



NJPH

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Big Tobacco's New Jersey Connections



A cover dated February 3, 1896 from P. Lorillard Tobacco Company in Jersey City, showing their plug tobacco. Lorillard was a significant presence in Jersey City from the early 1870s to 1928. For more information see page [183](#).

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DUES TIME AGAIN!

Enclosed with this issue is a form for dues payment for 2014. We encourage you to mail this right away, so it is not forgotten. Dues are still \$15 a year. Again this year you have the option of paying your dues online by Paypal (no extra fee), by going to our web site [www.NJPostalHistory.org] where you will find a link for membership renewal in the column at left. You can also donate to the Society at the same time, if you would like. We are happy to accept your dues and donations in whatever form you find comfortable paying. We hope not to lose a single member!

PRESIDENT’S MESSAGE

At this time of the year, I think of the leaves having come off the trees and the onset of winter and the coming snow. I think back to last year at this time when many of us suffered through Hurricane Sandy and its aftermath. Happily, the fall season this year has been a mild one. With the cool weather fast approaching and the early darkness in the evening upon us, I’ll have more time to work on my collection of New Jersey stampless covers. Always something new to learn!

Again, at this time of year, I offer my sincere thanks to Jean Walton for her tireless effort in not only collecting, organizing, and editing our Journal, but managing our membership lists and collecting and keeping track of Society dues. Jean – we couldn’t do it without you!

This issue of *NJPH* includes several articles by a number of our “regular” contributors that will make for a good evening’s read. John Trosky writes about the Lorillard Company, and “Big Tobacco’s” connection in Jersey City with a number of illustrated advertising covers. Bruce Mosher, who contributed a wonderful series of articles on private express service in New Jersey, brings us an update based on some recent discoveries. Jim Walker provides an article on the 1938 National Air Week Program with a showing of special cacheted covers from a number of Hunterdon County post offices. The history of the Morris Canal is always a subject of great interest, and Don Chafetz has contributed an article entitled “Philatelic Morris Canal” that includes a number of post cards depicting a variety of canal sites and operations. Finally, Doug D’Avino contributes another in his “Hometown Post Offices” series, this one on Watchung, NJ.

Along with this Journal, I have enclosed a dues notice for 2014 with a form for you to fill in for two free adds in *NJPH*. To continue to publish a quality award winning journal in the face of ever increasing printing costs and postal rate increases, the Society depends on your donations. Membership dues of \$15 raise a little more than \$1,600, but our annual cost of printing and mailing *NJPH* four times a year costs in excess of \$2,600. To close that gap, I again urge you to make a tax-deductible donation to your Society along with your dues.

With the Holiday Season upon us, I wish each of you the very best!

ROBERT G. ROSE

JERSEY CITY AND THE BEGINNING OF BIG TOBACCO

By John A. Trosky

P. Lorillard & Company, one of the most iconic names in the tobacco industry in America, had its beginnings in the New York City area in the mid 17th century. The company was founded by Pierre Abraham Lorillard, a French Huguenot, in the year 1760. Its small beginnings were from a rented home on Chatham Street, now Park Row, in lower Manhattan. The company began as a snuff grinding factory. Lorillard is recognized as the first man to make snuff in America. He single handedly made New York a destination for world class tobacco products. One of his first business secrets was to sell his tobacco in dried animal bladders to maintain freshness, a bit repulsive today. His trademark of an Indian standing next to a hogshead of tobacco soon became one of the most recognized trademarks around the globe. Still in business today, they are the oldest continuously operated tobacco company in the world. They recently celebrated their 250th anniversary in 2010 making them the oldest publicly traded company in the United States. With success, the fledgling company moved to newer quarters in what is now the Bronx, along the Bronx River. It is here where a snuff mill was constructed on land purchased by Pierre Lorillard and what today, is now, the grounds of the New York Botanical Garden.



Fig. 1: An illustrated example of the original Pierre Lorillard logo used for tobacco products shipped by the company throughout the world.¹

Although some may recognize the name Lorillard, few may realize that the purveyor of such well known brands as Kent, Old Gold, Newport and Beech Nut, among their 160 brands, had a distinct connection to New Jersey and Jersey City in particular. Pierre Lorillard maintained a successful tobacco business in New York City until 1776 when he was killed by Hessian mercenaries of the British during their occupation of New York. Upon the death of Pierre, his sons, George and Peter (Pierre II) took over the business and continued to grow it. The popularity of tobacco in 18th and 19th century America insured that profits would soar and the company would see continued growth.

JERSEY CITY AND THE BEGINNING OF BIG TOBACCO ~ John Trosky

In the early 1870s, having outgrown their facility in the Bronx, the Lorillard family chose to move their manufacturing to a new location on the other side of the Hudson River in Jersey City, New Jersey. It was on the site of 111 First Street in Jersey City that they took over a plant that was constructed by one of the nation's first conglomerates, the American Screw Company. It was a Greek revival red brick building that fronted on Washington Street that they would use to manufacture tobacco products and snuff. This factory became a part of a fast growing manufacturing area along the downtown Jersey City waterfront. The location provided easy access to rail and water transportation to ship products worldwide.

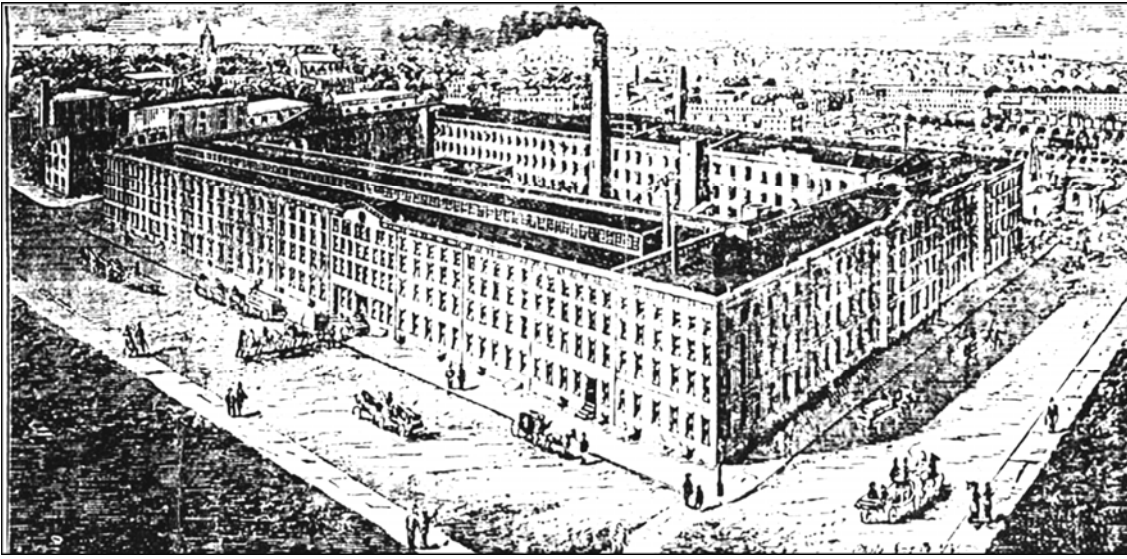


Fig. 2: Illustrated view of the original P. Lorillard plant in downtown Jersey City, formerly the American Screw Company manufacturing plant.²

The soon-to-be Mayor of Jersey City, Charles Seidler, would eventually become a partner in this venture with the Lorillards. Some even say that it was Seidler, himself, who convinced the Lorillards to move their business to Jersey City in the first place. The potential benefits of the location were Harsimus Yards and the nearby Pennsylvania Railroad for product distribution, a large newly arrived immigrant population for cheap labor, close proximity to a port for the shipping of product and the importation of spices for flavoring different brands of tobacco, and a readily available municipal waste system. Since their chief product was of a highly combustible nature, Lorillard was very concerned about fire safety. They were one of the first firms to install a rudimentary automatic sprinkler system through their building and they also maintained a detail of firefighters.

The three brick factory buildings occupied sixty-six city lots. They also had an additional eighteen city lots for making wooden cases for packing and transporting goods. There were upwards of 3500 people working in the factory at any given time, drawing a payroll of \$35,000 per week. By 1884 the number of employees had risen to over 4000, with many of those workers under-aged boys and girls. With no child labor laws in existence in the 19th century and Jersey City unwilling or unable to provide free night school, it was the P. Lorillard Company that took it upon itself in 1884 to comply with New Jersey's compulsory school laws by forming its own evening school for workers under the age of sixteen. The school was situated near the factory on Newark Avenue in Booraem Hall.

John Trosky~ JERSEY CITY AND THE BEGINNING OF BIG TOBACCO

A local physician, Dr. Leonard Gordon, was Lorillard's chief chemist who also managed a free library for all adult employees at the plant. Dr. Gordon would go on to become a director of the Jersey City Free Public Library. Lorillard also provided a dispensary to all employees as well as sewing classes.

The company continued to grow in the late 19th century and a new annex was built between 1st and 2nd Streets in Jersey City. Although all manufacturing was done in Jersey City, the company maintained a corporate presence in New York City at 114 Water Street.



Fig. 3: P. Lorillard Company full color advertising cover featuring Climax Plugs (chewing tobacco), hand cancelled with a duplex cancel and franked with a Scott #265 at station 4 in Jersey City on February 3, 1895.

Great success also brought great wealth to the Lorillard family. They used much of that wealth to construct lavish homes. The family owned country property in downstate New York which would become Tuxedo Park in the 1880s. It was here that Pierre Lorillard IV would arrive at a formal ball at the Tuxedo Club in 1886 in a new style of formal wear that he had designed himself. He named his new creation in honor of the town and thus, the tuxedo was born.

With the dawn of the 20th century things began to change for the Lorillard empire. James Buchanan Duke, founder of the American Tobacco Company, soon absorbed the Lorillard firm in 1910. Duke had the license for a cigarette rolling machine that changed the dynamics of the industry. Although a part of the American Tobacco company conglomerate, Lorillard was allowed to keep its name intact. A new factory was constructed in Jersey City on the old Thompson estate in the Marion section of the city on 170 city lots and employing 5000 workers. The factory was of brick and steel construction and was located close to the Pennsylvania, the Lackawanna, the Erie and the Susquehanna railroads.



Fig. 4a & b: Hand addressed UX-12 postal card with Jersey City hand cancel dated August 1895, with preprinted reverse with P. Lorillard advertising logo, that acknowledged the receipt of a customer order.

Lorillard was once again an independent company after the US Supreme Court ruled against the American Tobacco Company in an anti-trust action in 1911. The original factory at 111 First Street continued to manufacture “plugs” until 1919 and the cigar factory located at 104 First Street continued in operation until 1928, the latter being destroyed by fire in 1990. Lorillard eventually moved all of its manufacturing operations out of Jersey City in 1956 to Greensboro, NC. The main Lorillard facility was taken over by rival R.J. Reynolds, the manufacturer of “Camel” cigarettes in 1928.

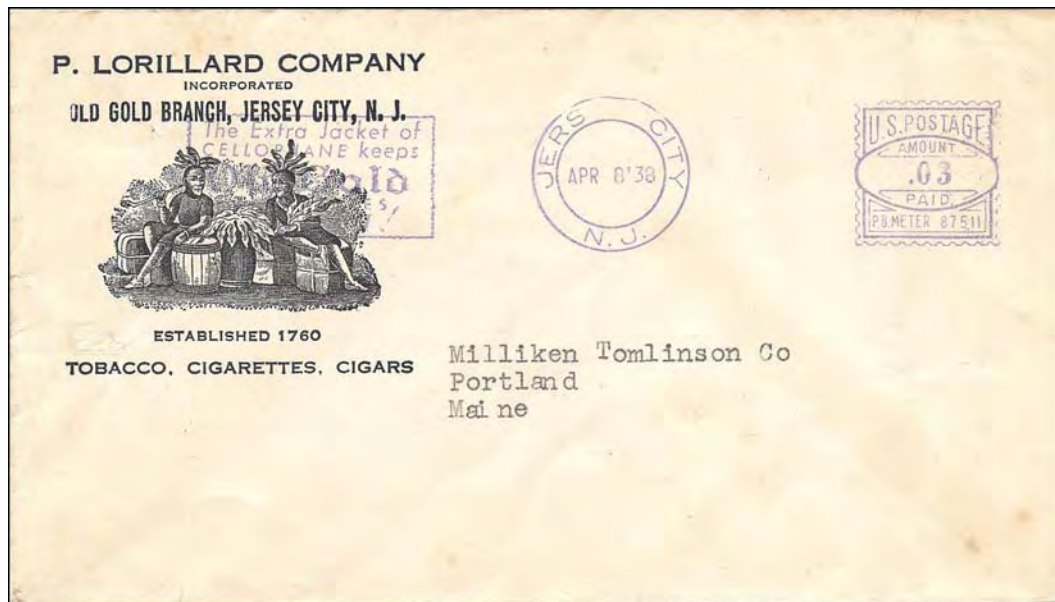


Fig. 5: P. Lorillard Company slogan metered envelope from 1938 with cachet based upon the traditional company logo of the Indian and hogshead of tobacco.

A variety of businesses occupied the 111 First Street site over the years, including light manufacturing, retail and storage companies. The facility showed promise as an arts center offering cheap spaces to artists for studios, galleries and loft space. Unfortunately, with the advance of the real estate boom in the downtown area of Jersey City, and what has become known as “Wall Street West,” this last vestige of the Lorillard empire in Jersey City was razed in 2007 after a long legal battle, to make way for a luxury condo tower. Other Lorillard sites in Jersey City were also razed over the years so that nothing remains of the once mighty presence of this tobacco giant.



Fig. 7: A 2007 view of 111 First Street shortly before demolition to make way for a luxury condo high rise.³

REFERENCES:

- http://www.njcu.edu/programs/jchistory/pages/L_Pages/Lorillard_Tobacco.htm
http://en.wikipedia.org/wiki/Pierre_Abraham_Lorillard
http://en.wikipedia.org/wiki/Lorillard_Tobacco_Company
<http://www.treasurenet.com/forums/archive/index.php/t-321656.html>
<http://www.lorillard.com/about-us/our-history/>
http://www.nytimes.com/2009/02/09/nyregion/09snuff.html?_r=0
<http://inventors.about.com/od/tstartinventions/a/tuxedo.htm>
<http://theboweryboys.blogspot.com/2008/10/pierre-lorillard-manhattans-original.html>

ENDNOTES:

- ¹ Wikipedia, PJ Lorillard, http://en.wikipedia.org/wiki/File:Lorillard_hogshead,_1789.jpg.
² Jersey City Past & Present, The P. J. Lorillard Company, at http://www.njcu.edu/programs/jchistory/pages/L_Pages/Lorillard_Tobacco.htm.
³ Ibid.

RECENTLY DISCOVERED PRIVATE EXPRESS MEMORABILIA USED IN NEW JERSEY: Part II

By Bruce H. Mosher

A significant quantity of mostly paper artifacts and relevant historical information has been recorded in previous *NJPH* issues, all of which involve the numerous private express companies that operated in New Jersey between 1842 and 1918.¹ Since those *NJPH* articles were published, many additional express items have surfaced that will be documented in this and related reports. This installment covers the recent express memorabilia attributable to two major railroad-express companies of that era—United States Express Company and Wells Fargo & Co.’s Express—both of which operated within New Jersey for many years. Subsequent articles will cover other interesting express items from additional New Jersey-hosted express companies.

United States Express Company

One of the earliest records of United States Express agencies in New Jersey is found in A.L. Stimson’s 1860 Express Handbook. He lists agencies and agents at Godwinsville, Hohokus and Ramsey in Bergen County; Jersey City in Hudson County and Paterson in Passaic County.² These towns were all depots on the Erie Railway, the United States Express having taken over the express business on the Erie on August 1, 1858. The preface to Stimson’s book is dated June 1860 so it is probable that the United States set up their agencies in the aforementioned towns sometime between August 1858 and June 1860.

The United States Express maintained a continuously increasing quantity of agencies within Northern New Jersey from its earliest involvement until the Company was dissolved after bankruptcy on June 30, 1914. A number of different railroads operating in Northern New Jersey hosted the United States Express during their business lifetime. The discussions in this report will identify some of those roads.

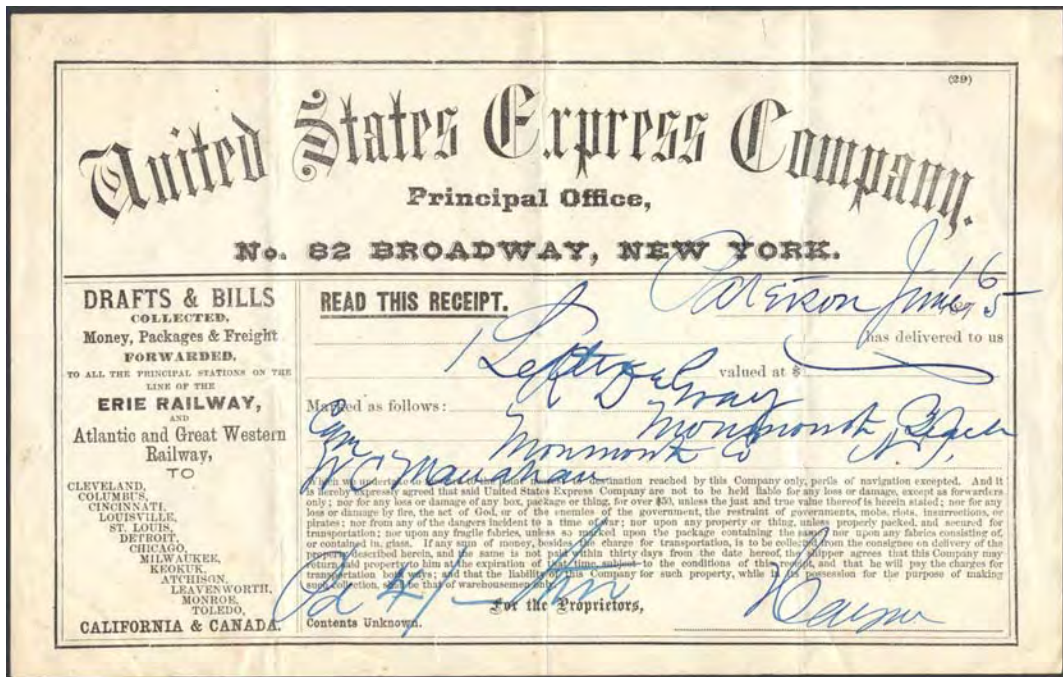
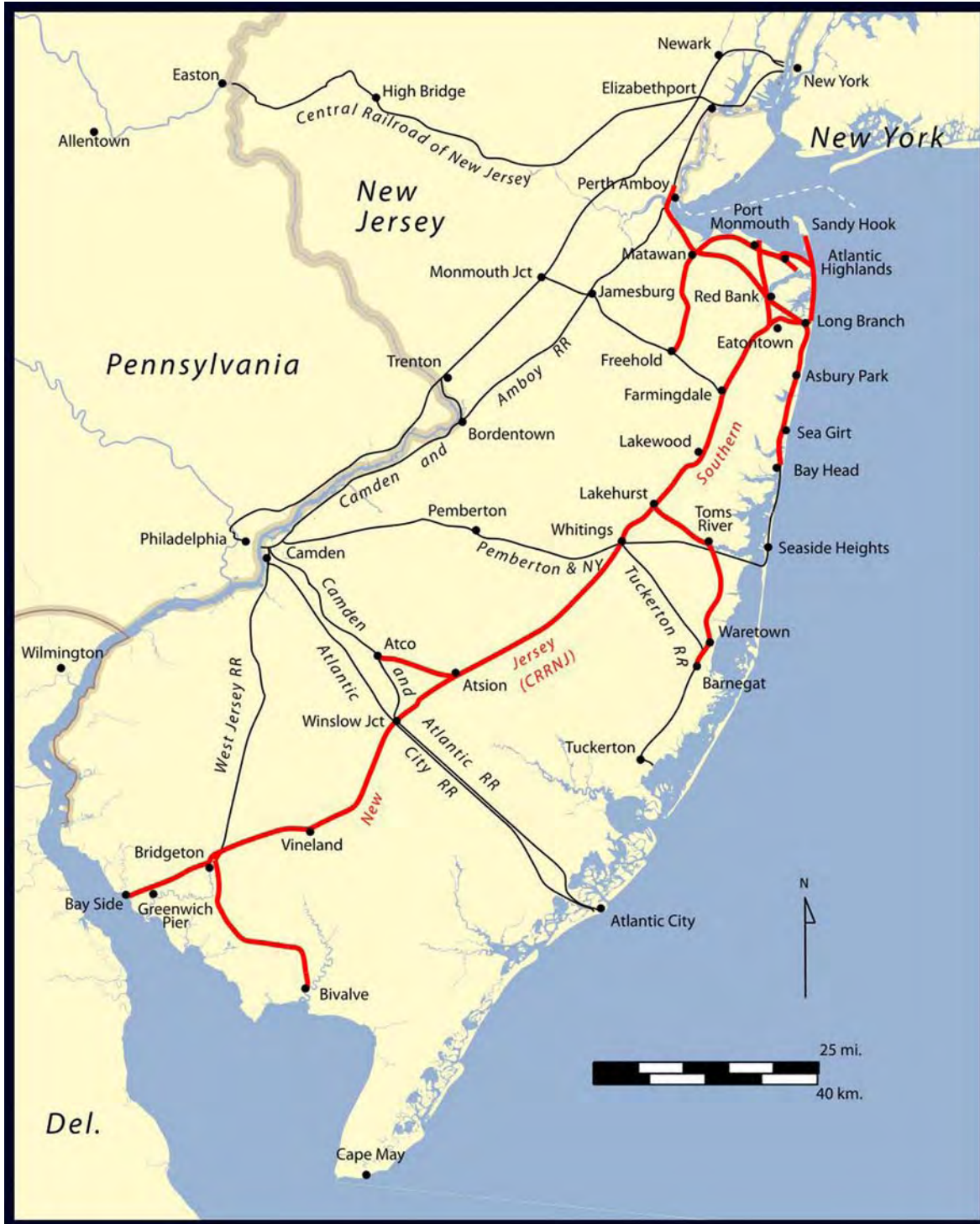


Fig. 1: 1875 express receipt for transporting a letter from Paterson to Monmouth Beach, N.J.

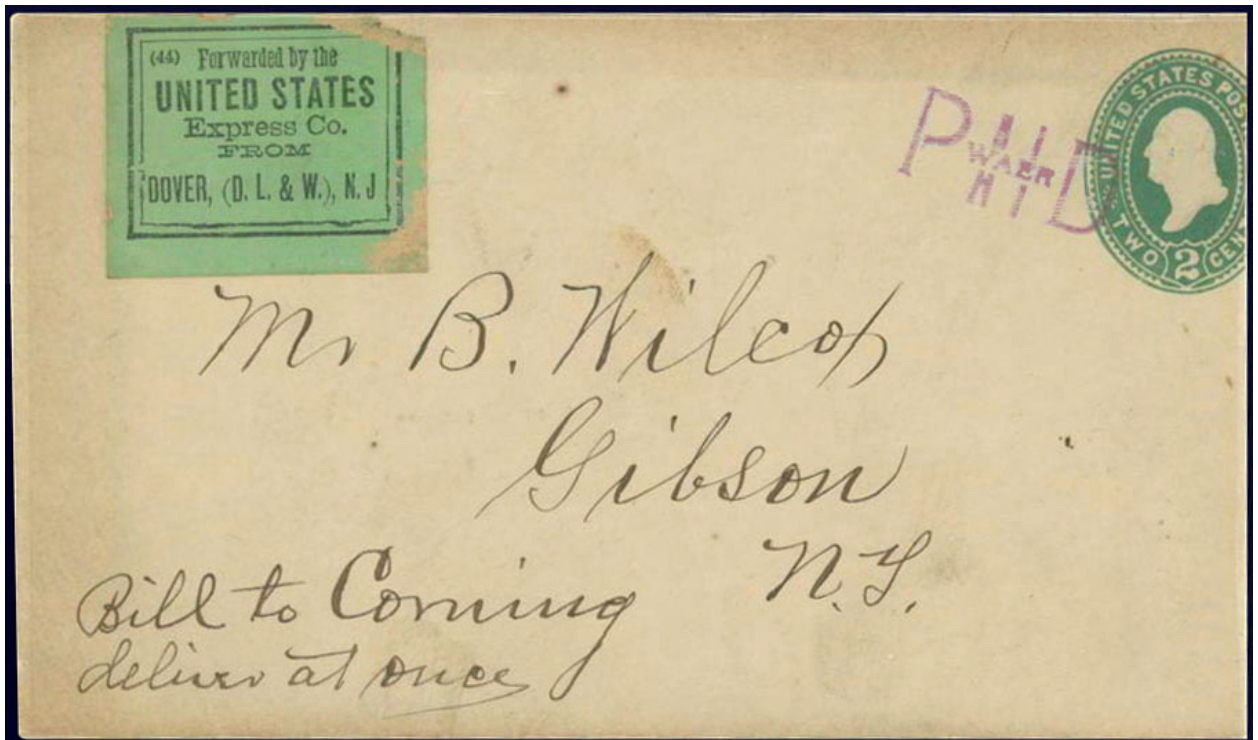
RECENTLY DISCOVERED NJ EXPRESS MEMORABILIA: Part II~ Bruce H. Mosher

An 1875 United States Express receipt, form 29, is shown in *Figure 1*. It was used in Paterson, N.J., on June 16, 1875 to document the shipment of a letter to Monmouth Beach (Monmouth County), N.J. An express fee of four bits (50¢) was prepaid and it is marked “thru,” which indicates this letter was transferred to another carrier for final delivery. The ‘four bits’ payment was divided between the United States and the delivering express firm.



*Fig. 2: Map of the N.J. Southern Railroad (1869-79) routes.*³

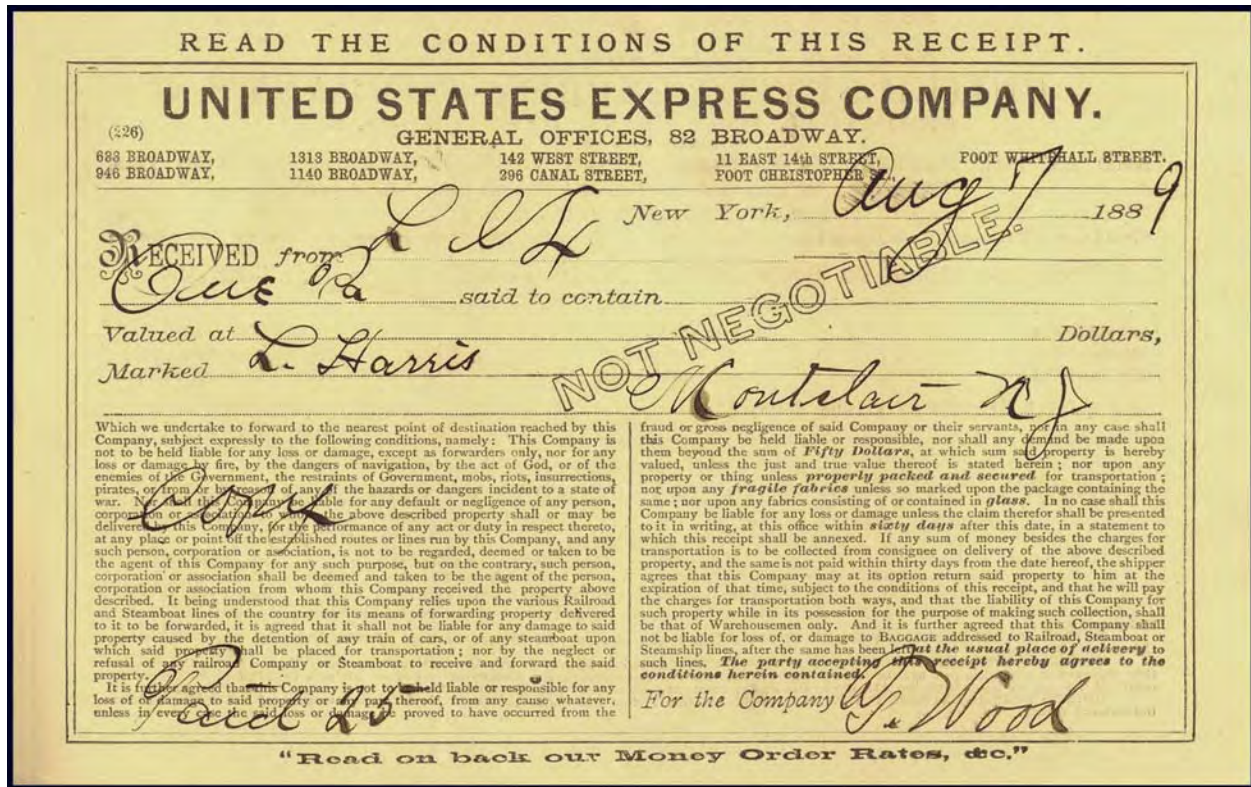
The Adams Express Company serviced the town of Monmouth Beach in 1875 via the New Jersey Southern Railroad; but the United States Express did not own service privileges on that road. *Figure 2* shows the extent of New Jersey Southern's coverage in the northeastern part of the state. Monmouth Beach is about a mile north of Long Branch. We believe the receipted letter was transferred to Adams somewhere in North Jersey where both companies operated agencies in the same area, possibly in Newark. In 1875, the United States was present on the Delaware, Lackawanna & Western plus the Erie Railroads who both had express offices in Newark. Simultaneously, the Central of New Jersey and Pennsylvania Railroads also maintained terminals in Newark and both of those carriers hosted the Adams Express. Thus, Newark would seem likely as a candidate place to have accomplished the handover between expresses.



Ex-Hahn. Courtesy William Sammis.

Fig. 3: Late 1880s express cover from Dover, N.J. to Gibson, N.Y.

The cover illustrated in *Figure 3* appears to have been delivered outside the mails. Its journey began in Dover (Morris County), N.J. aboard a Delaware, Lackawanna & Western train in care of an United States Express messenger. This cover was probably expressed in the late 1880's as evidenced by the Sc. U71 envelope stamp (1887–94). The owner of the PAID cancel with "WAER" imbedded has not been identified, but may have belonged to an express agent named 'Waer' in Dover. Since this cancel does not appear to be from the Post Office, this cover undoubtedly traveled outside the U.S. mails via the United States Express system. Gibson, N.Y., in Steuben County, was a station on the Buffalo Division of the Delaware, Lackawanna & Western Railroad (who also hosted the United States Express) during that time frame. Gibson is just across the Chemung River from Corning, N.Y., so that may account for the handwritten "Bill to Corning" admonition on this cover.



Courtesy Arthur J. Huneke

Fig. 4: 1889 express receipt for one package consigned by the Long Island Express Company.

The express receipt depicted in Figure 4 was used to document the delivery of a package submitted by the Long Island Express (i.e., "LIX") to L. Harris in Montclair (Essex County), N.J. This receipt was executed on August 7, 1889 in New York City and it bears United States Express Company's form number 226 at upper left. An express charge of 25 cents was prepaid for transporting the consigned package. Montclair was a station on the Newark & Bloomfield Branch (Morris & Essex Division) of the Delaware, Lackawanna & Western Railroad.

Two payment receipts from the United States Express agency in Boonton (Morris County), N.J. are shown in Figure 5. The first receipt documents that Mrs. R. Smith paid \$1.65 on November 11, 1891 for transportation of a tub of butter and a barrel plus two boxes from New York. The second receipt shows that Smith also paid 35 cents on April 16, 1892 for shipping a tub from New York to Boonton. The Delaware, Lackawanna and Western Railroad's Morris and Essex Division (Boonton Branch) provided scheduled train service westward from New York City through Boonton. This road also used the United States Express throughout its entire system.

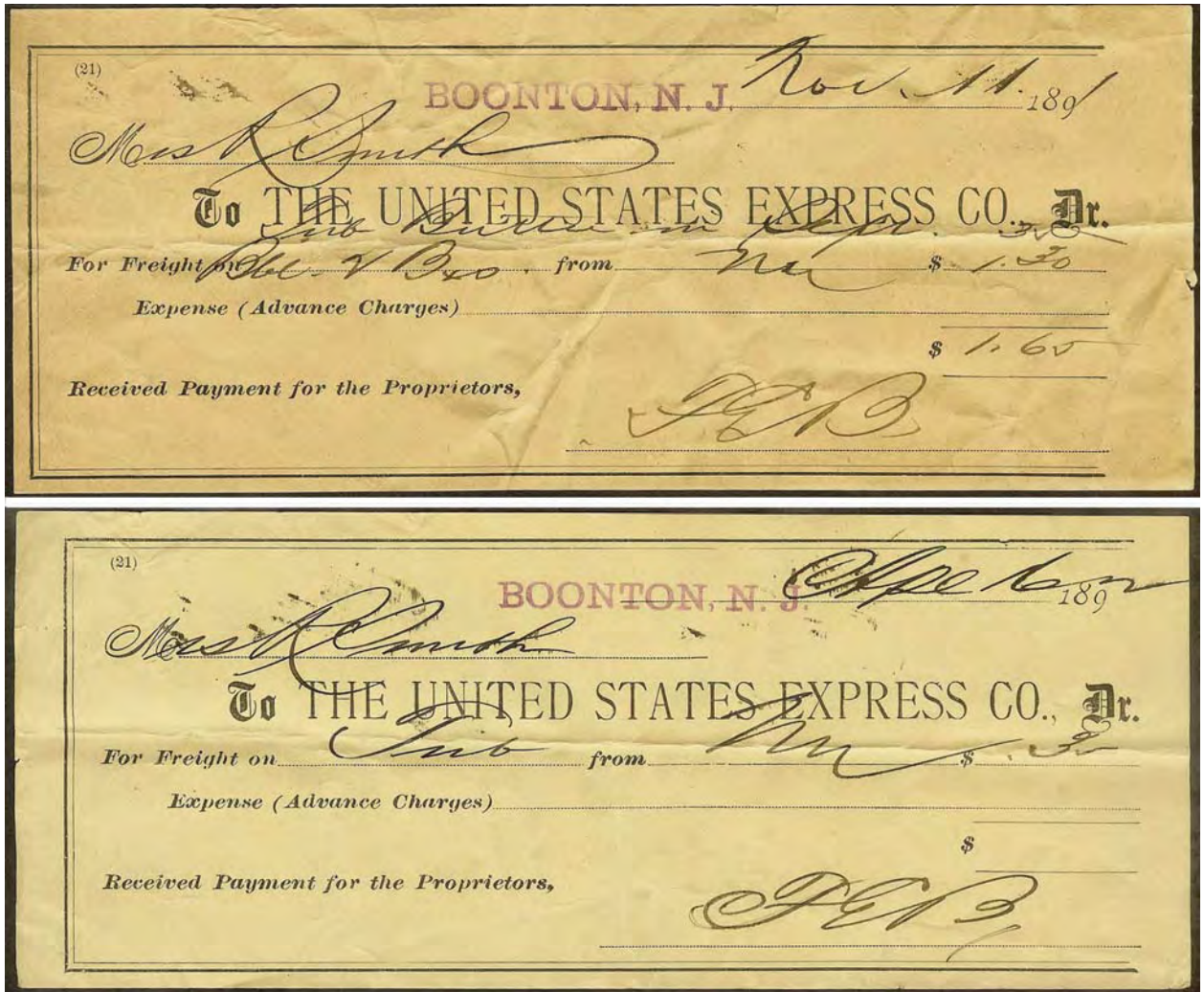


Fig. 5: Payment receipts for early 1890's express service to Boonton, N.J.

A note that was drafted on United States Express Company letterhead, which was personalized for Agent D. A. Robinson in Belmar, N.J., is illustrated in *Figure 6*. On September 11, 1900, Agent Robinson wrote to Long Island Express Company Agent Squir[e] in Babylon, N.Y. to thank him for a favor that he had granted to Robinson. Belmar is in Monmouth County near the Atlantic Ocean and its train station was on the New York and Long Branch Railroad. The express company logo imprinted at upper left features the firm's typical strongbox surrounded by a horseshoe in the center. This logo is quite common for the period and was also used in corner cards on United States Express envelopes. A metal straight pin is shown piercing the logo image; it was used instead of a paperclip to attach additional papers to this note. The Company form number for this letterhead is recorded as "528" at upper left.

RECENTLY DISCOVERED NJ EXPRESS MEMORABILIA: Part II~ Bruce H. Mosher

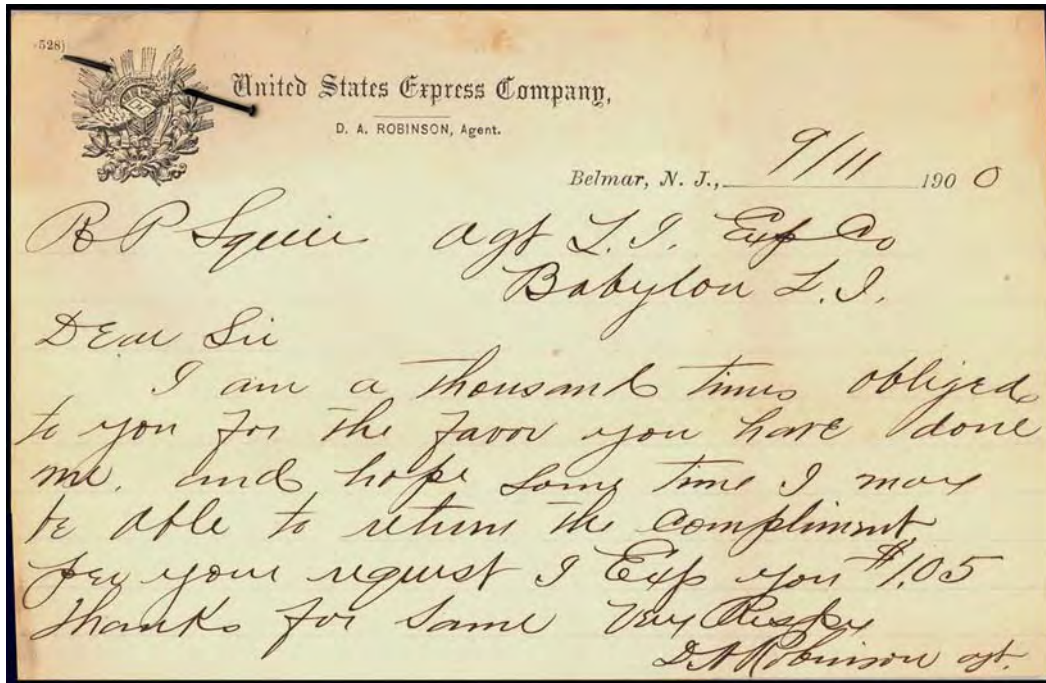


Fig. 6: United States Express Company's form 528 letterhead. Courtesy Arthur J. Huneke

A free express pass (also known as a 'frank') that was good for just one day (December 14, 1905) is depicted in Figure 7. This elaborate pass was issued to Mrs. C. Van Cleff of South Branch, N.J. by United States Express agent A. H. Howe. It was only valid for transporting one package from New York City to Flagtown, N.J. (railroad name for the town of Frankfort) in Somerset County. Flagtown maintained a train station on the Lehigh Valley Railroad's mainline and also on the High Bridge Branch of the Central Railroad of New Jersey. The United States Express ran on both of these roads in 1905, so either carrier could have been used to transport Mrs. Van Cleff's package.

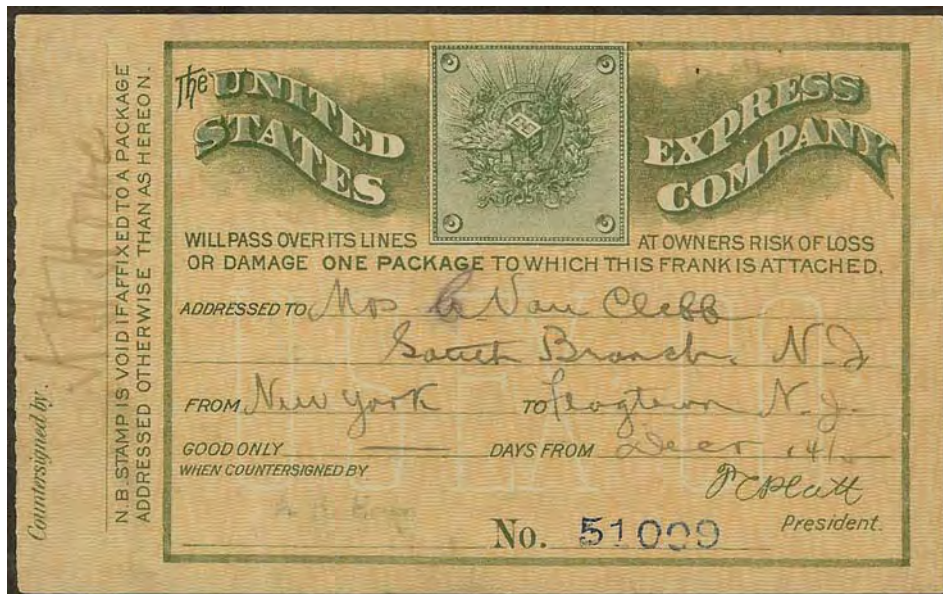


Fig. 7: One time express frank for transporting a package on December 14, 1905.

The *Figure 7* express pass is printed in black and gray on white paper overprinted with a light-orange ‘woven’ safety design. The “51009” control number at the bottom is stamped in blue ink. The left side is vertically rouletted at gauge 7 and probably was connected to a record stub at one time. The outside of the large rectangle on this pass measures 98 by 69 mm.

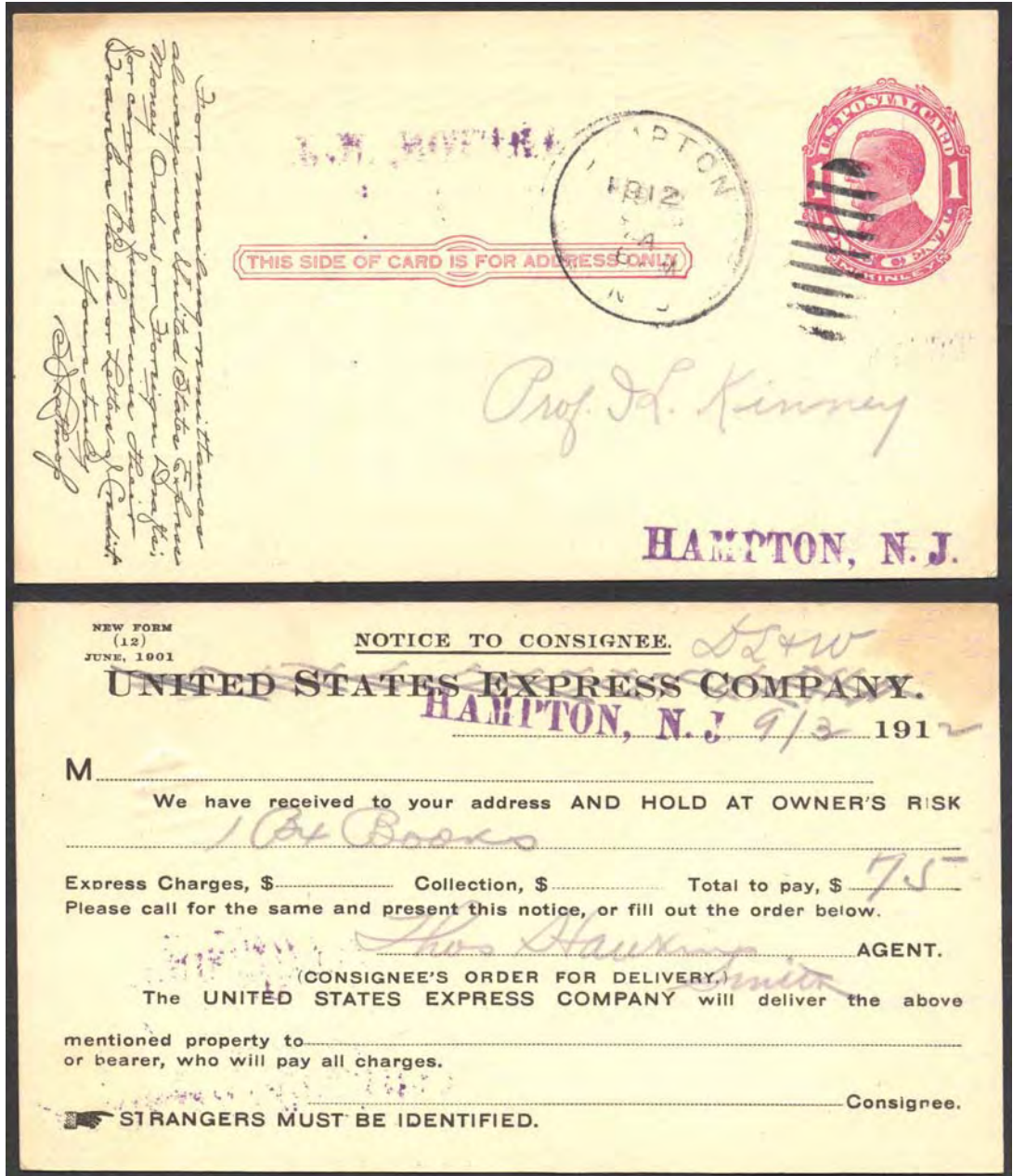


Fig. 8: 1912 notification of express shipment receipt in Hampton, N.J.

The postal card in *Figure 8* was sent to Professor I. L. Kinney in Hampton (Hunterdon County), N.J., to notify him of receipt of a box of books consigned to him. This notice was dated September 3, 1912 and the collect charge on the shipment was recorded as 75 cents. The station at Hampton was on the Hampton Branch of the Delaware, Lackawanna & Western Railroad’s, Morris & Essex Division. The preprinted side of the card is marked “New Form/(12)/June,

RECENTLY DISCOVERED NJ EXPRESS MEMORABILIA: Part II~ Bruce H. Mosher

1901” at upper left by the United States Express Company whose printed name is crossed out and replaced with “DL&W” in manuscript. It is noted that the express company’s name was not effaced in two other places on the card. The reason for this name ‘edit’ is not obvious, but perhaps the box was sent by freight and the DL&W agent appropriated the postal card for his use or he was granted permission to do this.

The left front side of this postal card contains a Company advertisement (see enlargement in *Figure 9*) that is printed in barely legible script font. The written message states as follows:

For mailing remittances always use United States Express Money Orders or Foreign Drafts; for carrying funds use their Travelers Checks or Letters of Credit.

Yours truly B. J. Lathrop

We have not been able to identify B.J. Lathrop’s then-current title or responsibilities within the United States Express Company.

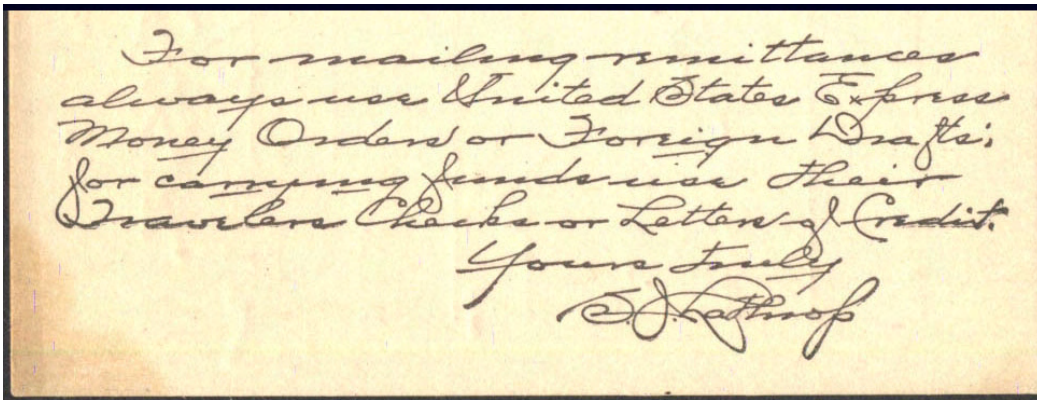


Fig. 9: Enlargement of the advertisement printed at left on the Figure 8 postal card.

Five newly identified United States Express labels have surfaced and are illustrated in *Figures 10* and *11*. The label-trio is from the towns of Avon (Avon-by-the-Sea), Boonton and Flemington in Monmouth, Morris and Hunterdon Counties respectively. Each of these green office labels contains a “44” Company form designation at upper left. Also note that the Dover office label affixed to the *Figure 3* cover contained the same form designation.



Fig. 10: United States Express office labels from New Jersey.

The other two labels (see *Figure 11*) were used to 1) denote a paid shipment from Plainfield (Union County), N.J., and 2) attach to an express item that was forwarded from Mahwah (Bergen County), N.J. The black-on-white PAID label contains space for the express agent to write in his name and the shipment waybill number (the latter was not done in the

depicted label). The amount paid for the express shipment could also have been entered by the agent if desired. A date of “APR 5- 190?” is handstamped in purple ink across the lower part of this label. It appears the year could have been “1900,” “1906,” or “1909.” A Company form number of “334” is also printed on this label to the left of “FROM.”



Fig. 11: Newly reported United States Express labels from New Jersey.

The orange MAHWAH label is a special office label with a place to record the location where the hosted shipment was billed to, or perhaps prepaid to. This would have been used when a transported package needed to be transferred to another express carrier (probably at the ‘Billed to’ site) prior to final delivery and the additional charge for the other carrier had not been prepaid. A Company “25½” form number adorns this label at upper left. This is one of a very few United States Express Company office labels that are known with the provision for recording the “Billed to” location.

Wells Fargo & Company’s Express

Previous issues of *NJPH* have documented the 30-year presence of Wells Fargo & Co.’s Express on northern New Jersey railroads (1888–1918).⁴ Now we present a few more paper artifacts from this great express company that further illustrate its historical involvement in New Jersey.

The cover shown in *Figure 12* entered the U.S. mails in New York City on April 4th of an unspecified year. This ten-cent Nesbitt entire was initially issued in 1861, but it certainly could have been used at a much later date. It is addressed to Thomas Cole, Esquire in Red Bank, Monmouth County, N.J. There is no indication on this cover that Wells Fargo transported it during any portion of its journey. A reasonable guess is that the cover may have been used by a Wells Fargo employee at one of their New York agencies, simply because it was prepaid and ready to drop into the regular mail. The fact that the cover also hosted a red Wells Fargo prepaid frank was incidental to its postulated use. The use of a ten-cent stamp on this cover appears to have been an overpayment in postage for the distance traveled.



Rumsey Auctions, Sale 35, Lot 393.

Fig. 12: 1861 issue entire used in the regular mail.

Somewhat in contrast, the cover shown in *Figure 13* definitely was carried by Wells, Fargo & Company's Express from San Francisco to New York City, probably by ocean steamer. It entered the U.S. mails in New York whence the POD delivered it to Mr. C. Colby in New Brunswick, N.J. This cover is an 1853–55 six-cent Nesbitt issue and could have been mailed anytime after those dates.



Rumsey Auctions, Sale 35, Lot 369.

Fig. 13: 1853–55-issue entire expressed from California to New York.

A gold colored Wells Fargo C.O.D. (Collect on Delivery) label is illustrated in *Figure 14*. This label-type was intended for use at smaller express agencies where the agent would handstamp or manually write in the sending agency's location. This label bears a light violet handstamp that reads "HAMBURG, N. J. / L. & H. Depot." near the bottom (see the *Figure 15* image). Hamburg is in Sussex County and this town housed a depot on the mainline of the Lehigh & Hudson River Railway at one time. The label was probably used in the 1900–10 time frame.

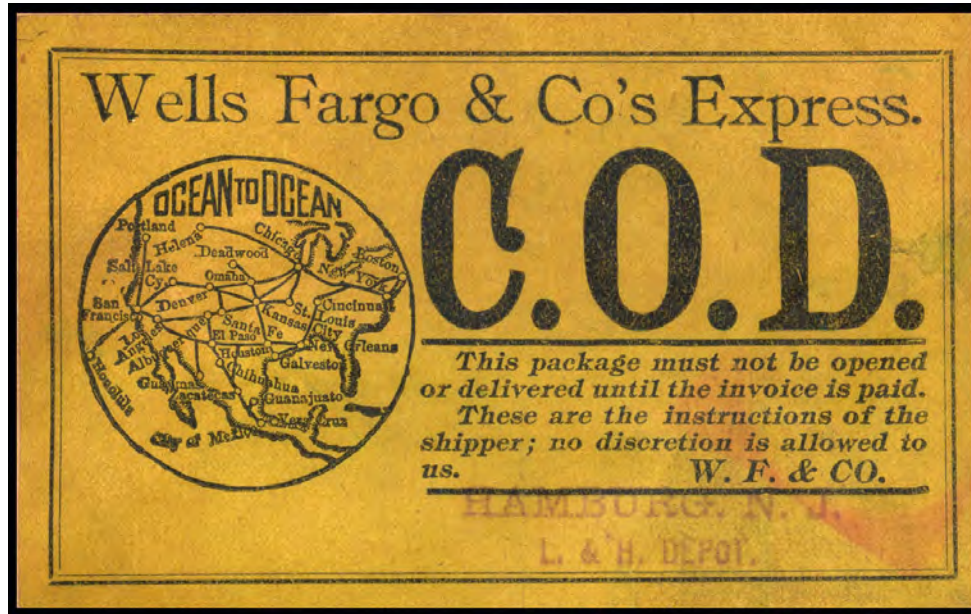


Fig. 14: C.O.D. label used in Hamburg, N. J. at the Lehigh & Hudson Railway Depot.

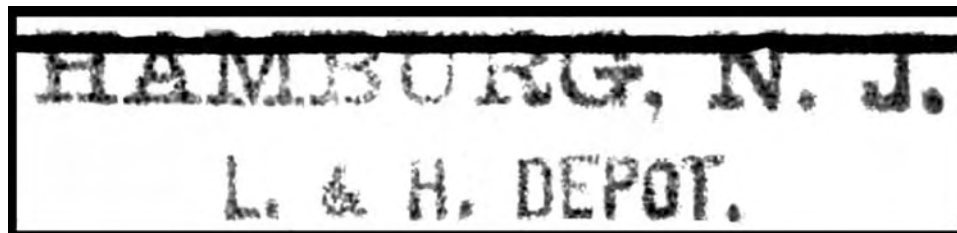


Fig. 15: Enlarged and enhanced handstamp image from the Figure 14 label..

The partial Wells Fargo label shown in *Figure 16* was used in Fairview (Bergen County), N.J. around 1905. Wells Fargo express service was provided to this community via the Northern Railroad branch of the Erie Railroad. A complete office label of this type would have contained a place (below FAIRVIEW, N. J.) to enter the 'Billed to' destination of an attached parcel plus space to indicate any necessary transfer places along the intended delivery route.⁵ The "MONEY ORDERS/PAYABLE/ Throughout the World" inscription was just a Company advertisement and really had no other effect on the utility of this label.



Fig. 16: Partial Form (7) office label from Fairview, N.J.

A copy of the Uniform Express Receipt used by Wells Fargo in July 1916 in Phillipsburg, N.J., is shown in Figure 17. The Uniform Express Receipt was implemented by the Interstate Commerce Commission for use by all active railroad expresses. This particular version (Form 708 6-15) was custom tailored in 1915 for Wells Fargo & Company's use. This receipt documents the shipment of a 24-pound box of machinery from Ingersoll-Rand Company's plant to the Hercules Mining Company in Burke, Idaho.

Form 708 6-15

UNIFORM EXPRESS RECEIPT.

Wells Fargo & Company Express

NON-NEGOTIABLE RECEIPT (ORIGINAL DUTY STAMPED)

Received from INGERSOLL-RAND CO. PHILLIPSBURG, N. J. July 26 1916 191

Tariffs in effect on the date hereof, subject to the Classifications and

to be NOT EXCEEDING \$50.00 value herein stated and warranted by shipper

Consigned to Hercules Mining Co., "Box #8226" Charges 1.00 Dollars.

at Burke, Idaho Which the Company agrees to carry upon the terms and conditions printed on the back hereof, to which the shipper agrees, and as evidence thereof, accepts and signs this receipt.

INGERSOLL-RAND CO. Shipper. For the Company.

NOTE—The Company's charge is based upon the character of the property, of which its value is an element, and its value must be declared in writing by the shipper unless its character is otherwise disclosed. When goods are hidden from view by wrapping, boxing or other means and the Company is not notified of the character thereof, the Shipper's declaration of value may be made by notation, "not exceeding \$50.00" or "not exceeding \$50.00 or 50 cents per pound actual weight."

PHILLIPSBURG PLANT

WEIGHT 24 LBS

151

Fig. 17: Express consignment receipt used in Phillipsburg, N.J. on July 26, 1916 by the Ingersoll-Rand Company.

This shipment was valued at less than \$50.00 and was shipped collect over the Lehigh & Hudson River Railway. In 1916 the western terminus of this road was Easton, Pennsylvania, thus the box probably traveled east to Paterson, Newark or Jersey City (possibly via the New York, Susquehanna & Western) for transfer to an Erie Railroad train whereupon it headed west towards Idaho. Wells Fargo was the exclusive express company working all three of the aforementioned roads at the time.

Burke, Idaho was only serviced by the American Express and Northern Express Companies in 1915; therefore the Ingersoll-Rand box had to be transferred from Wells Fargo to one of those carriers while in transit. We do know that all three expresses had terminals and agencies in Chicago, so that was a likely place for the package handover to have transpired.

An interesting summary of Wells Fargo's 1916 operations in Newark appeared in that year's August issue of the *Wells Fargo Messenger* in conjunction with the city's celebration of its two hundred and fiftieth anniversary.⁶ Excerpts from that article are quoted below.⁷

"Today we have thirty-six wagons, one 'jewelry' [wagon], seven double and thirteen single [wagons], all manned with [express] business getters. With these we make daily morning and afternoon deliveries and pickups in all parts of the city. The service on the east is from the Passaic river to Irvington and East Orange; on the south from Belleville to Elizabeth. Except along the Newark-bay waterfront south of Lincoln Highway, the wagon service includes the part of the city known as Riverside, Woodside, North Newark, Forest Hill, Roseville, Clinton Hill, Waverly, Harrison and East Newark. In the outlying Irvington and Valsburg districts we have pickup and delivery service in the afternoon."

In 1916 the Wells Fargo Newark headquarters was located at 830 Broad Street (*Figures 18 and 19*) having moved there several years prior from Market Street because those facilities became inadequate for the growing Company's operational needs. The resident Wells Fargo general agent was C. C. Bacon and M. J. Ford was the principal agent at the Newark office.

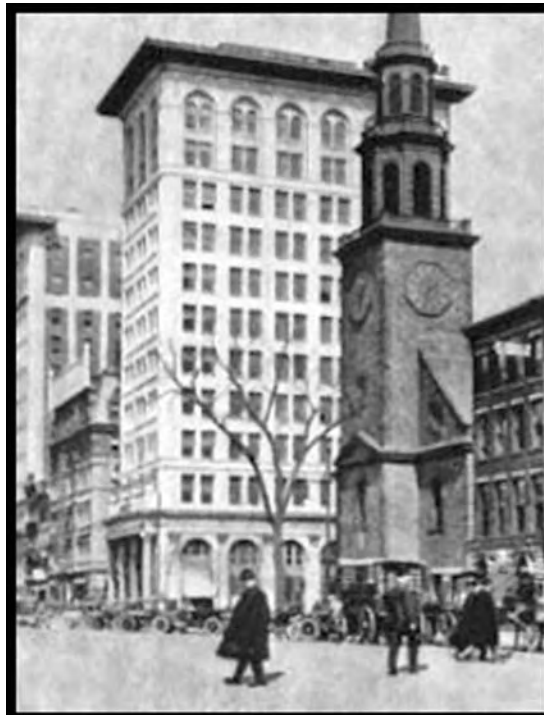


Fig. 18: Wells Fargo headquarters building at 830 Broad Street in Newark (1916).



Fig. 19: Newark main city office in 1916.

The article continues with this description of Wells Fargo’s daily routine:

“The day’s work for Wells Fargo in Newark begins with the line-up of the wagons in front of the depot at the Erie Station on Fourth avenue [see *Figure 20*]. When Commercial Agent W. H. Kanzler gives the word the procession hurries off down Broad street to ‘Four Corners.’ And there the wagons scatter to all parts of the city to distribute the goods received on night and early morning trains. And, as the sun sets behind the beautiful Orange Mountains, the wagons come hurrying back to the depot, still full to the roof, but with another load—the pickups accumulated during the day’s round.

“The drivers turn the contents of their wagons over to Depot Agent ‘Jim’ Daly and his corps of “house movers.” And we have an efficiently managed depot where the freight is promptly waybilled and forwarded on our special trains for Jersey City, connecting with Erie Nine and Thirteen, leaving with[in] the hour for the West.”



Fig. 20: Wells Fargo Express wagon fleet in Newark (ca. 1916).

To Be Continued

ENDNOTES:

- ¹ Bruce Mosher, "New Jersey Private Express Companies, Part 1 through Part 10B," *NJPH*, May 2003 through May 2007.
- ² A. L. Stimson, *Express Office Hand-book and Directory, for the use of 1,200 Express Agents and their Customers, Being the History of the Express Business, etc.*, 1860, p. 217.
- ³ Copied from "http://en.wikipedia.org/wiki/File:New_Jersey_Southern_Railroad.svg." on August 11, 2013.
- ⁴ Bruce Mosher, "New Jersey Private Express Companies, Parts 5A, 5B, 7," *NJPH*, August and November 2004, August 2005.
- ⁵ The postulated source of the truncated Wells Fargo Express labels was previously explained in the author's earlier *NJPH* article: "New Jersey Private Express Companies, Part 7," *NJPH*, August 2005, pp 148-9.
- ⁶ "Newark Celebrates Its Founding," *Wells Fargo Messenger*, August 1916, pp 192-3.
- ⁷ Bracketed inserts were made by the author for clarification.

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NATIONAL AIR MAIL WEEK 1938: REVISITED

By Jim Walker

I included a section on National Air Mail Week in my book *Hunterdon County New Jersey Postal History*.¹ I would like to expand that story with pictures and covers.

In an effort to commemorate the 20th anniversary of the first air mail flight on May 15, 1918 and to promote the use of the Air Mail Service, the Post Office Department planned a week long nationwide event. The highlight of the celebration would be air mail service to every town that requested it on May 19, 1938. The local postmaster's job was to find and swear in a pilot as "Air Mail Pilot for the Day." The postmaster also had to find a sponsor for the flight to cover the expense of the plane and pilot. A designer for the cachet, or artwork on the envelope, also had to be found. The task of finding an artist was in many towns taken up by the local Chamber of Commerce; contests were held, and in many cases local schools participated.

Postmasters Edwin Case of Flemington and Nelson Pickel of Clinton were responsible for the event in Hunterdon County. They signed up pilot Marvin Everett, manager of the Northwest New Jersey Airport, now Alexandria Field. The flight was sponsored by Riegel Paper Company of Milford. The company name was painted on the sides of Everett's Piper J3 Cub. On May 19, 1938, sacks of local air mail letters, all 3,084 of them, were taken to Northwest New Jersey Airport and turned over to Marvin Everett for the flight to Newark Airport.

The photos used in this article came to light sometime after my book was published. Rudy Petercsak of Flemington came to a speaking engagement I did to promote the book, showed the photos, and allowed me to copy them with the idea I would expand this story. I believe Marvin Everett's sister gave these pictures to Rudy sometime before her death.



The first photo shows Marvin Everett standing in front of his freshly painted J3 Cub with at least three mail sacks with tags "Air Mail Week." Everett signed the unofficial cacheted Milford cover on the next page.

Fig. 1: Marvin Everett, with his plane, with Riegel Paper on the side, and Clinton, N.J.

Photo by Fritts



Fig. 2: Air Mail Week Anniversary cover cancelled May 19, 1938 Milford, NJ, signed by Marvin A. Everett, pilot.

A few notes about NAMW covers:

Covers can be found posted between May 15th and the 21st; the air mail flight took place on May 19th only. The cachets used by Lambertville, High Bridge, & West Portal are variations of the cachet supplied by the Post Office Department for towns that wanted to participate but could not or would not supply their own artwork. Also different colors of ink used in the cachet will be found, usually black or blue.

The next picture is one of Postmaster Edwin Case of Flemington, also behind the mail sacks. He was the Chairman of the NAMW of Hunterdon County.

The cover on the next page is an example of the cachet used at Flemington.



Fig. 3: Edwin Case, Postmaster at Flemington, and Chairman of the National Air Mail Week in Hunterdon.

Photo by Fritts



Fig. 4: An Air Mail Week Anniversary cover cancelled May 19, 1938 at Flemington, NJ, addressed to Copper Hill, and signed by Edwin Case, Postmaster, in charge of NAMW in Hunterdon County.

On the next page is a copy of the original picture used in the local newspapers of seven of the participating postmasters.² The article with the picture gives a count of the covers mailed from each town; as you can see some mailed very few covers. Lambertville is not included in the count but by adding up the town totals and the total number of covers carried, only thirty covers were mailed from one of Hunterdon's largest towns.

The text reads:

Seven County Postmasters are shown at Northwest Jersey Airport waiting the takeoff of Marvin Everett, Clinton pilot, who carried the first air mail from Hunterdon last Thursday as part of the observance of National Air Mail Week. Shown are (left to right): Mrs. Nellie Potter, Glen Gardner; Mrs. Katherine A. Butler, Hampton; Edwin Case, Flemington, chairman of the county Air Mail Week committee; Cornelius S. Hoff, Frenchtown; Nelson Pickell (sic), Clinton; William F. Snyder, Pittstown, and Wilmer Lawrence, Milford. Insert [see Figure 1] shows Pilot Everitt (sic). Present for the flight but not shown in the picture were Postmasters Edward Duckworth, Jutland; Mrs. Harry Combs (sic), Pattenburg, and Leon A. Degnan, High Bridge.

Photos by J. Fritts

Pilot Martin Everitt, of Northwest New Jersey Airport, near Jutland, carried 3,044 pieces of air mail in the first official air mail flight from a Hunterdon County airfield last Thursday afternoon. The special flight was arranged in observance of National Air Mail Week, which was celebrated throughout the United States.

About 50 persons were present at 2 o'clock when Pilot Everitt took off in his Taylor cabin monoplane, into which had been stacked pouches containing the air mail letters, which bore the new air mail stamp and carried the local cachets designed for the special flight. Clinton furnished the most pieces of air mail, 1022; Milford was next with 576;

Flemington had 465; Glen Gardner, 222; Pittstown, 168; Califon, 39; Jutland, 31, Annandale, 15; Pattenburg, 11; Ringoes, 6; Stanton, 2.

Bucking a stiff east wind, Pilot Everitt did not follow out his original intention of circling the county seat but flew directly to Newark Airport, arriving at about 2:50 o'clock.³



Fig. 5: Local newspaper articles celebrated NAMW. The above article is from the Hunterdon County Democrat, May 20, 1938. (Note names in article of Pilot Everitt & PMs Pickel & Combes are misspelled above – see signatures below.)



Fig. 6: Nellie Potter signed Glen Gardner special cachet for National Air Mail.



Fig. 7: Hampton, New Jersey used the Post Office-supplied cachet on this cover signed by Postmaster Katherine A. Butler.



Fig. 8: Most cachets emphasized the town's pride & joy. Frenchtown celebrated its baby chicks, and Postmaster Cornelius Hoff autographed this cover.



Fig. 9: Clinton used a photo of its famous mill, signed by postmaster Nelson Pickel.



Fig. 10: Postmaster William T. Snyder of Pittstown, Home of the Deats Plow, signed this one.

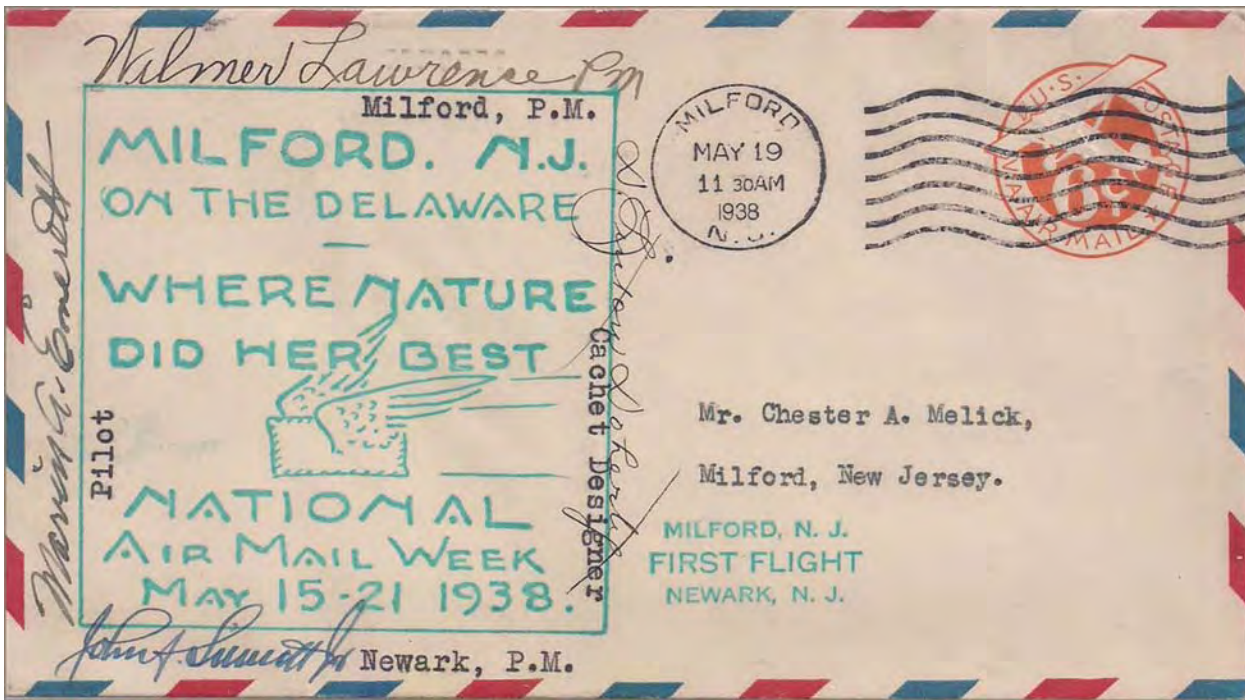


Fig. 11: Wilmer Lawrence, Postmaster of Milford signed this cover with the official Milford cachet, as did cachet designer D. Linton Doherty, who also designed the unofficial Milford Cachet used on the cover at the beginning of this article, signed by Marvin Everett. This cover is additionally signed by the pilot (Everett), and the Newark postmaster.



Fig. 12: This picture included two additional Postmasters standing in front of the air mail plane. second from left is Lillian G. Combes of Pattenburg and next, I believe, Edward Duckworth of Jutland. Also present but not in any photo was the Postmaster of High Bridge, Leon A. Degnan.

[L to R: Case-Flemington; Combes-Pattenburg; Duckworth-Jutland; Butler-Hampton; Snyder-Pittstown; Hoff-Frenchtown; Pickel-Clinton; Lawrence- Milford; & Potter-Glen Gardner.]



Fig. 13: Postmaster Lillian G. Combes of Pattenburg signed this rubber-stamped cacheted cover.

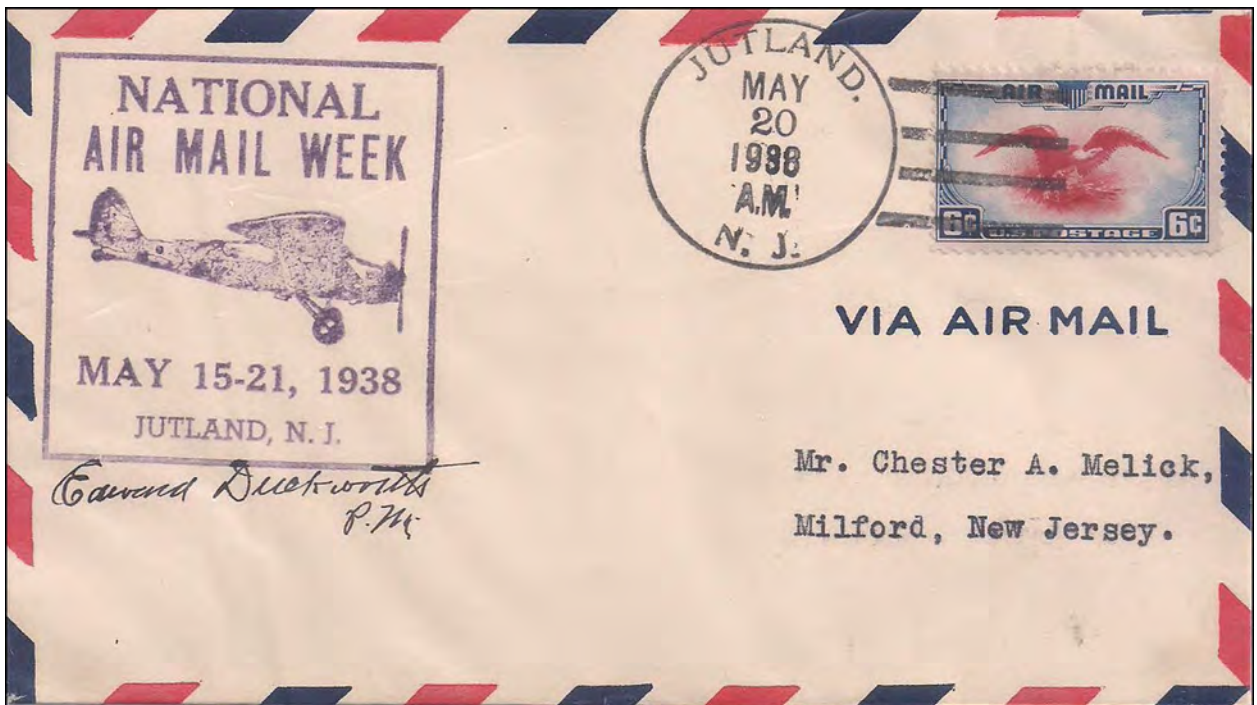


Fig. 14: Postmaster Edward Duckworth signed a NAMW cachet from Jutland.



Fig. 15: High Bridge NAMW cover with Post Office supplied cachet, unsigned.

The next three covers are all signed by Postmasters that did not attend the airport event: West Portal signed by Sadie Opdyke, James A. Cleary from Lambertville, and Andrew D. Wilson from Stockton. All use variations of the post office-issued cachet.



Fig. 16: Postmaster Sadie Opdyke of West Portal.



Fig. 17: Postmaster James A. Cleary of Lambertville.



Fig. 18: Postmaster Andrew D. Wilson of Stockton.

NATIONAL AIR MAIL WEEK 1938: REVISITED ~ Jim Walker

There are three more towns known to have participated in National Air Mail Week. Records indicate Califon mailed 39 covers, Ringoes 6, and Stanton mailed 2 covers. A great source of information on this area is the NAMW Historical Society Catalog by Jon E. Drabyk.⁴ of Piscataway, N.J.

The following pictures are of preparations and takeoff of the flight on the morning of May 19, 1938, from Northwest New Jersey Airport to Newark Airport.



Fig. 19: Everett and his ground fill up with gas & oil. Fig. 20: Marvin Everett and his Piper J3 Cub on takeoff.

And so, on May 19, 1938 3000+ Hunterdon National Air Mail Week covers roll down the runway and into New Jersey Postal History!

ENDNOTES:

- ¹ Serialized in the pages of *NJPH* and compiled in a single document at <http://njpostalhistory.org/media/pdf/Hunthistory.pdf>, or in print from the Hunterdon County Cultural & Heritage Commission, P.O. Box 2900, Flemington, NJ 08822-2900 and at <http://www.co.hunterdon.nj.us/depts/c&h/publications.html>.
- ² The photos included here were taken by a photographer named J. Fritts, for the Hunterdon County Democrat. They appeared in that newspaper on Friday, May 20, 1938, as well as in the Trenton Evening Times & the Easton Express.
- ³ Transcription of newspaper article keeps the incorrect spellings of Pilot Everett & PMs Combes & Pickel.
- ⁴ NAMW.HS Journal copies may be found at The American Philatelic Research Library in Bellefonte, PA (where they can be loaned out) or the Smithsonian Postal History Museum in Washington D.C. An update is "in transition" from last year (2012), and not yet available. See American Philatelic Research Library at http://catalog.stamplib.org/InmagicGenie/opac_report.aspx?ReportName=OpacBrief&AC=QBE_QUERY&Type=opac

PHILATELIC MORRIS CANAL

By Donald A. Chafetz, El Cajon, CA

PROLOGUE

I became interested in the Morris Canal when I lived in Randolph Township, Morris County. It was a passing interest since I was interested in any philatelic item related to Morris County. Although the Morris Canal never was a postal route or authorized to carry mail, there were numerous postcards showing the canal with postmarks of the towns along the canal. Through the years I have added other philatelic related material as I have learned more of the history of the canal. Although the canal passed into history in 1924, there are current attempts to keep the memory alive by the Morris Canal Society and communities creating green paths along the old canal paths. In the few places where a lock or ruins of an inclined plane are still to be seen, markers have been placed. Although the canal is gone, it is still remembered.

What follows is my very small attempt to show some of the highlights of the canal and its economic impact on the towns it touched via philately. I hope to expand the story with the creation of a display class exhibit.

PHILATELIC MORRIS CANAL

BACKGROUND

The Morris Canal was the brain child of Morristown resident George P. Macculloch, local entrepreneur. The story is told that in 1822 he was inspired to build a canal while fishing at Lake Hopatcong. The Erie Canal had just been finished and he recognized the economic boom it brought to New York State. The northern section of New Jersey, in particular Morris County, was in need of an economic shock. During the Revolutionary War General George Washington had encamped in the area four times, due in part to its large iron ore deposits and the nearby forges that provided the weapons that the General needed to carry on the fight against the British. Unfortunately, by the 1820s, the woods needed to fire the forges were



Fig. 1: George P. Macculloch ¹

greatly depleted and forges were closing down. It was rather fortuitous that the neighboring state of Pennsylvania had anthracite coal, which could be used by the forges if it could be transported to them.

Another problem was the poor state of the roads in the northern part of the state, which made it extremely difficult for farmers to move their products to market. The canal would aid the farmers immeasurably.



Fig. 2: Erie Canal First Day Cover, July 4 1967

THE PIECES FIT

Considering all these factors, Macculloch concluded that a canal running from the Delaware River on the west to Newark on the east would revitalize the northern section of the state. Macculloch rallied similar-thinking men around his idea and convinced the New Jersey State Legislature to enact a law creating the Morris Canal & Banking Company.

The bill was signed on the last day of 1824. The construction of the canal began in 1825 and was open for business in 1831. Initially the canal was approximately 90 miles long. In 1836 the canal was extended to Jersey City so it would have direct access to the Hudson River and New York City.

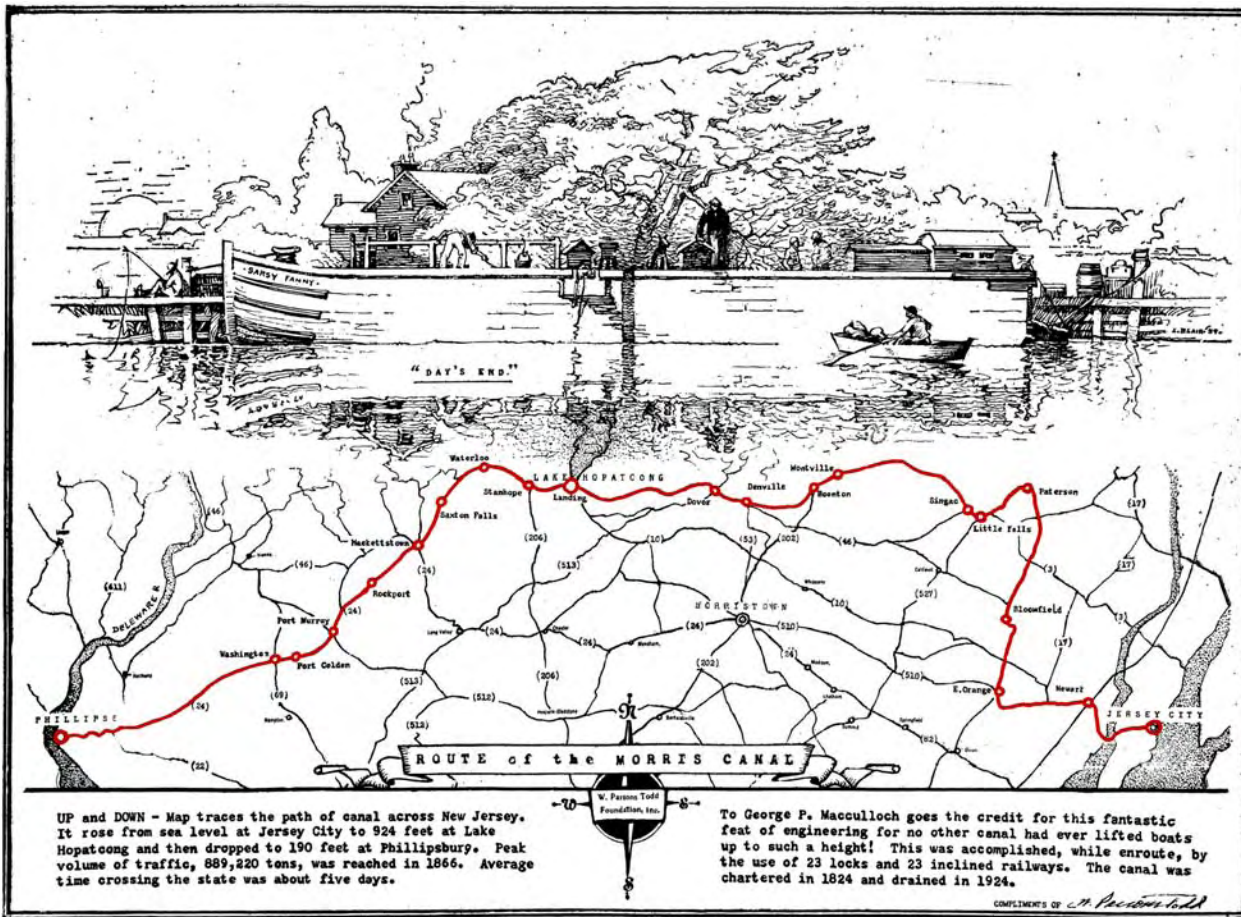


Fig. 3: The course across New Jersey is shown in red, from Phillipsburg on the Delaware River to Jersey City on the Hudson River. Printed from engraved plate I own; it is illustrated in the booklet Macculloch Hall, A Family Album.

The total length now was 106.41 miles - Delaware River to Hudson River. Through the years, the canal was widened and deepened to handle larger capacity boats so it could better compete with the railroads. It should be remembered that the canal was built by manual labor since there was no power equipment available at the time. It is estimated that about 2,000 men worked building the canal with a fair number being Irish immigrants.

HILL CLIMBER

What made the canal challenging was the fact that northern New Jersey is hilly and the canal had to climb these mountains. How to do it? This is where American ingenuity and engineering prowess comes to the forefront. Typically canals use locks to move from one elevation to the next. Basically, if the change is about 20 feet or less, then a lock is sufficient. Unfortunately, to climb some of these New Jersey hills, there were places where the change ranged between 35-100 feet. In these cases, there might be a need for five to six locks to achieve the move up or down. Instead it was decided to use inclined planes to move the canal boats up/down the mountains.

When the canal was finally finished, there were 23 inclined planes and 23 conventional lift locks. Starting at Jersey City which was at sea level, the canal climbed 914 feet to the summit in the Port Morris hills. From there it descended 760 feet to Phillipsburg on the Delaware River. Note that Phillipsburg is 154 feet above sea level.²

CANAL LIFE

The canal boats were pulled along the canal usually by a Jersey team: a light mule and a dark one. The trip from Phillipsburg on the western side of the state to Jersey City on the east coast would normally take 5 walking days. If the canal boat captain brought his family with him, they would live on the boat, since there was a small cabin where they could sleep and eat. The canal was operated from March or April to around mid-December, depending on the weather. In the winter time the canal would freeze and the boats would be idle. The canal day started around 5:00 am and traffic would be stopped around 9:00 pm. Sunday the canal was closed so people could rest and attend church.

IMPORTANT DATES AND FACTS

November 15, 1822	An act investigate the feasibility of the canal
December 31, 1824	Morris Canal and Banking Company chartered by the State of New Jersey
July 12, 1825	Construction starts near the present town of Ledgewood
November 4, 1831	First trip from Newark to Phillipsburg
1832	First full boating season
1836	Jersey City extension completed - 11.75 miles
1844	Company is reorganized - banking is dropped
1841 & 1845	Canal enlargements
1847 - 1860	Inclined planes rebuilt - Scotch turbines installed
1871	Canal leased by Lehigh Valley Railroad for 99 years
November 29, 1922	State of New Jersey takes over the canal
Spring, 1924	Canal drained
December 31, 1974	Charter ceases

Tonnage

1845 58,259 tons
 1866 (maximum year) 899,220 tons
 1856 - 1870 Coal picked up at Washington from DL&W railroad
 1857 (coal tonnage) 146,359 tons³

CANAL CLOSURE

The heyday for the canal was during the 1860s. By 1870, maintenance of the canal was a serious financial problem and the railroads were too much competition. The canal became more of a local transportation system. By 1900 the traffic on the canal had dwindled to a tiny stream and people began calling for the closure of the canal. During the next fifteen years, the State of New Jersey had three commissions investigate the feasibility of closing the canal and filling it in. Finally in 1924 the canal was drained and closure was a reality.

The Final Report of the Consulting and Directing Engineer, Cornelius C. Vermeule, Jr., dated June 29, 1929, has the following interesting statistics:

Bridges removed, or remaining	259
New bridges	8
Locks dismantled or taken over by others	32
Planes dismantled or taken over by others	23
Drainage cuts	156
Large masonry culverts removed	5
Aqueducts removed	8
Dams and spillways built	15
Summary of Cost of Dismantling and Reconstruction:	\$1,730,465.
The original cost to construction the canal in the 1830s was	\$2,104,413.
Later enlargements of the 1840s cost	\$1,700,000.

After 100 years, the Morris Canal finally passed into history.

THE JOURNEY BEGINS

The journey on the canal will be shown by the use of post cards, but supplemented by envelopes and other philatelic related items. The booklet *The Morris Canal On Post Cards Part Two* was published by the Garden State Post Card Club in October 2002. The listing includes the location, title of the card, publisher if known and the card number if present. I have not counted the number of cards listed, but estimate there are over 1400. I have only a very small sampling of cards which I have tried to obtain as used examples with a cancellation from the community near the canal pictured on the card. But, to complete the story, I do include mint cards.

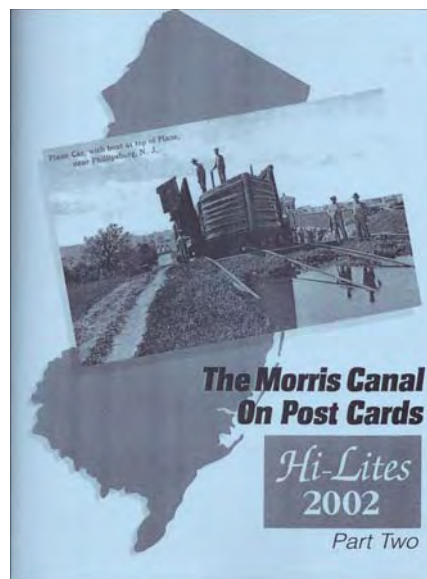


Fig. 4: GSPCC 2002 publication on Morris Canal post cards.⁴

Most of the cancels on the cards are the ones normally used in the post offices of the day. I have shown a few of the more unusual ones that I have found. The messages on the cards are either family related or seem to be from young gentlemen setting up dates to see young women. I have not seen any comments related to the canal or its operation.

The canal was not an authorized postal route so no mail was carried on the canal. But to complete the philatelic story, I have included business related items and some revenue stamps with Morris Canal cancellations. While I have other canal related items, I have not included them since they are not direct philatelic material but are appropriate for my display class exhibit.

Lake Hopatcong was the main water source for the canal. All locks and planes were numbered east or west from the lake. For instance plane 11W was west of the lake and the eleventh plane. Similarly, Lock 22E was the twenty-second lock east of the lake. The distances in miles are measured from the Delaware River.



Fig. 5: Panorama view of Mauck Chunk, Pa.
Coal was mined at the open pit anthracite mine on Summit Hill and transported from the summit by the “switchback” railroad. The coal was carried by canal boats on the Lehigh River to the Delaware River. (Unused card.)



Fig. 6: Morris Canal & Coal Chutes.
Anthracite coal chutes at the Delaware River at Phillipsburg, NJ. (Hand canceled, Beaver Run, NJ, October 20, 1913.)

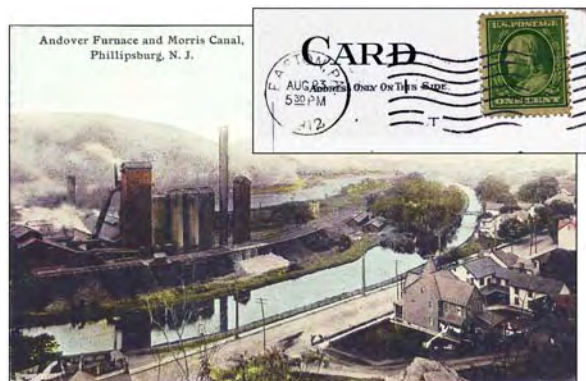


Fig. 7: Andover Furnace and Morris Canal, Phillipsburg.
Canal boats brought iron ore and coal to the furnace and in return carried the finished goods to markets. Delaware River in the background and Morris Canal in the foreground. (International machine cancel Easton, PA, August 23, 1912.)



Fig. 8: Toll Collector's House, Phillipsburg, NJ.
Plane 11, the first “western” plane is in the distance. (Columbia machine cancel, Easton, PA, January 16, 1909.)



Fig. 9: Morris Canal Store and Stable. Behind the buildings is the Delaware River. Hill in distance is the southern extremity of Easton, PA.
(Machine cancel, Millville, NJ, June 28, 1920.)



Fig. 10: Plane Car with Boat at bottom of Plane 11 near Phillipsburg, N.J. Note two mules on the tow path.
(Flag Machine cancel, Phillipsburg, NJ, August 5, 1920.)

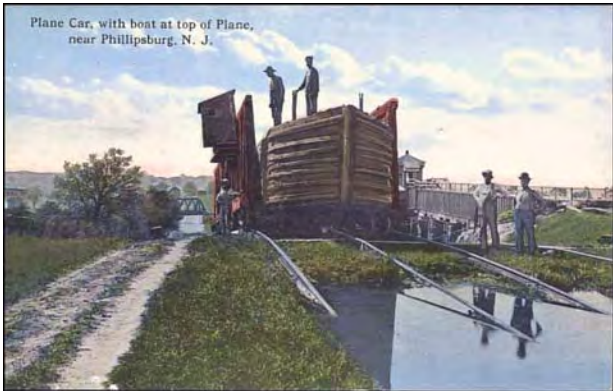


Fig. 11: Plane Car with Boat at top of Plane near Phillipsburg, NJ. The plane 11W (0.01 miles) lifted the boat 35 feet.
(Mint card.)



Fig. 12: View along Morris Canal showing Green Bridge, Phillipsburg, N.J. Lock 10W (2.10 miles) was located below the stone bridge.
(Machine cancel, Easton, PA, October 19, 1912.)

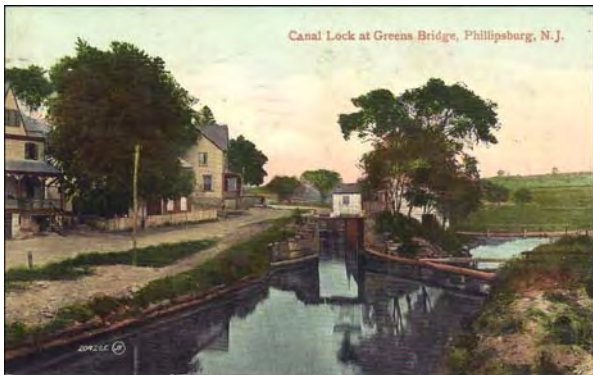


Fig. 13: Canal Lock at Greens Bridge, Phillipsburg, N.J. Locks 9W (2.34 miles) and 8W (2.55 miles) were located almost within sight of each other. The house in the center was a store and the building at the left edge was the Green's Bridge Hotel.
(Machine cancel, Easton, PA, October 19, 1912.)



Fig. 14: Looking up Plane No. 7. Morris Canal, Washington, N.J. Plane 7W (14.75 miles) lifted the boat 73 feet. The cupola building is the power house holding the water-powered turbine used to pull the canal boat up/down the incline. The large basin at the bottom of the plane was used to hold boats waiting to go up the plane.
(Hand cancel, 2nd class office, Washington, NJ, March 13, 1912.)



Fig. 15: Canal Boats passing each other on Morris Canal, Hackettstown, NJ.
(Hand cancel, Hackettstown, NJ, July 21.)



Fig. 16: View on Morris Canal, Hackettstown, N.J.
Typical bridge over the canal. (Hand cancel, Hackettstown, NJ, July 17, 1906, Brooklyn NY receiver July 17, 1906.)



Fig. 17: Flood Gates, Lake Musconetcong, Stanhope, N.J. (30.64 miles). Lake Musconetcong was an additional source of water for the canal. (Mint card.)

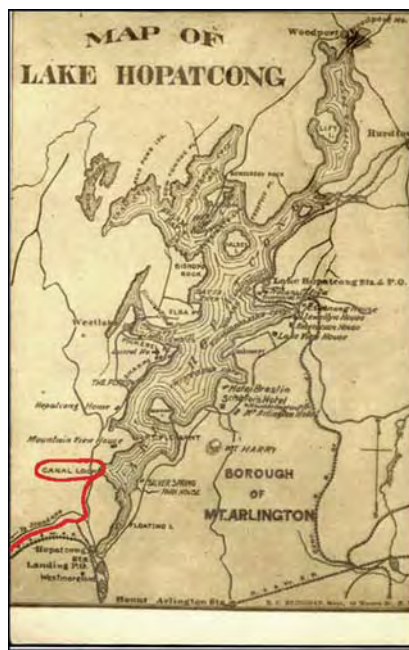


Fig. 18: (at right) Map of Lake Hopatcong. Feeder canal and lock are in red in the lower left corner. (Mint card.)



Fig. 19: Plane 1 East on Morris Canal (39.90 miles). Long wooden structure leading into the powerhouse carried the water to operate the turbine to move the boat up/down the plane. (Card cropped to show view.) (Indistinct postmark, Barr-Fyke received machine cancel Phillipsburg, July 27, 1907.)



Fig. 20: The Sluice Way on the Canal, Boonton, NJ. Excess water being returned to the canal. (Machine cancel, Boonton NJ, October 30, 1907; received Paterson, NJ, October 30, 1907 machine cancel.)



Fig. 21: Incline Plane 7E, Morris Canal, Boonton, N.J. (58.60 miles). The wooden structure on the rails is the carriage which held the canal boat as it moved on the plane. (Machine cancel, Boonton, December 13, 1907, receiver cancel Manasquan, NJ December 1907.)



Fig. 22: Passaic River at Little Falls, N.J. Aqueduct, span 80 feet, which carried the canal boats over the river. (Mint card.)



Fig. 23: Along the Morris Canal between Bayonne & Jersey City, N.J. Probably a local delivery boat. (Machine cancel Jersey City, July 6, 1910.)



Fig. 24: Greenville, Jersey City, View of Morris Canal. Dredging scow clearing canal. Hudson River in back-ground. (Machine cancel, Jersey City, NJ February 15, 1908.)

RECREATIONAL USE OF THE CANAL



Fig. 25: View Along Morris Canal, Washington, N.J. (Hand cancel, Washington NJ, July 30, 1907; Dover, NJ, October 30, 1907 flag cancel receiver.)

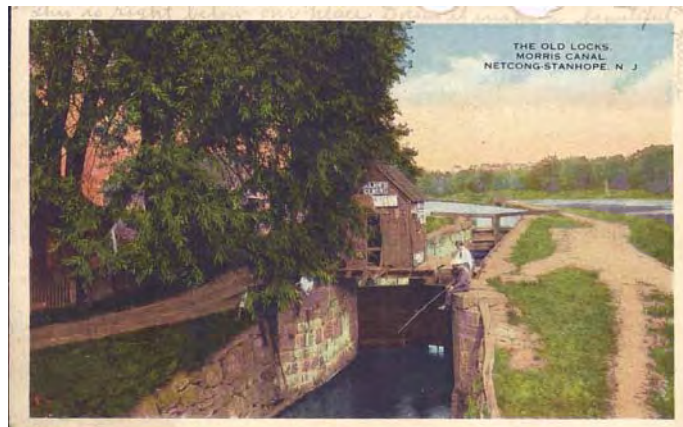


Fig. 26: The Old Locks Morris Canal, Netcong-Stanhope, N.J. (Lock 2W, 36.00 mile). Two boys fishing at the lock. (Hand cancel, Stanhope NJ, December 4, 1916.)



Fig. 27: Immersion Baptism, Morris Canal Newark NJ. (Hand cancel, Montclair NJ, September 29, 1908; Sent to England, 2 cents postage.)

BUSINESS CORRESPONDENCE

The Morris Canal had no contract to carry mail so there are no canal postal markings. Instead are included some mail related to the canal activities and operations.

THE ULSTER IRON WORKS

In 1722, Dover was settled and immediately the process of iron production started. Jackson's Forge was established by John Jackson and located a short distance west of the Dover Iron Works at Park Heights Avenue near Hurd Park.



Fig. 28: *Ulster Iron Works, Dover, N.J.*

(Machine cancel, Dover NJ, October 8, 1923.)

In 1745, Joseph Shotwell, the son-in-law of Jackson, started the Quaker Iron Works along the Rockaway River in what is now downtown Dover. Here Shotwell dammed the river, creating the Mill Pond and processed iron until 1757 when Joseph Beaman took over the operations. Around 1792, Israel Canfield and Jacob Losey bought the plant and set up a major forge, nail factory, rolling mills and slitting mills. The Dover Rolling Mill was a profitable operation until the economic slump following the War of 1812. Being deeply in debt to New York bankers Henry McFarlan and Joseph Blackwell, Canfield and Losey abandoned the operations in 1817. McFarlan and Blackwell took over and re-named the company as the Dover Iron Works and produced much of the equipment and tools needed to dig and construct the Morris Canal. During this time, Dover grew from a small hamlet into a large village (incorporated in 1827) and eventually to a large industrial town by 1869.

In 1869, following the Civil War, the plant closed because business was very slow. In 1880, Judge Francis S. Lathrop reopened the plant under the name of the Dover Iron Company and repaired the buildings, made improvements and revived Dover's economic slump. In 1884, the Ulster Iron Works of Saugerties, New York moved their operations to the Dover plant to be near the canal and railroads.⁵ In 1903, they purchased the plant and renamed it the Ulster Iron Works of Dover. In 1923, ground was broken for a new \$100,000 factory, including a building for drilling hollow staybolts for trains and a warehouse for box making, packing and shipping. At its peak, the Ulster Iron Works employed 450 men. Ulster sold the works to J. A. Williams in 1935 and by 1950, the plant shut down for lack of business. In 1951, the main buildings of the works were torn down and the land cleared for the eventual construction of the Dover Shopping Center. For over 200 years, the Iron Works of Dover served the nation with some of the finest iron products and materials ever produced bearing the tag "Made in Dover."



Fig. 29: *Canal Basin, Dover, N.J.* (mill pond)

(Machine cancel, Dover NJ, October 8, 1923.)

WHARTON FURNACE

Historians record the fact that, by the middle of the nineteenth century, the United States had attained second place among the nations of the world in coal production. This enormous increase in the production of coal was coincident with unparalleled industrial expansion, and the latter was, in a large measure, dependent upon the former. Although anthracite stood first as the source of the nation's fuel a century ago, it has long since been displaced by bituminous coal, with which this country has been generously endowed. While in 1850 bituminous coal comprised but one-third of the total production, it had increased to one-half by the year 1870. It would increase to four-fifths by 1900, and to about seven-eighths by 1920.



Fig. 30: Wharton Furnaces, Wharton NJ. Plane 5 East was adjacent to the Wharton Furnace (47.00 miles). (mint)

Note on back of card: "This is the furnace which have not work for 5 years belong to the same company as the other mine & there is some more mines here not working & all the works is worth 16,000,000 dollars & only watch men are working this place is gone for work."

That fact might have spelled prosperity for many years to come for the Morris Canal. Sadly, however, virtually all of the nation's bituminous coal lies beyond the Appalachians, out of the canal's reach. Also beyond the Appalachians lay the Mesabi, Menominee, and Vermillion iron ore ranges, discovered after 1845. It took another canal, the Soo, to bring the ore out of these more remote regions. At almost the same moment, Henry Bessemer arrived in America from England to begin making his patented steel. A new era was already dawning, and the center of the steel industry had begun to move westward.

One of the casualties of the westward shift was Port Oram Furnace. Incorporated in 1868, the furnace did not operate successfully until late 1870 or early 1871. Then, having just gotten going, "after a series of troubles," the furnace was "blown out in consequence of the scarcity of coal." It was apparently started up again only to be idled about 1880. Joseph Wharton revived the Port Oram works, and the furnace was so successful that in 1902, the Town Council voted to honor Wharton by changing the town's name from Oram to Wharton. The Wharton Furnace enjoyed a surge of productivity during World War I, but eventually it was taken over by Replogle Steel Company.⁶

THE BOONTON IRON WORKS

Boonton Iron Works was founded about 1770 by Samuel Ogden, whose family acquired a 6-acre tract near Boonton along the Rockaway River. Nail rods and bar iron were manufactured by rolling and slitting mills which were built here. When the Morris Canal was built in 1830, the New Jersey Iron Company was organized. This company built a new plant costing \$283,000 and imported skilled mechanics from England. Under Fuller & Lord (1852–1876) the enterprise expanded to include, along with ore and timber reserves, canal boats, furnaces, mills and auxiliary plants. The business slowly declined after 1881, until it closed in 1911.⁷

THE NEW JERSEY IRON COMPANY

The New Jersey Iron Company was incorporated by the State Legislature in 1829 for the purpose of manufacturing iron chain cables, wire, and other articles at Boonton, in the county of Morris, and in any of the counties through which the Morris Canal runs in the state.⁸

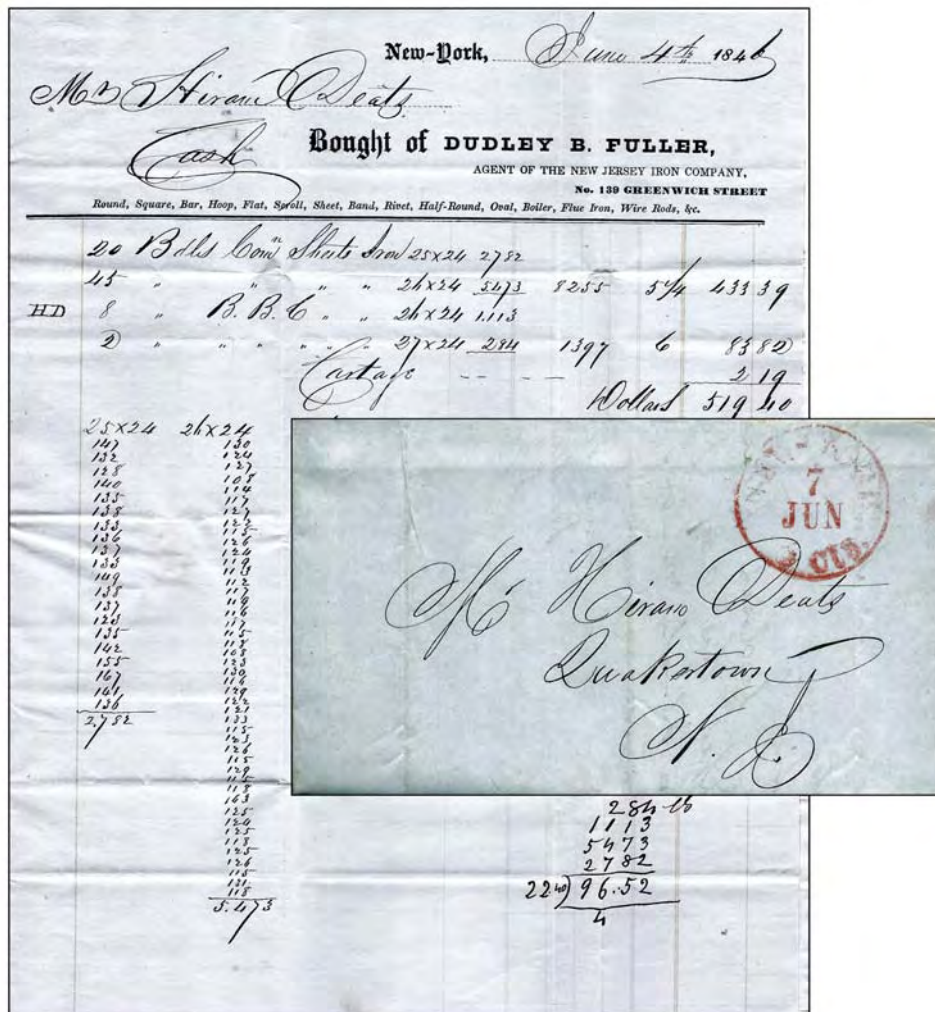


Fig. 31-32: Dudley B. Fuller Agent for New Jersey Iron Company. (Stampless bill head cover, June 7, 1846, New York cancel, 5 cents). Note inside indicates that sheet iron had been shipped.

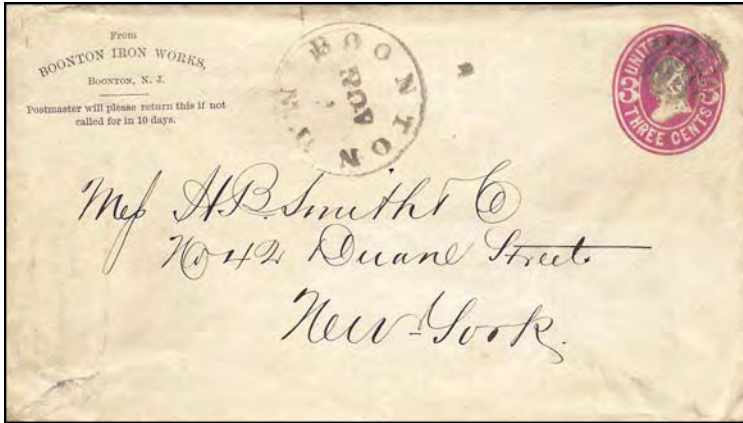


Fig. 33: U60 envelope, Boonton Iron & Steel Co. (Hand cancel Boonton, NJ November, 1869).

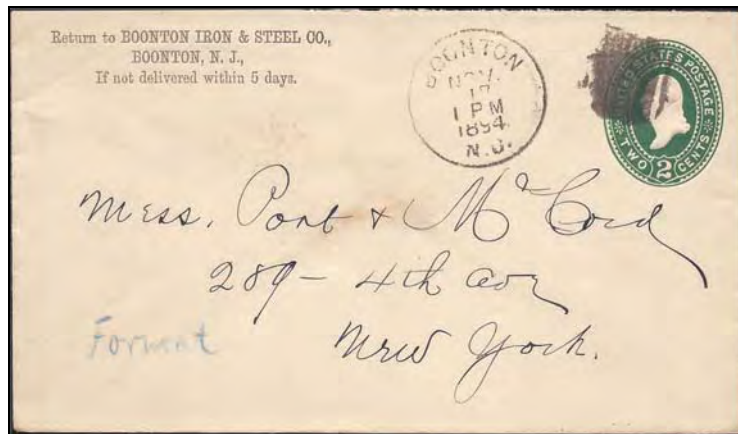
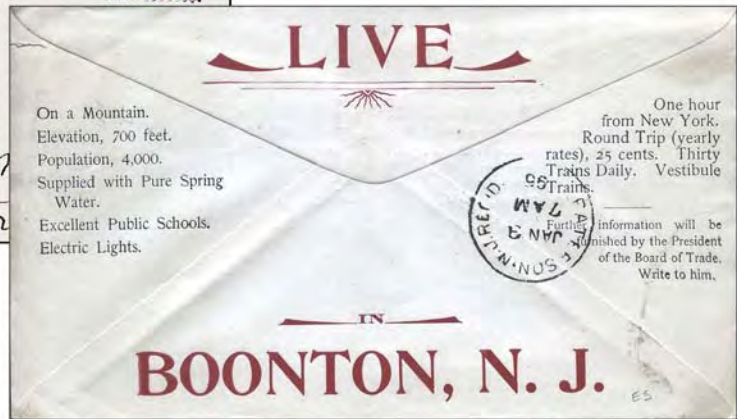
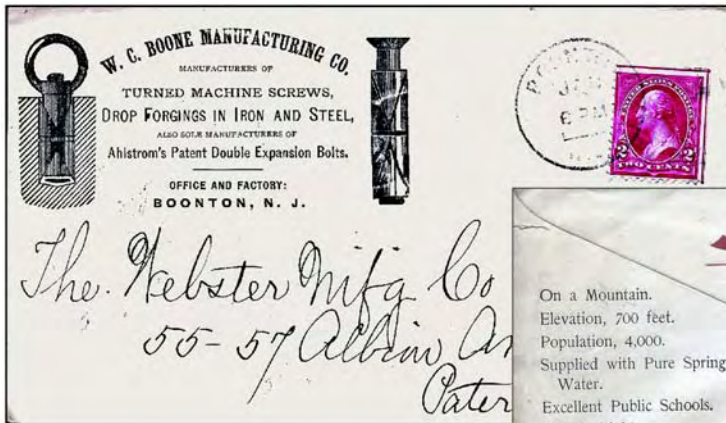
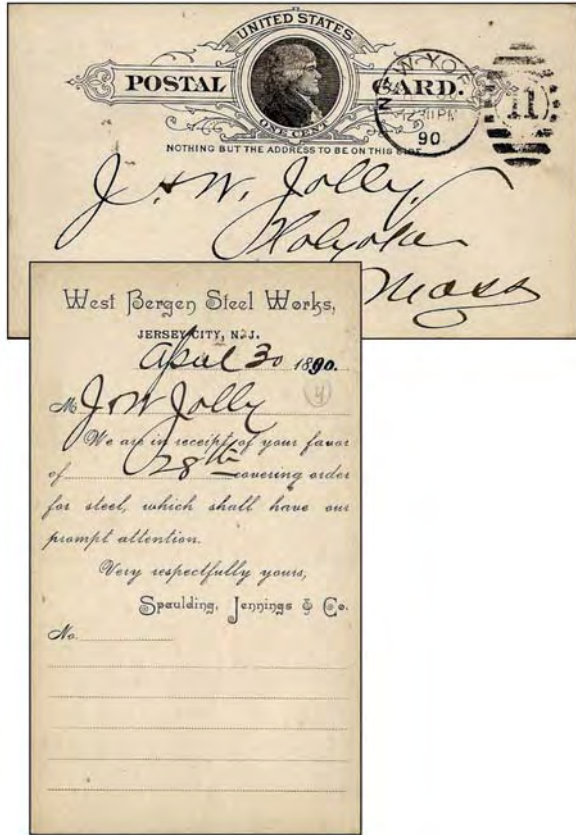


Fig. 34: U305 envelope, Boonton Iron & Steel Co. (Hand cancel Boonton, NJ November 17, 1894; Back stamped P.O. N.Y. November 17; forwarded November 18, 1894).



Figs. 35-36: W.C. Boone Manufacturing Co. (Hand cancel Boonton NJ, January 2; backstamped Paterson, NJ receiver, January 3 1895.)



Figures 37-38: West Bergen Steel Works, Jersey City (Hand cancel New York April 30, 1890.)

West Bergen Steel Works, Spaulding, Jennings & Co., Jersey City, Hudson County. Built in 1880; 18 beating furnaces, 5 trains of rolls, (one 9, one 10, two 12, and one 18-inch,) 5 hammers, and 24 four-pot steel-melting holes; product, crucible cast steel; also, reroll Bessemer and open-hearth steel billets; annual capacity, 5,000 net tons.⁹

Bergen Steel Mills Destroyed; Rolling, Wire, and Bicycle Departments in Jersey City Burned -- The Loss Is About \$110,000.

Jersey City, Dec. 21, -- The cold-steel rolling, steel-wire mill, and bicycle departments of the West Bergen Steel Works, in Communipaw Avenue, near the Hackensack River, were destroyed by fire to-night. The three departments were grouped in a frame building 50 by 150 feet and 28 feet high. (The New York Times, December 22, 1895.)¹⁰

The plant was located near the Morris Canal docks in Jersey City.

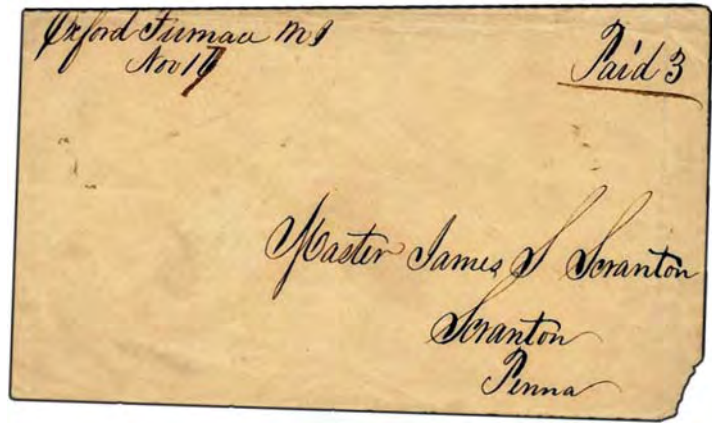


Fig. 39: Manuscript Oxford Furnace envelope sent between 1852 and 1854, Paid 3 cents.

Oxford Furnace was a furnace used for smelting iron located in Oxford Township, in Warren County, New Jersey. Built in 1741, it was the third furnace in colonial New Jersey and the first constructed at a site where iron ore was mined. Oxford Furnace operated the longest of any of the colonial furnaces, not being “blown out” until 1884. In 1835, it was the site of America’s first successful use of the hot blast, in which preheated air was blown into the furnace, cutting production time.¹¹

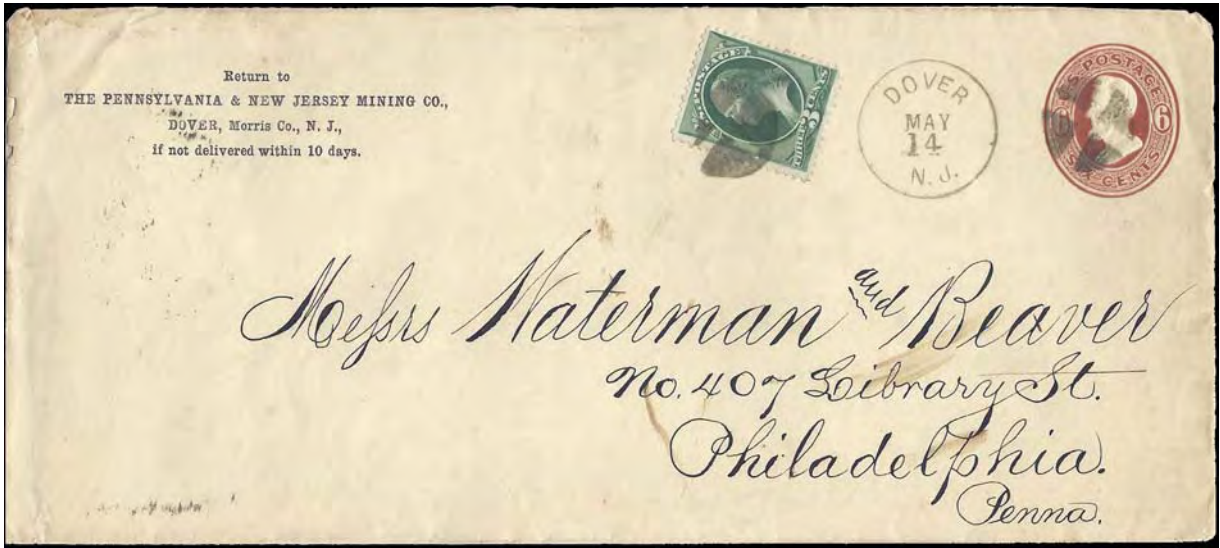


Fig. 40: The Pennsylvania & New Jersey Mining Co. Dover, NJ, May 14.

Probably mailed in the 1870's. Postage rate 3 cents/½ oz so triple weight letter. I could not find any information of the company.



Fig. 41: Letter inquiring about progress on the Morris Canal case.

(Philadelphia, PA December 13, 1851)

Peter Vroom was a Governor of New Jersey, Member of Congress, Chief Justice of New Jersey Supreme Court and held many other political offices besides practicing law.

Fig. 42: Cachet of A. A. Griffing Iron Company, manufacturer of hot water heating apparatus, sole manufacturer of the Bundy patent direct & indirect radiators in Jersey City.

The cachet shows among other things a canal with a boat. The factory was located on Communipaw Avenue in Jersey City which was next to the Morris Canal. This is the only cover seen showing the Morris Canal.

(Hand cancel Jersey City April 15, 1884.)



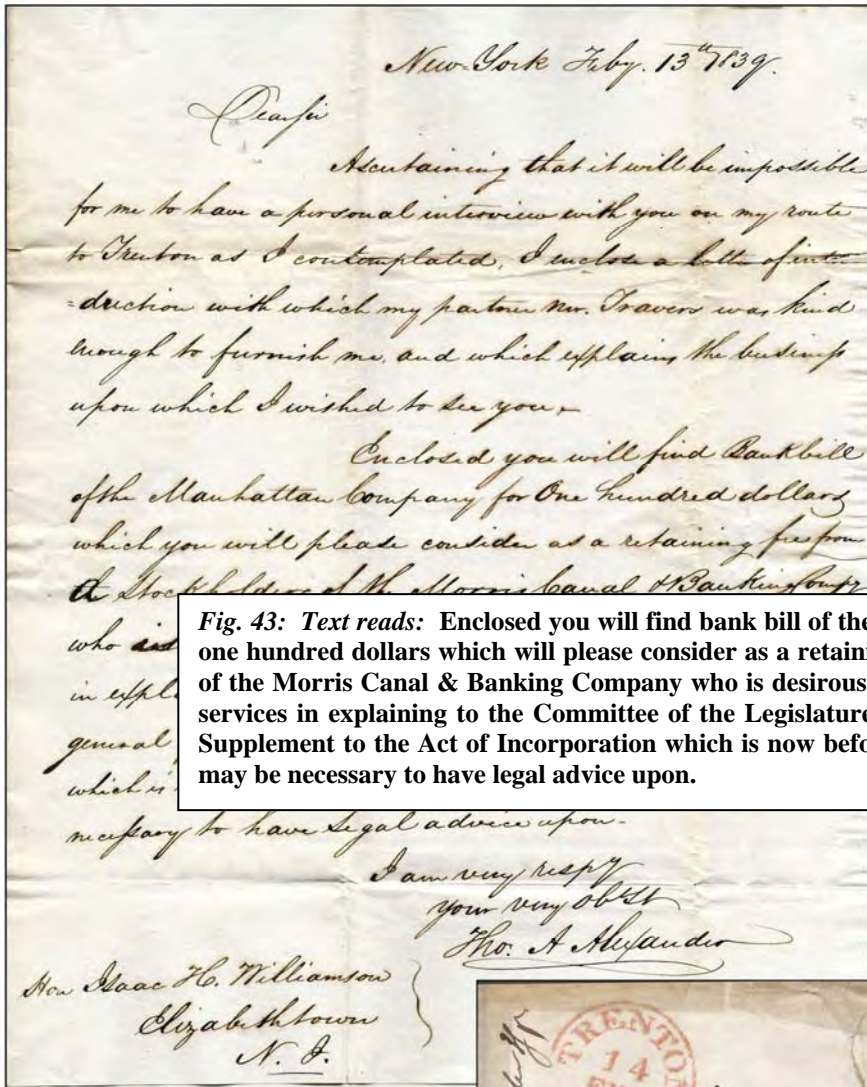


Fig. 43: Text reads: Enclosed you will find bank bill of the Manhattan Company for one hundred dollars which will please consider as a retaining fee from a stockholder of the Morris Canal & Banking Company who is desirous of securing your valuable services in explaining to the Committee of the Legislature the general features of a Supplement to the Act of Incorporation which is now before that body and which it may be necessary to have legal advice upon.



Fig. 44: Stampless cover sent from Trenton to Elizabethtown, NJ, Feb 14, 1839, paid 30-80 miles, 10 cents single letters; included a letter of introduction and a bank note so postage 3 times single letter rate.



Figs. 45 & 46: Folded letter sent from Philadelphia, PA, May 27, 1853 to Maine.

Sales letter indicating Lehigh Coal is available from Jersey City. Coal is available "...during the season of Canal navigation." Inside letter states "...we have rented the extensive piers of the Morris Canal Company at Jersey City...for the purpose of landing and shipping Lehigh coal."

CONDITIONS
FOR THE
SALE AND SHIPMENT OF LEHIGH COAL.

SMITH & HAYES

Make the following Conditions and Stipulations, in regard to all orders for their Coal, viz:

Cargoes of Coal, for shipping, are sold, deliverable at Jersey City, North River, opposite New York City, on board of vessels, during the season of Canal navigation; and all contracts for the delivery of Coal, not executed during the current season of Canal navigation, shall expire with the close of said season.

All Coal, for which orders are given, must be taken by the purchasers, regularly, in full monthly proportions, during the season of Canal navigation; but no purchaser shall be entitled to more than a monthly proportion of his order, unless found consistent with our convenience to deliver it; and each Cargo is to be paid for as delivered.

Captains of vessels sent by purchasers for their Coal, must take their regular turn in loading, according to the time of their arrival, and when loaded, sign their Bills of Lading.

Every exertion will be used to give dispatch, but we will not be liable for demurrage, nor for any consequence resulting from unavoidable delay.

The Coal, when delivered on board of vessels, boats, or barges, is to be at the risk of the purchasers. Bills of Lading, or other regular evidence of shipment, to be proof of delivery, as regards both time and quantity.

We will, when requested by purchasers, exert, without charge therefor, our best efforts to procure vessels, boats or barges; but decline all responsibility in relation thereto, reserving, however, the right, if purchasers neglect to send vessels, boats, or barges, of shipping the Coal to them for their account, at their risk, at the current rate of freight, and in the full monthly proportions.

We will not be responsible for damages resulting from the non-delivery of Coal, if caused by combinations or strikes among miners, or laborers, or by breaches or other unavoidable accident in the mines, or in the canals or rail-road, or by other causes beyond our control.

Orders will not be binding, unless accepted in writing.

Messrs. SMITH & HAYES, }
Jersey City. }

Please deliver on board _____ the
quantity and description of Coal as stated below:

	IN VESSELS.	IN BOATS.
Tons Lump, . Coal, made over . 5 in. round holes,	@ \$ 4.70	\$
do. Steamboat, do. do. through 5 in. do.	@ \$ 4.70	\$
do. Broken, do. do. over . 2½ square holes,	@ \$ 4.50	\$
do. Egg, . . do. do. through 2½ do. and over 1½,	@ \$ 4.50	\$
do. Stove, . do. do. do. 1½ do. do. 1,	@ \$ 4.60	\$
do. Chestnut, do. do. do. 1 do. do. ½, round, @ \$	\$	\$
do. Pea and Dust,	@ \$	\$

TERMS _____ equal to Cash, from date of Bill of Lading or other proof of shipment.

This order is subject to the conditions and stipulations above defined.

To be shipped to _____ ft. of Water, _____ Bridges.

Shipped during June & July.

To be continued.

ENDNOTES:

- ¹ Foy, Sally Fairchild, Winterberg, Linda Z., Cunningham, John T; Dudley, Selena; Junior League of Morristown.; et al *Macculloch Hall, A Family Album*, booklet published by the Junior League of Morristown, ©1980, 32 pps.
- ² Morris Canal Locks and Planes, World's Greatest Canal Hill Climber at <http://www.canalsocietynj.org/mcdata.htm> (11/14/2013)
- ³ National Canal Museum at http://www.canals.org/researchers/Canal_Profiles/United_States/Mid-Atlantic/Morris_Canal (11/14/2013)
- ⁴ *Morris Canal on Post Cards*, Part 2, Garden State Post Card Club, October 2002. The GSPCC every year devotes an issue to a specialized listing with contributions from members; in 2002 their issue was devoted to the Morris Canal, updating their earlier edition in 1975. Published in Berkeley Heights, 2002 by the GSPCCP.
- ⁵ *Ye Old Tye News*, The Dover Area Historical Society, Vol. XXXVI, Issue 4, Fall 2005 discusses Ulster Hand Puddled Wrought Iron, Ulster Iron Works, Dover, NJ, Dover Area Historical Society, doverhistoricalsociety.com/files/2001-2500/d2260.pdf , p. 5. (11/15/2013)
- ⁶ Kalata, Barbara N., *A Hundred Years, A Hundred Miles*, Morristown: Morris County Historical Society, (1983), p.508-9
- ⁷ Wikipedia article on the Boonton Iron Works at http://en.wikipedia.org/wiki/Boonton_Iron_Works
- ⁸ Ibid.
- ⁹ The American Iron and Steel Association, *Directory of The Iron and Steel Works of the United States 1888*, , Philadelphia, PA 1888. Online at <https://archive.org/details/directoryironan03instgoog> (11/21/2013).
- ¹⁰ The New York Times, December 22, 1895, at <http://query.nytimes.com/gst/abstract.html?res=F00C16FA355911738DDDAB0A94DA415B8585F0D3>)
- ¹¹ Oxford Furnace article on Wikipedia at http://en.wikipedia.org/wiki/Oxford_Furnace,_New_Jersey

MEMBER NEWS: Thanks to Members, Membership changes:

I want to thank Society members who made a special effort to make this issue happen. Often I have material on hand, but for this issue, I found I had nothing available, with the exception of one continuing article. A call for articles was swiftly answered by members with several very nice articles – and I wanted to say a special thanks. We can't do this without you!

I actually had to hold back on one or two items, which you will see in the next issue. This journal works best when it has the contributions of a large number of members on a variety of topics, so do not be shy about contributing to it. *Jean Walton, Layout Editor*

WELCOME TO NEW MEMBERS:
Ann Murray , annpmurray@gmail.com , 1776-1812, women PMs
CHANGES:
Paul Schumacher, please chage email from pschumac@holmanauto.com to pschumac1@verizon.net

DON'T FORGET YOUR DUES PAYMENT!

HOMETOWN POST OFFICES: Watchung, NJ

By Doug D'Avino

When an application for a post office was filed by the citizens of Washingtonville, North Plainfield Township, NJ, in 1899, the Philadelphia Inquirer (December 17, 1899) reported that “The townspeople asked that the place be known as Washingtonville, but post office authorities thought there were enough Washingtons in the country now and requested that another name be selected.” As a result, the town was renamed Watchung, located as shown in *Figure 1*.

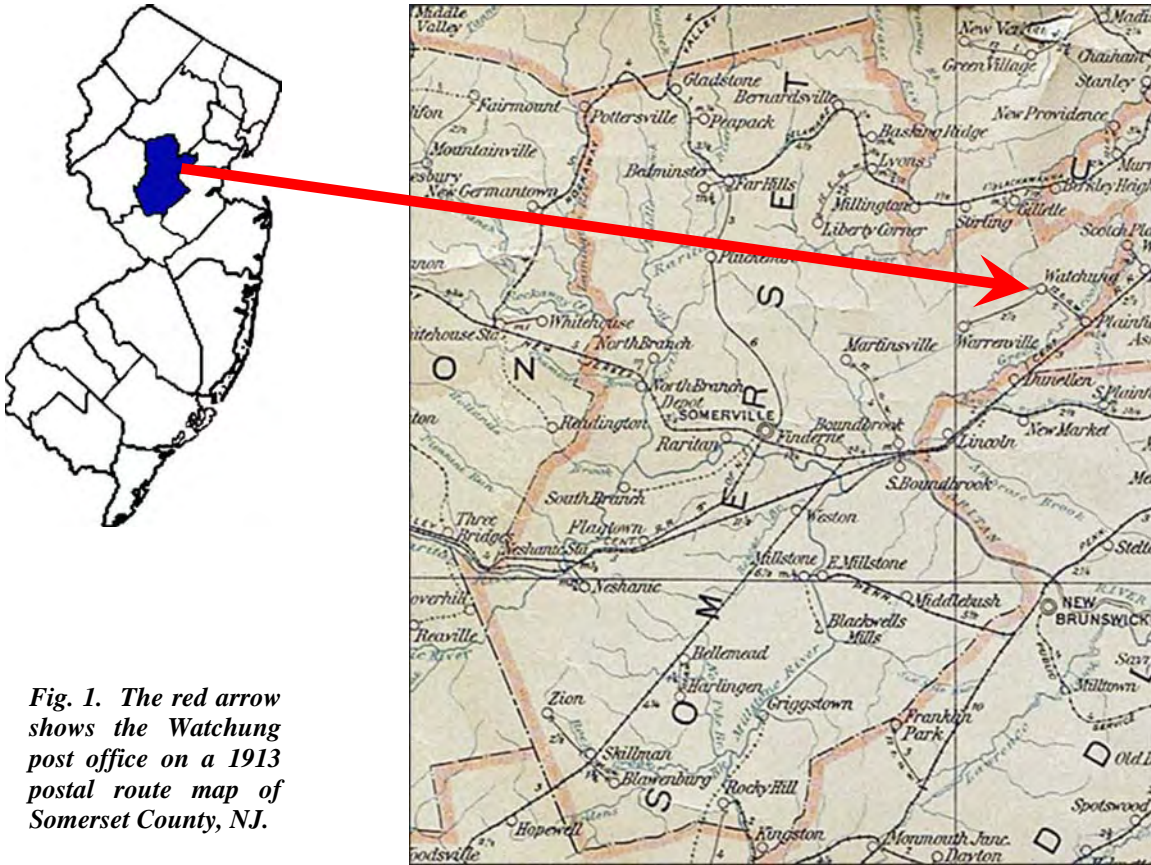


Fig. 1. The red arrow shows the Watchung post office on a 1913 postal route map of Somerset County, NJ.

Initially, in October 1899, Fredric W. Wohlferf was selected for the position of postmaster, as listed in Table 1. Shortly thereafter, Wohlferf declined the position.

George A. Schmidt's name was then submitted and, in December 1899, Schmidt became the first and only Watchung postmaster. He served from December 20, 1899 to April 15, 1921. Schmidt's wife Theresa was the “assistant postmaster.”

Table 1. Watchung Postmasters - Somerset County		
Name	Position	Date Appointed
Fredric W. Wohlferf	Declined	October 31, 1899
George A. Schmidt	1 st Postmaster	December 20, 1899
Discontinued April 15, 1921; service to Plainfield		

To serve as the post office, Schmidt used a former schoolhouse building which had been moved to a site on Stirling Road and Watchung Circle in 1898. *Figure 2*, a cutout from a postcard, shows the post office, as well as the Schmidt family.

HOMETOWN POs: Watchung, NJ ~ Doug D'Avino

Using data from the 1910 Census, we can identify many of the family members. The Census page with their data was taken on April 19, 1910. That makes dating the photograph possible, since Kenneth, the baby in the picture, is listed in the Census as 11/12 months. So, Kenneth was born in May, 1909, and looks to be 6 to 10 months old in the picture. Thus, the picture was taken in late 1909 or early 1910.



Fig. 2. A former schoolhouse, this building was moved to a site on Stirling Road and Watchung Circle in 1898, to serve as a home for George A. Schmidt's family, as well as the post office when it was established in 1899. A cancel from a post card during this period is overlaid, and the sender indicates that Watchung was on a Star Route. Watchung was on a Star Route from the time it was authorized to when it was discontinued.

George A. Schmidt (age 47) and Theresa B. (age 42) are standing at the top of the steps: George with a bowtie, Theresa to his right. The two older boys, Clarence B. (age 13) and Richard D. (age 8), can be seen looking out the window. The two oldest girls, Theresa E. (age 17) and Elsie E. (age 14), are sitting just below their parents, holding bouquets of flowers. The two youngest daughters, Helen L. (age 11) and Daisy M. (age 10), are sitting on the bottom step with baby Kenneth between them. The woman to George's left and the young girl in the darker dress on the bottom step are a mystery, although they may have been relatives.

In April, 1921, the post office was discontinued with service from Plainfield.

Kenneth Schmidt grew up to serve as the Watchung mayor for almost 50 years.

Figure 3 shows the Watchung Branch office of the Plainfield post office location from the late 1940s until 1974; the Pratt Building at 20 Stirling Rd.

Following repeated requests over a 10 year period, USPS approved Watchung's 07069 zip code on July 1, 2000. However, although it now has a unique zip code, current Plainfield postmaster Edwin B. Turner verified via email that Watchung remains a branch office of the Plainfield post office.



Fig. 3. Watchung Post Office in the Pratt Building. Located at 20 Stirling Rd., the strip mall also housed the Valley Furniture Shop, Wendell Inc Traditional Clothing, and a Dentist office. In 1974, Valley Furniture took over the entire building; the company went out of business in 2013. This postcard was mailed by Harlan M. Pratt in December, 1966, and carries the Plainfield postmark shown below.



HOMETOWN POs: Watchung, NJ ~ Doug D'Avino

The author wishes to acknowledge the assistance of Roger Brody, a resident of Watchung for two decades, in verifying information for this article, as well as providing photographs of the current post office, shown below in *Figure 4*.



(Picture courtesy of Roger Brody)

Fig. 4. The Watchung branch of the Plainfield post office is currently located at 475 Watchung Ave. As shown in the inset, “Watchung Branch” is displayed on the front window of the office.

REFERENCES:

1. David B. Page, “NJ Images of America Watchung,” Arcadia Publishing, Copyright 2001, p. 48, 64.
2. 12th census of population, 1900: New Jersey, Volume Reel 994 - 1900 New Jersey Federal Population Census Schedules - Somerset and Sussex. p. 656.
3. 13th census of population, 1910: New Jersey, Volume Reel 908 - 1910 New Jersey Federal Population Census Schedules - Somerset (ED's 113-125, 127, 129) and Salem Counties, p. 339.
4. Cancel shown in Figure 2 from Jim Forte's web site at [http://www.postalhistory.com/State/New Jersey/new_jersey_by_county.htm](http://www.postalhistory.com/State/New%20Jersey/new_jersey_by_county.htm)

MEMBER ADS: YOUR AD MISSING? LET US KNOW AT

SECRETARY@NJPOSTALHISTORY.ORG OR BY MAIL TO 125 TURTLEBACK RD, CALIFON, NJ 07830

WANTED: CULVERS and CULVERS LAKE POSTMARKS. Culver Lake ephemera. Bayonne ephemera relating to Ahlfeld, Rabe and Lages families. Contact John R. Ahlfeld, 2634 Royal Road, Lancaster, PA 17603-7010, 717-397-7313 or AHLFELDS@aol.com.

WANTED: MENTAL HEALTH CINDERELLAS and covers. Contact Dr. Marion Rollings, 101 New Amwell Rd., Hillsborough, NJ 08844, email DrMarionRollings@yahoo.com, Tel 908-500-7295.

WANTED: RAILROAD POSTCARDS WHITE BORDER OR EARLIER, RPPC, especially Warren, Sussex, Ocean, Cumberland Counties, Rockaway and Jefferson Townships. Contact Richard F. Makse, 410 Bogert Ave., Ridgewood, NJ 07450, or email maxrail@gmail.com. Tel: 201/493-0230.

BUYING COVERS ADDRESSED TO CHAPMAN FAMILY, Philadelphia, also **Ella B. Wright**, 333-335 S. 16th St, Philadelphia, PA. Contact John N. Lupia, 13-A Cedar Street, Cedar Glen Homes, Tons River, NJ 08757-2224, or email jlupia2@yahoo.com.

WANTED: BOUND BROOK, UNION CITY, AND HOBOKEN covers. Also seeking USS LST-1073 Outagamie ship covers. Contact Dr. Marion Rollings, 101 New Amwell Rd., Hillsborough, NJ 08844, email DrMarionRollings@yahoo.com, Tel 908-500-7295.

WANTED: 1970's UPS denominated stamps sold in northern NJ by United Parcel Service. Also any literature, waybills, etc., about this UPS experiment with prepaid stamps. Contact Bruce Mosher, POB 33236, Indialantic, FL 32903, 321/723-7886 or e-mail bhmexp@digital.net.

WANTED: WWI & WWII CENSORED MAIL TO AND FROM TOWACO, NJ 07082. Email scans to hughtowaco@optonline.com or mail copy to POB #139, Towaco, NJ 07082-0139.

WANTED: SCOTT #610 MATCHED SET OF PLATE BLOCKS, F-VF or better, NH not required. Send scans or photocopies with price to Al Parsons, 809 Holley Rd., Elmira, NY 14905, 607-732-0181, alatholleyrd@aol.com.

WANTED; STAGE COVERS BEFORE 1860. All Eastern states. Also wanted: Confederate fakes and forgeries. Contact Steven M. Roth, 1280 21st Street, NW, Suite 209, Washington, DC 20036, 202/293-2563 or email stevenroth@comcast.net.

WANTED: ANY LETTER BETWEEN PHILA. AND THE UK WHICH IS ENDORSED FOR CONVEYANCE BY STAGE. Your price paid, with no whining. Contact Dr. John Barwis, PO Box 8035, Holland, MI 49422, jbarwis@charter.net, 616/399-9299.

CIVIL WAR PATRIOTICS: Buy, Sell, or Trade. micchelli@optonline.net.

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

STILL SEARCHING for postal history items relating to **ALLIANCE, NJ** and other Jewish/Agricultural communities. (See article in NJPH February '05 - Vol. 33 No. 1 - Whole #157 pgs. 25-27). All inquiries answered. Contact Prof. Mark Sommer, 1266 Teaneck Road #10A, Teaneck, New Jersey 07666.

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

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

WANTED: FLORIDA STAMPLESS POSTAL HISTORY, Pre-territorial, Territorial, Statehood, Civil War periods. Contact William Johnson, 13691 Metropolitan Pkwy, Ft. Myers, FL 33912 or email whjdds@aol.com.

PATERSON, NJ WANTED INTERESTING COVERS. Contact George Kramer, P.O. Box 2189 Clifton, NJ 07015, or email gjkk@optonline.net.

PARODIES OF PHILATELY - All types of philatelic items wanted for an exhibit entitled "Parody Philately." Anything that pokes fun at our hobby/mail services. Current or older material needed. All inquiries answered. Contact Prof. Mark Sommer, 1266 Teaneck Road #10A, Teaneck, New Jersey 07666.

STAMPLESS MANUSCRIPTS WANTED - New Jersey and Maine only -Please send copies with prices to J. Haynes, Box 358, Allendale, NJ 07401

MEMBER ADS: YOUR AD MISSING? LET US KNOW AT

SECRETARY@NJPOSTALHISTORY.ORG OR BY MAIL TO 125 TURTLEBACK RD, CALIFON, NJ 07830

WANTED: All GLOUCESTER COUNTY, NJ POSTAL HISTORY STAMPLESS to 1920. All Woodbury, NJ stampless to present. **NEED BASSETT PO** (DPO GlouCty 1891-1920) Warren Plank, POB 559, Woodbury 08096, 856/229-1458, webmaster@NJPostalHistory.org.

WANTED: PICTURE POST CARD of WEST ENGLEWOOD NATIONAL BANK. Contact Bill Berdan, 475 Forest Ave., Teaneck, NJ 07666 or by email at William.Berdan@gmail.com.

WANTED: WASHINGTON FRANKLIN WITH SIDEROGRAPHER or plate finisher initials, on or off cover, used or unused.. Contact Doug D'Avino at davinod@earthlink.net.

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

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

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

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

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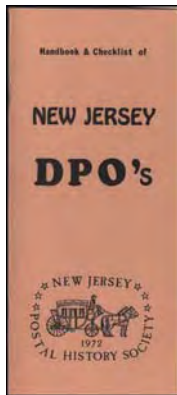
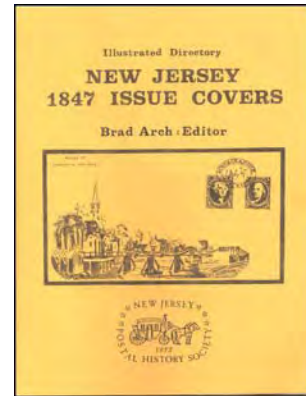
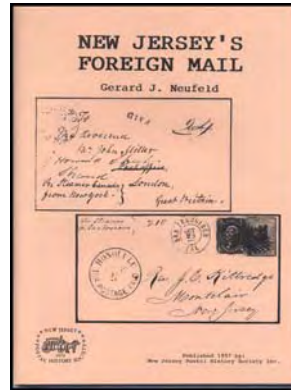
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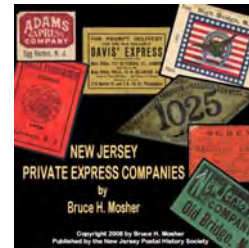


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