



# NJPH

THE JOURNAL OF  
THE NEW JERSEY POSTAL HISTORY SOCIETY

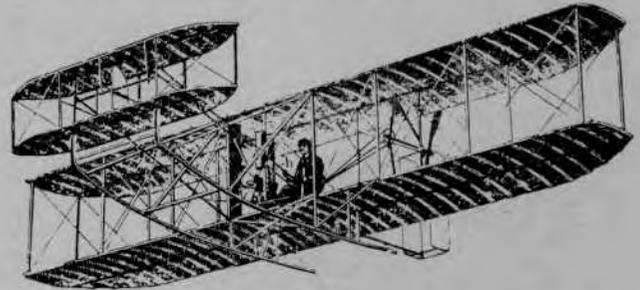
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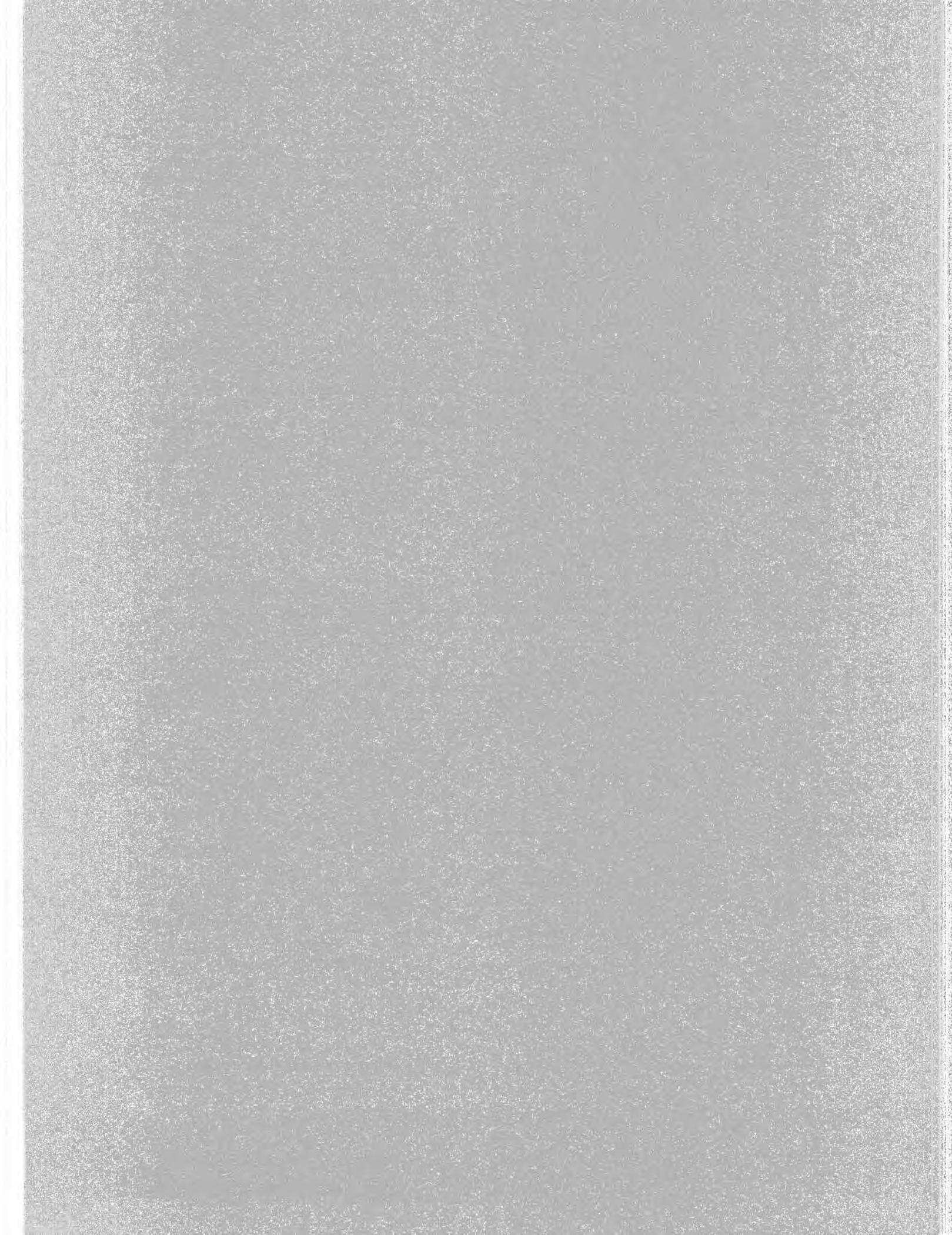
## TEST FLIGHT

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## A Piece of Real History

Wesley A. Crozier

Vacation time in New England! We've been doing this every summer for 37 years. It is a precious spot - a cabin at the easterly shore of Newfound Lake, between Bristol and Plymouth, New Hampshire. We have a sandy beach and are nestled under tall pines.

During our stays there, I travel around the region searching for old covers - and this year was no exception. I visited postal history specialists, antiquarian book dealers, flea markets, and antique shops. While visiting a little-known stamp and cover dealer, I found an item that is the subject of this article.

He had a fairly large assortment of old covers, but they were mostly New England. One box, however, contained some Middle Atlantic stuff. I bought a number of Pennsylvania SFLs, and also two New Jersey, both Rahway. I did not have time, while purchasing, to read and/or analyze the letter contents.

A few days later, while relaxing on our cabin porch overlooking beautiful Newfound Lake, I read the Rahway letters. The first was insignificant - but the second was exciting. I needed to read only the first letter to know that it was historically important: "The heart rending news of the terrible accident on board of the Princeton reached us yesterday by express."

Many years ago I had read about a disastrous explosion on the U.S.S. *Princeton*, a pioneer warship. I could not recall the details, but knew it was recorded in U.S. history as a catastrophe.

A few days after returning to New Jersey, I visited our county library. I quickly found an appropriate reference book, and surprisingly this one, obviously attaching great importance to the incident, devoted an entire chapter to it. I synopsized the information into the following paragraphs. The reader will recognize the strong New Jersey historical flavor of the content.

### Stockton and the Princeton

Robert F. Stockton - naval officer. Grandson of Richard Stockton, a signer of the declaration of independence from New Jersey. Politically influential [Stockton's brother was the United States Senator from New Jersey; he had once turned down an appointment as Secretary of the Navy] and wealthy [*Stockton once took a year's leave of absence from the Navy to travel to Europe to obtain financing for the Delaware & Raritan Canal and, later, the Camden and Amboy Railroad, both significant family investments*]. During the Tyler administration (1841-42), he was authorized to build an entirely new ship. Named the *Princeton* by Stockton to honor his family seat. Small vessel - only 700 tons - but powerful, with revolutionary new steam engines and a huge 14-foot water wheel. Planned to use the largest and most powerful gun made up to that time, called the "Orator;" but Stockton redesigned a still-heavier naval gun of wrought iron.

The new gun was inadequately tested, and there was concern by others because of the "all bad" experiences with wrought iron guns.

Stockton, when ordered by Navy Secretary Henshaw to prove the new gun, towed it to sea aboard a wooden barge and fired five test shots. Stockton then pronounced the gun fully proof-tested and baptized it "PEACEMAKER" with champagne.

Stockton claimed all the glory for the *Princeton*, although John Ericksson, a Swedish propulsion designer and engineering consultant later made famous as the builder of the *Monitor*, was responsible for most of the innovative construction and propulsion of the ship. Ericksson, however, had grave reservations about the massive and inadequately-tested gun on too small a vessel.

On February 28, 1844 the *Princeton* set sail on a special excursion with President Tyler, his fiancée, and her sister and father, New York State Senator Colonel David Gardiner. Also Secretary of State Abel P. Upshur, Senator Thomas Hart Benton, Dolley Madison, widow of the former president, and the newly appointed Secretary of the Navy, Thomas W. Gilmer, and a number of lesser dignitaries.

That day, at its last discharge, the "PEACEMAKER" exploded, severely damaging the *Princeton* and killing many of the guests who were aboard to witness a demonstration of developing American naval power.

Among the dead were Secretaries Upshur and Gilmer, Col. Gardiner, other notables, and two of the crew. President Tyler had gone below with his fiancée because she "was cold," and was spared.

Stockton, who was positioned closest to the gun, was only slightly injured, and took charge of the disastrous situation; his behavior was later described as "of a high competent order."

Stockton later became provisional governor of California after capturing what was to become San Francisco at the beginning of the Mexican War. He then installed John C. Fremont, son-in-law of Benton, in his place. Stockton was elected a United States Senator 1851-53 and may have been the Republican Party's first candidate for president had Benton not outmaneuvered him to give the nomination to Fremont.

The *Princeton* disaster resulted in the tightening and improvement in the testing of naval weapons, and in that respect served a constructive purpose.

### The Rahway Letter

The Rahway letter was written on March 1, 1844, immediately after the accident, by Capt. G.W. McLean to Congressman George Sykes of New Jersey at Washington, D.C. Both men were close personal friends of the unfortunate Captain Stockton. The letter follows:

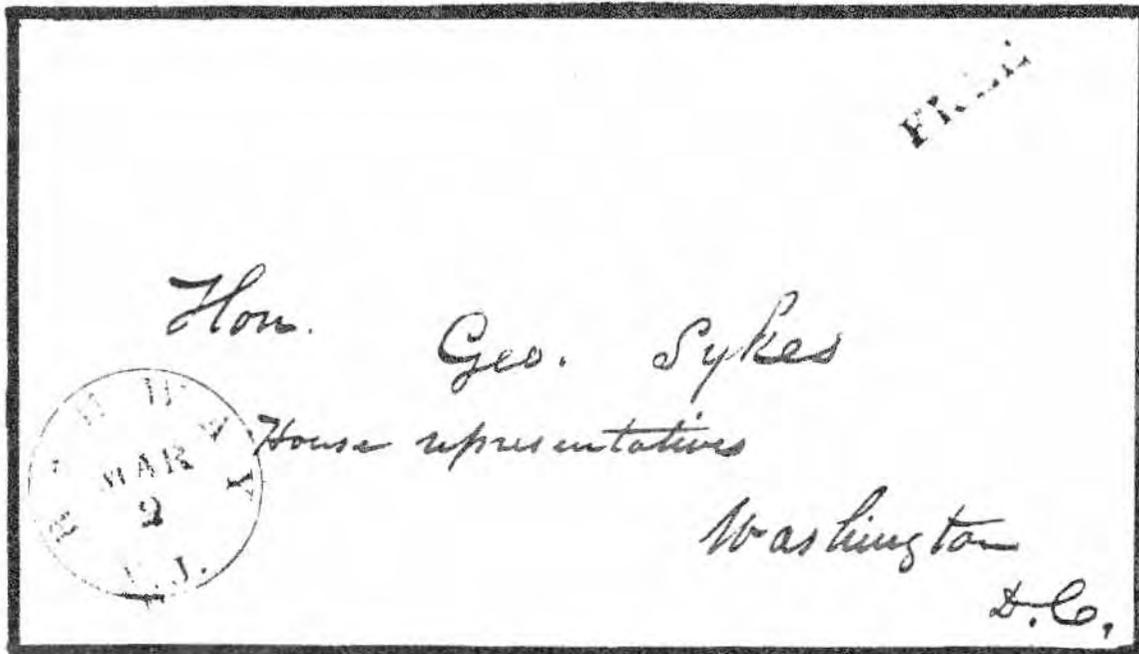
*Rahway, Mar. 1, 1844*

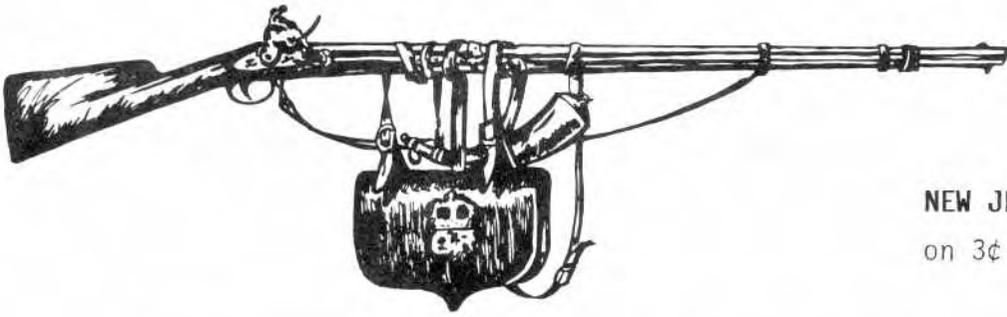
*My Dear Friend:*

*The heart rending news of the terrible accident on board of the Princeton reached us yesterday by express. While I sincerely sympathise with all the bereaved and afflicted, I rejoice in my heart that the messenger of death went no farther, and spared by dear friend Stockton and yourself. I see by this morning's paper that you escaped unhurt, and the Captain but slightly wounded, for which I feel truly happy; but how is it my dear sir, with those who grieve the loss of husband, father, friend. It is truly afflicting and their feeling and situations better felt than described. The poor President. I feel for him from the bottom of my heart, and knowing well the noble emotions that swell our mutual friend's heart (I mean the Captain) how distressed must he be at the inscrutable decrees of the Almighty on this occasion. Console him, my dear friend, and may God bless you all.*

*Your sincere friend,  
G.W. McLean*

I had realized the importance of this letter because I remember reading about the *Princeton* disaster long ago. But finding this reinforces the importance of comprehending and evaluating the content of these old communications that are a natural component of our postal history involvements. Not all antique handwriting is legible. Indeed, much of it is difficult to decipher. But it is well worth the effort.

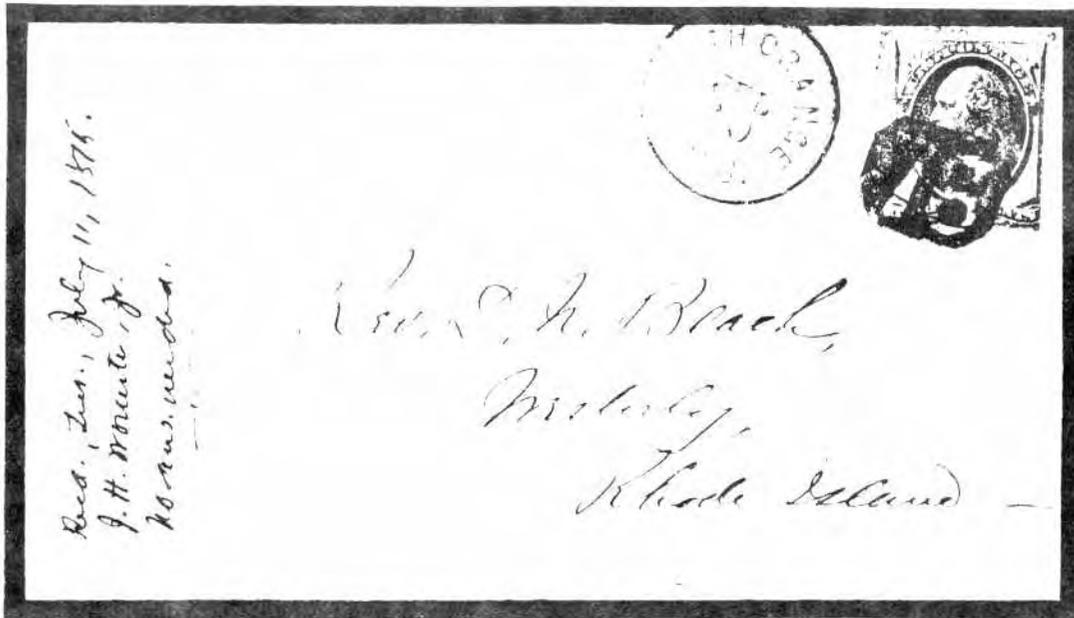




NEW JERSEY FANCY CANCELS  
on 3¢ Large Banknote Stamps



Morristown NJ ' ARROWHEAD '



South Orange NJ negative ' 76 ' year date

# An Early VALENTINE INVITATION

My many friends know of my interest in New Jersey items, both historical and philatelic, so when one of them found this cover from Pemberton, N.J. dated Jan. 22, (1876) he thought to send me a xerox copy of it with the interesting contents.

The envelope was not sealed and a one cent stamp was used to carry it from Pemberton, N.J. to Lumberton, N.J. a distance of six miles.

The contents consisted of two enclosures. One was a notice of the "GRAND Paper Muslin Ball" to be held "At City Hall, Pemberton, N.J. Wednesday Evening Feb. 9, 1876", as illustrated.

The second enclosure, and most unusual, is a "LADY'S INVITATION TO GRAND Paper Muslin Ball". It is printed in red ink and was scalloped and embossed around the edges.

Pemberton is located about nine miles east of Mt. Holly, six miles south of Trenton, and six miles southwest of Wrightstown and Fort Dix in central New Jersey. It was in 1876 strictly a rural farming community as were all small towns of this period in New Jersey. It consisted of the homes of retired farmers and the few stores needed to supply needs and of course the Post Office which had been established on March 10, 1827. Prior that it had been known as New Mills with a Post Office of that name established on September 18, 1800. It got its name due to the grist mills built on the banks of the Rancocas Creek which flowed thru the edge of the town.

I'm sure that the fortunate "Lady" who was offered this invitation had a grand time. It would be interesting to know what the program consisted of as to music and refreshments. The latter I can assure you were of good old fashioned farm cooking.

The trip home in the moonlight after the "Ball" in a carriage, or perhaps in a sleigh, would have made a fitting ending to the evening.

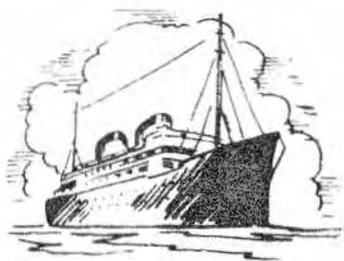
Such is the story of this envelope and its contents.

William C. Coles, Jr.

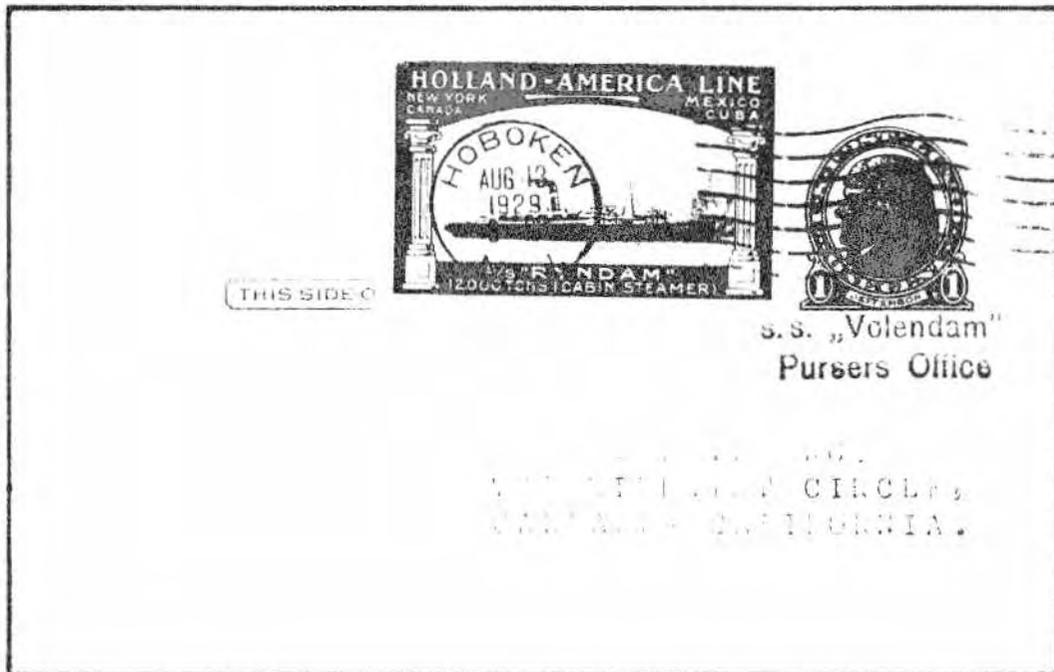
LADY'S INVITATION TO  
 GRAND  
**Paper Muslin Ball,**  
 AT CITY HALL, FENBERTON, N. J.,  
 WEDNESDAY EVENING, FEBRUARY 9th, 1876.  
 MANAGERS:  
 W. H. OLIPHANT, J. R. GRIGG, F. EARL, S. P. CLINE.

**GRAND**  
**Paper Muslin Ball**  
 At City Hall, Fenberton, N. J.,  
**Wednesday Evening, Feb. 9, 1876.**  
 MANAGERS:  
 W. H. OLIPHANT, J. R. GRIGG,  
 F. EARL, S. P. CLINE.


  
 Mr. Chas. Balmiger  
 Fenberton  
 N. J.



Ocean Mail Pursers Markings  
Steamship Company Advertising Labels  
from HOBOKEN NJ



Label for " S.S. Ryndam"  
Holland- America Line



Pursers Markings from "S.S. Volendam"  
Holland-America Line

# THE POST CARD.

VOL. 3.

ROSELLE, N. J., AUGUST 25, 1890.

No. 70.

We give below two editorials regarding the new cards which are soon to be issued, the first one is from the *New York Tribune*, the other from the *New York Sun*.

Wilkinson Bros. & Co., who now manufacture our present cards, have made arrangements with the Whiting Paper Company, of Holyoke, Mass., for the manufacture of the women's card.

The Wilkinson Mill is now running to its fullest capacity with their regular paper orders, combined with their postal-card orders.

The card factory of the Wilkinson's prints 2,200,000 cards daily, and these are packed ready for shipment each day.

## NEW FEATURES IN POSTAL-CARDS.

(From *N. Y. Tribune*.)

We hope that none of our readers failed to read the dispatch printed in yesterday's *Tribune* about the new postal-card "to be used by women." It is well to know what a thoughtful Government is doing for us. There is also, it appears from the dispatch, to be a business-men's postal-card, giving us three sizes and kinds, the present well-known

card, the women's card, one-third smaller, of pearl-gray bristol board, and the business-men's card, one-third larger, of stout manilla. Here we have the big manilla for the business man, the plain card for the plain man, and the scented bristol for the young lady; and we ought to be happy.

We suppose, however, that this is only the beginning. Women, being smaller than men as a general thing, they, of course, should have a smaller postal-card. There will soon be a children's card, without doubt, graded in size for different ages. We shall read in the postal guide: "For children, twelve to sixteen, use No. 4; eight to twelve, No. 3; four to eight, No. 2; infants, No. 1. Repeat as often as necessary." We do not know what the regulations concerning the new cards will be, but it seems to us that a woman who weighs over 150 pounds, say, should be allowed to buy and use the common card, while a lady so fortunate, or unfortunate, as to impress the scales to the extent of 200 pounds, should have the right to use the business-men's card. The regulations will, undoubtedly, be given to the public with the first lot of the new cards.

Now that the plan of suiting the card to the person has been adopted by the Government, who can say

where it will end? Fat men who weigh over 250 pounds may yet demand and get a postal-card as big as a pine shingle. Our colored friend and brother may some day be required to use a dark brown postal-card. The Nation's ward, who is drawing the rations that the agent has left him on the far Western reservations, will make his untutored hieroglyphics on the backs of copper-colored postal-cards. Those of our fellow-citizens so unfortunate as to be spending their time at Sing Sing, Auburn, or some similar resort, will write to their friends on a style of postal-card as striped as a zebra. The pearl-gray postal card may fail to satisfy the ladies after all, and it will be found necessary to provide the blondes and brunettes with postal-cards becoming to their respective complexions. A man may yet have his postal-cards made to order for him as he does his clothes. It is impossible to say where postal-card reform will stop now that it is started. The head grows dizzy in contemplating the subject.

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#### WOMAN'S RIGHTS IN POSTAL-CARDS.

(From *N. Y. Sun.*)

The administration of President HARRISON is evidently interested in the preservation and extension of the rights of woman. Wyoming has just been admitted into the Union, with a Constitution providing for female suffrage, and women

are thus allowed to participate for the first time in the election of members of Congress. Further proof of the active interest of the National Government in woman's welfare is to be found in this announcement which we copy from the columns of the *Springfield Republican*:

"The new postal-card which 'AL' DAGGETT will make at his factory at Shelton is designed for the use of advertisers, and will be larger than the old sizes. A pearl gray card smaller than the present one will be made for the use of women, and the present size will continue to be made."

The particular point to which we would direct attention is the statement that "a pearl-gray card smaller than the present one will be made for the use of women."

This reminds us of the philosopher who had a large cat and a small kitten, and who wanted to make it convenient for these animals to get into and out of the woodshed without opening the door. He sent for a carpenter and told him to make two holes through the lower part of the door; one large hole and one small one. The large hole was for the cat and the small one was for the kitten.

Similarly, it does not seem to have occurred to the Post Office authorities that women could write short notes on the postal-cards now in use—which are small enough already—without having a smaller size manufactured for their special benefit. Why not have a child's postal-card next, ornamented with a vignette of Baby MCKEE?

## CIVIL WAR VETERANS ORGANIZATION

By: Sam Fisvitz

### General Burnside

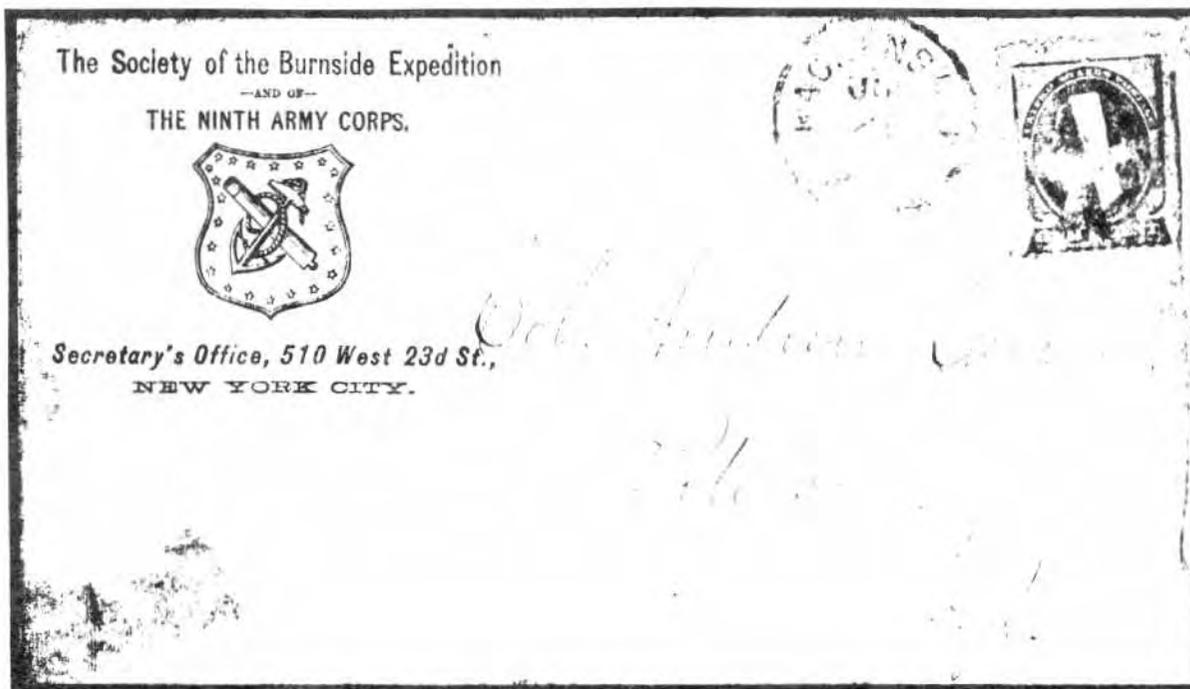
General Burnside, soldier & statesman, was born at Liberty, Indiana May 23, 1824, and died at Bristol, Rhode Island September 3, 1881.

His first occupation was that of a tailor. Later he studied at West Point, where he graduated in 1847, and served with distinction in the Mexican War.

He enlisted at the beginning of the Civil War, commanding a Brigade at Bull Run, In 1862 he captured the Confederate garrison at Roanoke Island, and later forced Forts Macon and Beaufort to surrender. He was assigned to the Army of the Potomac in 1862, and was promoted to be a Major-General. He took part in the Battle of Antietam, after which he succeeded General McClellan in command.

General Burnside was a unpopular substitute for General McClellan and was not a great commander & acting under pressure against his own best judgement, Burnside was defeated by General's Lee & Jackson at Fredericksburg.

Then General Burnside was General of the Army of the Ohio, which cleared Eastern Tennessee and settled down in Knoxville.



### Colonel Andrew Derrom

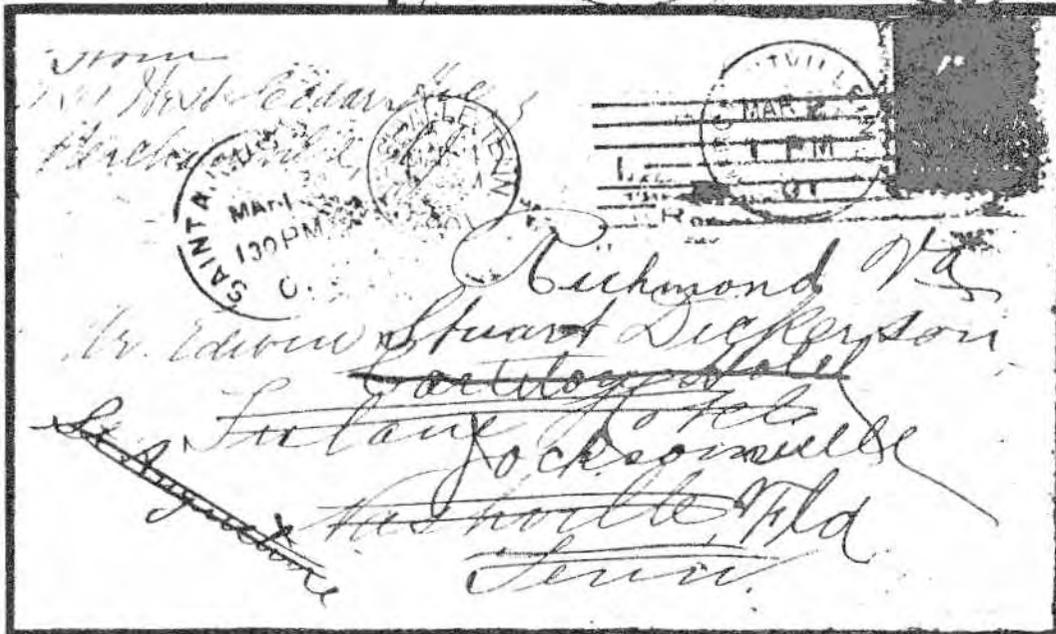
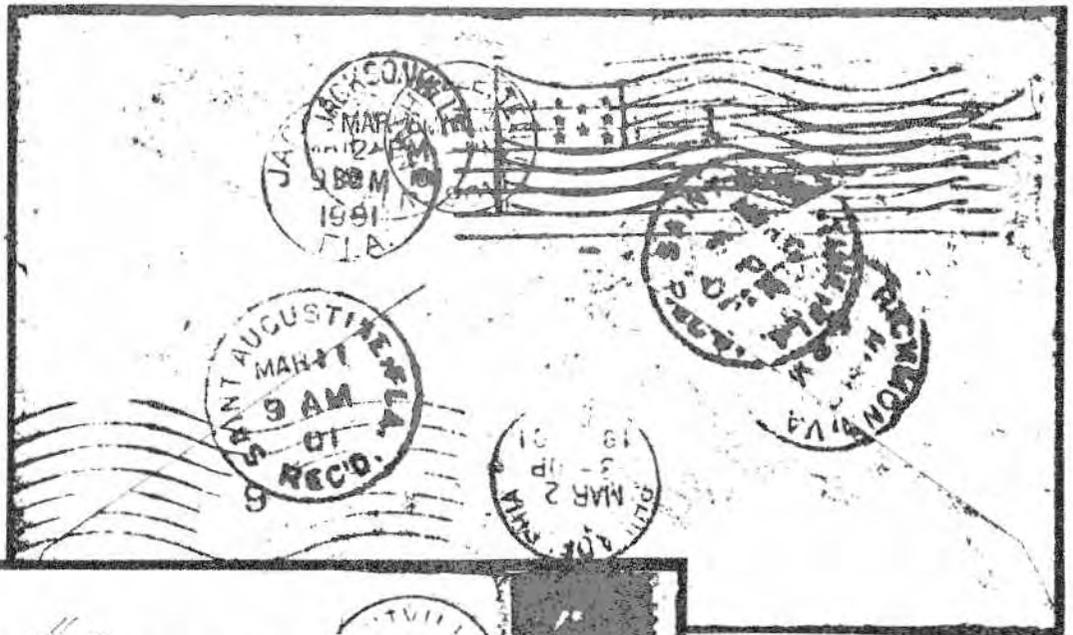
Superintendent of Public Schools at Paterson, New Jersey in 1854. Colonel of the 25th Regiment Infantry New Jersey Volunteer's, organized under the provisions of the Act of Congress approved July 22, 1861, mustered into service of the U.S. for 9 months, Company's A, C, E, H & K at Trenton NJ September 18, 1862. Company's B, F, G & I mustered into service at Beverly NJ September 26, 1862. Headquarters of the Regiment was at Beverly NJ. The Regiment left for Washington DC on November 10, 1862 with a compliment of 38 Officers and 960 non-commissioned and privates.

At Washington DC they were assigned to the defence of the Capitol and remained there until November 30, 1862, when the Regiment was assigned to the 9th Army Corp. On February 11, 1863 the Regiment proceeded to Newport News, Virginia and then on March 13, 1863 proceeded to Suffolk, Virginia to assist in repelling a threatened invasion by the enemy.

The Regiment too part in the following engagements: Fredericksburg VA December 12 & 13 1862, and near Suffolk VA May 3 1863, were they remained until disbanded on June 20, 1863.

A Well-Traveled Cover

By: William C. Coles Jr



Here is another cover that has seen a great deal of travel. It is the most-traveled cover that I have personally seen or seen written up. Listed below are the various markings on the two sides: 10 in all!

March 2, 1901	Merchantville NJ	1pm
March 2, 1901	Philadelphia PA	3pm
March 3, 1901	Nashville TN	8pm
March 4, 1901	Nashville TN	6:30pm
March 5, 1901	St. Augustine FL	8pm
March 6, 1901	Jacksonville FL	2pm
March 1?, 1901	St. Augustine FL	1:30pm
March 10, 1901	Jacksonville FL	9:30pm
March 11, 1901	St. Augustine FL	9:30am
March 12, 1901	Richmond VA	6pm

Mr. Dickerson was the father of a close friend of mine and, as you can see, was a travelling salesman. His correspondence covered most of the country. His hometown was in Merchantville NJ.

Challenge: Can anyone come up with a cover with more town cancellations on it? How about with an origin or destination in New Jersey?

(Ed. How about the cover in Whole #59, Page #59 ?)



Philadelphia Offices in Ferry Building, Foot of Market and Foot of Vine Streets.  
CAMDEN OFFICES, FOOT OF FEDERAL STREET AND NO. 307 FEDERAL STREET.

NOT NEGOTIABLE.

# WEST JERSEY EXPRESS COMPANY FORWARDERS

TO ALL POINTS ON WEST JERSEY & SEASHORE RAILROAD.

CAMDEN, N. J.



Received from

*J. H. ...*

value

Marked

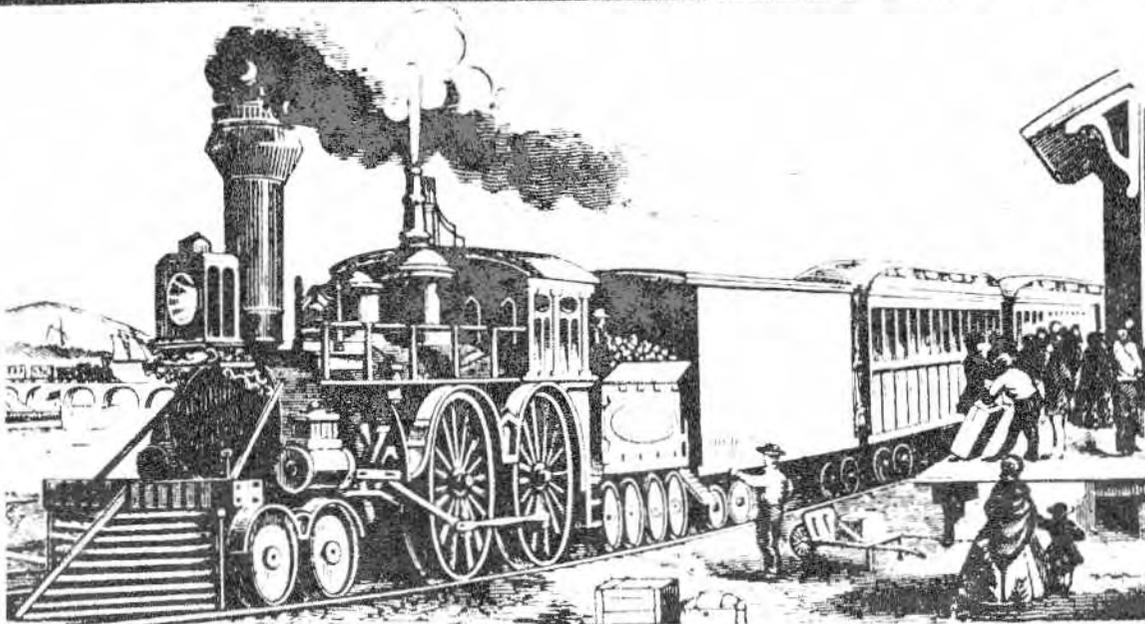
Which, it is mutually agreed, is to be forwarded to our agency nearest or most convenient to destination only, and there delivered to other parties to complete the transportation.

It is a part of the consideration of this contract, and it is agreed that the said Express Company IS FORWARDER ONLY, and is not to be liable or responsible for any loss or damage while being conveyed by the CARRIERS or AGENTS, to whom said property may be by said Express Company entrusted, or arising from the dangers of Ocean or River Navigation, Railroads, Steam, Fire in Stores, Depots, or in transit, or from any cause whatever, unless in every case the same be proved to have occurred from the fraud or gross negligence of said Express Company or its servants; nor in any event beyond the sum of FIFTY DOLLARS, at which the article carried is hereby valued, unless as otherwise herein expressed; nor liable for any damage to GLASS or any FRAGILE articles unless herein specially insured. And if the same is entrusted or delivered to any other express company or agent (which the said West Jersey Express Company is hereby authorized to do), such company or person so selected shall be regarded exclusively as the agent of the depositor, and as such alone liable; and the said Express Company shall not be in any event responsible for the negligence or non-performance of any such company or person, nor in any event shall said Express Company be liable for any loss or damage, unless the claim thereon shall be presented to them in writing, at their said Office, within thirty days after the time when said property has or ought to have been delivered. It is further agreed that said Company shall not, in any event, be liable for any loss, damage or detention caused by the acts of God, civil or military authority, or by rebellion, insurrection or riot, or by any riotous or armed assemblage.

GLASSWARE RECEIVED ONLY AT SHIPPER'S RISK.

For the Company,

FREIGHT



Pan-American Airways Test Flight  
 November 1946  
 to Buenos Aires, Argentina  
 and returned back to the sender  
 with Argentinian stamps affixed  
 Origin: SPARTA NJ



George A. Kellogg  
 114 Harper St.  
 Highland Park  
 New Jersey



*Received*  
~~Pan American Airways Test~~



*Received*  
 Nov. 12, 46

~~BENJAMIN M. SHEPPARD  
 LAKE MOHAWK  
 SPARTA, NEW JERSEY~~



~~VIA AEREA~~



~~VIA AEREA~~



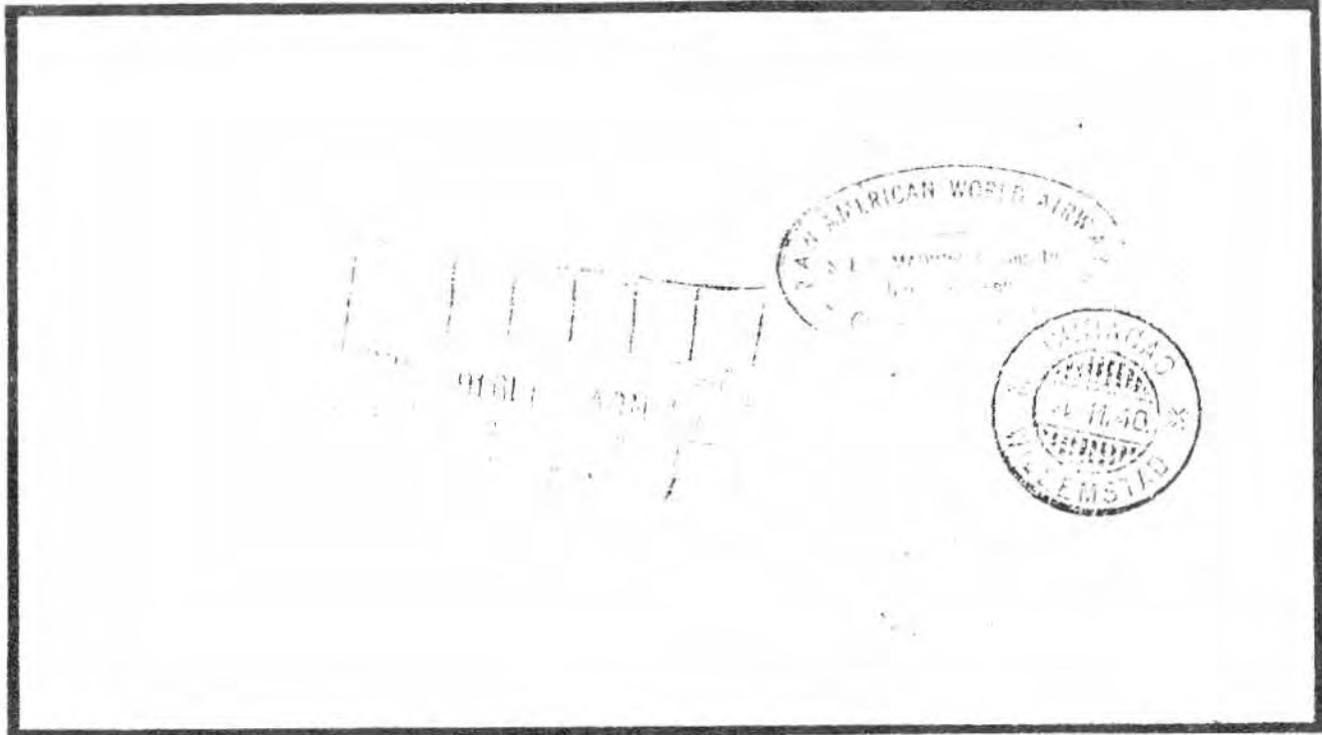
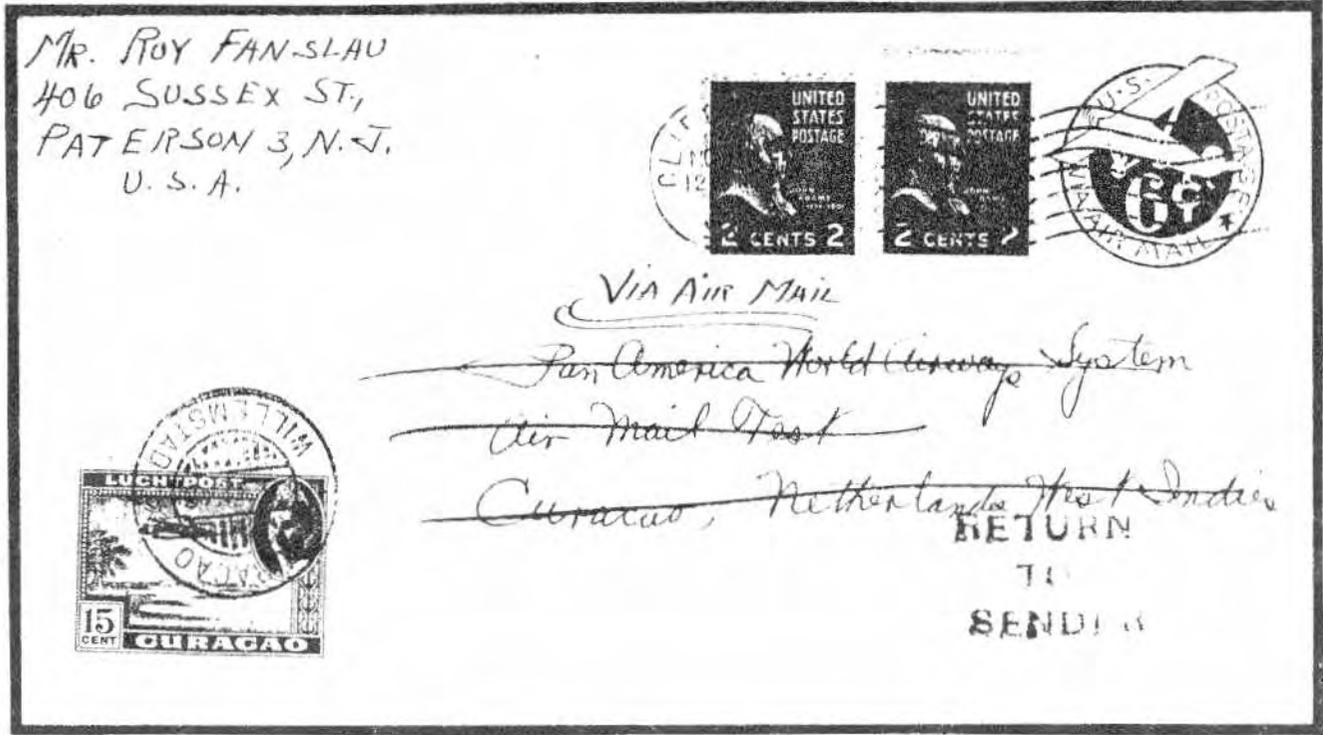
~~VIA AEREA~~

Other Stops in the Carribean and Central & South America  
on the Pan Am TEST FLIGHT of November 1946

Netherlands West Indies  
St. Lucia  
Colombia  
Uruguay

British Honduras  
British Guiana  
Peru  
Chile

Trinidad  
Venezuela  
Brazil



MR. ROY FANSLAU  
406 SUSSEX ST,  
PATERSON 3, N. J  
U. S. A.



*Return to Sender* VIA AIR MAIL



*Airway System*  
*Honduras*

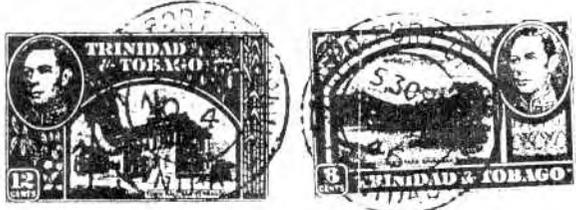
MR. ROY FANSLAU  
406 SUSSEX ST,  
PATERSON 3, N. J.  
U. S. A.

RETURN TO SENDER



VIA AIR MAIL

*Pan America World Airway System*  
*Air Mail Post*



*Spain, Trinidad*

TRINIDAD & TOBAGO  
- 4 NOV 1946

Mr. Roy Fanslau  
406 SUSSEX ST.,  
PATERSON 3, N.J.  
U.S.A.

Return to  
Sender



VIA AIR MAIL

~~Pan American World Airways System~~  
~~Air Mail Test~~

St. Lucia, British West Indies



Mr. Roy Fanslau  
406 SUSSEX ST.,  
PATERSON 3, N.J.  
U.S.A.

RETURN TO  
SENDER



VIA AIR MAIL

~~Pan American World Airways System~~  
~~Air Mail Test~~

George Town - British Guiana



NOV 7

Mr. Roy Fanslau  
406 Sussex St,  
Paterson 3, N.J.  
U. S. A.



VIA AIR MAIL

5 NOV 1940

*"Pan America World Airways System  
Air Mail Test"*

*Caracas, Venezuela*

*Return to sender*

AFTER FIVE DAYS, RETURN TO

Richard K. Hughes  
Red Bank + Atkins Ave  
Thorofare N.J.  
USA



VIA AIRMAIL



*PAN AMERICAN WORLD AIRWAYS  
SYSTEM*

*BOGOTA*

*AIR MAIL TEST REPUBLIC OF COLOMBIA, S.A.*

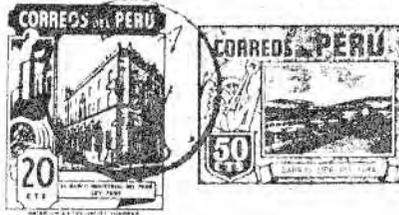


MR. ROY FANSLAU  
406 SUSSEX ST,  
PATERSON 3, N. J.  
U. S. A.



VIA AIR MAIL

*Pan America World Airways System*  
*Air Mail Test*



*Lima, Peru*

MAIL TEST  
RECEIVED  
Lima

MR. ROY FANSLAU  
406 SUSSEX ST,  
PATERSON 3,  
New JERSEY  
U. S. A.



VIA AIR MAIL

*Pan America World Airways System*  
*Air Mail Test*  
*Rio de Janeiro, Brazil*



5 NOV. 16.  
DEPARTAMENTO DE TRAFEGO  
RIO DE JANEIRO

MR. ROY FANSLAU  
406 SUSSEX ST,  
PATERSON 3, N. J.  
U. S. A.



VIA AIR MAIL

~~Pan America World Airways System~~  
~~DEVUELVA AL DESTINATARIO~~  
~~Air Mail Test~~  
~~RETURN TO SENDER~~  
Montevideo, Uruguay



PAN AMERICAN AIRWAYS  
MONTEVIDEO

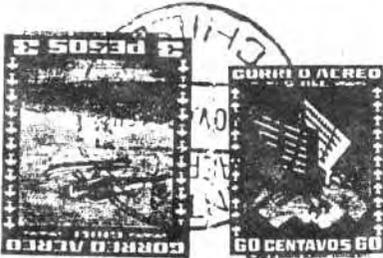
MR. ROY FANSLAU  
406 SUSSEX ST,  
PATERSON 3, N. J.  
U. S. A.



DEVUELVA AL REMITENTE  
RETURN TO SENDER

VIA AIR MAIL

Pan America World Airways System  
Air Mail Test  
~~Chile~~  
Santiago, Chile



Santiago, Chile  
4 NOV 1946

UNUSUAL POSTAL CARD USAGES



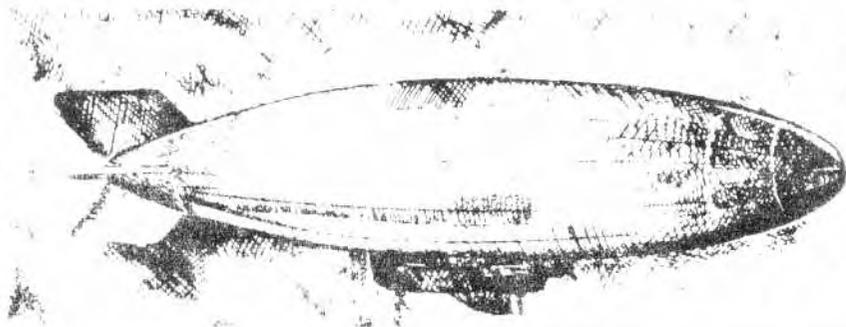
UX5 - 1¢ Postal Card  
with additional 1¢ Ultramarine #156  
tied by "JDV" Monogram fancy cancel in Black  
BLAIRSTOWN NJ June 3, 1879 to Germany



UX14 - 1¢ Postal Card  
E5 - 10¢ Special Delivery  
rare use on postal cards  
NEWARK NJ to RAHWAY NJ

# ZEPPELIN

# GRAF



1483 (Pan-American Flight Round Trip Cover) \$1.30 Graf Zeppelin (C14), V.F., fresh, tied by Lakehurst June 1, 1930 cancel to large size white cover flown via Zepp. to Friedrichshafen with Germany 2m. So.-American Flight (C38), Fine-V.F., Spain 4p Lake (343) x2, & Brazil 10,000r. Graf Zeppelin U.S.A. (Sanabria Z7) V.F., wrinkle, & 400r. Orange (307), all tied by appropriate cancels, purple "Round Trip", U.S. & German cachets + 7 arrival mkgs., all on face of cover, V.F. cover, H.W. Sieger Cert. One of the finest of the very few covers of this type which exist. (Similar cover in Ivy Sale realized 2,700.00 h.p.).  
 Photo Est. Net 2,500.00



## The Stage Coach.

Tarnished and battered and old,  
Heartlessly hidden away,  
Left to the moth and the mould,  
Darkness and dust and decay.  
This was the pride of its day,  
Now all its glory is o'er—  
Faded and vanished for aye:  
Gone is the driver and four.  
How shall its story be told?  
What shall a song of it say?  
Once it was brilliant as gold,  
Once it was gilded and gay.  
Fine in their festive array,  
Many the bride that it bore:  
Now are they wrinkled and gray.  
Gone are the driver and four.

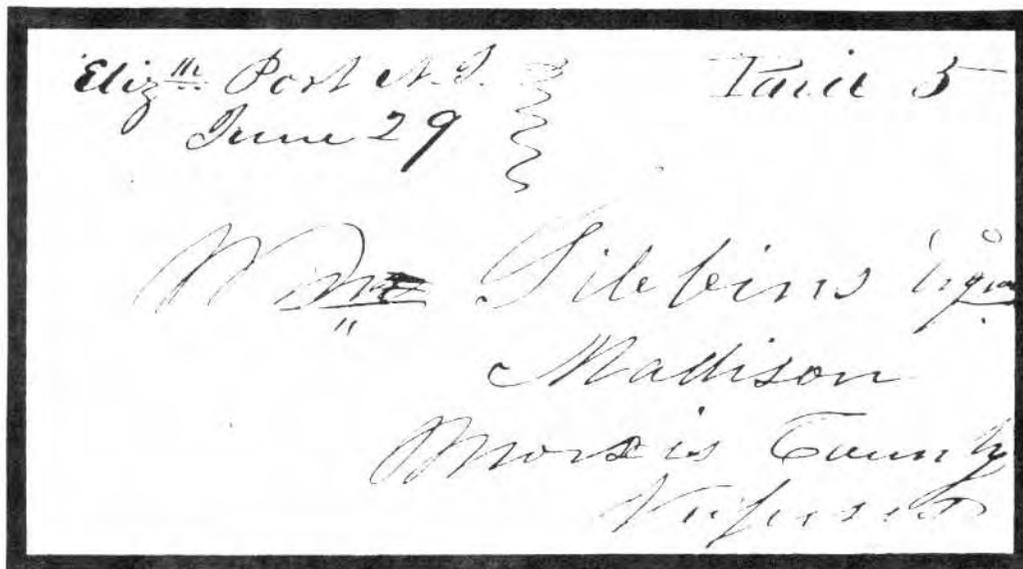
*Where now the driver hold?  
Where does he rest to-day?  
Where the quaint labels he sold,  
Our letters to convey?  
Others bring the mail to-day,  
With a rush to Old Inn's door,  
Man, like stamp, has passed away;  
Gone are the driver and four.*  
Long through the heat and the cold,  
Ever from May until May,  
Over the highways it rolled;  
Time has now made it his prey.  
Never a stately display,  
Never a dash as of yore,  
Never a swing or a sway:  
Gone are the driver and four.  
Over new roads that men lay,  
Rush we with rattle and roar.  
Only sweet memories stay;  
Gone are the driver and four.

—BISSEL CLINTON.



# New Jersey Discontinued Post Offices

ELIZABETHPORT - Union County - 1837-1873



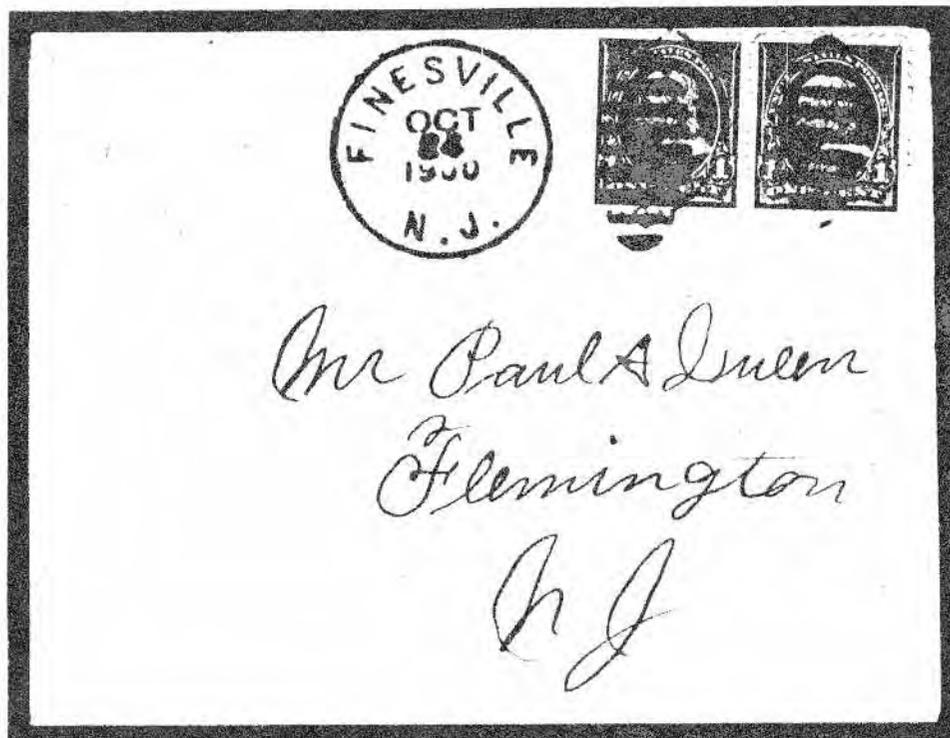
# New Jersey Discontinued Post Offices



DUNNFIELD - Warren County - 1883-1929

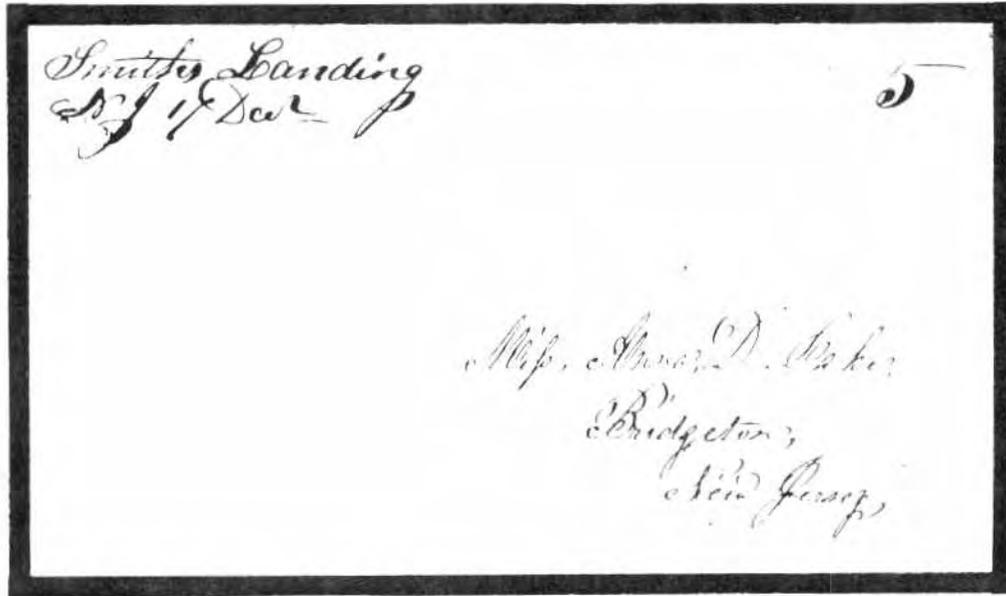


FINESVILLE - Warren County - 1845-1966



# New Jersey Discontinued Post Offices

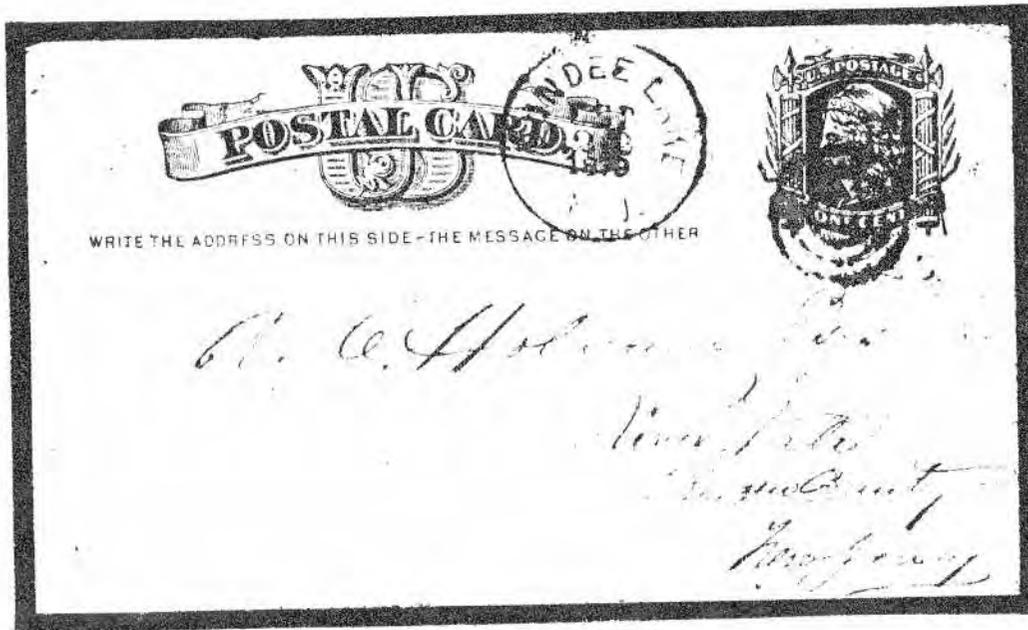
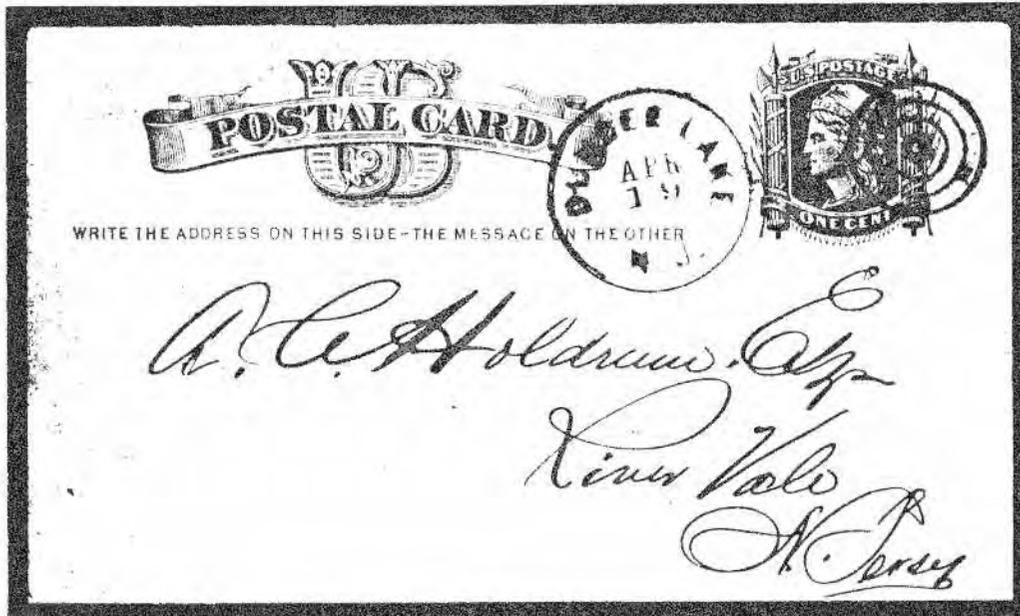
SMITHS LANDING - Atlantic County - 1825-1912



# New Jersey Discontinued Post Offices

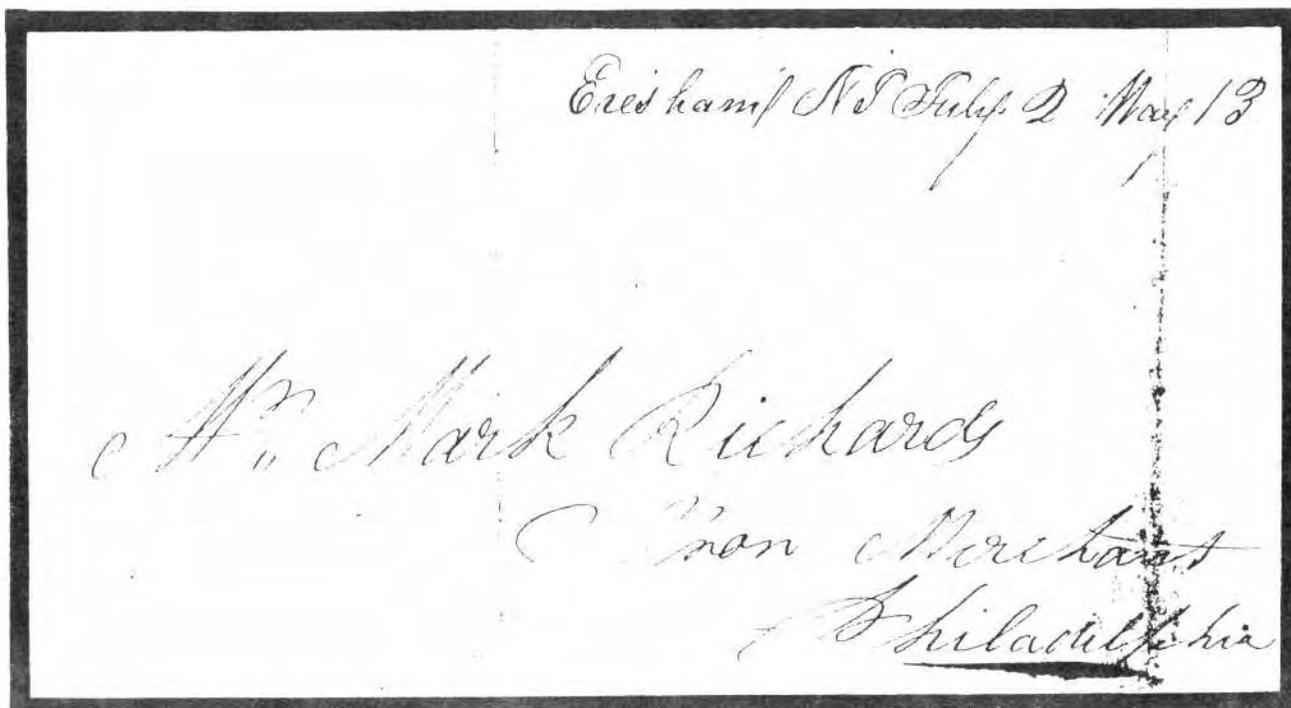
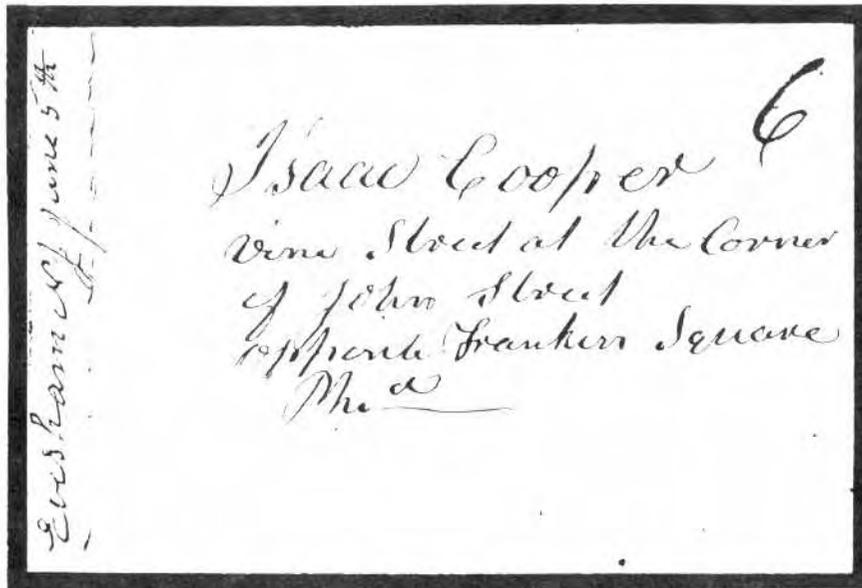


DUNDEE LAKE - Bergen County - 1873-1917



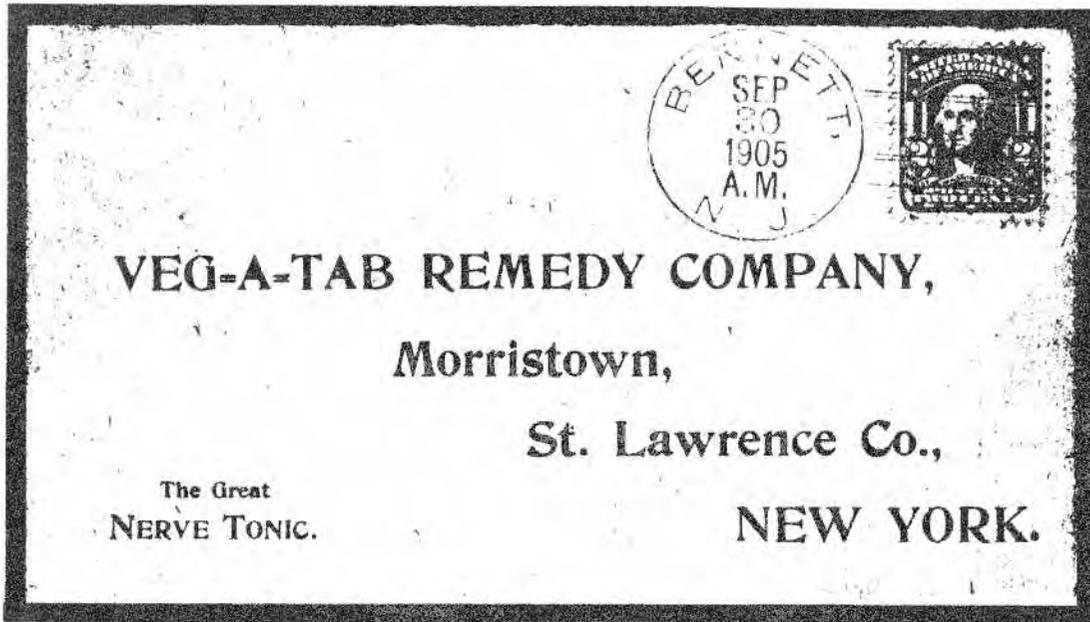
# New Jersey Discontinued Post Offices

EVESHAM - Burlington County - 1808-1845

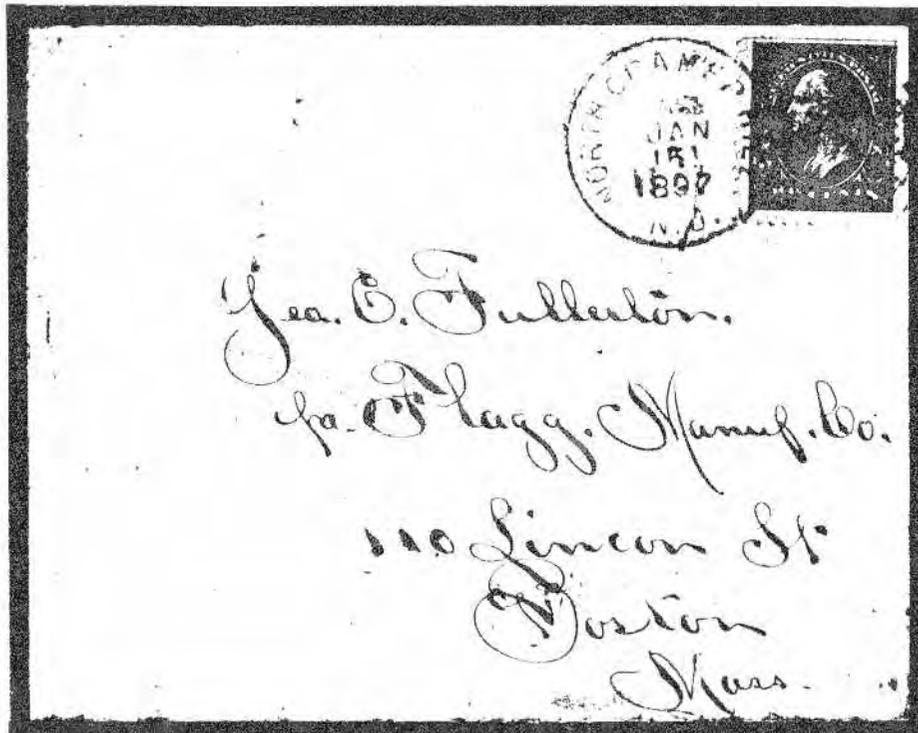


# New Jersey Discontinued Post Offices

BENNETT - Camden County - 1905-1906



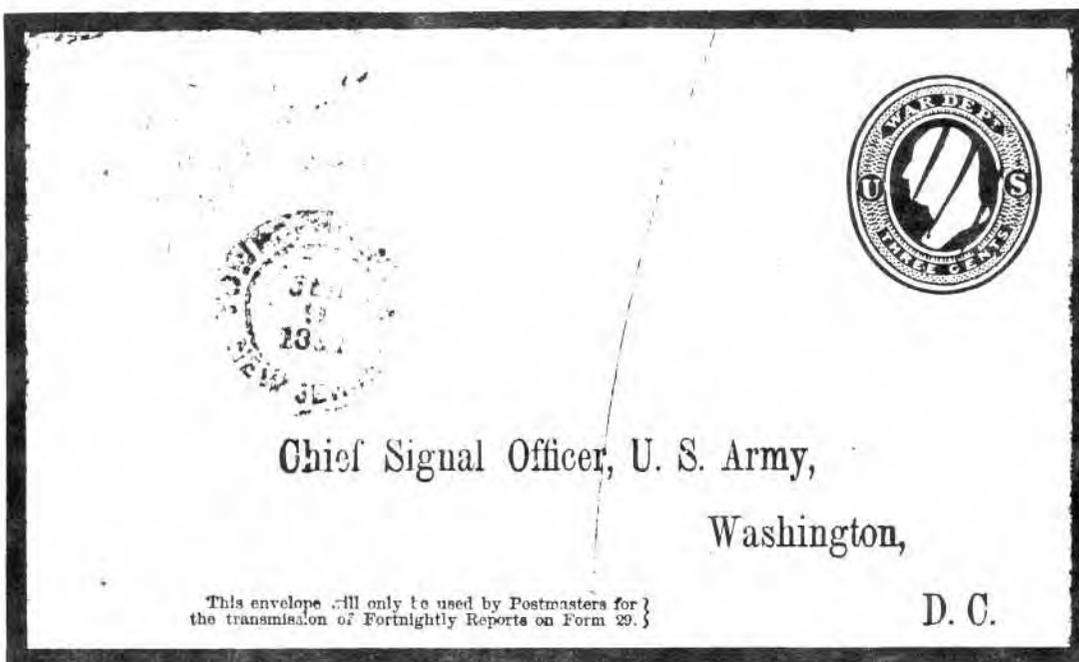
NORTH CRAMER HILL - Camden County - 1889-1899



# New Jersey Discontinued Post Offices



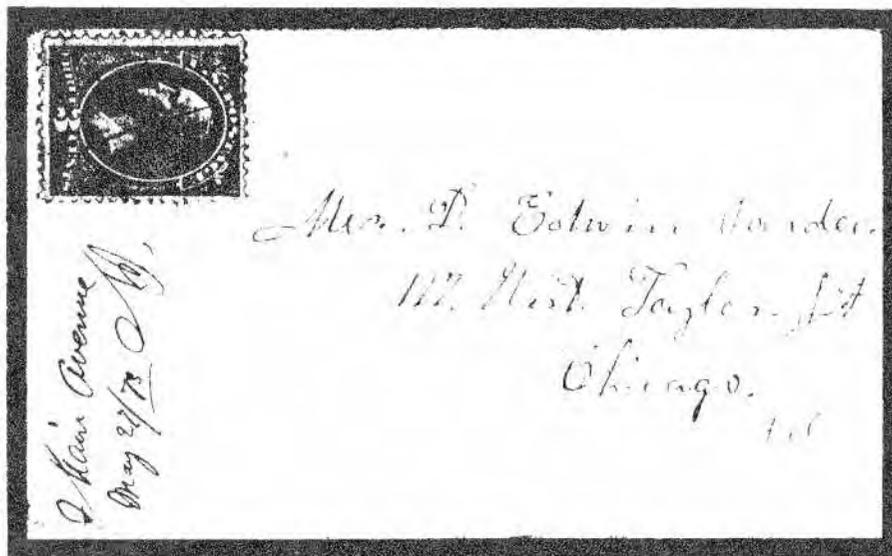
TOWNSEND INLET - Cape May County - 1849-1896



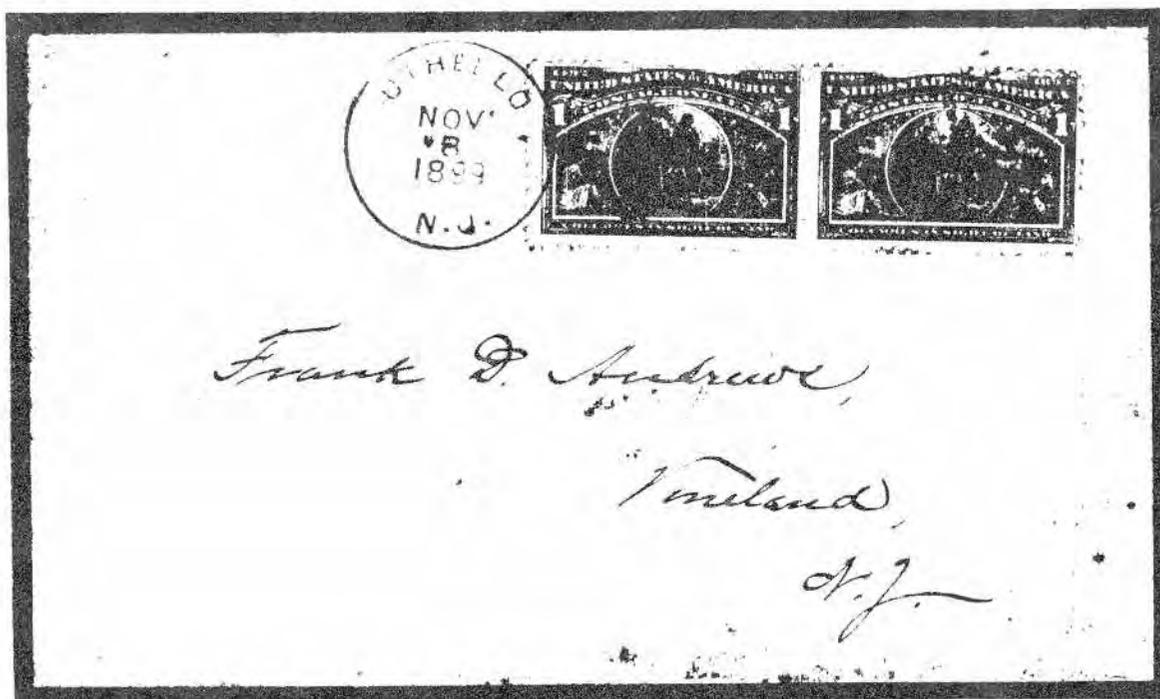
# New Jersey Discontinued Post Offices



MAINE AVENUE - Cumberland County - 1872-1905



OTHELLO - Cumberland County - 1897-1906



New Jersey Postal History Society  
Minutes of the Annual Meeting  
May 26, 1991 @ NOJEX, Secaucus NJ

Meeting called to order by President Gerard Neufeld at 12:02 PM, at the Meadowlands Hilton Hotel, 2 Harmon Plaza, Secaucus NJ.

Minutes of the last meeting were accepted as printed in the NJPH Journal.

Treasurers Report read and accepted. After this a discussion was held on the matter of increasing the Dues. Due to the fact that printing and postage expenses are causing us to run in a deficit.

A Proposal was made by Gerard Neufeld to increase dues to \$15.00 per year for USPS Domestic Addresses and \$20.00 per year for foreign addresses using surface mail or \$30.00 per year using Airmail, all Effective Immediately. Motion made by Julius Revesz, and seconded by Sidney Morginstin. Motion Passed Unanimously.

A suggestion was made by Sidney Morgintin to obtain permanent laminated membership cards, and he will look into it. In the interim, we will no longer be issuing membership cards for annual renewals, but will continue to issue one original membership card for each new member.

Incorporation: Bob Rose reported that we are now incorporated as a non-profit educational organization with the State of New Jersey. He has filed with the Federal Government for tax & donation exemptions under IRS Code 501(c)(3). If we generate less than \$5,000.00 per year income there is no return to file. Our application is pending and he does not expect any problem. A By-Laws document was signed by the Trustees for Bob Rose to submit. Dues will not be tax deductible, however donations in excess of the dues amount will be. Trustees may deduct authorized travel expenses as a charitable deduction.

Mark Sommer has contacted New Jersey Bell Telephone Company and they are interested in putting info on the NJPHS in their monthly flyer, but nothing has been done to date in this regard, other than the initial contacts.

NJPHS Auctions will be held twice a year, if possible, based on the submissions by the membership; by the newly volunteered and appointed auction manager, Robert BUckler.

The deadline for publication of material in the NJPHS Journal is getting longer, at least three months will now be required. Brad will put a notice in the Journal to submit auction materials on a continuous regular basis directly to the new auction manager.

Next year (1992) we will be celebrating our 20th Anniversary at NOJEX. The Trustees would like to see a good representative showing of New Jersey Postal History in the competitive exhibition, and are working on plans to have some kind of a social affair in conjunction with and at the NOJEX Show on Memorial Day Weekend, 1992. Prospectuses for Exhibitors are available from the NOJEX Extries Chairman, Julius Revesz.

Workers are in continual need. We need volunteers for shows this year and into the future. Both to run slide shows and to man Society Information Tables.

Meeting adjourned at 12:40 PM, and was followed by the auction.

Respectfully Submitted:  
Joyce Groot, Secretary

\*\*\*\*\*

**Recruit a New Member Today**

\*\*\*\*\*

**We Need Articles Now !**

**NEW JERSEY POSTAL HISTORY SOCIETY, Inc.**

Affiliate 95 of the American Philatelic Society  
Affiliate 1A of the Postal History Society, Inc.  
Chapter 44S of the North Jersey Federated Stamp Clubs, Inc.

**Annual Membership Subscription \$15.00**

**TRUSTEES - Officers :**

**President** - Gerard Neufeld, 33 Comfort Place, Clifton NJ 07011  
**Vice-President** - Brad Arch, 144 Hamilton Avenue, Clifton NJ 07011  
**Secretary/Treasurer** - Joyce Groot, 28 Briar Lane, Basking Ridge NJ 07920  
**Editor** - E.E. Fricks, 26 Windmill Drive, Clementon NJ 08021  
**Counsel** - Robert Rose, PO Box 1945, Morristown NJ 07962

**TRUSTEES - At Large :** Philip Chiesa                      George Kramer                      Fred MacDonald  
Sidney Morginstin              Leonard Peck                      Mark Sommer                      Laurens van der Laan



**MEMBERSHIP REPORT**

**New Member:**

Richard R. Brodeur, unlisted address - APS# 88779

**Deceased Member:**

Harry Scheffers - August 1991

**Change of Address:**

D. Mascieri, 6 Florence Avenue, Marlton NJ 08053

\*\*\*\*\*

**1990 TREASURERS REPORT**

Balance as of 12/31/89 . . . . . \$ 3393.89

Income: Dues . . . . . \$ 1110.00  
Literature Sales . . . . . 256.00  
Donations . . . . . 95.00  
Total Income: . . . . . \$ 1461.00

Expenses: Printing . . . . . 1134.10  
Postage . . . . . 732.50  
Stationery . . . . . 30.40  
Travel . . . . . 89.82  
Bank Charges . . . . . 14.44  
Total Expenses: . . . . . 2001.26

Deficit: . . . . . ( 540.26 )

Balance as of 12/31/90 . . . . . \$ 2853.63

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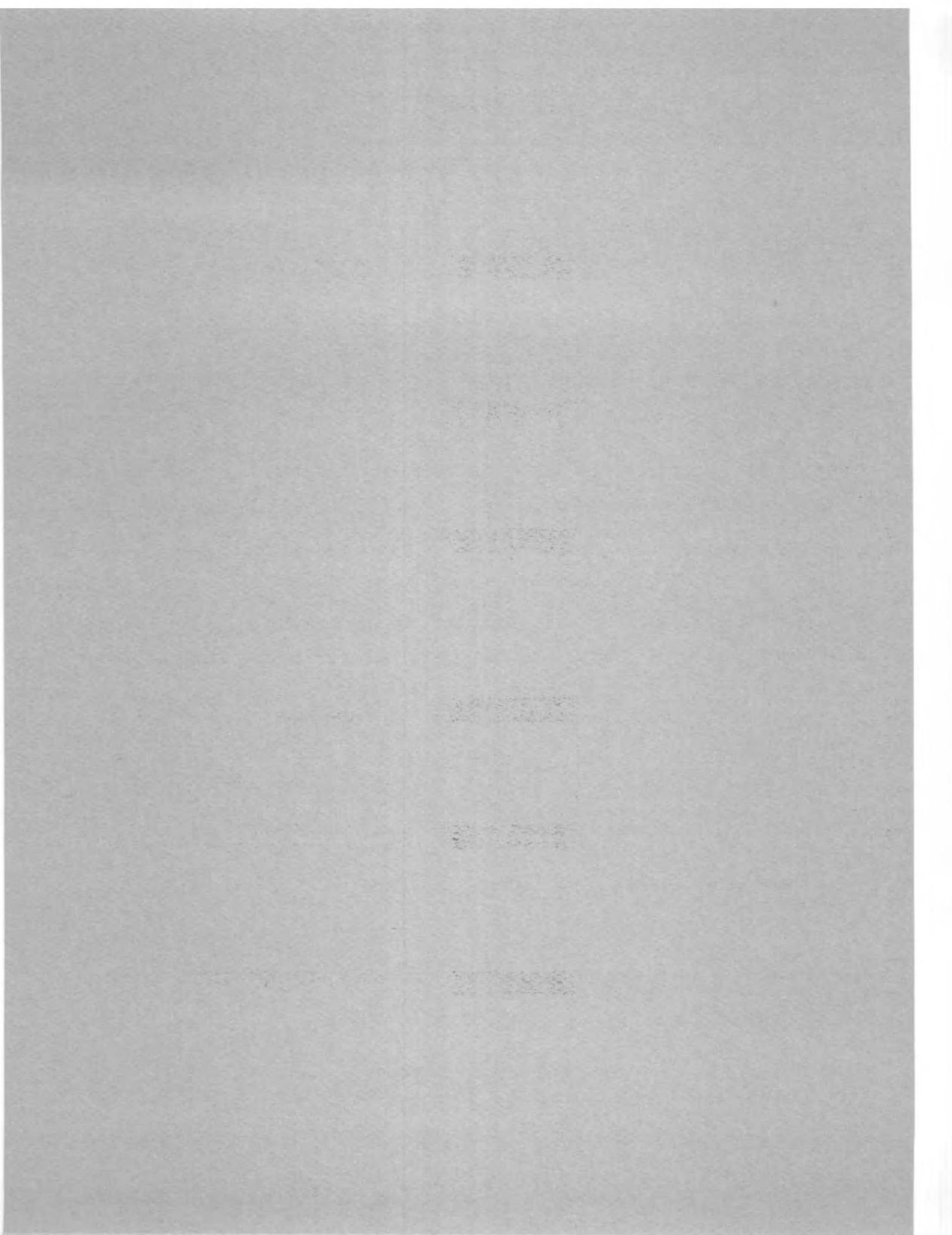
Back Issues of the NEW JERSEY POSTAL HISTORY JOURNAL are available from the Secretary:  
Joyce Groot, 28 Briar Lane, Basking Ridge NJ 07920

Available, #26 to date, individually @ \$3.00 each, postpaid.  
Discounts available for long runs, and or quantity purchases, INQUIRE !

\*\*\*\*\*

**NOTICE !                      1992 Dues are PAST DUE**

This will be the last issue of the Journal that you will receive unless your 1992 Dues have been paid. If you have not yet paid, please send \$15.00 to the Secretary/Treasurer **IMMEDIATELY** to avoid missing any issues.



NEW JERSEY  
POSTAL HISTORY SOCIETY Inc.  
144 Hamilton Avenue  
Clifton NJ 07011



# First Class

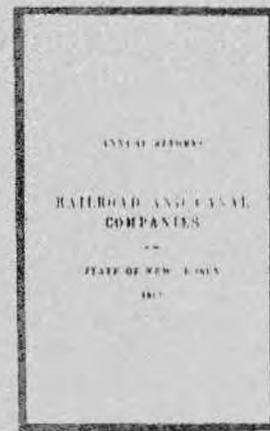
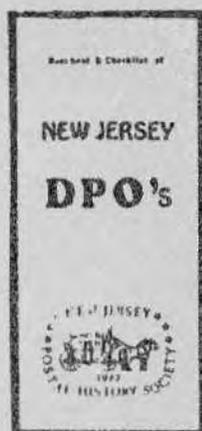
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TEANECK NJ 07666

## Sample Journals:

Sample Copies of this Journal are available for \$3.00, postpaid from the above address

## Membership Information:

Membership Information and Applications are also available from the above address



PHILATELIC LITERATURE AVAILABLE FOR IMMEDIATE DELIVERY, Postpaid, from:  
New Jersey Postal History Society Inc., 144 Hamilton Avenue, Clifton NJ 07011

New Jersey DPO's 1981 Pocket Sized Checklist of Discontinued Post Offices.....	\$ 3.00
Annual Report of the Railroad & Canal Companies of New Jersey 1854 1982 reprint..	\$ 4.00
Illustrated Directory - New Jersey 1847 Issue Covers 1987 44 pages + Supplements.	\$ 4.00
Catalog of New Jersey Railway Postal Markings 1984 136 pages.....	\$10.00
Robert G. Kaufmann Auction Catalog of the William C. Coles Collection 1984.....	\$ 5.00