| Worcester MA   | 3:8            | 2:16            | 2                | 2           | 1:8               |                 |
| BOSTON MA      | 3:8            | 2:16            | 2:16             | 2:16        | 2                 | 1:8             |

|                          | PHILADELPHIA PA | Chester PA | New Castle DE | George Town MD | New Town MD | Queen's Town MD | Talbot Court House<br>MD |
|--------------------------|-----------------|------------|---------------|----------------|-------------|-----------------|--------------------------|
| Chester PA               | 1:8             |            |               |                |             |                 |                          |
| Wilmington DE            | 1:8             | 1:8        |               |                |             |                 |                          |
| New Castle DE            | 1:8             | 1:8        | 1:8           |                |             |                 |                          |
| George Town MD           | 2               | 1:8        | 1:8           | 1:8            |             |                 |                          |
| New Town MD              | 2               | 2          | 1:8           | 1:8            | 1:8         |                 |                          |
| Queen's Town MD          | 2:16            | 2          | 2             | 2              | 1:8         | 1:8             |                          |
| Talbot Court House<br>MD | 2:16            | 2:16       | 2             | 2              | 1:8         | 1:8             | 1:8                      |

|                   | PHILADELPHIA PA | Lancaster PA | York PA | Frederick Town<br>MD |
|-------------------|-----------------|--------------|---------|----------------------|
| Lancaster PA      | 2               |              |         |                      |
| York PA           | 2               | 1:8          |         |                      |
| Frederick Town MD | 2:16            | 2            | 2       |                      |
| Winchester VA     | 3:8             | 2:16         | 2       | 1:8                  |

|            | WILLIAMSBURG VA | York VA | Hampton VA |
|------------|-----------------|---------|------------|
| York VA    | 1:8             |         |            |
| Hampton VA | 1:8             | 1:8     |            |
| Norfolk VA | 1:8             | 1:8     | 1:8        |

## U.S. POSTAL HISTORY BEFORE THE UNITED STATES POST OFFICE PART III: Understanding Dates

By Ed Siskin

Figure 4 illustrates Lot 21 in the October 2005 Bennett auction of my collection. The date marked on this early forwarded cover is 10<sup>th</sup> March 1712/13. Based on today's calendar, the cover was actually dated March 21, 1713, a Tuesday. To understand why, some historical background is necessary.

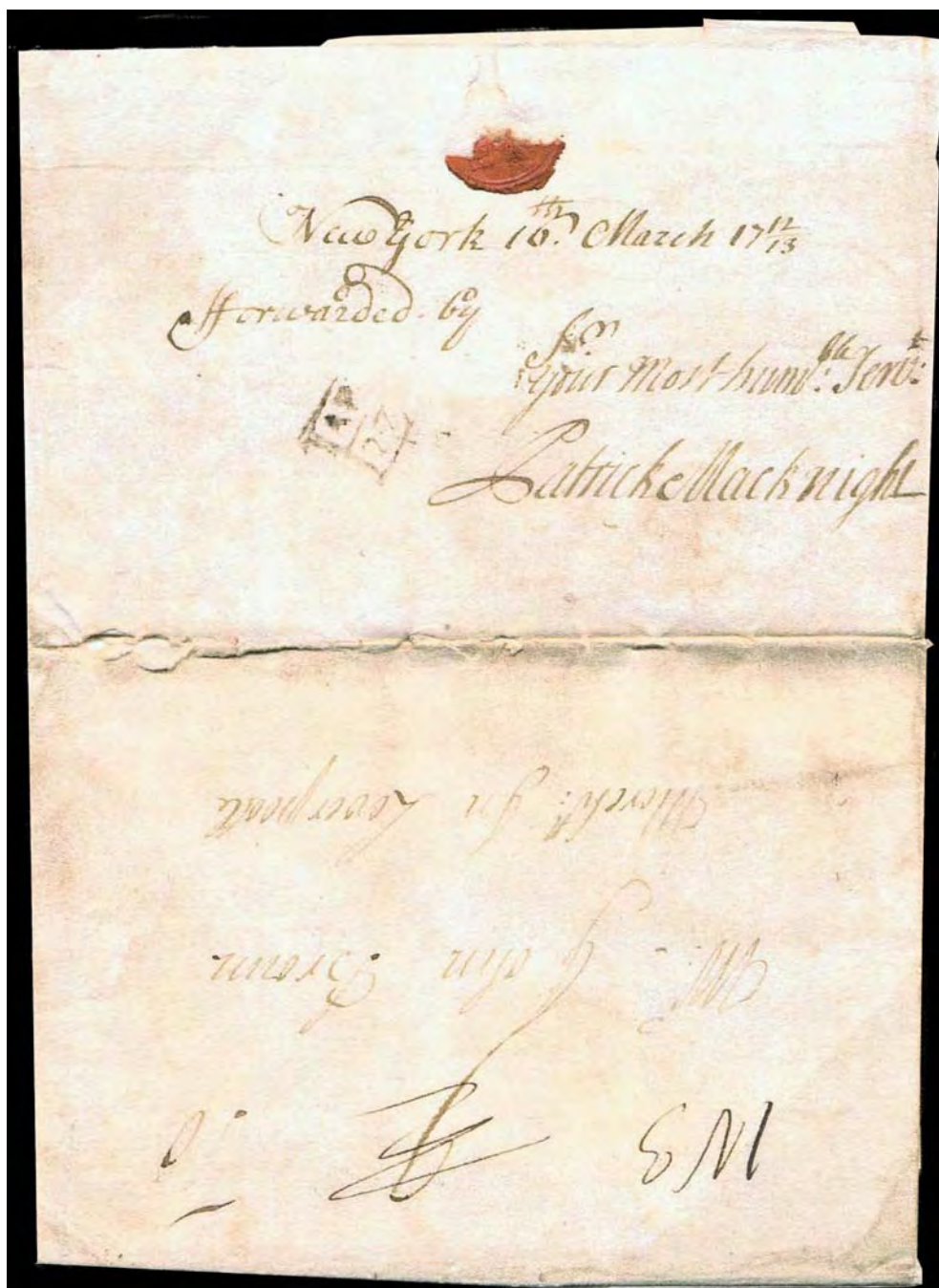


Fig. 4: "Double-dated" cover from 1713, dated 10<sup>th</sup> March 1712/13.

From the days of the Roman Empire until 1582, the western world used the Julian calendar. It wasn't quite accurate since it included a leap year every four years – more than is required to match the true solar year. So the calendar gained a day every 134 years. The problem was further exacerbated by a few Popes misunderstanding the leap year algorithm and including a leap year at other intervals.

In 1582, Pope Gregory XIII (Pope from 1572-1585) decreed a new calendar which corrected the shortcoming of the Julian Calendar and which would return the calendar to the proper relationship of the seasons. Even more importantly, it would insure that Christmas would be celebrated on the correct day. To convert to the new Gregorian calendar, the last day on the Julian Calendar was Thursday, October 4, 1582. The next day was Friday, October 15, 1582 of the new Gregorian Calendar.

Most Western Catholic countries adopted the new calendar immediately.<sup>5</sup> In England, however, King Henry VIII had broken off from the Roman Catholic Church. Queen Mary I (Queen from 1553 until 1558) made an unsuccessful but bloody attempt to restore Catholicism to England. When the Gregorian calendar was established, Queen Elizabeth I was unwilling to accept the new calendar for England and its colonies.

The Julian calendar had been adapted slightly since the time of its namesake, Julius Caesar. Specifically, the baseline of the calendar was considered to be the day of conception of Jesus. The legal (or civil) calendar ran from March 25<sup>th</sup> until March 24<sup>th</sup> of the following year. Therefore, what we would now consider January 1<sup>st</sup> to March 24<sup>th</sup>, 1713, was written 1712/13.

By the mid 1700s, tempers had cooled, international commerce had expanded and the different calendars caused considerable difficulty. The decision was made to convert Great Britain and its colonies, including North America, to the Gregorian Calendar. The conversion took place in 1752 – Wednesday, September 2, 1752 was followed by Thursday, September 14, 1752. (Some non-British colonies in North America did not follow suit at this time.)<sup>6</sup> It became the practice to refer to Julian Calendar dates as Old Style (OS) and Gregorian dates as New Style (NS). For example, George Washington was born February 11, 1732 (OS) or February 22, 1732 (NS).

One question I'm frequently asked is how to determine what day of the week a particular date fell on. There are many methods but the most convenient method I now use is a simple and free computer program Millennia Calendar Lite. It works with Julian, Gregorian, Jewish and other calendars. The author's website, <http://3ok.biz> is currently under construction, but the program can be obtained from various download sites.

### ENDNOTES:

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<sup>1</sup> Konweiser, Harry W., *Colonial and Revolutionary Posts*, Dietz Printing, Richmond Va, 1931.

<sup>2</sup> ter Braake, Alex L., Coordinator, *The Posted Letter in Colonial and Revolutionary America 1628-1790*, American Philatelic Research Library, State College, PA, 1975. Queen Anne legislation title page from same source

<sup>3</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>4</sup> ter Braake, ob cit..

<sup>5</sup> Eastern Orthodox countries maintained to old calendar until the 20<sup>th</sup> Century – Russia for example, did not make the change until after the Russian Revolution, and China had not completely changed over until 1949. See <http://www.tondering.dk/claus/cal/node3.html#SECTION00324000000000000000>. [Nov 13, 2007]

<sup>6</sup> Ibid.

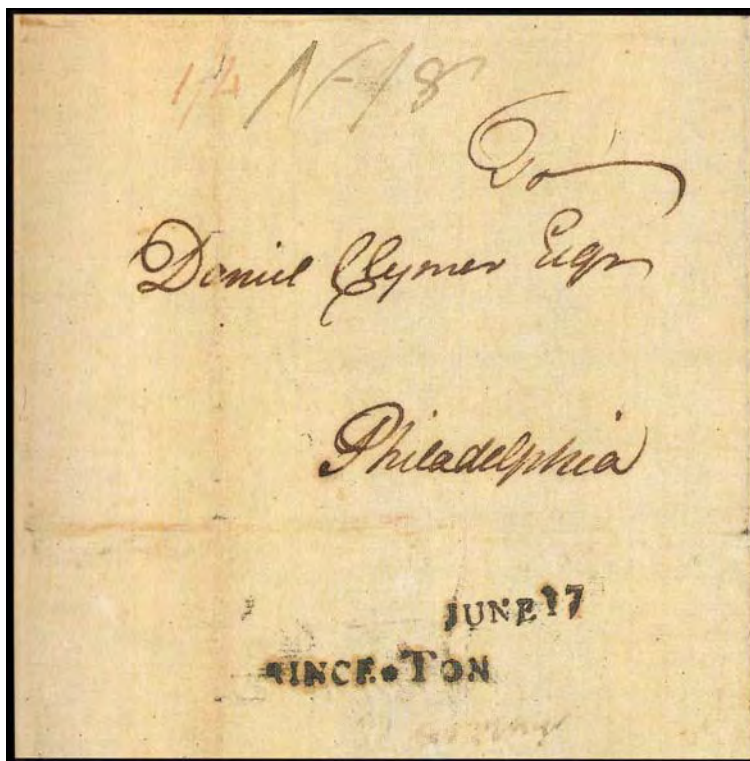
## ON THE AUCTION SCENE: The Princeton Colonial Handstamp

By Robert G. Rose

On October 24, 2007, Robert A. Siegel Auctions Galleries conducted an extraordinary sale of colonial covers from the archives of The Historical Society of Pennsylvania.<sup>1</sup> The auction sale included over 500 lots of stampless covers beginning as early as 1683, with hundreds of covers dated before 1789. Only six covers with New Jersey town markings were included in the sale, reflecting the scarcity of material from this period.

The highlight of the New Jersey offering was the two-line “Prince\*Ton” handstamp in black with a matching “June 17” marking on a 1775 folded letter sheet to Philadelphia as shown in *Figure 1*. Despite some condition issues, it sold for a hammer price of \$9,000 plus a 15% buyer’s premium, for a total price of \$10,350, a record for any New Jersey town marking in the stampless period.<sup>2</sup> In addition to this example, two other covers have been recorded to date with this handstamp, an archival example with a July 5, 1775 usage in the DeCoppett Collection at the Princeton University Library as shown in *Figure 2*,<sup>3</sup> and the September 11, 1775 usage in the author’s collection as shown in *Figure 3*.

Usages during the year of 1775 are of particular interest to students of early American postal history. That year saw the beginning of the American Revolution with the Battles of Lexington and Concord, the disruption and demise of the Parliamentary Post, a transitional period of provisional and private posts and the establishment of the Congressional Post on July 26, 1775 with Benjamin Franklin as its first postmaster.<sup>4</sup> The interpretation of postal rate markings during the transitional summer months of 1775 can be especially challenging given the rate changes that took place during those few months.

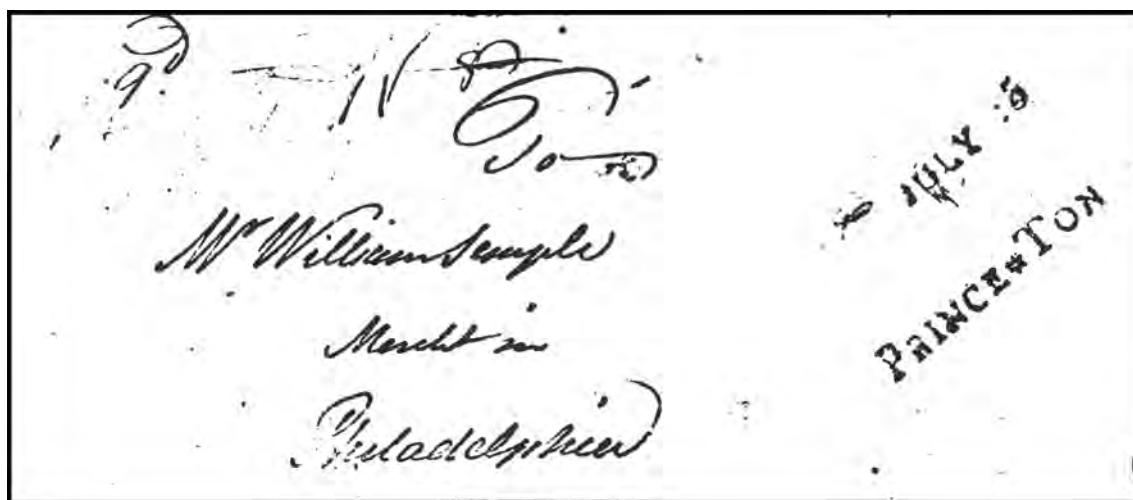


*Fig. 1. June 17, 1775, earlier usage than previously recorded.*



Prior to the establishment of the Congressional Post on July 26, 1775, the Parliamentary Post Offices which were still in operation relied on the rates set in the King George III Act of 1765. That Act established a single letter rate under 60 miles of 1 penny weight and 8 grains of silver, the equivalent of 4 pence sterling, from Princeton to Philadelphia.<sup>5</sup> Beginning on July 26, 1775, the Parliamentary rate was reduced by 20% by Postmaster Franklin with the reduction remaining in place until September 30, 1775, when the rates of 1765 were re-established. However, covers showing the rate reduction are extremely scarce since not all covers posted during that short period show the reduction, giving rise to confusion and uncertainty in their proper identification.<sup>6</sup>

The Prince\*Ton straight line in *Figure 1* is a June 17, 1775 usage, a little more than five weeks before the establishment of the Congressional Post and its July 26 rate reduction. Accordingly, the black manuscript "N-/8" represents a double letter Parliamentary rate (1 penny weight and 8 grains = 4 pence x 2 = 8 pence sterling) under the Act of 1765. The local currency equivalent, "1/4" in red manuscript, was to be paid by the recipient of the letter and was applied in Philadelphia. The one shilling and four pence that was due from the addressee paid the local Philadelphia currency inflationary factor against sterling as well as a carrier fee to the addressee (8p x 1.67 inflation factor = 14p plus 2p carrier fee = 1sh 4p).<sup>7</sup>



*Fig. 2: July 5, 1775 ~ N8 double rate usage. (Illustration from ter Braake.)*

The Prince\*Ton straight line in *Figure 2*, a July 5, 1775 usage, predates the establishment of the Congressional Post by three weeks. The manuscript "N/8" represents a double letter Parliamentary rate (1 pennyweight and 8 grains x 2 = 8 pence sterling) under the Act of 1765. The local currency equivalent should have been 1sh 4p, the same double letter rate as seen on the June 17 usage in *Figure 1*. Instead, the "9d" charge was applied in apparent error in Philadelphia, paying the local currency inflation factor, at the single letter rate, as well as a carrier fee to the addressee (4p x 1.67 inflation factor = 7p plus 2p carrier fee = 9p).

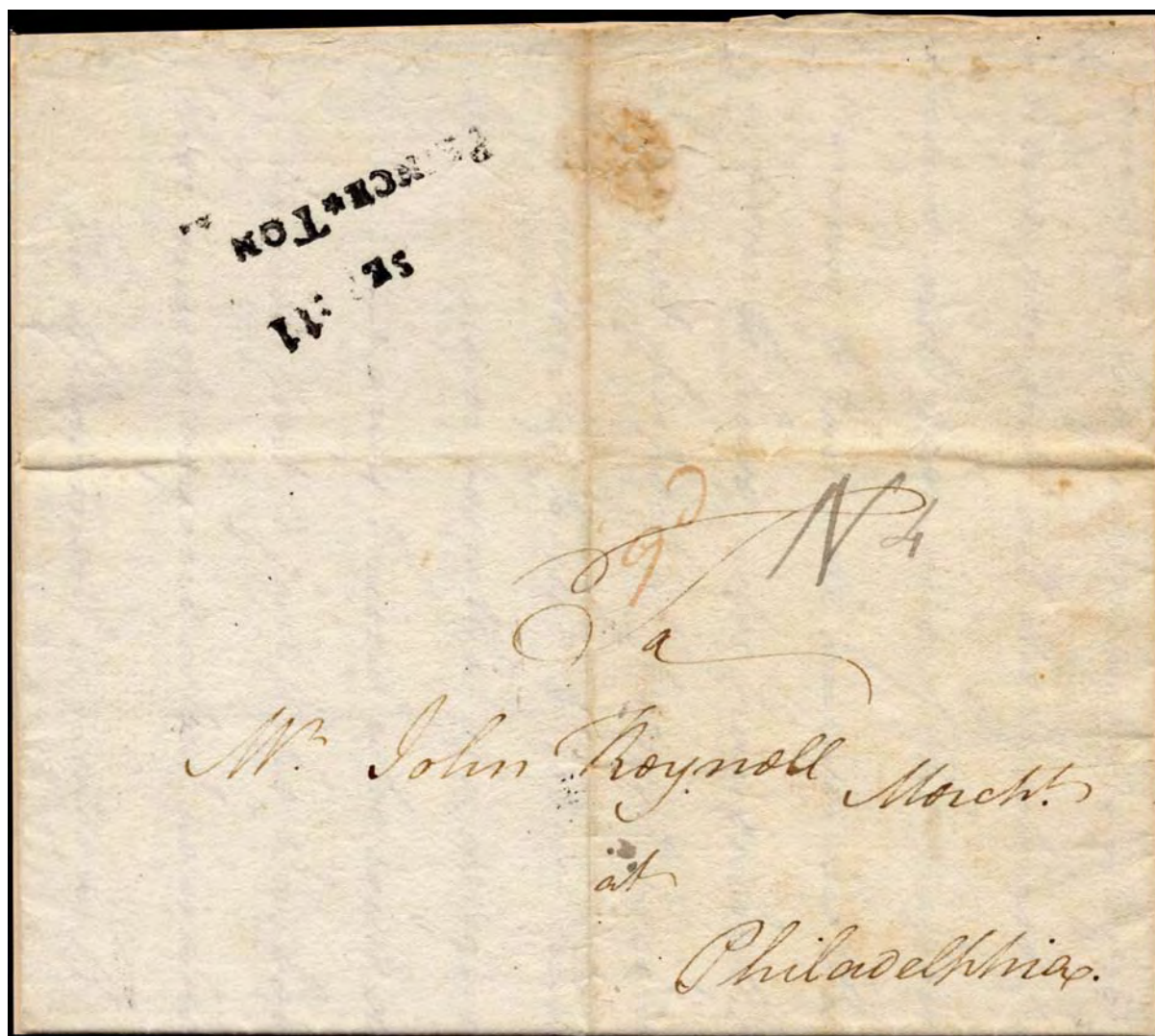


Fig 3: September 11, 1775~ N4 single rate usage.

The third and final reported example of the Prince\*Ton straight line shown in *Figure 3*, a September 11, 1775 Congressional Post usage during the period of the 20% rate reduction that ended on September 30, 1775. However, the 20% rate reduction, for reasons unknown, was not applied to this cover. The manuscript “N4” or 4 pence is the equivalent of the 1 pennyweight and 8 grain single letter rate under 60 miles, as established under the Parliamentary Post’s Act of 1765. The local currency equivalent was correctly calculated at 9 pence when applied in Philadelphia ( $4p \times 1.67 = 7p$  plus 2p carrier fee = 9p). Three weeks later, on September 30, 1775, the 20% rate reduction was eliminated and the new Congressional Post single letter rate under 60 miles was set at 1 pennyweight and 8 grains (4p), the same as the Parliamentary rate under the Act of 1765.<sup>8</sup>

ENDNOTES:

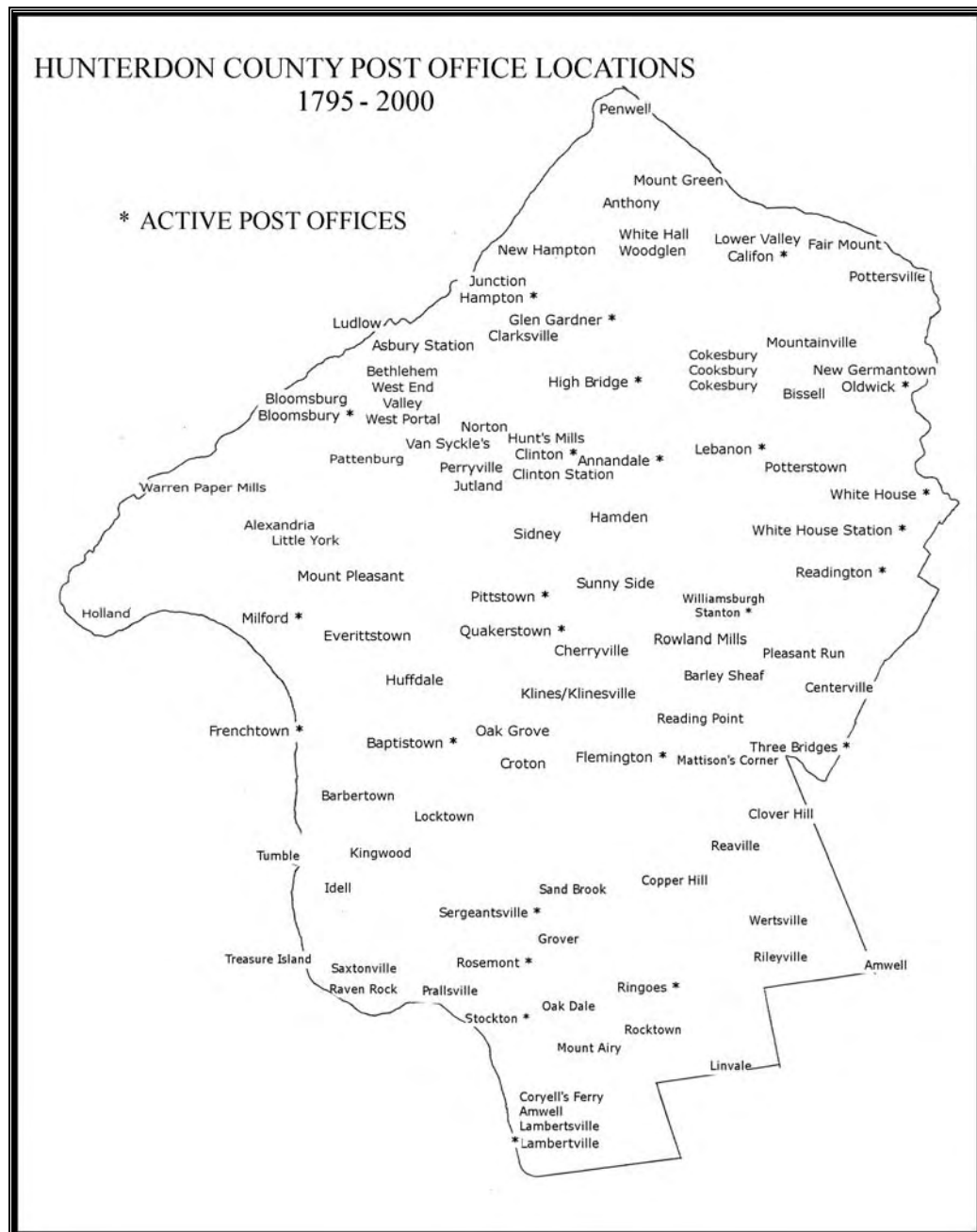
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- <sup>1</sup> Robert A. Siegel Auction Galleries, Inc., Postal History From the Archives of the Historical Society of Pennsylvania, Sale No. 944, October 24, 2007. <http://www.stampauctionnetwork.com/Y/y944.cfm> [Nov 18, 2007].
- <sup>2</sup> *Ibid.*, lot 2744. The catalog description states: “the entire cover has been expertly silked, some wear along folds and small tear at top.”
- <sup>3</sup> The cover in the DeCoppett Collection is illustrated in Alex L. ter Braake, *The Posted Letter in Colonial and Revolutionary America*, State College Park, PA: American Research Library, 1975, II-64, NJ 6.
- <sup>4</sup> Rose, Robert G. “The American Colonial Postal System’s Year of Transition, 1775.” *The Collectors Club Philatelist*, Vol. 85, No. 6 (Nov.-Dec. 2006), pp. 355-365.
- <sup>5</sup> An overview of rates before 1792 is detailed in this issue of *NJPH*. Siskin, Ed. “U.S. Postal History Before the United States Post Office, Part 2: Understanding Rates.”
- <sup>6</sup> Referring to the period of the 20% rate reduction, Siskin writes that there are four covers reported during this period, and that students “don’t specifically know” what the rate reduction means. *Ibid* at current *NJPH*, p. 172.
- <sup>7</sup> The description of this cover in the Siegel sale states that it is an example of the “8-Pence Congressional Post Rate.” However, its June 17, 1775 usage puts some it some five week’s in time *before* the establishment of the Congressional Post on July 26, 1775, and its 8 pence rate marking is consistent with the double letter rate under 60 miles as established in the Act of 1765.
- <sup>8</sup> In 1780, with Princeton in control by the patriots, a second and distinctive two-line handstamp, “Prince\*town,” was used during the “20 times 1775 rate.” There are two recorded examples. The first, in the collection of the American Antiquarian Society is an April 30, 1780 usage addressed to Col. Aaron Burr in Middletown, Connecticut by way of Hartford. The 1775 rate is 2 penny weight and 16 grains for a single letter sheet from 100 to 200 miles and is rated at 53 pennyweight and 8 grains to Hartford (2 pennyweight and 8 grains x 20 = 53 pennyweight and 8 grains) and an additional 40 pennyweight to Middletown for a total of 93 penny weight and 8 grains. This cover is illustrated in ter Braake, *op cit.*, D-32, figure D-25. The second, a brown handstamp dated May 10, 1780 to Col. Charles Stewart with the Colonial Army in Morristown, NJ, in the author’s collection, is rated at “11/” in manuscript with the equivalent “26-16” in manuscript (26 pennyweight and 16 grains = 80 pence) which is 20 times the 1775 restored rate of 1 pennyweight and 8 grains for a single letter up to 60 miles.

## HUNTERDON COUNTY POSTAL HISTORY: PART 2

By Jim Walker



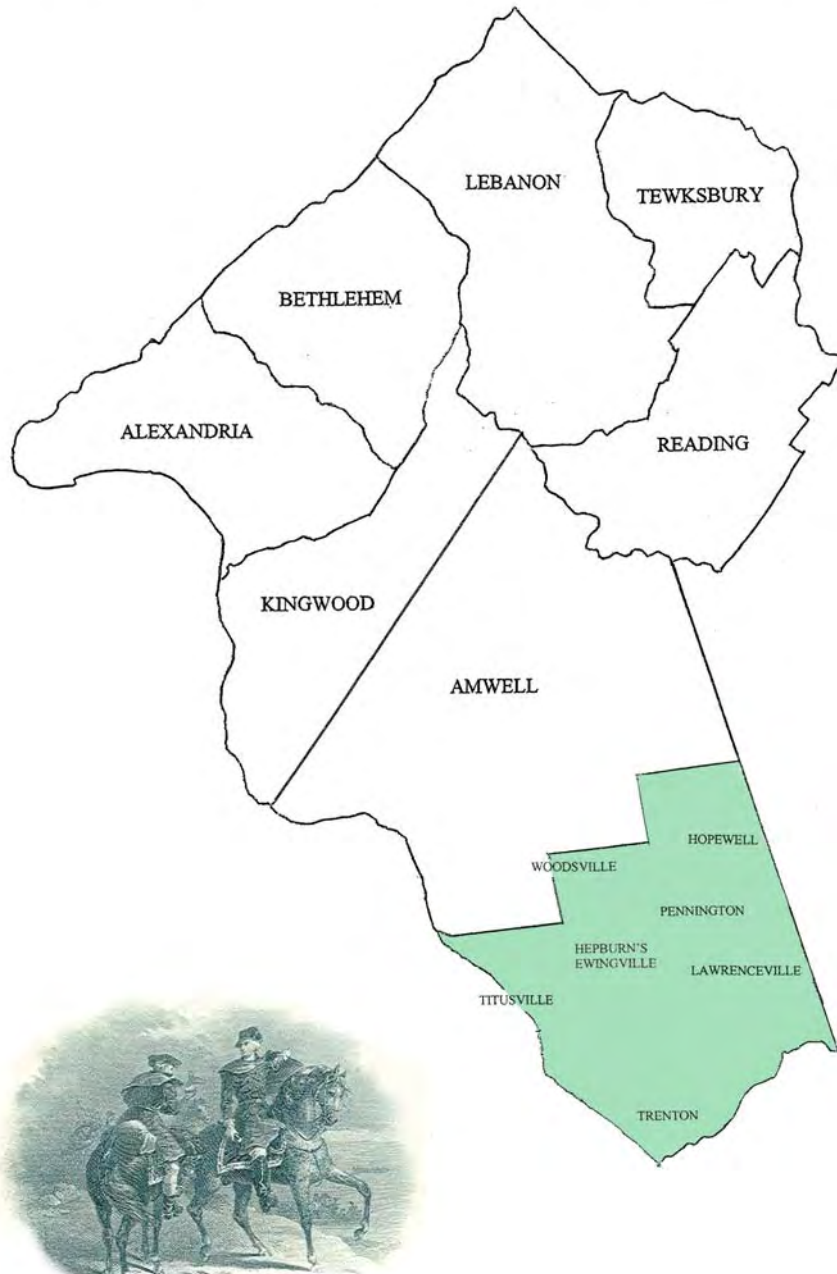
*[This is the second in a series on Hunterdon County Post Offices by Jim Walker (for Part 1, see the August issue of NJPH, Vol 34, No. 3). While we promised we would begin with current offices, we have decided instead to begin with the post offices that were in Hunterdon County, but became part of Mercer with its formation in 1838. We will continue this series in upcoming issues of NJPH.]*





## HUNTERDON COUNTY AT THE TIME OF THE AMERICAN REVOLUTION: POST OFFICES NOW PART OF MERCER COUNTY

HUNTERDON COUNTY AT THE TIME OF THE AMERICAN REVOLUTION



*Fig. 1: The section of Hunterdon County shown in green became part of the newly formed Mercer County on February 22, 1838. (Compare with map on page 186.)*

## THE FORMATION OF HUNTERDON COUNTY

The boundaries of Hunterdon County, like the rivers that form them, have remained unchanged, for the most part, since 1714. These are the Delaware and the Musconetcong to the west and northwest, and the Lamington to the east. The old East-West Jersey line that forms the boundary at Three Bridges running southeast had been well established by the time the county was formed in 1714.

Hunterdon County was originally formed from the unorganized areas of West Jersey and part of what had been Burlington County, and it stretched from the area north of the Assunpink Creek at Trenton to the far northwestern regions of the colony. The county then formed included parts of what would become Morris, Sussex, Warren and Mercer Counties. It was soon to lose large portions of that territory with the formation of Morris County in 1739 (which would be again divided to create Sussex, and then Warren Counties), reducing it to the size shown on the map on the previous page (*Figure 1*). From *An Act For Erecting The Upper Parts Of The Western Division Of New Jersey Into A County* we have the following passage:

*...And be it Enacted by the Governor, Council and General Assembly, and by the Authority of the same, That all and singular the Lands, and upper parts of the said Western-Division of the Province of New Jersey, laying northwards of or situate above the Brook or Rivolet, commonly called Assunpink, be erected into a County, and it is hereby Erected into a County, Named, and from henceforth to be called, The County of Hunterdon; and the said Brook or Rivolet, commonly known and called by the Name of Assunpink, shall be the Boundary Line between the County of Burlington, and the said County of Hunterdon.*<sup>1</sup>

The southern boundary of Hunterdon was a problem early on. The Assunpink Creek not only divided two counties, Hunterdon and Burlington, it divided the town of Trenton between those two counties. At the same time, three townships also laid claim to the area occupied by Trenton: Hopewell, Lawrenceville, & Nottingham.

In 1719, Trenton became the county seat of Hunterdon, and the Colonial Governor directed all court business be held in Trenton. This was not very convenient for citizens living in the northern part of the county. Flemington became the county seat of Hunterdon in 1785, and the State Capital was established in Trenton in 1790. The efforts to incorporate the town of Trenton were defeated time and again in the State Legislature; this deprived the town of the independence it needed to keep pace with expanding business interests which its location afforded. 1792 saw the incorporation of the area of the town north of the Assunpink Creek.

Things remained unchanged until 1837 when, with the election of Andrew Jackson, Trenton received a new charter approved by the voters April 1, 1837, and on February 22, 1838, Mercer County was established from both Hunterdon and Burlington counties, as well as parts of Somerset and Middlesex, with Trenton as the county seat.<sup>2</sup> With that, Hunterdon not only lost territory, but one of its largest settlements – Trenton – to Mercer County. Flemington remained Hunterdon's county seat, more central to all of its residents.

This section of Hunterdon postal history examines the towns that were once part of Hunterdon County, but are now a part of Mercer County. We have attempted to show Hunterdon county usages, but because these are often rare, we have occasionally shown usages that were post-1838, as part of Mercer County.

## TRENTON ~ HUNTERDON COUNTY > MERCER COUNTY

The southern boundary of Hunterdon County, from the time it was formed in 1714 until the formation of Mercer County in 1838, extended to the Assunpink Creek south of the Village of Trenton. Early on, Trenton was an important ferry crossing of the Delaware on the post road between Philadelphia and New York. On September 12, 1734, Andrew Reed was appointed Postmaster of Trenton. He established an office in his father Joseph's store, which was located at the northwest corner of King and Second Street, now known as Warren and State Street.

Andrew Reed's son, also named Joseph, held a Colonel's rank in Cadwalader's Division at the Battle of Trenton.



POST-OFFICE, CORNER SECOND AND KING STREETS

The first post office was built in 1753 on the corner of King and Second Streets, the same year Benjamin Franklin became Postmaster-General of the Colonies.



Fig. 2: June, 6, 1761 cover from London, England to Burlington, NJ via Trenton with Trenton manuscript, illustrated in the Matthew Bennett Sale 290 of Ed Siskin material as Lot 55.<sup>3</sup>

The only reference to the next Postmaster, Moore Furman, who served in 1757 and who went on to be the first Mayor of Trenton in 1792, is that he preceded Abraham Hunt. Abraham Hunt, a successful merchant, became Postmaster January 10, 1764. Hunt's home was located on the opposite corner of King and Second Streets from the Post Office. He served as Postmaster until May 8, 1775 when he became a member of the Committee of Correspondence. He resumed his duties as Postmaster on October 13, 1775 and held the office until August 17, 1778. Tradition states:

As a guest of Postmaster Hunt on Christmas night of 1776, Hessian Commander Rall took full advantage of his host's hospitality and paid with his life. The tide of America's struggle for independence was thus turned, in Hunterdon County.

A word about Abraham Hunt: he held a commission of Lieutenant Colonel in Isaac Smith's First Regiment, Hunterdon County Militia, at the time of the Battle of Trenton.

Records state the next Postmaster was James Paxton, appointed July 28, 1778. Benjamin Smith, a harness maker by trade, took over on April 5, 1782. The Washington Administration appointed John Singer Postmaster of Trenton on January 5, 1787. The office was located in a house on the corner of Warren and Hanover Streets. The next Postmaster, Major Peter Gordon, appointed March 27, 1792 kept his office at the corner of State and Warren. Charles Rice took over on November 28, 1803, and the Post Office was moved next door to Ellet Howell's. In 1821, President John Quincy Adams appointed James J. Wilson, a silversmith by trade, Postmaster of Trenton. Wilson died in 1824, and his wife Jane Wilson was appointed August 7, 1824 to serve out his term of office. The last Trenton, Hunterdon County, Postmaster was Joseph Cunningham. Appointed January 3, 1835, he held the office when on February 22, 1838, the County of Mercer was formed.<sup>4</sup>

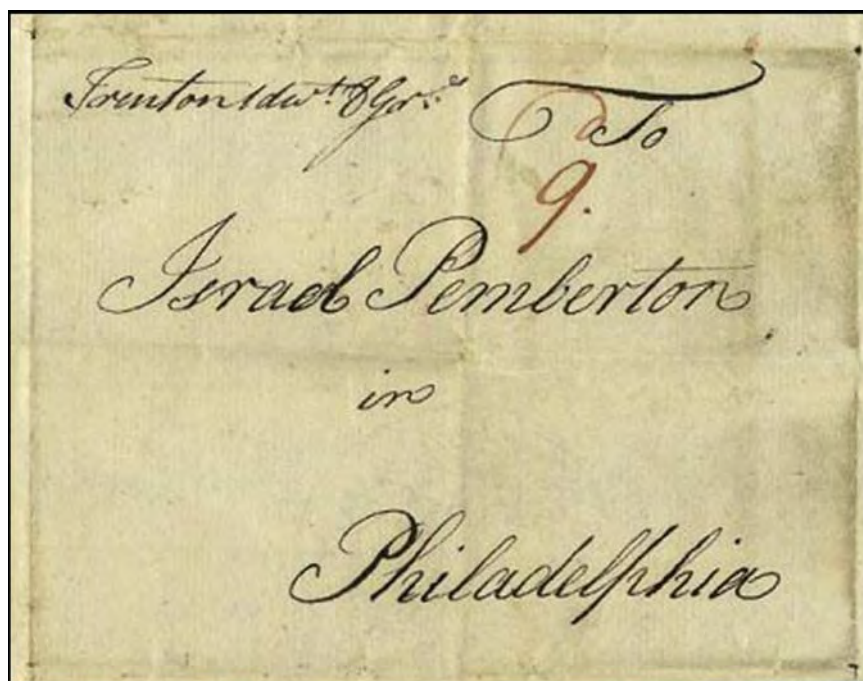


Fig. 3. Noted in docketing as "Trenton 11<sup>th</sup> Novr 1770" from Trenton to Philadelphia, from the recent Siegel (Oct. 2007) sale.<sup>5</sup>



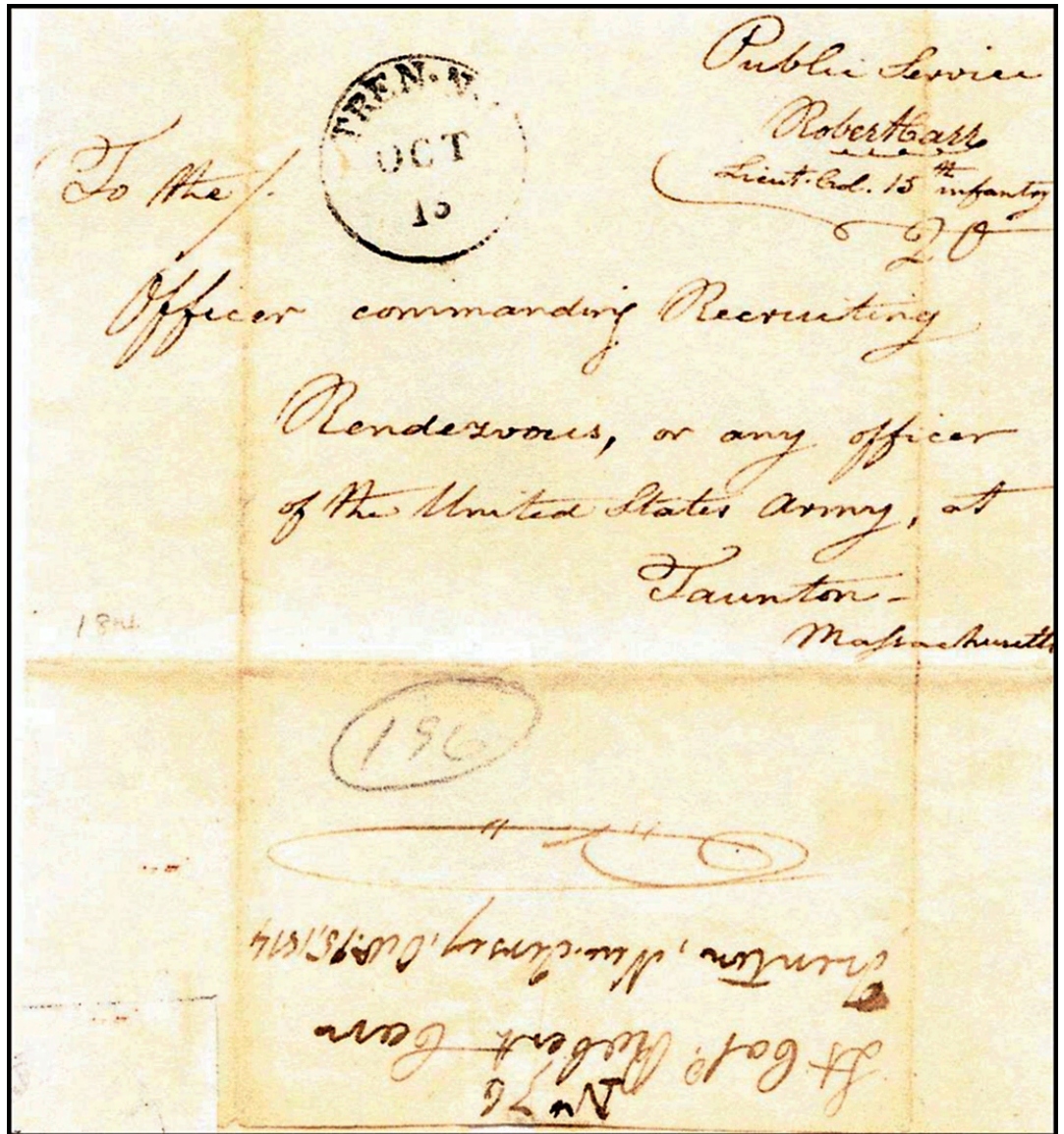


Fig. 4: Oct. 15, 1814 Trenton handstamped cancel.

The cancel used on this 1814 stampless cover is a 26mm brass handstamp, one of the first twelve issued by the U.S. Post Office Dept. in 1799. Only two were use in New Jersey, one being Trenton and the other being Newark. This cancel, "TREN. N.J." was used at Trenton until about 1820.



Coles T10 <sup>6</sup>

This cover is endorsed,

Public Service

Robert Carr  
Lieut. Col. 15<sup>th</sup> Infantry

Sent collect at the 20 cent for 300-500 miles rate of 1799.



Fig. 5: This TRENn, N.J. cancel was in use from 1827 through the mid 1830s. This cover is cancelled May 29, and the letter enclosed is datelined May 29, 1827.



Coles T12

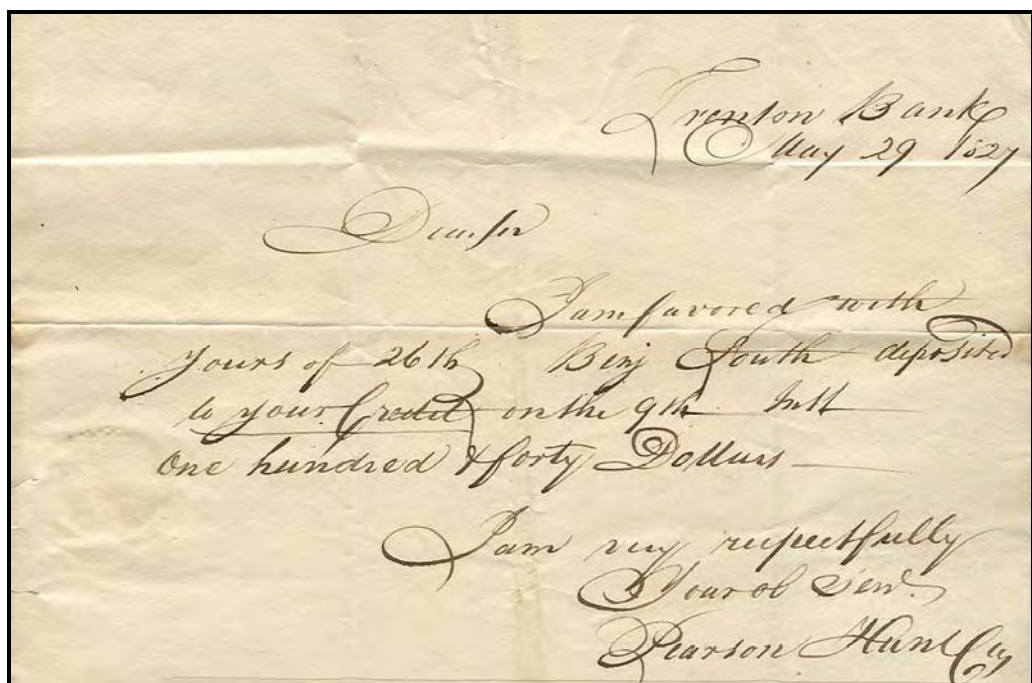


Fig. 5a: Inside of above stampless folded letter, showing dateline.

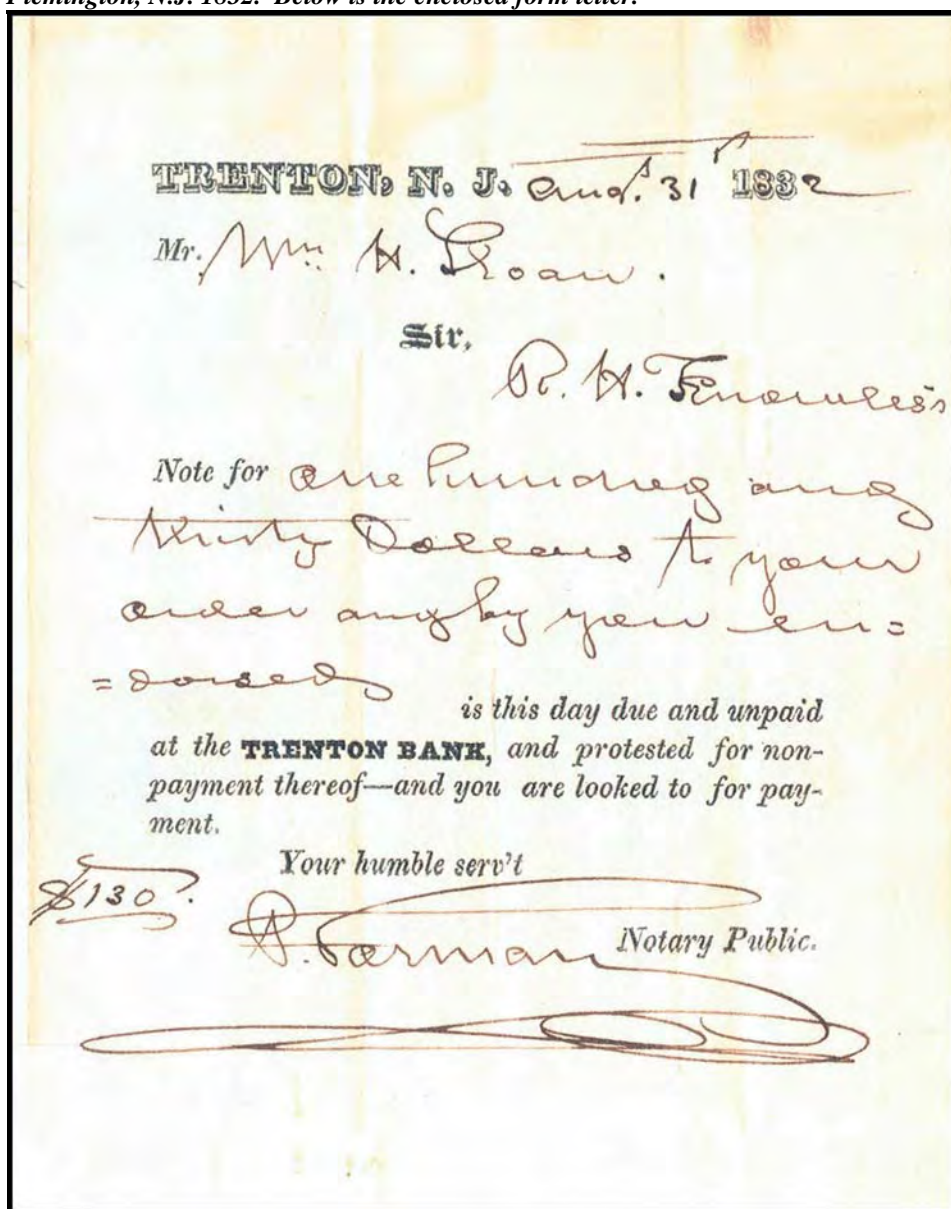




Coles T13



Fig. 6: TRENTON, N.J. on a stampless from letter from the Trenton bank to Flemington, N.J. 1832. Below is the enclosed form letter.



STATCHLEY  
J.C. & A. Green 70

EWINGVILLE P.O.

HAGAN 146  
W.H. Cox 112  
J. Caldwell 59  
S.H. Ho.

D.W. Lanning 24  
E. Maguire 3  
J.H.S. 2  
W.H. Howell 32  
Hotel

E.W. Lanning  
S.H. Phillips  
E.W. Lanning 70  
2 to  
S. Coleman  
W.R. Shop  
Jb. Map 3

Cn. Galt 65  
Furman Est.  
Crozier & Co.  
E. Hendrickson  
Robt.

Chas. Reed  
H.P. Green  
H. P. Green 161  
Wilson 12

Woodruff  
Wm. Reed 50

Hrs. of R. Co.



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## HOPEWELL ~ HUNTERDON COUNTY > MERCER COUNTY

A post office was established in the village of Hopewell March 17, 1825 with Jacob Simpson Stout as postmaster. The postmasters and their dates of appointment are: Samuel Skinner, June 17, 1826; George W. Blackwell, April 11, 1831; Ralph U. Knowles, March 28, 1834; and the last postmaster to serve this office in Hunterdon was Stephen Blackwell, appointed July 10, 1835. It became part of Mercer County February 22, 1838.

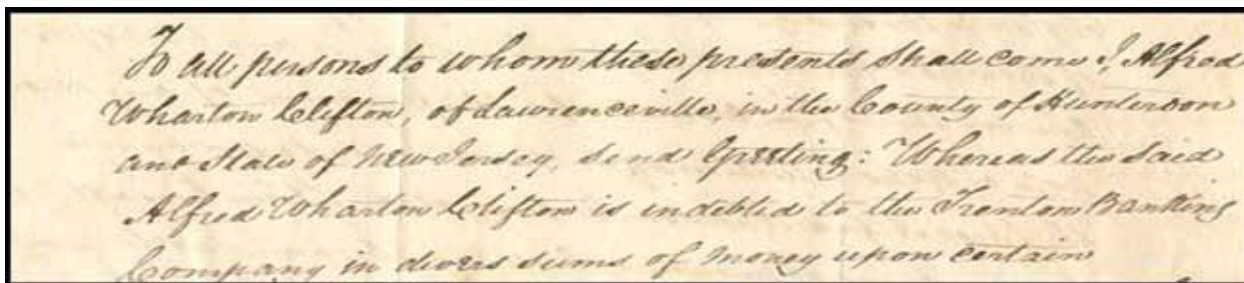


Fig. 8: Hopewell, NJ manuscript cancel dated Aug 15, 1849 to New Hope, Pa. ~ a Mercer County usage.

## LAWRENCEVILLE ~ HUNTERDON COUNTY > MERCER COUNTY

This town was located at the intersection of Route 206 and Cold Soil Road. While this area was still part of Hunterdon County, a post office was established here on March 14, 1827, with Ralph H. Shreve as postmaster. Nathan E. Phillips took over July 8, 1831, and Charles Van Cleve assumed office May 5, 1835. He was still postmaster when Mercer County was established February 22, 1838.

The section of an 1833 stampless letter below refers to a mortgage assignment from Alfred Wharton Clifton to the Cashier of the Bank of North Liberties in Philadelphia. Dated October 29, 1833, it states Mr. Clifton lives in Lawrenceville, in the County of Hunterdon.



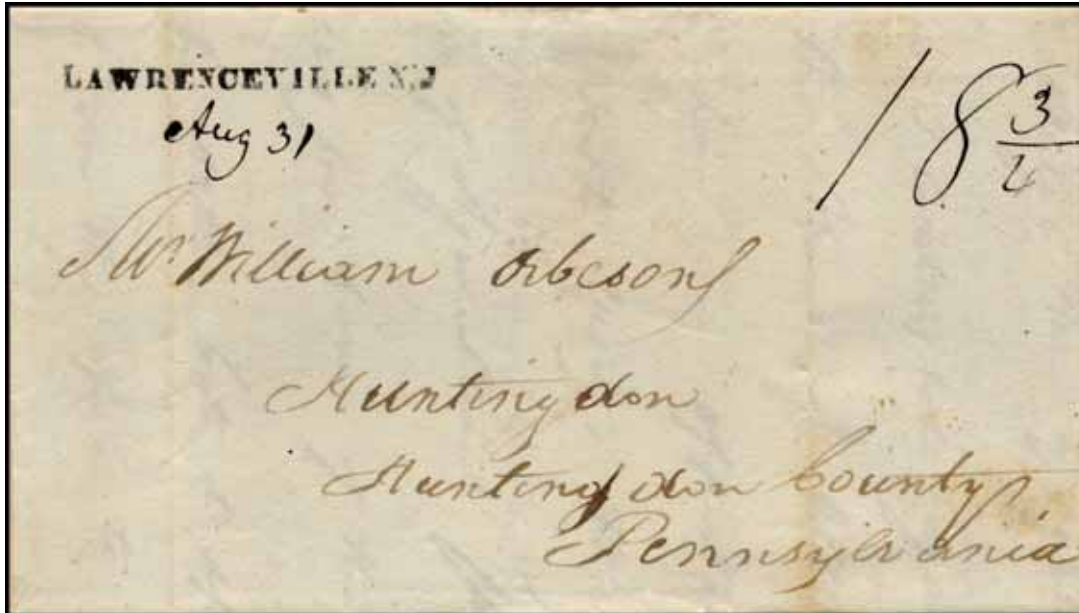




Courtesy Robert G. Rose

Fig. 9: Lawrenceville straight line postmark, 50½ x 2½ mm, March 6, 1829, single letter rate, 150-400 miles, paid, to Washington, DC ~ then in Hunterdon County.

The LAWRENCEVILLE straight line cancel first appeared in 1829 and was still in use when Mercer County was established in 1838.

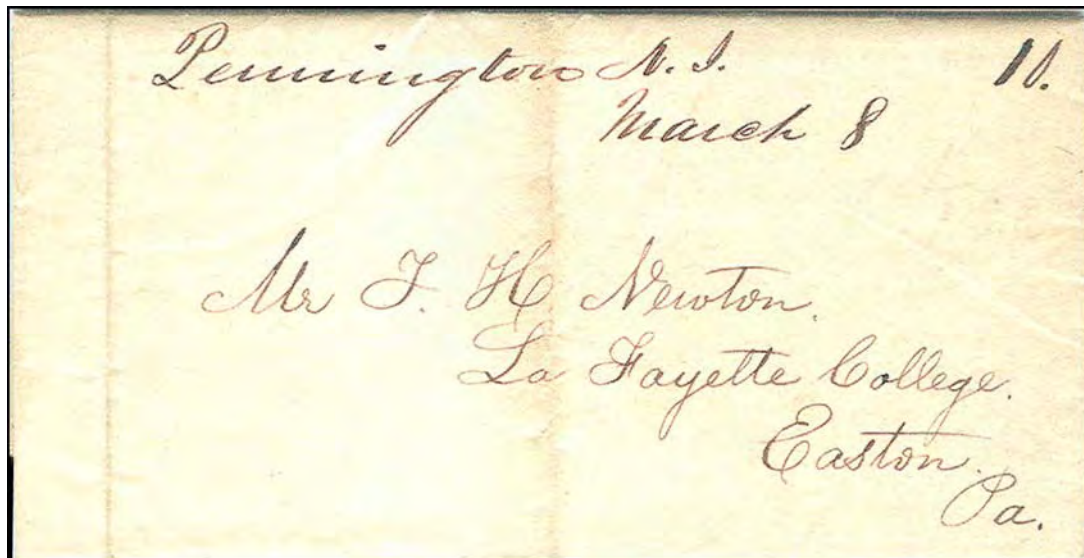


Courtesy Robert G. Rose

Fig. 10: Lawrenceville straight line postmark, 49 x 2½ mm, August 31, 1829, single letter rate, 150-400 miles, unpaid, to Huntington, Pennsylvania ~ another early Hunterdon County usage.

**PENNINGTON ~ HUNTERDON COUNTY > MERCER COUNTY**

Located north of the city of Trenton, and east of Route 31, a post office was established in this village January 15, 1800, with Jonathan Morehead as the first postmaster. John Welch became postmaster May 5, 1819, and Joseph Bunn assumed the office December 29, 1821. Ralph H. Knowles took over March 22, 1833, Enoch G. Welling January 13, 1834, and Henry P. Welling became the last postmaster of this Hunterdon County post office February 25, 1837.



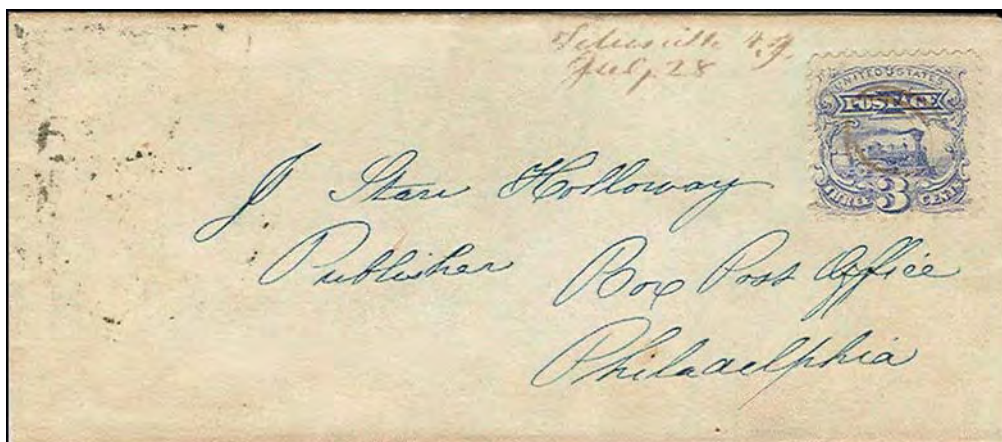
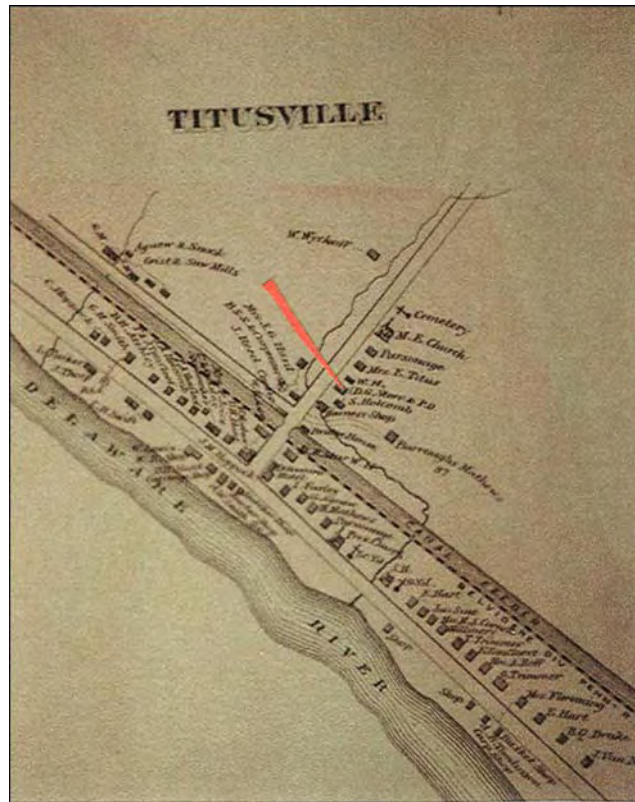
*Fig. 11: Pennington NJ manuscript cancel March 8, 1845 (a Mercer County P.O. at that time) to Easton, Pa. It is often hard to find examples of many of these towns pre-1838.*



*Pennington Male Seminary.*

**TITUSVILLE ~ HUNTERDON COUNTY > MERCER COUNTY**

Located on the Delaware River near where Washington and his forces came ashore Christmas night 1776. A post office was established here April 3, 1833. John Hoff is listed as the only postmaster of this office while it was part of Hunterdon County. Titusville became an office of Mercer County February 22, 1838.

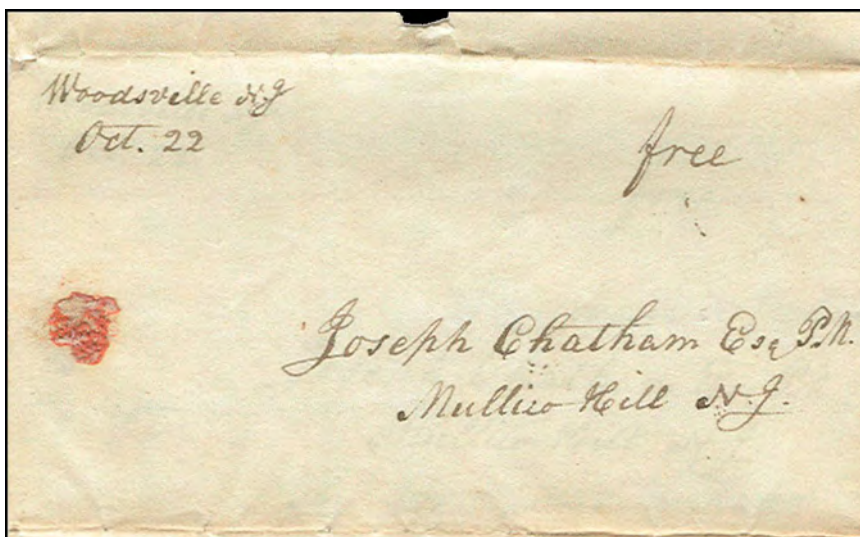


**Fig. 12: Titusville, NJ manuscript cancel dated July 28 (no year date, although obviously from the stamp usage, it is a Mercer County usage). There is an off-center double circle on the stamp in same ink as the town name.**

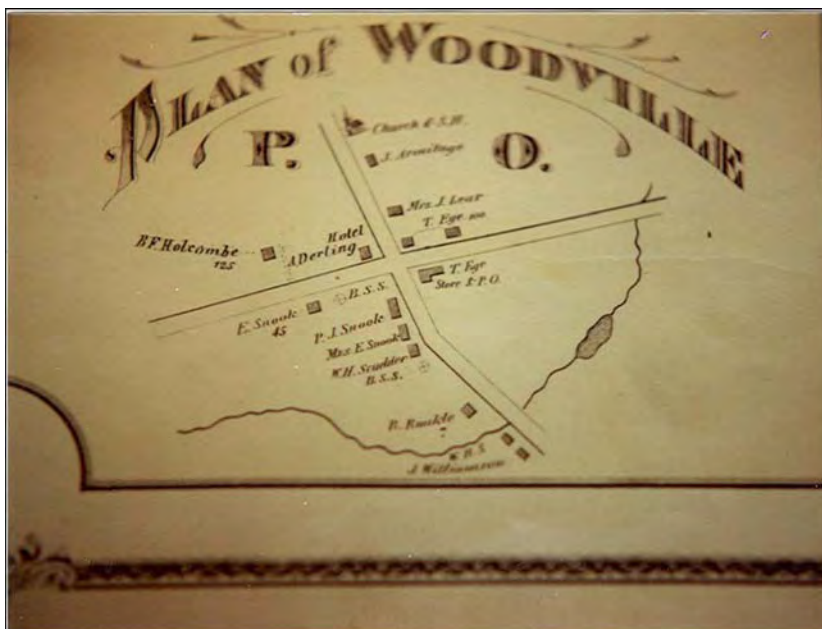


**WOODSVILLE ~ HUNTERDON COUNTY > MERCER COUNTY**

Located at the intersection of route 518 (Lambertville-Hopewell Turnpike) and Marshalls Corner-Woodsville Rd., an office was opened here April 20, 1827, with Joseph Wood as postmaster. Wood was still serving when the office became part of Mercer County February 22, 1838.



*Fig. 13 : Woodsville, NJ to Mullica Hill, manuscript cancelled Oct 22 (1832).*



*[This study of the Postal History of Hunterdon County will continue in future issues of NJPH.]*



## ENDNOTES:

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- <sup>1</sup> March 11, 1713/14. The bounds of the County as then erected included present day Sussex, Warren, and Morris Counties and a portion of Mercer County. [http://www.mynewjerseygenealogy.com/nj\\_county/hun.htm#eh](http://www.mynewjerseygenealogy.com/nj_county/hun.htm#eh) (Nov 22, 2007). and at same website, county maps which show how counties changed over time: [http://www.mynewjerseygenealogy.com/nj\\_maps/nj\\_cf.htm](http://www.mynewjerseygenealogy.com/nj_maps/nj_cf.htm), (Nov. 25, 2007).
  - <sup>2</sup> Background on the formation on Mercer County from Walker, Edwin Robert, *A History Of Trenton 1629-1929*, published by The Trenton Historical Society, Princeton, NJ: Princeton University Press, 1929.
  - <sup>3</sup> Matthew Bennett lot 55 description reads as follows: 1761 (Jun. 6) London, England to Burlington, N.J. via Trenton, dated folded letter to Sam Smith the Treasurer of the Colony of New Jersey, carried via the Falmouth-New York packet, received with reddish "NEW / YORK" handstamp and manuscript "Sh 2.16" rating, received and forwarded to Burlington with manuscript "Trenton" postmark and matching "1" rating, totaled to "3.16"; letter separated at folds, Fine, *the 2 dwt (6 pence) rate for 60-100 miles from New York to Trenton plus 16 grain ship rate, 1 dwt (3 pence) for forwarding to Burlington totaled to 3 dwt 16 grains due from addressee. Estimate \$1,500-2,000 The sender was an agent for the colony, "My last to the was 14th. 3d Mo. p. the New York pacquett and P. the Philadelphia Pacquett...The Lords of the Treasury have allotted the sum of £9328 as your proportion of the Parliamentary Grant for 1759". This item did not sell in that auction. See <http://www.bennettstamps.com/Sale 290>, 2005 (Nov. 28, 2007).*
  - <sup>4</sup> *A History Of Trenton 1679-1929*, Princeton University Press, and Stryker, William S., *The Battle Of Trenton And Princeton*, 1898
  - <sup>5</sup> Lot 2608, Robert A. Siegel sale Oct. 24, 2007, No 944. See <http://siegelauctions.com/2007/944/s944.htm>. This lot sold for \$1700.
  - <sup>6</sup> Coles, William C., *The Postal Markings Of New Jersey Stampless Covers*, The Collectors Club Of Chicago, 1983. Coles numbers are indicated. Also Sampson, E.N., *American Stampless Cover Catalog*, 1978

## SUSSEX COURT HOUSE: FIRST POST OFFICE IN SUSSEX COUNTY

By Len Peck

On February 20, 1792, the 2<sup>nd</sup> Congress, Session I, Chapter VII, passed “An Act to establish the Post office and Post Roads within the United States.” (See *Fig. 1*.) Previous postal legislation under the Continental Congress and then under the Constitutional Government had been enacted, which held together an inherited postal system, but this was the first that outlined the entire Confederation Post Office. It is the first that mentioned Sussex Court House in Sussex County, N.J.

| SECOND CONGRESS. Sess. I. Ch. 7. 1792.  | SECOND CONGRESS. Sess. I. Ch. 7. 1792.   |
|---|--|
| <p>pursuing such process; or if either party shall refuse, then the justice first appointed shall name his associate, with condition to answer and pay whatever sum shall be recovered by him or them on such process, there shall be an immediate discharge of such vessel: <i>Provided</i>, That nothing herein contained shall prevent any fisherman from having his action at common law, for his share or shares of fish, or the proceeds thereof as aforesaid.</p> <p>Sec. 6. <i>And be it further enacted</i>, That the drawback heretofore allowed on the exportation of foreign dried and pickled fish, and other foreign salted provisions, be and the same is hereby repealed.</p> <p>Sec. 7. <i>And be it further enacted</i>, That the monies which shall remain in consequence of the abolition of the allowance on the exportation of the dried fish of the United States, and of the drawback on foreign dried and pickled fish, and other foreign salted provisions, be, and the same are hereby appropriated to the payment of the allowances granted by this act, and in case the monies so appropriated shall be inadequate, the deficiency shall be supplied out of any monies which from time to time shall be in the treasury of the United States, and not otherwise appropriated.</p> <p>Sec. 8. <i>And be it further enacted</i>, That any person who shall declare falsely in any oath or affirmation required by this act, being duly convicted thereof in any court of the United States, having jurisdiction of such offence, shall suffer the same penalties as are provided for false swearing, or affirming, by the act before mentioned, and to be in like manner sued for, recovered and appropriated.</p> <p>Sec. 9. <i>And be it further enacted</i>, That this act shall continue and be in force for the term of seven years, and from thence to the end of the next session of Congress, and no longer.</p> <p>APPROVED, February 16, 1792.</p> <p>CHAP. VII.—<i>An Act to establish the Post-Office and Post Roads within the United States.</i></p> <p>SECTION 1. <i>Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled</i>, That from and after the first day of June next, the following roads be established as post roads, namely: From Wiscasset in the district of Maine, to Savannah in Georgia, by the following route, to wit: Portland, Portsmouth, Newburyport, Ipswich, Salem, Boston, Worcester, Springfield, Hartford, Middletown, New Haven, Stratford, Fairfield, Norwalk, Stamford, New York, Newark, Elizabethtown, Woodbridge, Brunswick, Princeton, Trenton, Bristol, Philadelphia, Chester, Wilmington, Elkton, Charlestown, Havre de Grace, Hartford, Baltimore, Bladensburg, Georgetown, Alexandria, Colchester, Dumfries, Fredericksburg, Bowling Green, Hanover Court House, Richmond, Petersburg, Halifax, Tarborough,</p> | <p>state of New York, and from Springfield, by Northampton, Brattleborough, and Charlestown, by Windsor in Vermont, to Hanover, and from Hartford, by Middletown, to New London; also from Hartford to Norwich, and Providence; and from Providence to Worcester, and from Philadelphia, by Lancaster, Yorktown, Carlisle, Shippensburg, Chambersburg, Bedford, and Greensburg, to Pittsburg; and from Philadelphia to Bethlehem; from Bethlehem, by Reading and Harrisburg, to Carlisle, and from Bethlehem, by Easton, Sussex Court House, Goshen, Ward's Bridge, and Kingston, to Rhinebeck; from Philadelphia, by Salem, to Bridge-town; and from Wilmington, by Warwick, Georgetown, Cross Roads, Chestertown, Chester Mills, and Easton, to Vienna; and from Vienna, by Salisbury, to Snow Hill; also from Wilmington, by Newcastle, Cantwell's Bridge and Duck Creek, to Dover; and from thence by Milford, Dagsbofough, Snow Hill, and Northampton Court House, to Norfolk in Virginia; and from Baltimore to Annapolis, Upper Marlborough, Piscatawa, Port Tobacco, Allen's Fresh, Newport, and Chaptico, to Leonardtown; and from Richmond, by Williamsburg, Yorktown and Hampton, to Norfolk; and from Fredericksburg, by Port Royal and Tappahanock, to Urbanna; and from thence, crossing Rappahanock, and proceeding by Northumberland Court House, to Kinsale on the river Yeocomico, thence by Westmoreland Court House, through Leeds-town, to Fredericksburg; and from Petersburg, by Cabin Point, Smithfield, and Suffolk, to Portsmouth, and from Suffolk, to Edenton, and by Plymouth to Washington; and from Washington to Newbern, and thence to Wilmington; and from Fayetteville, by Elizabethtown, to Wilmington; and from Halifax, by Warrington, Hillsborough, Salem, to Salisbury; from Halifax, by Bluntsville, Williamston, Daileys to Plymouth; and from Edenton, by Hertford, Nixonton, Sawyer's Ferry, in Camden county, to Indiantown, in Currituck county; and from New York, by Albany, Bennington, Manchester and Rutland, to Burlington, on Lake Champlain; and from Albany, by Schenectady, to Connsjor-harrie; from New York to Hartford, through Whiteplains, North Castle, Salem, Poundridge, Ridgefield, Danbury, Newtown, New Milford, Litchfield, Harrington and Farmington; from Newark or Elizabethtown, by Morristown, to Sussex Court House; from Woodbridge to Amboy; from Alexandria, by Salisbury, Leesburg, Shepherdstown, Martinsburg, Winchester, Stevensburg, Strasburg, Woodstock, and Rockingham Court House, to Staunton; and from Richmond, by Columbia, Charlottesville, Staunton, Lexington, Fincastle, Montgomery Court House, Wythe Court House, Abingdon, and Hawkins Court House, in the territory South of the river Ohio, to Danville in Kentucky; and from Baltimore, by Fredericktown and Sharpsburg, to Hagarstown; and from thence to Chambersburg: <i>Provided</i>, That the route, by which the mails are at present conveyed, shall in no case be altered, without the consent of the contractors, till the contracts made by the Postmaster</p> |

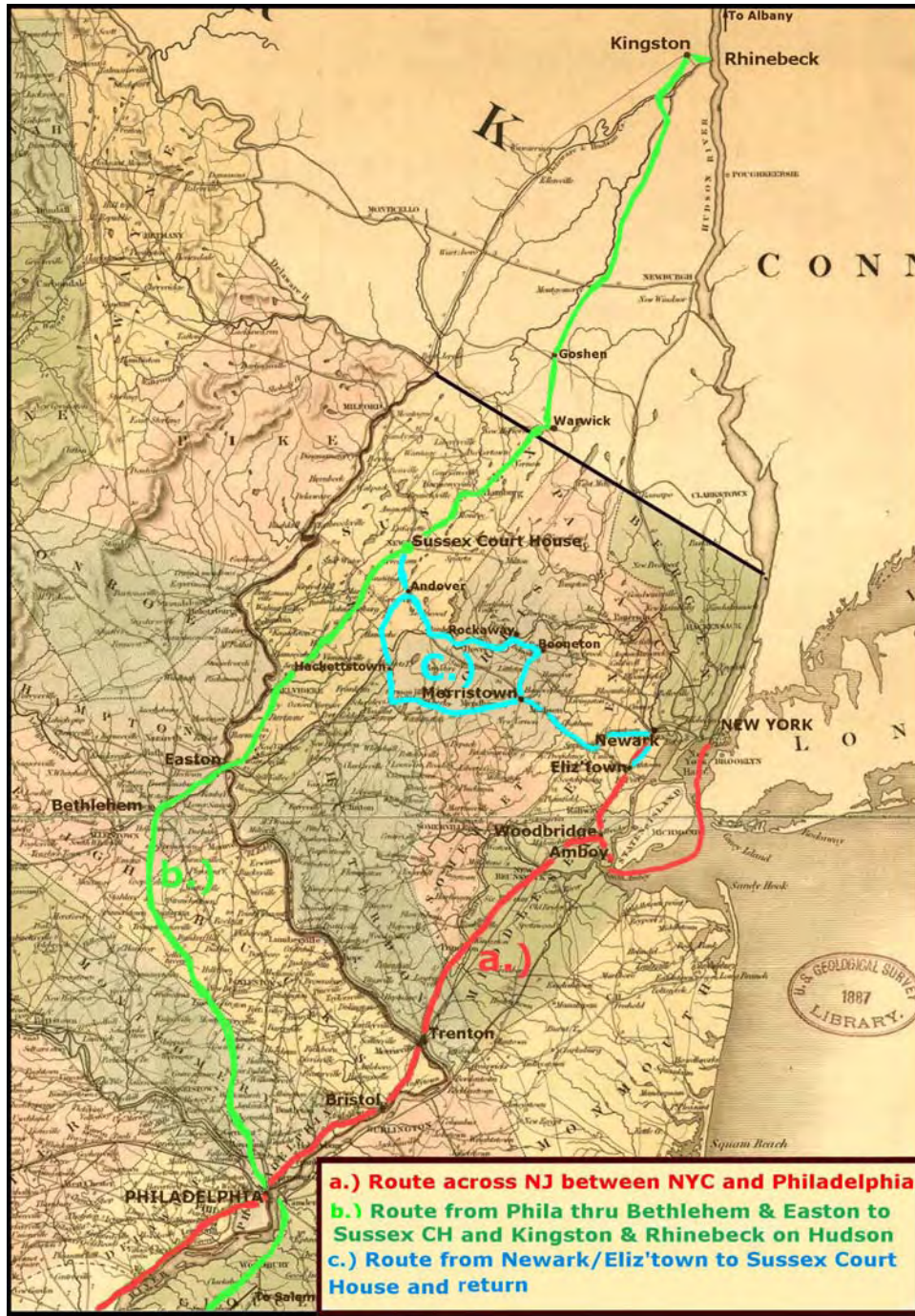
*Fig. 1: Page from the Journal of Congress, 2<sup>nd</sup> Congress, Session 1, Chapter 7 Feb. 20, 1792, Act to Establish the Post Office and Post Roads within the United States. Route a.) describes the route between New York and Philadelphia; b.) describes the route from Philadelphia through Bethlehem and Easton to Kingston and Rhinebeck on the Hudson – mentioning Sussex Court House, and c.) describes the route from Newark/ Elizabethtown to Sussex Court House. Of these, the a.) route was long established, and mail was carried on it by this time through contracts with stage companies. Routes b.) and c.) both required a post rider A pdf version of the complete text of the Act is available.<sup>1</sup>*

This act confirmed some 48 post offices that were formerly established on the main North/South route between Wiscasset in the Maine Territory and Savannah, Georgia and added three more. It also confirmed 25 post offices that formerly existed under the British Colonial System on minor or cross routes, and added 66 to those routes as well. This brought the total number of post offices in the 13 states to 142.



## SUSSEX COURT HOUSE ~ First Sussex County P.O. ~ Len Peck

All in all, when this legislation was written in 1792, there were nine pre-existing post offices in New Jersey. All existed under the British Colonial System; they were Newark, Elizabethtown, Woodbridge, Brunswick, Princeton, Trenton, Bridgetown, Morristown and Amboy. This act specifically mentioned two new post offices: Salem and Sussex Court House (now Newton). Sussex Court House, which had not previously had a post office, now found itself on not one, but two postal routes.



Base map is an 1839 map by David H. Burr.<sup>2</sup>  
**Fig. 2: Showing routes established 1794, which now include Sussex Court House**

The first postmaster selected for this position at Sussex Court House was Thomson Darrah,<sup>3</sup> although no record could be found as to how he got the appointment. (It might be well to point out at this time that all incoming correspondence from the field was destroyed when the British burned Washington in 1812. For this reason much of the early history of the United States postal system is missing. Only the letter books containing copies of outgoing letters of the postmaster general and his subordinates were saved, so one must read between the lines of these letters to get the gist of what might have been contained in a letter being answered.) I was able to find a number such letters in the letter books in the National Archives in Washington pertaining to the establishment of the post office at Sussex Court House.<sup>4</sup>

The first reference to Thompson Darrah's selection as postmaster at Sussex Court House was contained in a form letter sent to the 66 new postmasters in the U.S. being named to these newly established post offices. Eight of these were in New Jersey.<sup>5</sup> Its form and contents read as follows:

*General Post Office Philadelphia June 12, 1792*

*Mr. Thompson Darrah*

*Sir;*

*From the information I have received, I conclude it will be agreeable to you to accept the office of Postmaster at Sussex Court House, New Jersey. A commission for you is now inclosed together with a copy of the Law for regulating the Post Office and Forms and Directions conformably therewith. The inclosed Bond you will be pleased to execute with a sufficient Surety or Sureties and then return the same together with the Oaths (or affirmations) after they have been duly certified by the Justice of the Peace before whom you shall take and subscribe them.*

*I am &c*

*T.P.*

*[Timothy Pickering, Postmaster General]*



Shortly thereafter, on June 18, 1792 the General Post Office in Philadelphia sent the following printed circular establishing the rate of remuneration the Postmasters were to receive.

*June 18, 1792*

*Sir;*

*The 23d. section of the Law for establishing Post Offices and Post roads within the United States, authorizes the Postmaster General to allow the Deputy Postmasters respectively, "Such Commissions on the Monies arising from the Postage of Letters and Packets as he shall think adequate to their respective Services; Provided that the said Commissions shall not exceed Forty per Cent to any Deputy whose Compensation thereby shall not exceed Fifty Dollars, nor Thirty per Cent to any Deputy whose Compensation thereby shall not exceed One Hundred Dollars, nor Twenty per Cent to any other Deputy; except the Postmaster where the European Packets arrive."*



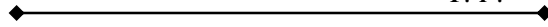
*In considering this clause I have formed the following conclusions.*

*That the Compensation to a Deputy Postmaster, above allowed is undoubtedly his Annual Pay.*

- 1. That the Commission cannot in any Case exceed Forty per Cent, but Forty per Cent may be allowed where, at that Rate, the Commission will not exceed Fifty Dollars a Year, and in every Case I agree to allow a Commission of Forty per Cent.*
- 2. That where a Year's Postage exceeds 125 Dollars, and is under 160 Dollars, such a Commission should be charged, under Forty per Cent, as will make the Annual Compensation Fifty Dollars*
- 3. That where the Annual Postage amounts to 166 Dollars, and upwards to 333 Dollars, a Commission of Thirty per Cent should be charged.*

*I am etc.*

*T. P.*



This new route from Elizabethtown to Sussex Court House [see c.) in *Figure 1*] required the hiring of a new post-rider. Whereas Postmasters' remuneration was based on a percentage of the postage charged on outgoing mail at their post offices up to a certain limit, a post-rider's remuneration was based on the amount of his contract bid. Asa Chadwick, who was the successful bidder to carry the mail on the route from Newark or Elizabethtown to Sussex Court House and return, was apparently compensated at two hundred dollars per annum, based on the letters below.<sup>6</sup>

*General Post Office,  
Philadelphia, June 13, 1792*

*Mr. William Shute [Postmaster at Elizabethtown]*

*Sir*

*Among the various proposals for carrying the public mail, from Newark and Elizabethtown to Morristown and Sussex Court House, those of Mr. Abraham Winny are the lowest. His proposals are dated Elizabethtown and hence I conclude he lives there or is well known to you. Inclosed is a letter for him declaring my acceptance of his proposals and desiring him to apply to you to enter into the contract, the form of which is inclosed.*

*Mr. Hollock made no proposals. You informed me that his private post took his newspapers on Thursday morning to carry to Morristown and Sussex Court House. I suppose that the dispersion of newspapers was a leading object in view of Congress in establishing the many post-roads and I would endeavor to make provisions accordingly, but the time[that] may suit some printers may not correspond with the publications of others, in many places I could not learn on what days newspapers were printed. In fixing the returns of the mail to Elizabethtown on Friday evening I meant to accommodate all persons on this route and all inhabitants over the mountain in Orange County and in New York (with which City I presume their correspondence to lie) by the Saturday's Mail Stage. If you think other times of arrival and departure will better accommodate the people to the extent above mentioned you may so set them in the schedule. But whatever times shall be so set I wish the Contractor to understand that they must be liable to a further change if necessary to produce a proper convenience with other mails, tho' not to shorten the period of performing his tour, unless with his willing consent. I will thank you to see the Contract and Bond executed by Mr. Winny and particularly that his sureties be sufficient.*

*When the contract is returned to me I will make out a counterpart for the Contractor---I have been applied to for a post office to be established at Chatham,<sup>7</sup> will you favour me with your opinion of its necessity or utility,-The appointments and other papers for the postmasters at Morristown and Sussex Court House I herewith commit to your care to be forwarded by the first good conveyance.*

*Mr. Winny's proposals being the lowest, I accept them on the presumption that he is competent to the business in all respects. But if there be any just objections to his being the Contractor, I request you to retain the letter addressed to him and advise me on the subject, keeping the matter in suspense. Perhaps I may be in Elizabethtown next Thursday.*

*I am your humble servant*

*T. P.*



On July 4, 1792 a letter was sent to Thompson Darragh from Elizabethtown, New Jersey by the Assistant General Postmaster, P. Wilkins.

*Elizabethtown, July 4, 1792*

*Mr. Thompson Darragh*

*Sir;*

*I have just received your letter of the 30<sup>th</sup> Ult addressed to Col. Pickering inclosing your Bond and Oath---The sum that should have been introduced in the former was thro ' mistake left out, and should have been seven hundred dollars. I return it herewith, with another, which I must trouble you to execute---The bearer of this, Mr. Chadwick, has contracted to carry the mail from Elizabethtown to Sussex Court House. As he expects to get his sureties near you I have told him they must be such as you shall approve of---You will be so obliging therefore, as to select those you think will be satisfactory. The key inclosed will open the lock that is to be annexed to the portmanteaux [saddlebag] after the first trip*

*I am etc P. W. [Asst. P.M. General]*



This letter is also the first reference to the selection of a Mr. Chadwick as the contractor to carry the mails between Elizabethtown and Sussex Court House. The earlier letter (shown above) dated June 13, 1792, signed by Timothy Pickering, the Postmaster General in Philadelphia and addressed to William Shute, the postmaster at Elizabethtown, indicated that a Mr. Abraham Winny was low bidder for the job. Apparently Mr. Winny was unacceptable to William Shute for some reason not known, and he recommended Asa Chadwick for the job. The July 4 letter also indicated that Asa Chadwick probably lived in the vicinity of Sussex Court House, due to the fact that "he expects to get his sureties near you." The extent that the Postal System was willing to go to accommodate the public, not only in mail deliveries but also in coordinating, if possible, the mail deliveries with the printing of newspapers is quite interesting.

The contract entered into by Asa Chadwick required that he make the mail trip between Elizabethtown and Sussex Court House with the interim stops once a week, leaving Elizabethtown each Wednesday and returning again on the following Tuesday. However, his responsibilities expanded very quickly by the authorization on June 12, 1792 of a post office in Rockaway, Morris County. Then on October 11, 1792 a post office would be authorized for Booneton,<sup>8</sup> also Morris County. These post offices were added to the postal route being ridden by Asa Chadwick as indicated in the letters below from the General Post Office in Philadelphia.

The following letter addressed to Mr. Chillon Ford confirms the establishment of the post office at Rockaway, New Jersey.

*General Post Office  
Philadelphia 23 July 92*

*Mr. Chillon Ford [Postmaster at Rockaway]*

*Sir;*

*I am pleased to find by your letter of the 16<sup>th</sup> Instant enclosing your Bond and oaths, that you have accepted the appointment of Postmaster for Rockaway.---The Postmasters at Newark and New York shall be informed of the establishment of your office. Asa Chadwick, the Postrider will be told to inform you on what days he will arrive at Rockaway. His contract obliges him to leave Elizabethtown every Wednesday and return again the Tuesday following.*

*I am etc.*

*P.W.*



*General Post Office Philadelphia, Oct. 11, 1792*

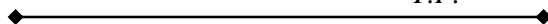
*Jno. Jacob Faisch, Esq. [manufacturer]*

*I have received your letter of the 6<sup>th</sup> inst. by Mr. Chadwick, and have agreed with him to carry the mail from Booneton to and from Sussex Court House and from Elizabethtown to New York, the times to correspond with his and your wishes as practicable, preserving a due connection with other mails. I also herewith send an appointment of Postmaster with the necessary papers to Mr. Rudolphus Kent whom you recommended for Booneton. —I will write to the Postmaster at New York informing him of your plan of delivery and receiving letters there, but Mr. Chadwick must pay him the postage when he takes from the office those which you and they advise him to deliver at New York.*

*For those extra services beyond his former engagement I allow Mr. Chadwick, (what he proposes) ten dollars a year.*

*I am Sir, etc.*

*T.P.*



Jno. Jacob Faisch, (*more correctly spelled Faesch*) the person to whom the above letter was addressed, was a Swiss mining engineer and ironmaster who contracted with Jacob Ford Jr. in 1772, to lease the Ford house and the associated ironworks in Rockaway Township that were owned by Ford so Ford could pursue other business matters. Faesch lived there while overseeing a massive furnace operation that served as the largest supplier of ammunition for Washington's troops during the Revolutionary War.




General Post Office Oct. 16, 1792

Sebastian Bauman  
Sir;

*I have lately created another post office in New Jersey. It is at Booneton. From Morristown the post proceeds to Booneton, Rockaway and Sussex Court House. Asa Chadwick is the Contractor and Post-rider. Persons in business on the route, especially in Booneton intend he shall proceed to New York and deliver his mail to you to be opened and rated; amount of the postage (at least of the letters of his subscribers) to be paid you by him; in order that he may then receive the letters and deliver them to whom they are addressed. Their answers with such other letters as shall be lodged in your office, to be made up into proper mails and delivered to Mr. Chadwick as any other post rider. But his subscribers expect that Mr. Chadwick himself will collect the answers of their correspondents and hand them to you to be put into the mail*

*To this plan I have consented; as without it the post rider would rather incommode than accommodate the people in business on the road to Sussex.*

*I am etc. T.P.*




General Post Office Jan'y 10, 1793

Mr. Asa Chadwick, Post Rider  
Sir;

*I received your letter of Dec. 30<sup>th</sup> —or rather a letter in your name—desiring your last quarter's salary may be paid to Lewis Woodruff—My assistant will give an order on Col. Bauman in New York for the amount to be paid you there, as he has public money on hand. Call on him for it—In time to come you are not to expect any payments on letters of draught in your name, unless you sign your name to them with your own hand. The contrary practice is dangerous, both to you & the public, for a rouge [sic: rogue] may use your name as well as an honest man.*

*Your friend  
T.P.*



General Post Office Jan'y 10, 1793


Sebastian Bauman, Esq'r

Sir;

*I herewith inclose an order on yourself, in favour of Mr. Asa Chadwick for Forty-nine dollars & 72 Cents which is in full of his pay to the 10 of January 1793.—Mr. Chadwick has been directed to apply to you for his pay.—When he calls please to take his receipt on the back of the order and return it to this office.*

*I am Sir yours etc*

*C.B. [Caleb Burrell – Asst P.M. General]<sup>9</sup>*



In January 1793, Thomson Darrah apparently wrote asking to be relieved of his duties. The following letters addressed to him are self explanatory. The letter dated Feb. 6<sup>th</sup> 1793 indicates that Thompson Darrah had informed the Postmaster General that he intended to resign as Postmaster at Sussex Court House.

General Post Office Philadelphia, Feb 6, 1793

Mr. Thompson Darrah

Sir;

I received your letter of the 22<sup>nd</sup> ultimo. The loss of the Portmanteau key is a disagreeable circumstance because it may fall into improper hands who may seek an opportunity of making ill use of it. I wish it may be carefully sought for. I enclose another which I hope will be carefully preserved and in a place where only the Postmaster may come of it.

I will shortly find an answer about your Successor / and am your humble Servent

T.P.

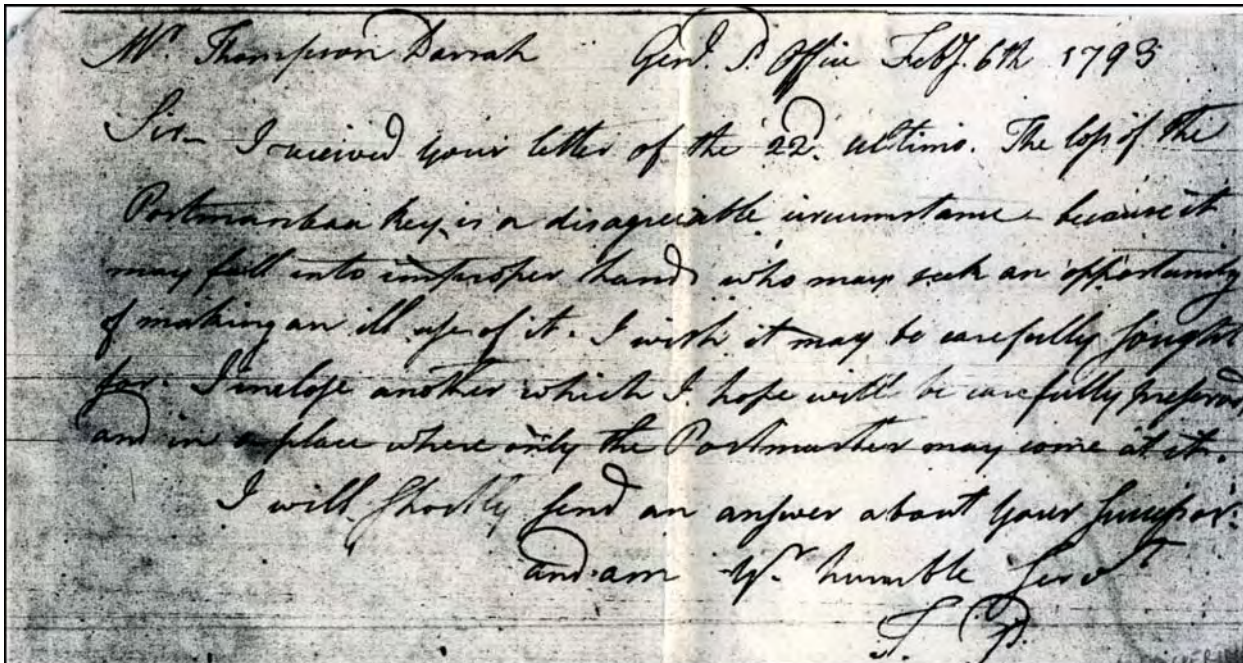


Fig 3: All of these letters were received from National Archives as photographs of the originals, and are often difficult to decipher, as this example shows.

General Post Office, Feb. 25, 1793

Mr. Thompson Darrah

Sir;

I received your letter of Jan. 22<sup>th</sup> giving notice of your intended resignation and recommending Mr. John Johnson to succeed you. I now enclose a bond to be executed by him with proper sureties which I request you see done; and on its return I will send a commission and your bond. It will be proper to take an inventory of all the articles pertaining to the office, to be signed by you and Mr. Johnson and transmitted to the General Post Office

I am Yours etc.

T.P.


*Gen 'l Post Office, Mar. 12, 1793*

*Mr. Thompson Darrah*

*Sir;*

*I have received your letter of the 3<sup>rd</sup> inclosing Mr. Johnson's bond. I now send his commission as postmaster at Sussex Court House but the present quarter being so near expiring, it may be best perhaps to finish it in your name. In this view it may be proper to retain your bond until the accounts for the quarter be returned and adjusted and any balance which may be found due, paid over to the order of one of my assistants. And to prevent delays, your accounts shall be examined as soon as rendered.*

*I am Yours etc  
T.P.<sup>10</sup>*



Upon his retirement as postmaster, Thompson Darrah was able to return - and devote full time - to the business of Thompson Darrah & Company located in Hamburgh, Hardyston Township, Sussex County. During his tenure as Postmaster of Sussex Court House, his brother, Henry Darrah, who was a partner in the business, had been largely in charge. Henry, who had been ailing from a lung infection, died the following year. Thompson Darrah died on April 22, 1797, three years later.

Asa Chadwick continued to serve as post rider on the route between Elizabethtown/Newark and Sussex Court House, although there are some indications that the General Post Office was not always completely pleased with his service. The following letters are related to incidents concerning Post-rider Asa Chadwick and his replacement by John Woods as the contractor in carrying the mails between Elizabethtown and Sussex Court House.


*Gen 'l Post Office April 12 1793*

*Mr. Asa Chadwick*

*Sir;*

*I herewith inclose a draft on the postmaster at Elizabethtown for Fifty Dollars it being for the amount of your quarter's pay due the 1<sup>st</sup> Instant.*

*I am yours etc. / C.B.*




*Gen 'l Post Office April 12 1793*

*Mr. Louis Woodruff*

*Sir;*

*I have this day drawn on you in favor of Mr. Asa Chadwick for Fifty dollars---when you pay the draft please to take his receipt on the back of it and return to this office---You will take a duplicate receipt to be kept by yourself---*

*I am yours etc./ C. B.*



General Post Office Phil'a July 22, 1793

Asa Chadwick, Contr'r

Sir;

*Mr. Chilion Ford informs me that in the month of April you lost one trip of the mail altogether and that you are so irregular in the conveyance of the mail that people are obliged to send their letters by private conveyance. I have however (to prevent disappointment) paid the full amount of your draft in favour of Mr. Chas. B. Dayton. But unless the loss of this trip and other delays are satisfactorily accounted for I shall deduct the Penalties incurred from your pay at the close of the current quarter.*

C.B.

Gen 'l Post Office Oct. 9 1793

Mr. Asa Chadwick

Sir;

*I now enclose to you an order on Mr. Louis Woodruff, late postmaster at Elizabeth Town, for fifty dollars which is the sum due to you for the carriage of the mail to the 1<sup>st</sup> instant. I am at present at Bristol and cannot examine the way bills, but should the Postmaster General think proper to make any deductions for delays they will be taken from your pay at the end of the year.*

I am Sir etc. / C. B.

Gen 'l Post Office Oct. 9<sup>th</sup> 1793

Mr. Louis Woodruff

Sir;

*Your letter of the 12 ult. with your accounts to the 1<sup>st</sup> of April have been received but have not been examined. I have this day drawn on you in favor of Asa Chadwick for 50 dollars and have no doubt but the draft will be duly paid. Be pleased to send me Mr. Chadwick's Receipt as soon as you make the payment.*

I am Sir etc. / C.B.

General Post Office, April 25, 1794

Mr. John Johnson

Sir;

*I understand that Asa Chadwick, who contracted to carry the mail between Elizabethtown & Sussex Court House, committed the business to some person who undertook to execute the contract on his behalf.—I know not but that you are the undertaker. But whoever is under the engagement, I wish to be informed whether he is willing to continue to carry the mail after the first of next June on the terms of the Contract with Chadwick until I have time to advertise and form new Contracts.—The delay on my part has been occasioned by the delays in making new post office law and it is not yet complete. Probably it may pass next week. I will thank you to give me information whether I may depend on the carriage of the mail above mentioned after the first of June until a new contract can be formed of which sufficient notice will be given.*

I am Sir etc. T.P.



G.P.O, Phila. Sept. 12, 1794

Mr. John Burnett [Newark Postmaster]  
Newark

Sir;

Mr. John Woods' proposals for carrying the mail from Newark to Sussex Court House have been accepted. I have sent him a Contract and Bond which he is to execute in your presence. Be pleased to see that the sureties offered by him are good and that the papers are properly executed and returned to this office.

I am Sir etc.




G.P.O. Phila. Sept. 12, 1794

Mr. John Woods  
Newark

Sir;

Your proposal for carrying the mail from Newark to Sussex Court House has been received and accepted by the Postmaster General. I now enclose a Contract and Bond to be executed by you in the presence of Mr. Burnett, the Postmaster at Newark. As soon as the papers are executed and returned to this office, a counterpart executed by the Postmaster General will be sent to you. The law requires every Contractor and Postrider to take oaths, blank forms of which are enclosed.

I am etc. C.B.




General Post Office Phila. Oct. 8, 1794

Mr. Jacob Burnet

Sir;

I have received your letter of the 7<sup>th</sup> Instant. The mail from Elizabethtown to Sussex Court House has been carried for some time past by the Postmaster at Sussex C. House and it is very possible that his rider stops riding. The mail Portmanteau will be left there—I wish you to start Mr. Woods, the rider on Wednesday next and in case you should not get the mail portmanteau before that time, you will probably be able to furnish him with a good portmanteau or saddle bags for one trip, and he will no doubt be able to obtain the Public Portmanteau and bring it with him on his return to Newark.

I am Sir etc. T.P.



The following letter indicates that the special arrangements that had been made with the mail coming out of Booneton (present day Parsippany) would be short lived.<sup>11</sup> (See letters dated Oct. 11 and Oct 16, 1792.)

General Post Office June 17 1794

John Jacob Faisch, Boonton

Sir;

I very lately received your letter of the 28<sup>th</sup> of May. You are misinformed about the route of the mail. Booneton was not named in the former law nor is it in the present.--- The route is from Newark or Elizabethtown by Morristown & Rockaway to Sussex Court House but it is to return by the way of Hackettstown & Morristown to Newark or Elizabethtown. This arrangement may insure to disappoint your wishes because if, in going, it passes thru' Booneton, it must return another way and of course delay your Answers a week. But the whole

*is really a trifling Object. The whole gross product of the post office at Booneton & Rockaway being each but about ten dollars a year. Nevertheless I had intended, that the Post [rider] should continue to ride as usual through Booneton on his way to Sussex C. H. but the alteration in the law will prevent his returning by those places.*

*I am Sir etc.*

*T.P.*

---

Under the same act of Feb. 20, 1792 that established the postal route from Elizabethtown to Sussex Court House, another route servicing Sussex Court House was also established. That route would be from Bethlehem, Pennsylvania by Easton, Sussex Court House, Goshen, Wards Bridge (now Montgomery) and Kingston to Rhinebeck in New York State.

The act also confirmed the earlier postal routes established under the Colonial postal system that went from Philadelphia, Penn. to Bethlehem and the route in New York State that ran from New York City to Albany via the Albany Post Road.

The extension of the route from Bethlehem, Pa. via Sussex Court House to Rhinebeck, N.Y., was meant to shorten and speed up mail coming from Philadelphia and the South that was addressed to Albany and Canada. The previous route went from Philadelphia to Elizabethtown, N.J. then a long, often slow stage-boat trip around Staten Island to New York City where the mail was transferred to the Albany stage that went through Rhinebeck, N.Y. The new route cut off some 70 miles and the slow crossing by sailboat around Staten Island. All in all, it speeded up the mail to Albany and Canada by two full days.

The first letter I could find in the Postmaster General's letter-books regarding the carrying of mail on this route between Bethlehem, Pennsylvania and Rhinebeck, New York was the one following, dated June 30, 1792, and addressed to James Wilkin at Goshen, N.Y.

*General Post Office  
Philadelphia, June 30, 1792*

*James W Wilkin, Esquire  
Goshen*

*Sir;*

*The absence of Col. Pickering and myself from this city for some days past, has prevented a reply to your letter of the 19<sup>th</sup> instant until now—The proposals of Mr. Daniel Seward for carrying the mail from Goshen to Rhinebeck are such as are acceptable; I therefore inclose a form of a Contract and Bond to be by him Executed and also for Mr. Samuel Moffat for the carriage of the mail between Bethlehem and Goshen—You will be pleased to see them properly executed and returned to this office-- Counterparts will be transmitted to the Contractors as soon as the Postmaster General returns—The oaths must be taken before some Justice of the Peace—If Mess'rs Moffat & Seward should not have commenced riding before receipt of this they will begin immediately after the contracts are completed.*

*I am etc., P. W. [P. Wilkens, Asst PMG at Philadelphia]*

*N.B. The Schedules are made out agreeably to the published advertisement perhaps some alterations may be necessary-of this you will be the judge.*

---

As the postal route assigned to Samuel Moffat went through the towns of Warwick & Shawangunk as well as Ward's Bridge, New York, only one month went by before post offices were applied for and established in these places as well. This is indicated in the following letter addressed to Mr. James Wilkin, the postmaster at Goshen, New York.

*General Post Office  
Philad'a 17 July 1792*

*James Wilkin, Esquire*

*Sir;*

*I have your letter inclosing Moffat's & Seward's Contracts, Bonds & Oaths—The Portmanteaux & Bags they require, I shall forward to them by this days post—Permit me to trouble you again, by requesting your attention to the packages accompanying this for Warwick, Wardsbridge & Shawangunk; they being for the Postmasters at those places. The Rider will please to deliver them personally.*

*I am Sir, etc., P. W.*

\*\*\*\*\*

The Sussex Court House post office would change its name to Newtown in 1797 (hence do not confuse Sussex Court House with the present Sussex, N.J. post office); and in 1825, this became the current and still operating Newton post office.

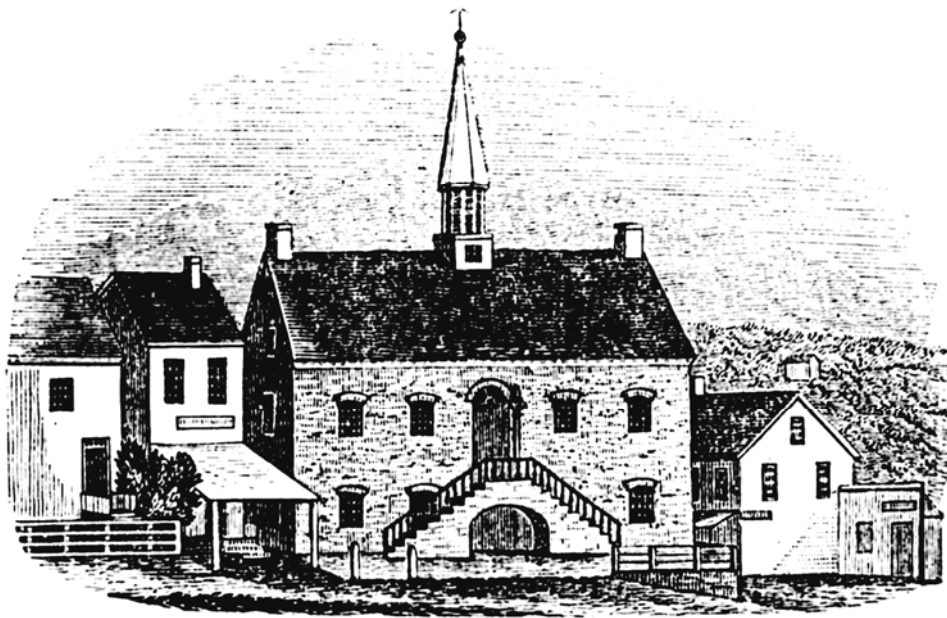


Illustration from Barber and Howel<sup>12</sup>

***Fig. 4: A view of the court house in Newton, NJ, for which the Sussex Court House post office was named in 1792. This building burned in 1847, and was replaced with another building. The post office remained Sussex Court House until 1797, when the name was changed to Newtown. It was later changed to Newton.***

Covers cancelled Sussex Court House in its five years of existence from 1792 to 1797 are yet to be found; hence I do not have one to show (although I have been actively looking for one since moving to Sussex County in 1928!). However the following cover, mailed from Hackettstown in 1823, is addressed to that post office during the period when it was referred to as Newtown.

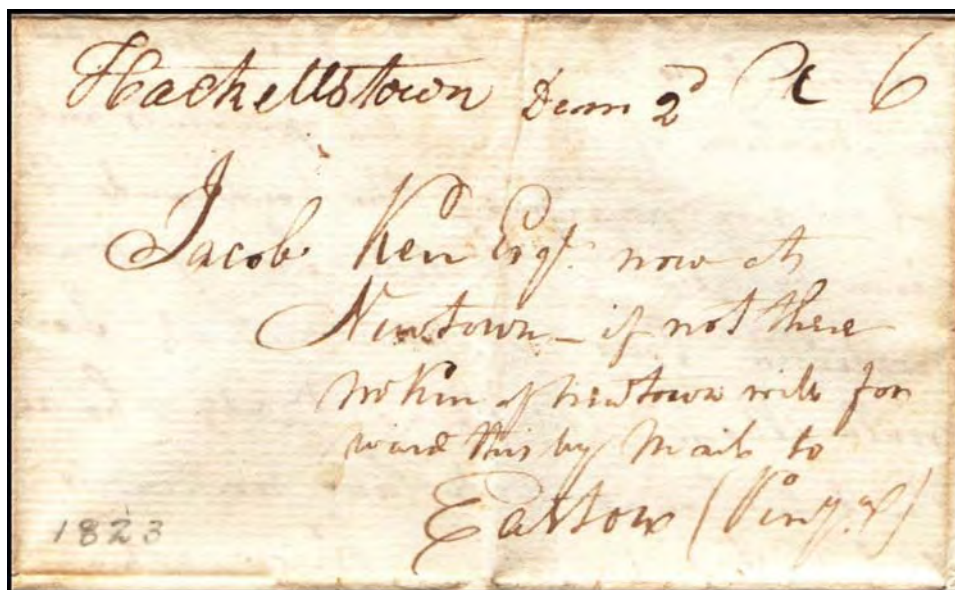


Fig. 5: An 1823 cover sent from Hackettstown [then in Sussex County] addressed to NEWTOWN, NJ

Coles indicates the name change from Newtown to Newton occurred in 1825, although the cover shown below indicates that this may in fact have occurred (at least informally) much earlier:

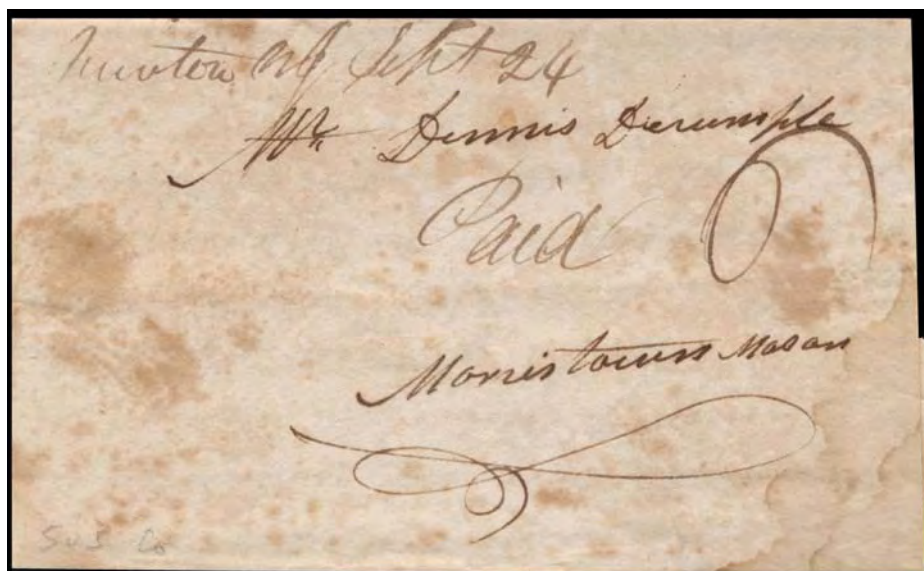


Fig. 6: Manuscript-cancelled cover from NEWTON, datelined September 24, 1816, from Isaac Bassett, addressed to Dennis Dalruple, Morristown Mason.



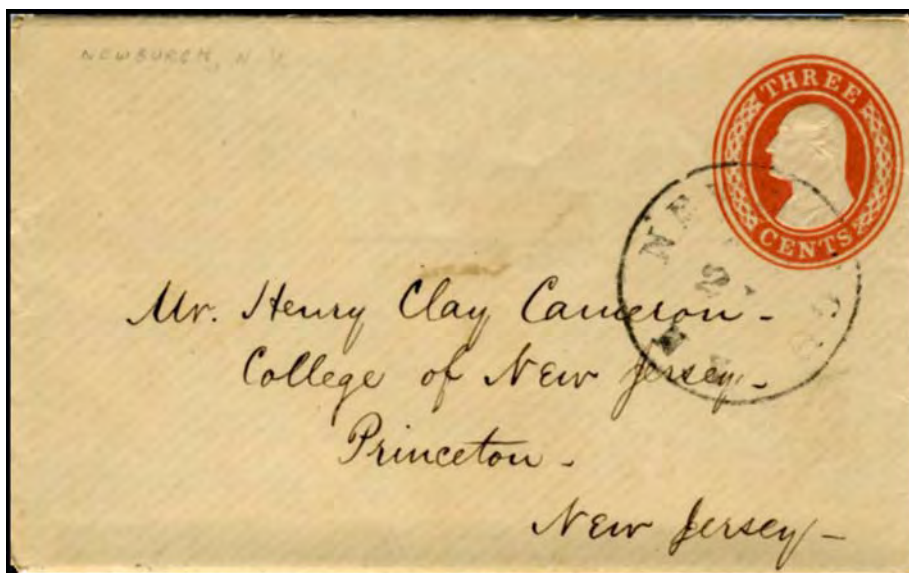
## ENDNOTES:

- <sup>1</sup> The full text of the *Act to Establish the Post Office and Post Roads within the United States. Feb. 20, 1792* is available online to members <http://home.comcast.net/~njpostalhistory/postact1792.pdf> or <http://members.aol.com/njpostalhistory/postact1792.pdf> . It is in Acrobat Reader/pdf format and includes text and links to images of those pages on the Library of Congress American Memory website. It may be requested as an email attachment in either pdf or Word format, and a hard copy may be requested for cost of mailing.
- <sup>2</sup> Map of New Jersey and Pennsylvania exhibiting the post offices, post roads, canals, railroads, & c. by David H. Burr. Washington, D.C., 1839. Located in the Library of Congress Map collection at [http://memory.loc.gov/cgi-bin/query/r?ammem/gmd:@field\(NUMBER+@band\(g3810+rr002550\)\)](http://memory.loc.gov/cgi-bin/query/r?ammem/gmd:@field(NUMBER+@band(g3810+rr002550))) [Nov. 3, 2007].
- <sup>3</sup> This name is spelled alternately Darragh and Darrah in letters from the PMG's correspondence, but it appears, from legal correspondence that the true spelling was Darrah. We have left it as is occurred in these letters.
- <sup>4</sup> Letters which follow are from the letter books in the National Archives in Washington, and I received photocopies of them for my research.
- <sup>5</sup> This form letter was sent to the following NJ post offices: Bridgetown East, Bridgetown West, Rockaway, Salem, Sussex Court House, Sweedsborough, Woodbury, and Woodstown.
- <sup>6</sup> All spelling used in all the letters being quoted is the same as in the letters themselves, many of which are the old or variant form, such as where the letter "e" is often used in place of the letter "a" and the letter "c" in place of an "s". Note the words *servent* and *suspence*, also *favour* instead of favor. Names are not always consistently spelled the same way, and we have left them as written. Some errors may arise from deciphering the originals.
- <sup>7</sup> Chatham did not get a post office until July 1808. See Kay & Smith, *New Jersey Postal History*, Quarterman Publications, Lawrence, MA, 1977.
- <sup>8</sup> Later changed to Parsippany. This is not the current Boonton. *Ob cit*, Kay and Smith.
- <sup>9</sup> The initials C.B. on letters appearing above (and also below) were those of Caleb Burrell, an Assistant Postmaster General at Philadelphia.
- <sup>10</sup> The last letter above would indicate that John Johnson took over his duties as Postmaster at Sussex Court House on April 1<sup>st</sup> 1793 but all other records show he served in that capacity starting on Oct. 12<sup>th</sup> 1793.
- <sup>11</sup> This letter also poses some question as to the exact date that the post office in Hackettstown was officially established. All records show the official date as being in October 1794 with William Helms as the first Postmaster but this letter indicates that it was a few months earlier. Note the June 1, 1794 date on this letter;
- <sup>12</sup> Barber, John W. and Howe, Henry, *Historical Collections of the State of New Jersey*, published by Benjamin Olds, New Haven Ct. , 1844

## LETTER TO HENRY CLAY CAMERON AT PRINCETON IN 1855

Courtesy of Joseph J. Felcone

The following letter, addressed to Henry Clay Cameron at the College of New Jersey [Princeton] at Princeton in 1855, gives us a quick glimpse of the risks of travel in the 1850s:

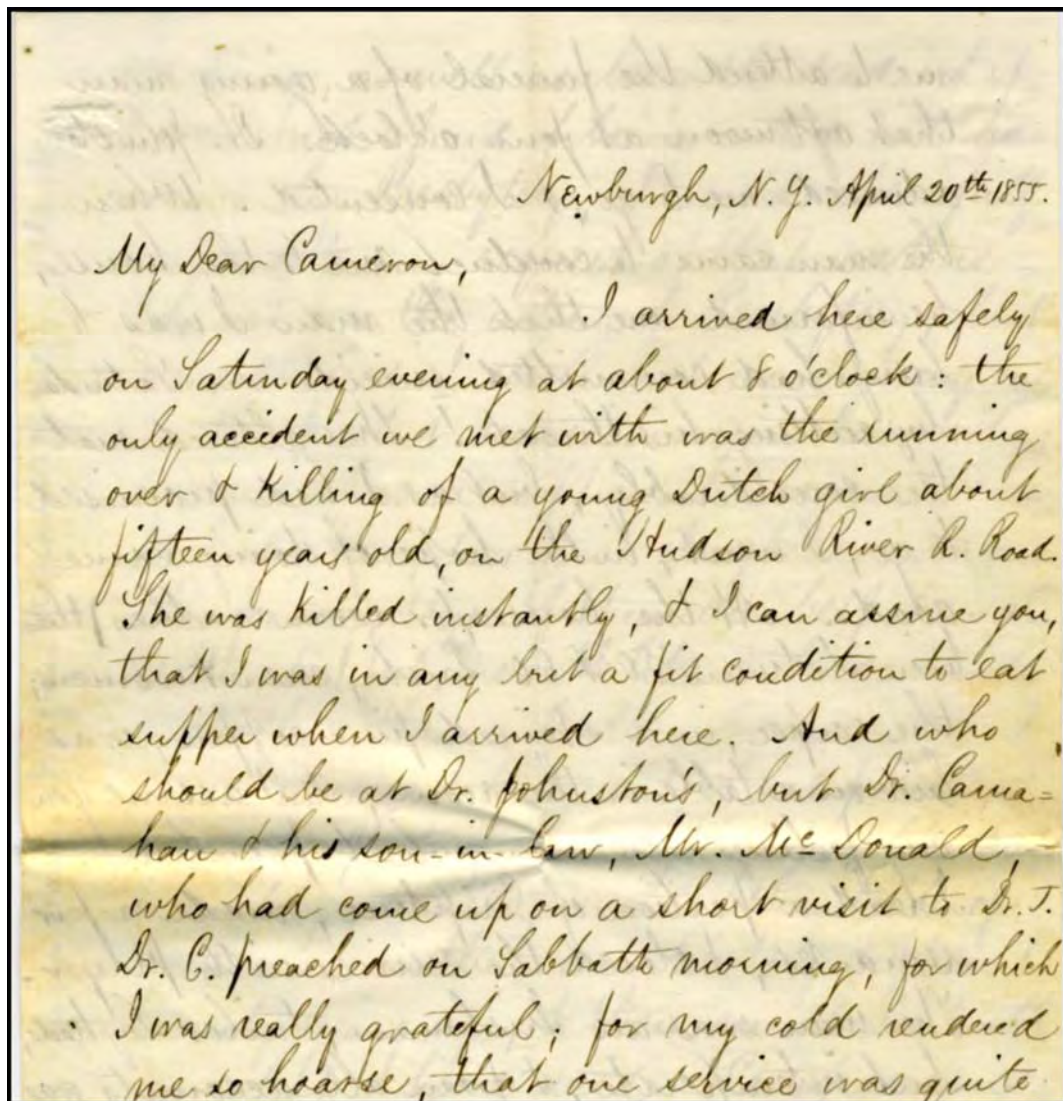


*Fig. 1: Cover sent from Newburgh, NY on April 21, 1855 to Henry Clay Cameron, Professor at The College of New Jersey in Princeton, using US postal stationery envelope. U9 or 10.*

*"I arrived here safely on Saturday evening, at about 8 o'clock; the only accident we met with was the running over and killing of a young Dutch girl about fifteen years old, on the Hudson River R[ail] Road. She was killed instantly. I can assure you that I was in any but a fit condition to eat supper when I arrived here..."*

The writer is R. McMullin, a young minister on what appears to be his first posting in Newburgh, NY, writing to his friend who is still at Princeton. He has just traveled to Newburgh, where he is under the tutelage of Reverend John Johnston.

What became of this young minister we do not know, but the recipient became well known in the State of New Jersey. He was Henry Clay Cameron, born 1827 in Shepardstown, Virginia. He attended Princeton, graduating in 1847, and then the Theological Seminary, where he earned an A.M. degree in 1855. Between his undergraduate years and those at the seminary, he was principal at the Edgehill School in Princeton, and a tutor in Greek at the College of NJ. In 1855, he became an adjunct professor of Greek at Princeton, and married the niece of a fellow professor, and in 1858, was licensed to preach. By 1860, he was an associate professor and the year after a full professor, and later librarian at Princeton. For many years he served on the Princeton faculty, authoring several books and chairing several committees. He died in Princeton in 1906.



Newburgh, N.Y. April 20<sup>th</sup> 1855.

My Dear Cameron,

I arrived here safely on Saturday evening at about 8 o'clock: the only accident we met with was the running over & killing of a young Dutch girl about fifteen years old, on the Hudson River R.R. She was killed instantly, & I can assure you, that I was in any but a fit condition to eat supper when I arrived here. And who should be at Dr. Johnston's, but Dr. Carnahan & his son-in-law, Mr. McDonald, who had come up on a short visit to Dr. J. Dr. C. preached on Sabbath morning, for which I was really grateful; for my cold rendered me so hoarse, that one service was quite

Fig. 2: Letter contained in the envelope. The Dr. Carnahan<sup>1</sup> referred to in this letter was President of Princeton College from 1823 to 1853, retiring at that time because of failing health. Carnahan edited a book on the life of Rev. John Johnston of Newburgh, NY., in 1856.

[This letter was sent to me by NJPHS member Joe Felcone, and is a nice example of mail in the 1850s, written in an exceptionally clear hand. We appreciate any such contributions. For further information of Henry Clay Cameron, we recommend *Cameron Family Papers*, in the Manuscripts Division, Department of Rare Books and Special Collections, Princeton University Library; finding aid at <http://libweb.princeton.edu/libraries/firestone/rbcs/aids/cameron.html>.

For a fine selection of rare books for sale, including an exceptional collection of New Jerseyana, we also recommend Joe's own website of rare books, [www.felcone.com](http://www.felcone.com). JW ed]

## ENDNOTE:

<sup>1</sup> Biographies of Early American Presbyterians at <http://mal.net/EarlyPresbyterians/presbioc.htm> [Oct. 25. 2007].



## MEMBER NEWS



The Philadelphia National Stamp Exhibition held September 7-9 in King of Prussia included a section of exhibits from various state postal history societies, including our own. Three New Jersey exhibits were entered. Several of our members were award winners (not all for New Jersey material!). The Reserve Grand (and a gold) was won by President Robert G. Rose for his exhibit on New Jersey Handstamp Macrophyly 1775-1855, for which he won the U. S. Classics medal as well; Donald A.

Chafetz won a gold -for the Development of Morris County Mail Service 1760-1850; and Nathan Zankel won a vermeil for *Postal History of New Brunswick, NJ*. Other members of NJPHS who entered material were: Arnold Engel, who showed material in the Court Of Honor; Single Frame Golds were won by Harvey Mirsky for America's First Issue: Philadelphia Usages & Markings (and he won the Yeager Award from the Pennsylvania Postal History Society). PSNE golds were won by, and to Tim O'Connor for Massachusetts - The Early Years; a Vermeil went to Alan Parsons for Corning NY Postal History Including DPOs. We should also mention that Ellen Rose [wife of President Bob Rose] won a single frame gold for Utica New York's Stampless Handstamp Markings.

We are sorry to report that Bruce Mosher's long series on Private Expresses in New Jersey has come to a close. We have all enjoyed his interesting articles and lovely illustrations of private express material. We are, however, happy to announce that these articles are being compiled into one document. Bruce has permitted us to put together a pdf file [for Acrobat reader] that includes all of these articles, published from February 2003 through May 2007. The earliest articles contained black and white pictures (we were not producing a color version of the journal at that time), and we have replaced many of these with color images. An index and complete bibliography have been added at the back, along with some updated material, so we are looking at a document that comprises over 220 pages. This will be available in January 2008 on CD to members at \$10, and non-members for \$15, postpaid. If you are interested, just let us know and we can send you a Paypal invoice, or you can send a check for \$10 (made out to NJPHS) to Jean R. Walton, 125 Turtleback Road, Califon, NJ 07830 – indicating clearly that it is for the Mosher NJ Private Expresses CD. It will be easily navigable, and a fine resource for your CD philatelic library (and of course you can print out your own hardcopy if you wish). Bruce has agreed to donate any profits to the Society. Let us know if you are interested at [NJPostalHistory@aol.com](mailto:NJPostalHistory@aol.com).

We are pleased to announce the availability of another new book in CD format by former member Roy C. Weber. It is entitled: *U.S. Three Cent 1851 Essays for Postage Stamps (And Related topics)* by Roy Weber, 2007, 328 pages, on CD as a Microsoft Word file with many illustrations, many 100s in full color, for \$24.95. Despite his untimely death, his work, done in collaboration with many others, will live on. It is produced by the U.S. Philatelic Classics Society, and can be purchased directly from them for \$24.95, either by mail or with Paypal at <http://www.uspcs.org/WeberCDR.html>, and is also available from Leonard H. Hartmann, The Philatelic Bibliopole, PO Box 36006, Louisville, Ky 40233-6006 – email [Leonard@pbbooks.net](mailto:Leonard@pbbooks.net) or visit his web site at <http://www.pbbooks.com>.

## NEW DUES PAYMENT OPTION!

It's that time of year again, and you will find a dues renewal form along with your journal. Please send it along to Jean Walton, 125 Turtleback Road, Califon, NJ 07830, along with any donation you might like to make or adlets you want included in the journal. We have held the dues again at \$15.

We are introducing this year another option for dues payment. If you have a Paypal account, and would like to make a payment online, just go to our website at <http://www.njpostalhistory.org>; follow the links on the front page to pay your dues and donate (an extra 75¢ fee applies to dues payments, to cover Paypal fees, but no fees are applied to donations or CD purchases). You will receive a separate receipt for your dues, donations, and/or CD purchase. We hope this will make it easier for you – you can use a credit card or an eCheck, or your Paypal balance as well.

We are also offering a CD of all 4 of the 2007 issues in pdf format, as we have in the past. This is \$5 postpaid and is in pdf format, and allows you to easily navigate all four issues, and makes it possible for you to take these large files off your computer. This CD can be ordered either online or along with your dues – but remember, they will not be mailed until January.

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To easily find the NJ Postal History Society website, simply type NJPHS into the Google search box, and click on the first item that comes up! Or click [HERE](#) is you are looking at the online version!

## NEW MEMBER, NEW EMAILS

| <b>WELCOME TO NEW MEMBER!</b>  |  |
|--|--|
| Francis E. W.Ogle. 7 Meadow Wood Court., Medford, NJ 08055-9224, 609-953-0395, <a href="mailto:fewogle@comcast.net">fewogle@comcast.net</a> – a returning member . Interests: stampless, especially manuscripts. |  |
| <b>New Email addresses:</b>  |  |
| Ed Murtha, 105 Coleman Rd., Hamilton Square, NJ 08690 – add <a href="mailto:emurtha@decison-technology.com">emurtha@decison-technology.com</a><br>Interests: Trenton-Hamilton Square to 1890s                    |  |
| Mike Schwartz – change email from <a href="mailto:tmsnj@att.net">tmsnj@att.net</a> to <a href="mailto:tmsnj@worldnet.att.net">tmsnj@worldnet.att.net</a>   |  |
| Jim Walker – change email from <a href="mailto:jiwalker@earthlink.net">jiwalker@earthlink.net</a> to <a href="mailto:jiwalker@embarqmail.com">jiwalker@embarqmail.com</a>  |  |
| Parker, E.L. – change email from <a href="mailto:eparker@midmaine.com">eparker@midmaine.com</a> to <a href="mailto:eparker@hughes.net">eparker@hughes.net</a>  |  |
| <b>Dropped members: For various reasons the following members have chosen to discontinue their membership:</b>   |  |
| Beatrice Rainier, 272 Crystal Terrace, Haddonfield, NJ 08033-3018  |  |
| Gary Anderson, 698 East Hoyt Avenue, St. Paul, MN 55106-1006 d   |  |

**MANUSCRIPT DATABASE UPDATE IN NEXT ISSUE OF NJPH!  
DON'T FORGET TO SEND YOUR SCANS OF MANUSCRIPT DATES TO STEVE ROTH  
FOR INCLUSION IN HIS DATABASE OF NJ MANUSCRIPT MARKINGS**

Send scans by email to [stevenroth@comcast.net](mailto:stevenroth@comcast.net) or photocopies to  
Steven M. Roth, 1280 21st St, NW, #209, Washington, DC, 20036-2343

**FREE DIGITAL FILES FROM YOUR SOCIETY!** ~ The following digital files are available for members of NJPHS at [NJPostalHistory@aol.com](mailto:NJPostalHistory@aol.com) at no cost, to be sent free as a link or email attachment (or may be requested as hardcopy or on CD for cost of production and mailing):

- Brad Arch's handy DPO book<sup>1</sup> available in Excel format (also available in hardcopy for \$3)
- Stampless Era Post Offices, based on Coles<sup>2</sup> and the Coles Update<sup>3</sup> available in Excel format.
- New Brunswick's Postal Markings by Robert G. Rose, in PDF - a "digital reprint" in Acrobat Reader format of Bob's articles in the May and August 2005 *NJPH* and February 2006 *NJPH* issues.
- Edge, Jack, *Post Towns of Burlington County*. All of Jack's Burlington series, as published in the pages of *NJPH*, compiled into one document, in PDF format.
- Edge, Jack, *Postmasters of Burlington County*. Lists postmasters for all the Burlington communities listed in Jack's Burlington series, also in PDF format.
- Law, Mary E., *The Postal History of Cape May County, NJ* including postmaster list, published in the pages of *NJPH* between March 1993 through May 1994, PDF format.
- **New!** *An Act to establish the Post Office and Post Roads, Feb. 20. 1792*, in its entirety.
- **New!** Siskin, Ed, *Colonial Rate Charts*, in Excel format, plus jpgs of those available for 1710, 1754, 1763, 1765, and 1775.

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

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

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

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**Articles on items in your collection, studies you are doing, or other material  
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**Morristown, NJ 07962-1945**

**or [rrose@daypitney.com](mailto:rrose@daypitney.com)**

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## MONMOUTH COUNTY DPOs

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

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Look for the following post offices:

\* Source: New Jersey DPOs by Brad Arch

|                   |                       |             |               |
|-------------------|-----------------------|-------------|---------------|
| Alfred Vail Br    | Fort Hancock          | Manalapan   | Shark River   |
| Allaire           | Glendola              | Milhurst    | Shrewsbury    |
| Amberly           | Highlands Of Nevisink | Nelsonville | Southard      |
| Blacks Mills      | Hornerstown           | New Sharon  | Squan Village |
| Burnt Tavern      | Howell Furnace        | Newell      | Tinton Falls  |
| Camp Low          | Jerseyville           | Oceanic     | Turkey        |
| Coburgh           | Lake Como             | Phalanx     | Villa Park    |
| Deal Beach        | Leonardville          | Saint Cloud | Walks Mills   |
| Eatontown Landing | Locust                | Sandy Hook  | Wayside       |
| Everett           | Lower Squankum        | Sea Plain   | West Freehold |

Many Monmouth County DPOs are not included in this puzzle: To see which are not included, please visit the online version.

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

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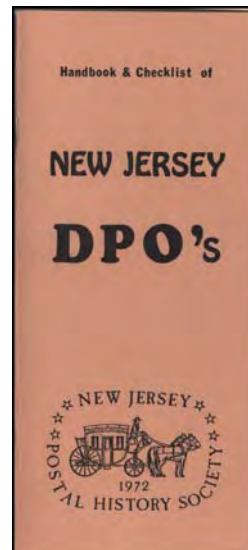
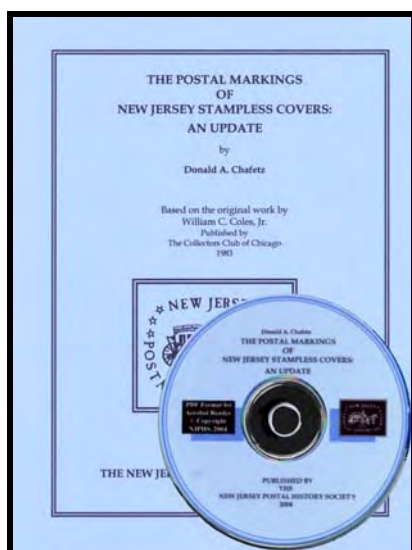
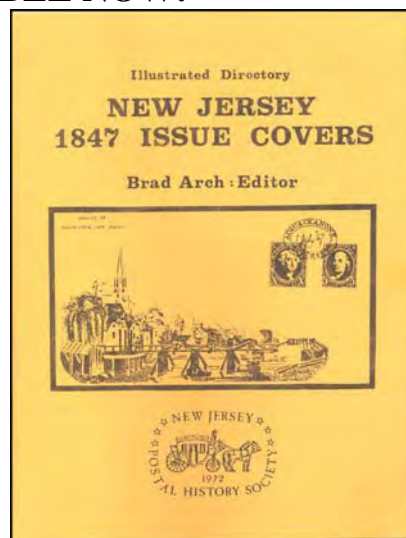
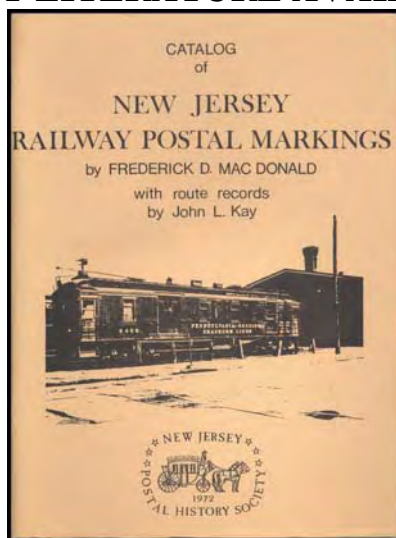
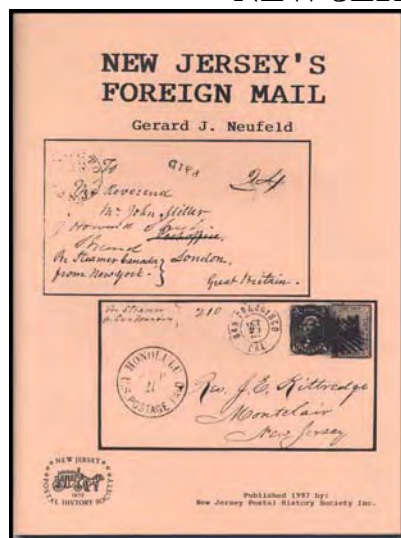
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