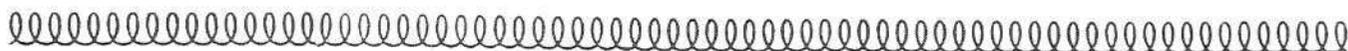




NJPH

THE JOURNAL OF
THE NEW JERSEY POSTAL HISTORY SOCIETY

ISSN: 1078-1625

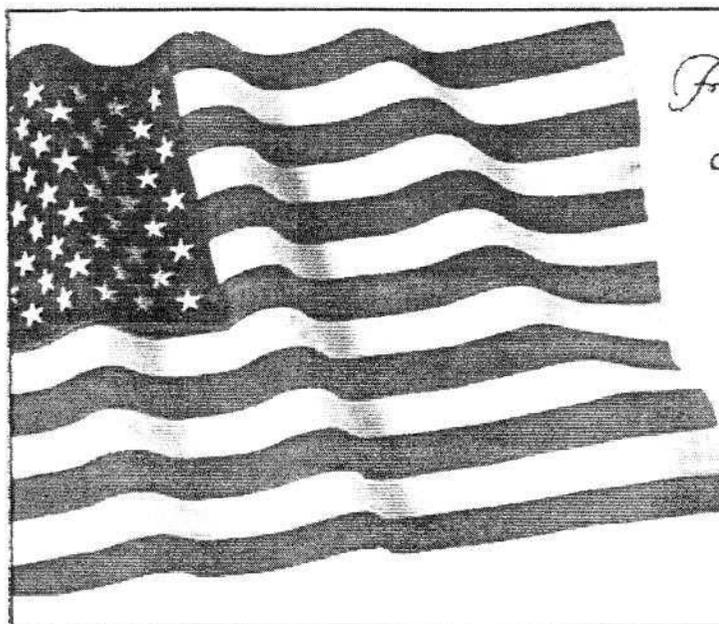
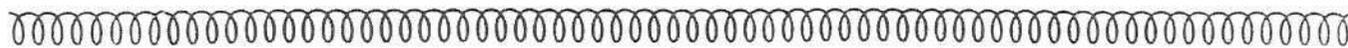


Vol. 29

Nos. 3

Whole Numbers 143

September 2001



*A time to honor,
a time to remember*

- CONTENTS -

President's Note.....	Inside Front Cover
Fish House Post Office, Camden County, New Jersey - by Paul W. Schopp.....	83
Southard Notebooks: Part X	
<i>Mr. Southard: More Form than Substance</i> - by Jean R. Walton.....	90
Southard Notebooks: Part XI	
<i>Mr. Southard: Secretary of the Navy</i> - by Jean R. Walton.....	100
New Jersey Covers Used in July 1851: A Request for Help - by Wilson Hulme	116
New Jersey Doane Listing Update Request - by Arne Englund.....	117
New Jersey Columbians - by Charles Snee.....	119
NJPHS Literature.....	back cover

NEW JERSEY POSTAL HISTORY SOCIETY, INC.

APS Affiliate #95 – PHS Affiliate #1A – NJFSC Chapter #44S ISSN: 1078-1625

Annual Membership Subscription \$15.00

Web Site: <http://members.aol.com:/njpostalhistory/phsindex.htm>

OFFICERS:

President and Editor: Robert G. Rose, PO Box 1945, Morristown, NJ 07962-1945 rrose@phks.com
Vice President and Editor Emeritus: E.E. Fricks, 26 Windmill Drive, Clementon, NJ 08021
Treasurer: Robert Zanoni, 703 Bridgeboro Street, Riverside, NJ 08075
Recording Secretary: Jean R. Walton, 125 Turtleback Road, Califon, NJ 07830 Njpostalhistory@aol.com
Auction Manager: Peter Lemmo, PO Box 557, Whippany, NJ 07981 Submit Lots Anytime

President's Note

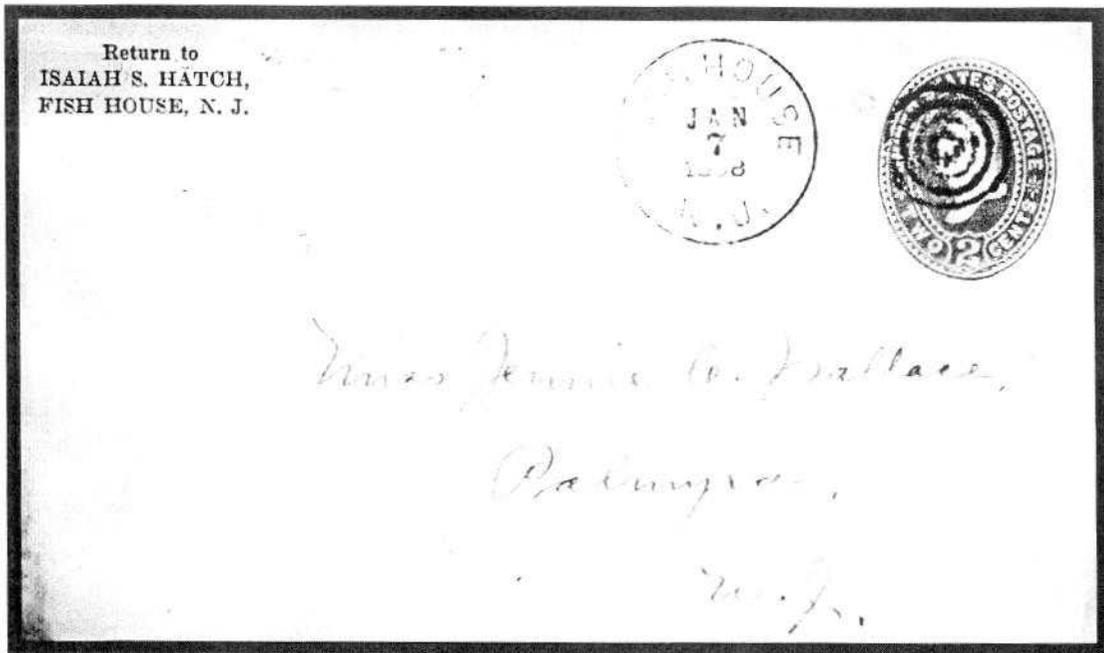
As I prepare this issue of *NJPH* for publication, I still feel shock and disbelief over the events which we all witnessed on September 11. We mourn for those who have been lost and we grieve for their families. As we stand united as a country, we pray that the forces of darkness are defeated and that freedom and liberty will triumph around the world.

Robert G. Rose

THE FLAG OF THE USA

I am the flag of the United States of America. My name is Old Glory.
I fly atop the world's tallest buildings. I stand watch in America's Halls of Justice.
I fly majestically over institutions of learning. I stand guard with power in the world.
Look up and see me. I stand for peace, honor, truth and justice. I stand for freedom.
I am confident. I am arrogant. I am proud.
When I am flown with my fellow banners, my head is a little higher, my colors a little truer.
I bow to no one! I am recognized all over the world. I am worshipped - I am saluted.
I am loved - I am revered. I am respected and I am feared.
I have fought in every battle of every war for more than 200 years.
I have flown at Valley Forge, Gettysburg, Shiloh, and Appomattox.
I was there at San Juan Hill, the trenches of France, in the Argonne Forest, Anzio, Rome and the beaches of Normandy, Guam, Okinawa.
The people of Korea, Vietnam and Kuwait know me as a banner of freedom.
I was there. I led my troops. I was dirty, battleworn and tired,
but my soldiers cheered me and I was proud.
I have been burned, torn and trampled on the streets of countries I have helped set free.
It does not hurt, for I am invincible.
I have slipped the bonds of Earth and stood watch over the uncharted frontiers of space from my vantage point on the moon.
I have borne silent witness to all of America's finest hours.
But my finest hours are yet to come.
When I am torn into strips and used as bandages for my wounded comrades on the battlefield; When I am flown at half-mast to honor my countrymen;
When I lie in the trembling arms of a grieving parent at the grave of their fallen son or daughter, or in the arms of a child or spouse who will have to go on without one who gave their life in a national disaster, to save the life of another, as so many did at the Pentagon or the World Trade Center Towers on 09/11/01.
I AM OLD GLORY, LONG MAY I WAVE!!

Author Unknown



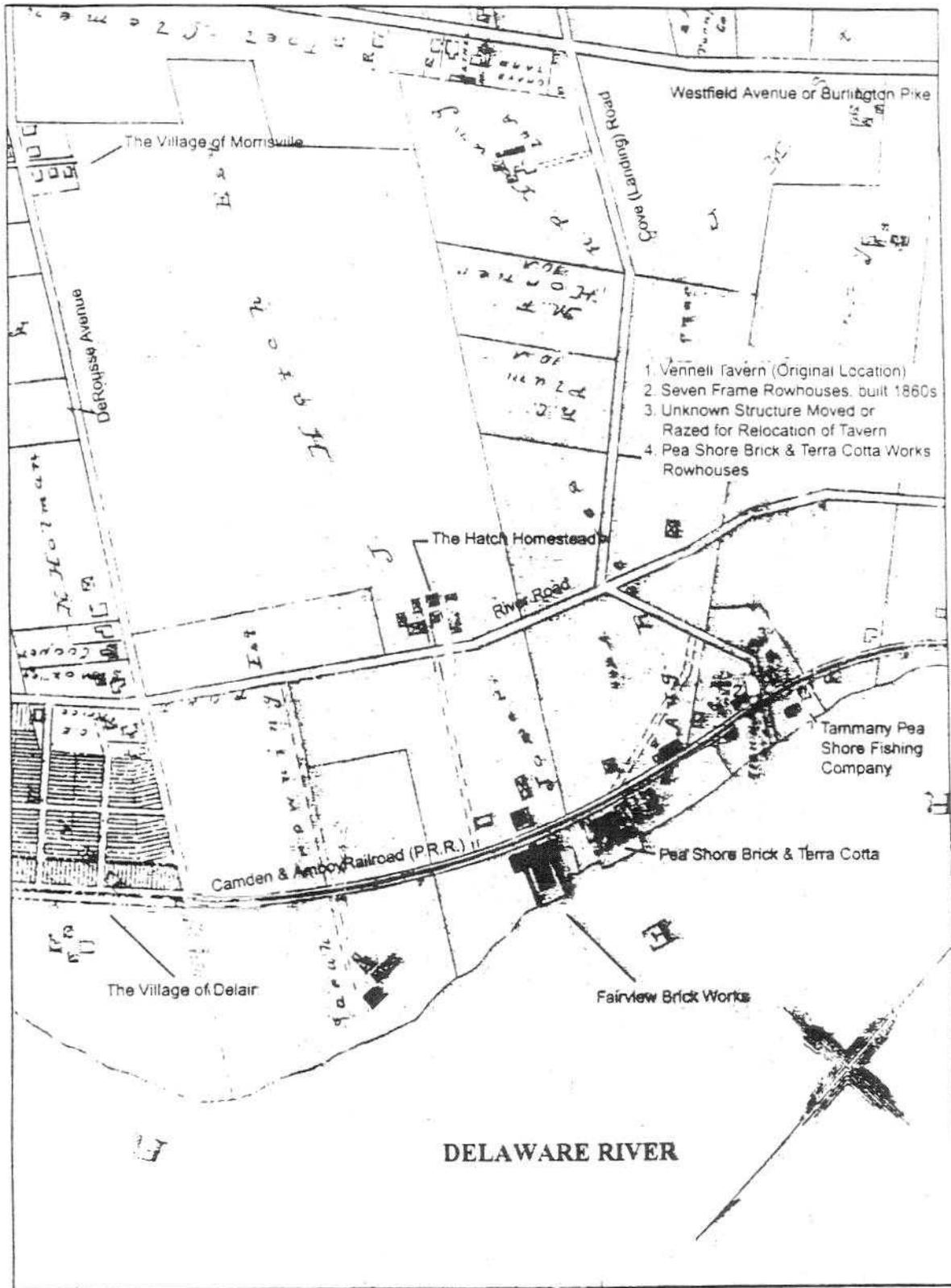
Isaiah S. Hatch was a farmer with a spread of agrarian land located southeast of the Fish House Post Office. Mailed 7 January 1898, this George Washington \$0.02 embossed envelope (Scott # U79) is cancelled with a 17 mm four-ring Bull's Eye killer stamp and features a 27 mm circular town postmark. (Author's Collection)

FISH HOUSE POST OFFICE CAMDEN COUNTY, NEW JERSEY

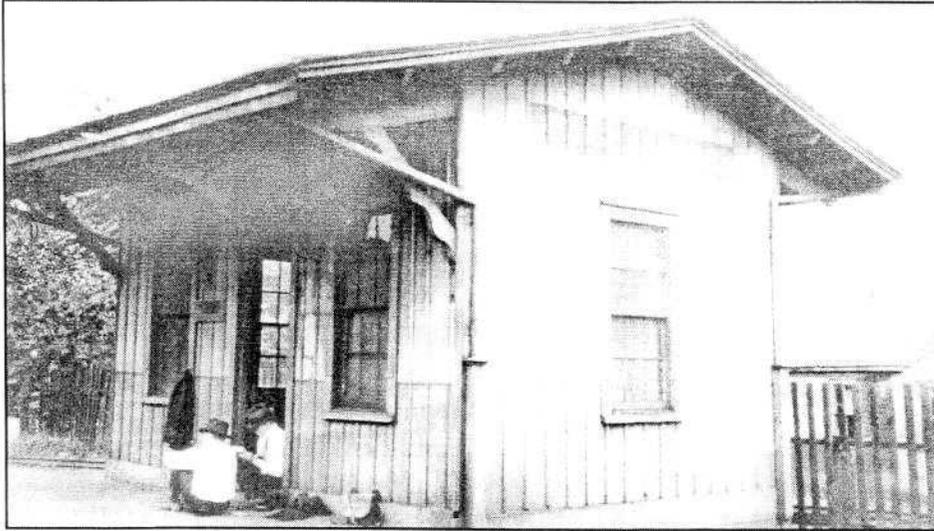
By Paul W. Schopp

In a corner of today's Pennsauken Township, Camden County, lies a place that time has forgotten. At the foot of a colonial road called Cove (Landing) Road, where it formerly ended on the shore of the Delaware River, the small community of Fish House developed during the nineteenth century along a stretch of riverbank known as "Pea Shore." Just north of Petty's Island, the Delaware River swept inland on the eastern shore, creating a large cove known variously through history as Steele's Bay, Stone's Cove and Fish House Cove. In 1834, the Camden & Amboy Railroad constructed its "Camden Branch" through this area as it worked to complete its Bordentown-Camden link. Although the Fish House area hosted a Philadelphia gentleman's club called the Tammany Pea Shore Fishing Company beginning in 1809, and for which the locality was named, it was in the second

half of the nineteenth century that the area took on an aura of recreation for the masses. In the hot, humid summers of yesteryear, residents from various Philadelphia riverfront neighborhoods like Fishtown, Bridesburg, Richmond and Frankford would use anything that floated to traverse the Delaware River and arrive at Pea Shore and Fish House. The gentle sloping gravel beach became crowded with those seeking to escape the stifling urban heat in the Quaker City. Beginning in the late 1870s, adult libations could be obtained at the Shiller Heights Hotel, later operated by the Tippin Family and, in ensuing years, the Sutton-Hastings Hotel. The visiting children flocked to the small general store run by Isaac K. Vennell in the river end of his house. The Vennell dwelling had been constructed by the first known resident of Fish House—Thomas Hood, D.D.—in the early 1790s. The Vennells



The above map detail taken from *Farm Line Map of Stockton Township, Camden Co., N.J.* (n.d., n.p. [c. 1885]).
 Annotation added by the author (Camden County Historical Society Collections)



The Pennsylvania Railroad's Fish House Station taken from the east. The combination Fish House Post Office and station agent's office was contained in the room closest to the camera. The closure of this station as an agency forced the post office to relocate. (ICC Photograph, National Archives, Author's Collection)

purchased this large, but painfully plain clapboard-clad house in 1868. By circa 1890, Isaac had forsaken the general store and he, too, opened a bar called the Vennell Hotel. In 1856, Isaac Vennell married Emily Gross Davis, a Philadelphia native. The couple had six children and the third one was a son—Harry Gross Vennell—born in 1860. Emily died in 1869, whereupon Isaac raised his children with the aid of a housekeeper named Susannah Barnes, who he eventually married and the couple produced six more children.

In addition to the recreational aspects of nineteenth-century Fish House and Pea Shore, the lands stretching from both sides of Cove Road held sizable deposits of Raritan Formation clay, a natural resource that produced a superior grade of brick and terra cotta. Brickyards had operated along the cove since the 1840s. Even Joseph Wharton, for whom the Wharton State Forest was named, owned one of these yards during the 1850s. By the 1870s, two large brick operations dominated the landscape: the Hatch family's Fairview Brick Company and Augustus Reeve's Pea Shore Brick & Terra Cotta Works. Many of the laborers at these brickyards were semi-nomadic African-Americans and tri-racial men who originated in Delaware, Maryland and Virginia. When the weather became too cold for

brick production at Fish House, the workers would travel back down to their native sod and continue working there. Many of these people lived in a nearby settlement called Morrisville, located on the southeastern side of today's Delair in Pennsauken Township. Augustus Reeve provided some worker housing at his yard, where six three-story brick rowhouses and two two-story frame row homes stood within his property. Another set of seven two-story frame rowhomes had been erected sometime in the 1860s much closer to Cove Road. These dwellings offered both brickyard labor and summer revelers a place to stay, either short term or for a longer period of time. Farms, too, surrounded the cove immediately outside the industrial area. These farms not only featured a main dwelling for the farm's owner, but also held tenant houses. By the mid-1870s, the population associated with the settlement of Fish House had grown to over 100, excluding the summer throngs.

In May 1881, at the age of 21, Harry G. Vennell married Miss Annie M. Baker. The year prior to his marriage, Harry had obtained a position with the Pennsylvania Railroad as the station agent at the P.R.R.'s diminutive Fish House Station. Handling passenger ticket sales, express shipments and freight traffic at the equally small freight station across the

tracks from the passenger station and office, Harry continued to live at his father's house, located diagonally across Cove Road from the station, even after marrying Annie. By 1886, the little community of Fish House was quite a growing concern and swelled by hundreds, sometimes thousands, of visitors during the summer season. On 5 May 1886, Harry's wife, Annie M. Vennell, began the process of applying to the United States Post Office Department for opening a post office called "Fish House." Located along route #7005 (South Amboy-Philadelphia RPO, MPOS USTMC Route #244), Annie's application indicated an RPO service level of "12 times per week." She also stated that "about 230 inhabitants" would be served by this new post office. Seventeen days after completing her application, she presented it to Charles W. Scott, Postmaster at the nearby Cramer Hill Post Office, for certification. The "General Office of the First Assistant Post Master" stamped the application received on 25 May 1886. Fish House Post Office officially opened on 18 June 1886 inside the Fish House railroad station building "on [the] west side [of railroad] 15

ft. from track...." It actually occupied the east end of the depot. Annie Vennell remained postmistress at Fish House for the next fifteen months until her untimely death on 7 September 1887.

After Annie Vennell's tragic demise, Harry left his job as station agent and relocated to Cramer Hill where he operated a bar and hotel. Harry Vennell's brother-in-law, Joseph R. Molloy, succeeded Annie, although he was not officially appointed as postmaster until 15 April 1888. Sixteen months later, on 15 August 1889, William A. Smith, the new agent at Fish House Station, supplanted Molloy in the role of postmaster.

Station Agent Smith was officially reappointed postmaster 29 September 1913 and continued with his shared responsibilities until 20 April 1915, when Daisie V. Fisher succeeded Smith as postmaster. Apparently, the Pennsylvania Railroad Company closed its agency at the Fish House station sometime during the first half of 1915. The post office, still occupying the east end of the depot, was forced to relocate. The P.R.R. converted the station structure to an open-front shelter style

The Vennell home and Fish House Tavern, circa 1892, located diagonally across the Cove Road from the Fish House Railroad Station and Post Office. Isaac and his family are standing outside the bar room door. In 1895, the house was relocated about 200' up the road to permit the Pennsylvania Railroad to add more tracks in connection with its Delaware River Bridge.

(Author's Collection)





The second Fish House Post Office as it appears today. While it was extremely small, this postal facility evidently provided an adequate level of service required for this small corner of Camden County. Although the wooden porch suffers from severe rot, the concrete steps and sidewalk remain quite usable.

(Digital Image by Walter E. Vennell)

station, thereby relieving the company of the larger tax burden carried by an enclosed depot and reducing the Interstate Commerce Commission's valuation established for rate-setting purposes. On 28 June 1915, Postmistress Fisher, submitted a new site form for the Fish House Post Office. Although the form was not specific about the new location for the post office, other source material definitely places the postal facility in a lean-to shed attached to the rear of the westernmost rowhouse of the row erected in the 1860s and closest to Cove Road. Postmistress Fisher continued offering mail services to area residents and visitors until 9 August 1923, when John W. Fisher (relationship, if any, unknown) was

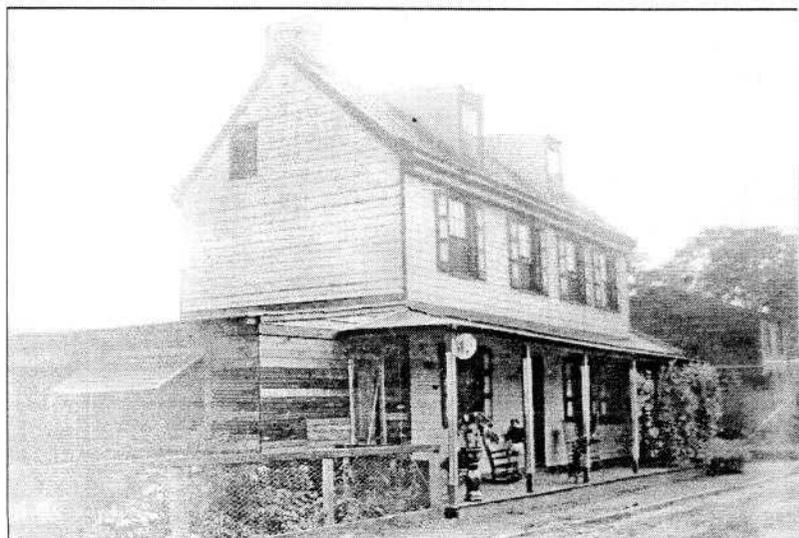
appointed postmaster. On 15 May 1924, nine months after John Fisher's appointment, Fish House Post Office closed and Delair Post Office, located about a mile east of Fish House, handled all the mail services for the little community.

The time period during which the Fish House Post Office existed, recreational and industrial activities peaked and declined. The Tammany Pea Shore Fishing Company disbanded in the 1890s and their former buildings were taken over by an Alsatian club and then by an Italian organization. By the 1920s, the two structures were empty and became frequent haunts for traveling gypsies and hobos. They were reportedly demolished in March 1939.

The Vennell house after being relocated to its present position along Cove Road. Isaac Vennell, the family's patriarch, had died in January 1895 and was not alive to witness the dwelling's relocation. After the move, the home reverted to a private abode and no more liquor was served in the bar room. The owner of the house in the 1950s placed stucco over the clapboards, disguising this structure first erected in the 1790s.

The Vennell Tavern Committee, a not-for-profit organization formed in 1998, is committed to restoring the house to its 1890 appearance and preserve the history of Fish House and Pea Shore.

(Author's Collection)

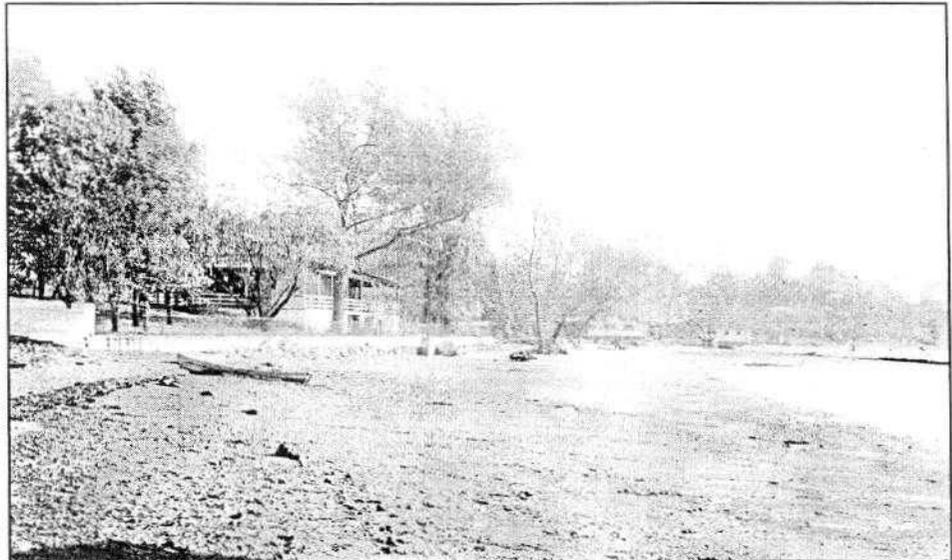




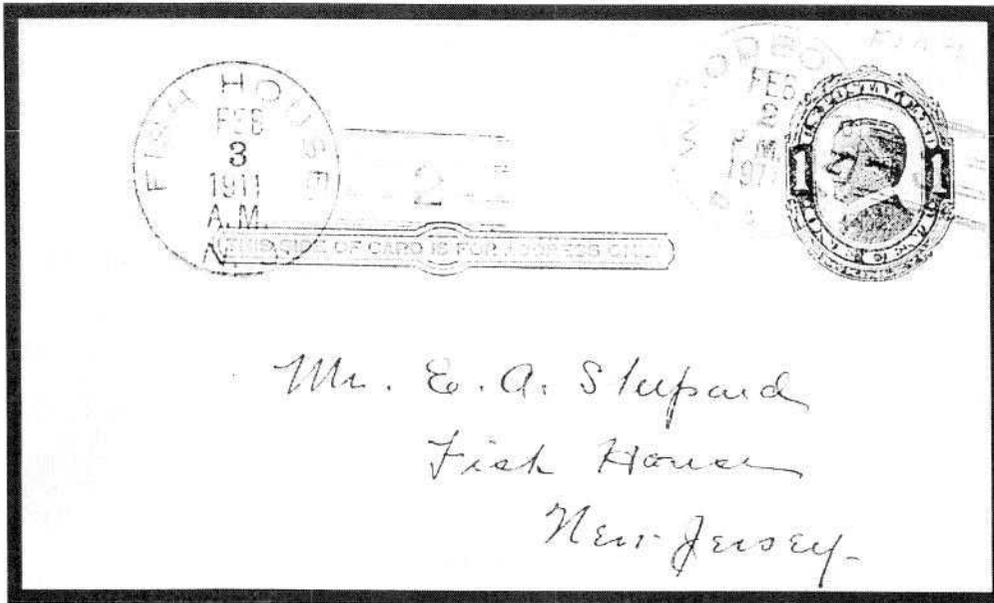
A circa 1910 view of the seven frame rowhouses erected during the 1860s. The boys in front are all Molloy's, sons of Joseph R. and Hannah Mae Molloy and grandsons of Isaac K. Vennell. By 1915, a lean-to shed was added to the end row home for the Fish House Post Office. The young men are standing near the railroad crossing at the end of Cove Road and the railroad station is located to their right (viewer's left). The tree standing near the rear corner of the end rowhouse is still extant today.

A view of Pea Shore and beach at Fish House looking south. The higher wall on the left denotes the end of Cove Road and the building beyond is the Tammany Pea Shore Fishing Company club house. Portions of the white seawall are still extant today. In the background are two or three "house boats" used as summer cottages—truly an idyllic, sylvan place to spend a summer's day.

(All three images, Author's Collection)



The final form of the Fish House Station after the Pennsylvania Railroad closed its agency peaks out from the left edge of the diminutive freight station in this photo from circa 1920. It is unknown at this time when the P.R.R. razed the open-shelter depot and separate freight shed, but it probably occurred during the late 1920s or early 1930s. The power lines extending along Cove Road led to the Tammany club house, the path to the left provided access to where the Vennell house formerly stood and the road to the right passed in front of the seven rowhouses and onto the brickyards.



A double Doane Type 2 postal card! Mailed at Woodbourne, PA in the afternoon of 2 February 1911, this postal card (Scott # UX22) arrived in Fish House in the morning of the following day, traveling by RPO for the entire trip. The obverse side of the card was encoded by the sender writing backwards.

(Author's Collection)

In 1900, the Atlas Cereal Company erected a starch works on pilings behind the railroad station. Located completely over the waters of Fish House Cove, the only access to the plant was via a gangway leading from shore. This plant only operated for about ten or twelve years before closing. Augustus Reeve shut his Pea Shore Brick and Terra Cotta Works about 1904 after exhausting his adjacent clay deposits. The Fairview Brick Company continued manufacturing until circa 1930, when the Great Depression and consequential construction decline idled the works and production never resumed. In 1931, the Army Corps of Engineers forever destroyed the special environment created by Fish House Cove when it infilled the north end of the cove with dredge spoils from the Delaware River's Tioga Range Channel, located directly across from Fish House on the Philadelphia side. This fill covered the remains of both brick operations, as well as the pilings from the starch works. Subsequently, the Corps also placed dredge spoils at the south end of the cove, leaving only a small center section of the original cove environment intact.

Today, the settlement of Fish House is almost just a memory. All traces of the little Fish House railroad station are gone and just some

burnt bricks mark the location of the Fairview Brick Company works. The only reminders of this locality's past glories are the former Vennell Tavern (Hood House), stuccoed sometime in the 1950s, and the seven-unit row of houses, although this structure has not been occupied since the early 1990s. Fires set by vandals have taken their toll on this building, but, miraculously, it still stands. Even the concrete sidewalk stills leads up to the abandoned second Fish House Post Office. This was the first postal facility in today's Pennsauken Township. A parking lot now occupies the site of the Hastings-Sutton Hotel and the original setting of the Vennell Tavern, relocated in 1895 to accommodate new tracks associated with the Pennsylvania Railroad's Delaware River Bridge. Cove Road no longer ends on the beach, but continues out onto the dredge fill to a bulk oil terminal. No remnants can be found of the Tammany Pea Shore Fishing Company club house except the former seawall and bathers would be hard-pressed to find the gentle sloping beach for their recreational activities. ☐

The Vennell Tavern Committee
can be contacted at:
Post Office Box 131
Pennsauken, NJ 08110-0131



SOUTHARD NOTEBOOKS

by Jean R. Walton

Mr. Southard: More Form than Substance

Notes

We become so used to opening a stampless folded letter and finding some letter from the past. Often it is in what is sometimes an almost indecipherable hand, so much has handwriting changed in these 175 years. It is therefore often a shock to happen on a "circular" or other printed form, which does not require the task of transcription to read it. These are however, often curious and interesting, and I include a few of these here to give some taste of what Mr. Southard received in the mail beyond the overwhelming correspondence with which we have become familiar.

Historical Background

Beyond their curiosity value, there is the chance that these printed matter items will be franked at different rates than we find on normal letter rate mail. While no class structure within the mail system had yet been formally established, newspapers, pamphlets, magazines, circulars, and other printed material were allowed to pass through the mail at reduced rates. This stipulation was made in 1782 law, and specific rates for printed material were set in 1792: 1¢ for a distance up to 100 miles, and 1½¢ for over 100 miles. In 1794 these rates were altered to read "the rate of single newspapers sent from one place to another in the same State sent at 1¢ each; and or magazines and pamphlets, 1¢ per sheet for not exceeding 50 miles; 1½¢ for over 50 miles and not exceeding 100 miles; and 2¢ for any greater distance."¹

These rates for printed matter were reenacted in 1799 and 1810. Effective February 1, 1815, all postage rates, including those for printed matter, were raised 50%; these were reduced again on March 31, 1816. This temporary increase was made to help pay for the costs of the War of 1812-14. In 1816, the reduced rates were not changed, but a sheet was defined thus:

"Every 4 folio pages, or 8 quarto pages, or 16 octavo pages, of a pamphlet or magazine shall be considered a sheet..."

In 1825, allowances for printed material were as follows: newspapers - 1¢ for up to 100 miles [or within the State], 1½¢ for any distance beyond 100 miles, for magazines and pamphlets, 1½¢ for up to 100 miles, 2½¢ for beyond this distance. Circulars were usually included in the same category as magazines. Any letter or memorandum enclosed with [or written on] a printed matter item made it letter rate mail.

The first piece illustrated, although not truly a piece of Southard mail, appears to be the only piece we have so far that seems to travel at printed matter rates. It indicates on the front that it was 8 printed sheets, and it traveled from Trenton to Newton for 12 cents, or 1½¢ per sheet. Letter rate mail in this period for this packet would have been 80 cents - 8 times the letter rate [10¢ for this distance]. This does have a signature of Mahlon Dickerson, as Governor, in two places, as well as the notation that it was sent to Ephraim Green, Sussex County Clerk.

¹ I have depended heavily here on *United States Domestic Postage Rates, 1789-1956*, published by the Post Office Department (POD 15) in 1956, and printed by the Government Printing Office in Washington, D.C.

The exact guidelines for writing on printed matter items are unclear. It would appear that the circular from Joseph Hughes is certainly compromised even less - having only the date written in, yet neither this nor any of the other pieces appear to have gone at any special rate. Formal "class mail" was not established until 1863 with the addition of a 2nd Class category, and in 1879 with the additions of 3rd and 4th Class mail. It is an interesting area of study, and much could be done in this area.

This chart is reproduced from a Post Office publication entitled *United States Domestic Postage Rates, 1789 - 1956*, produced in that year as POD Publication 15, and available from the U.S. Government Printing Office at that time for 45 cents. The complete chart covers the years from 1792 to 1878, and is followed by a second, covering from 1879 through 1955; I have reproduced only that part for the period addressed in this Southard study. This book, in addition to rate information on all classes of mail in the years from 1789 through 1956, also includes a section regarding legislation on the free franking of mail. The footnotes below are from the original.

TABLE V. SECOND CLASS MAIL¹

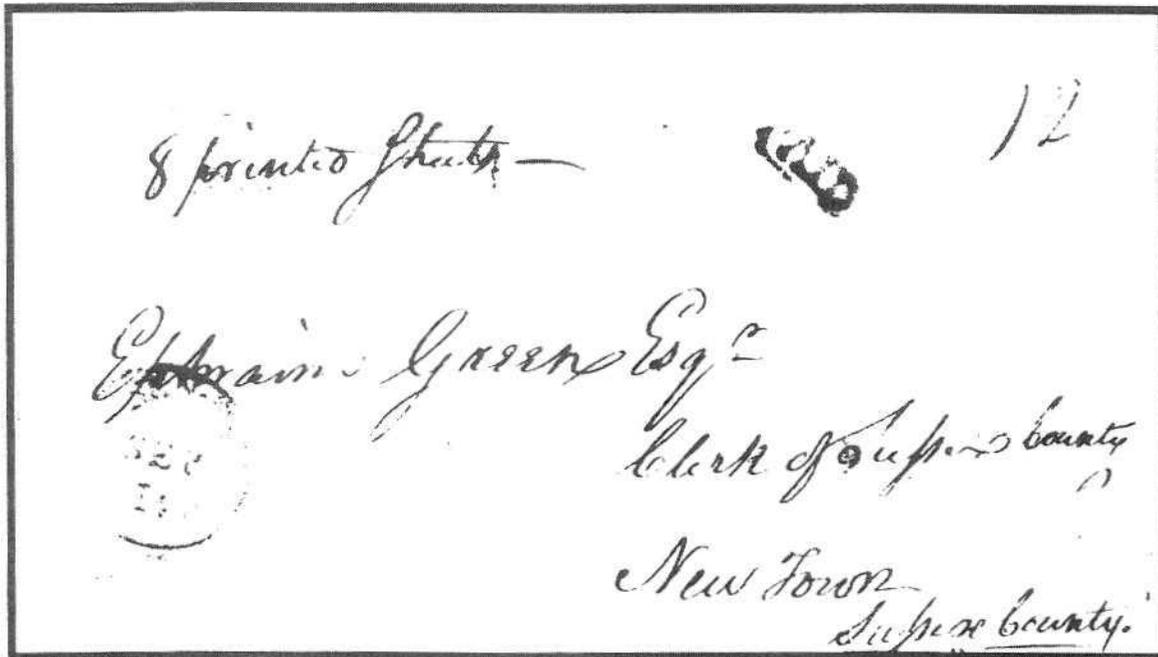
Year	Newspapers	1792-1842		
		Magazines, periodicals, and pamphlets	Circulars, handbills, and other printed material ²	Books
1792	Not over 100 miles, 1 cent each Over 100 miles, 1½ cents each.
1794	Not over 100 miles, no change Over 100-miles, no change Single newspapers within State, 1 cent each	Not over 50 miles, 1 cent per sheet ³ 51 to 100 miles, 1½ cents per sheet Over 100 miles, 2 cents per sheet
1815	Single newspapers with State, 50 percent increase	Over 100 miles, 50 percent increase	50 percent increase--	50 percent increase.
1816	Single newspapers within State, above increase repealed-----	Above increase repealed	Above increase repealed	Above increase repealed
1825	Not over 100 miles, no change Over 100 miles, no change Single newspapers within State, no change	Published periodically: Not over 100 miles, 1½ cents per sheet Over 100 miles, 2½ cents per sheet Not published periodically: Not over 100 miles, 4 cents per sheet. Over 100 miles, 6 cents per sheet

* * * * *

¹ Actually there was no "second class mail" category until 1863. Prior to 1863 specific rates were established for various kinds of mail matter. Shown on this chart are rates for matter much of which was eventually classified as second class. The rates quoted do not include the additional ½¢ carrier delivery charge which was presumably collected until 1863. This fee accrued to the carrier.

² For the most part, this matter eventually was classified as third-class mail. It is included on this chart because of the rate relationships with other printed matter during the period covered.

³ Every 4 folio pages, or 8 quarto pages, or 16 octavo pages of a magazine or pamphlet was considered a sheet as defined in 1816.



Collection of: Jean Walton

Letter addressed to:

Ephraim Green Esq'r.
Clerk of Sussex County
New Town Sussex County

Southard: Sept 14, 1816

P'mkd: Trenton, N.J.

[T10 PAID (a) black/12]

"8 printed sheets"

Printed matter rate

From: Mahlon Dickerson, Governor

[Noted: A list of the Nominations of Electors for P. & vice President & representatives to Congress made 2nd Sept. 1816. Transmitted by the Governor. [Fit'd] 20 Sept 1816/Green, Clerk]

This is not a piece of Southard mail per se, but I include it here because it illustrates the involvement of the entire Southard family in politics. You will note that both Samuel and his brother Isaac are listed amongst the Electors, as well as their father Henry, and Henry is listed in the list of Candidates from New Jersey in the 15th Congress of the United States. Other names on this list will be familiar - it is interesting to note that both David Thompson Jr. [Southard's friend from Princeton and Mendham days] is listed along with his father in both the Electors and Representatives list. Other names as well are familiar from Southard correspondence.

During this time, the governor communicated with the County Clerks in this manner, and this is no doubt an official notification, sent out in 8 copies, to be posted publicly before the elections.

Dickerson and Southard, although of the same political party, were soon to rub each other the wrong way. Following Southard's defeat in 1817 for the governorship - in which Southard felt Dickerson's hand played a role in his embarrassing defeat - their relationship cooled. 17 years Southard's senior and one of the two titular heads [Pennington being the other] of the party, Dickerson keenly felt the competition that Southard afforded him. They filled many of the same roles - from law reporter to Supreme Court Justice, from member of the State Assembly to Governor, from Senator to Secretary of the Navy. Whether Dickerson did contribute to Southard's defeat is inconclusive. Southard had perhaps just overstepped his bounds, or attempted to move ahead too quickly. Dickerson seemed to very much resent the fast rise in politics that Southard enjoyed, and - as he apparently gained a reputation with others as well - could be both petulant and petty when challenged or crossed.***

* During this time, the selection of both Governor and Members of Congress depended heavily on the party machinery. See Ershkowitz, *Samuel L. Southard: A Case Study of Whig Leadership in the Age of Jackson*, in *New Jersey History*, journal of the NJ Historical Society, Vol. LXXXVIII, No 1, Whole No. 340, Spring 1970

** Stanton, *The Great United States Exploring Expedition*, p. 35

A true List,

Of the names of persons nominated as Electors of President and Vice-President of the United States, made in the several counties of the state of New-Jersey.

Isaac Andrews, Eli Baklwin, John T. Hantz, Samuel Bayard, John Keatty, Benjamin Bennet, Joseph Bloomfield, Adrian Boyd, John A. Boyd, Elias Beervoort, John Brewster, Abraham Brown, John Buck, Joseph Boyd, Isaac Canfield, Samuel C. Champion, Robert Colefax, Lewis Colefax, Silas Combs, John G. Cooper, Joseph Cooper, Joseph Coryell, Israel Crane, John Crowell, Abijah Davis, Jonathan Dayton, Phineas Dickerson, Job S. Doad, John Dodd, Cornelius Doremus, George Duran, Jedutha Dubois, Ebenzer Elmer, Timothy Elmer, William Ely, Charles Ewing, Thomas W. Evans, Mehlon Ford, Estriel Foster, Frederick Frelinghuysen, Solomon Freleigh, James Frost, Daniel Garrison, Jacob Glover, Lewis Gordon, Frier Gordon, Morris Harsant, Henry Harkness, Aron Harrison, William H. Harrison, Samuel Hays, James Heaton, Thomas Hendry, John S. Holmes, Andrew Howell, John Hull, Samuel L. James, Josiah Johnson, William Irick, William Kennedy, Joseph Kille, Charles Kinsey,	Aaron Kitchell, Alexander Kirkpatrick, Shepard Kolbeck, James Lee, John Lum, Jacob Lossy, Benjamin Ludlow, William M. Colough, Joseph M. Ivaime, Isaac Micala, Samuel Miller, Lewis Moore, James Mort, Agnes Mott, Robert Neelan, John Nichols, John Outwater, Charles Ogden, Jonathan Ogden, William S. Pennington, Joseph Phillips, Daniel Phoenix, Isaac Pierce, Nathan Price, Daniel Richman, William Rowell, Ebenzer Russell, Ebenzer Seeley, Joseph Sharp, James Sherman, Abraham Shaver, sr., Isiah Shinn, John N. Simpson, Bernard Smith, Abijah Smith, Merriman Smith, Henry Southard, Samuel L. Southard, Isaac Southard, Daniel Stewart, Baltus Stager, Nathan Stout, John Stout, Barnabas Swayer, Anthony Taylor, of Berksan David Thompson, David Thompson, jr., Hedge Thompson, Henry Tiebout, Thomas Van Kirk, Aaron Vanryckel, John Vanvoron, David Welch, Abraham Westervelt, John Westervelt, John Westervelt, jun., John Wilson, Isaac H. Williamson, William Wood, Thomas Yarow.
---	---

New-Jersey ss.

I MAHLON DICKERSON, Governor of the State of New-Jersey, do certify that the foregoing is a true list of all the names of those who have been nominated as Electors of President and Vice-President of the United States in the several counties of this state, on the second day of this month, agreeably to law.

Trenton, September 13, 1816.

Mahlon Dickerson

To Ephraim Green Esqr
Clark & Clippes County

A true List

Of Candidates for Representatives of the State of New Jersey in the Fifteenth Congress of the United States.

Ezra Baker, Ephraim Baseman, Benjamin Bevier, Joseph Bloomfield, Elias Bondinot, Adam Boyd, Elias Beervoort, Abraham Brown, Joseph Budd, George Bargin, George W. Case, George Casedy, John Clement, William Colfax, Robert Colefax, Lewis Combs, Silas Combs, John S. Cooper, John N. Cunningham, Franklin Devoport, Isaac Day, Jonathan Dayton, John DeWitt, Jerediah Dubois, Timothy Elmer, Charles Ewing, John Firth, John Frelinghuysen, Daniel Garrison, James Giles, Gervas Hall, Samuel W. Harrison, John D. Haring, Thomas Hendry, George Holcombe, Josiah C. Horshover, Joseph C. Harshover, William Hyer, Samuel L. James,	John Johnson, John Johnson, of Sussex co., William Kennedy, Thomas T. Kinsey, Charles Kinsey, Charles Kinsey, of Kent county, John Linn, Benjamin Ludlow, William McCullough, Joseph M'Ivaime, Robert M Neely, Isaac Mickle, James Morgan, Lewis Moore, Thomas Newbold, James Parker, Samuel Pennington, Isaac Phillips, John Rutherford, Robert W. Rutherford, Stephen Sayre, Joseph Sharp, John DeWitt, John N. Simpson, Bernard Smith, Merriman Smith, Henry Southard, Nathan Stout, David Thompson, David Thompson, jr., Hedge Thompson, Jacob Thompson, Henry Vanhook, Thomas Ward, James D. Westcott, Isaac H. Williamson, Thomas Yarow.
---	--

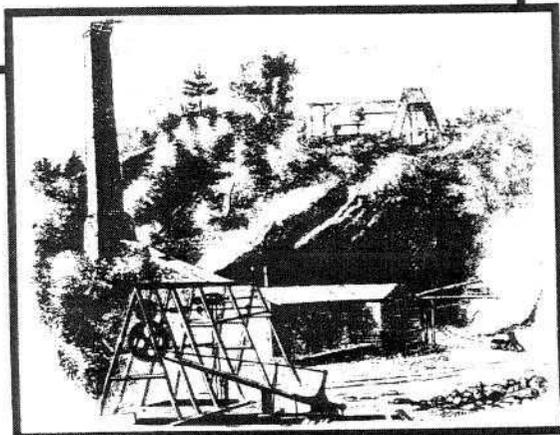
New-Jersey ss.

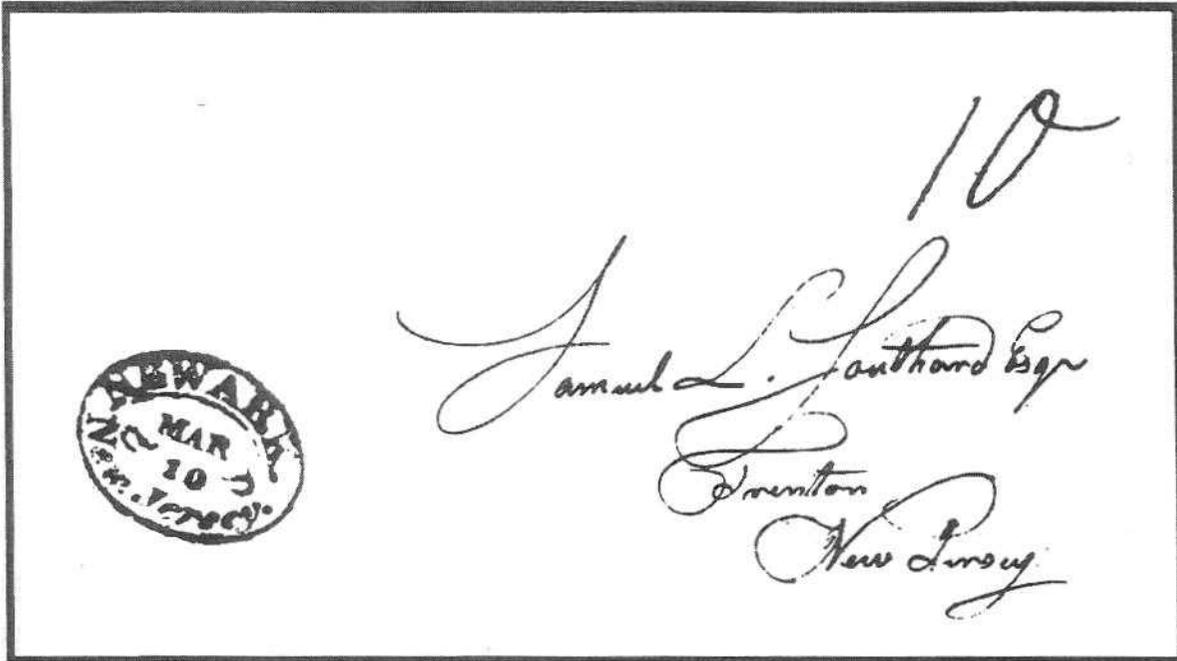
I MAHLON DICKERSON, Governor of the state of New-Jersey, do certify that the foregoing is a true list of all the names of those who have been nominated as Candidates for Representatives of this state in the fifteenth Congress of the United States, made on the second day of this month in the several counties of this state according to law.

Trenton, 13th September, 1816.

Mahlon Dickerson

Dickerson Mine, Mt. Ferrum, Morris City





Collection of: Robert Rose
 Letter addressed to:
 Honorable Samuel L. Southard, Esq.
 Trenton New Jersey

Southard: Mar 10, 1821
 P'mkd: Newark, N.J.
 [N3 black/10 in red ink]

From: Sylvester Graham
 [Noted: 21 Sylvester Graham, Deb'g Society] [Printed Invitation to Meeting]

Parsippany, Morris County (N.J.) March 6th, 1821

SIR,

I have the honour to inform you, that at a public meeting of the New Jersey General Debating Society, held at Newark, on the fifteenth ult, you was elected an honorary member.

The Society will be happy to receive any communication from you, and would be glad of your presence at its public meetings.

The New Jersey General Debating Society, for the promotion of useful knowledge, was formed by a Convention of Delegates from the several Debating Societies in this part of the State, at Newark, on the 6th of December 1820, on the following plan: A question is chosen - discussed by each constituent Society, and two members appointed (one from each side of the question) to represent their Society at a general meeting, for a public discussion of the same question.



View in the central part of Elizabethtown.

The Society meets four times a year, at different places; its next meeting will be held at Elizabethtown on the 17th of May next - the question to be discussed is - Ought any crime to be punished with death?

The Society will be pleased to receive the representation of any respectable Debating Society in the State; and particularly, Sir, it will be proud of your approbation and encouragement.

Sir, I am, most respectfully yours,

Samuel L. Southard Esq. Trenton *Sylvester Graham,*
 Corresponding Sec'ry

* The use of the first person singular (as in German, for example "Du bist") seems to have still been in use at this time on a limited basis.

Parsippany, Morris County (N.J.) March 6th 1821

SIR,

I have the honour to inform you, that at a public meeting of the New Jersey General Debating Society, held at Newark on the fifteenth ult. — you was elected an honorary member.

The Society will be happy to receive any communication from you, and would be glad of your presence at its public meetings.

The New Jersey General Debating Society, for the promotion of useful knowledge, was formed by a Convention of Delegates from the several Debating Societies in this part of the State, at Newark, on the 6th of December, 1820, on the following plan: A question is chosen—discussed by each constituent Society, and two members appointed (one from each side of the question) to represent their Society at a general meeting, for a public discussion of the same question.

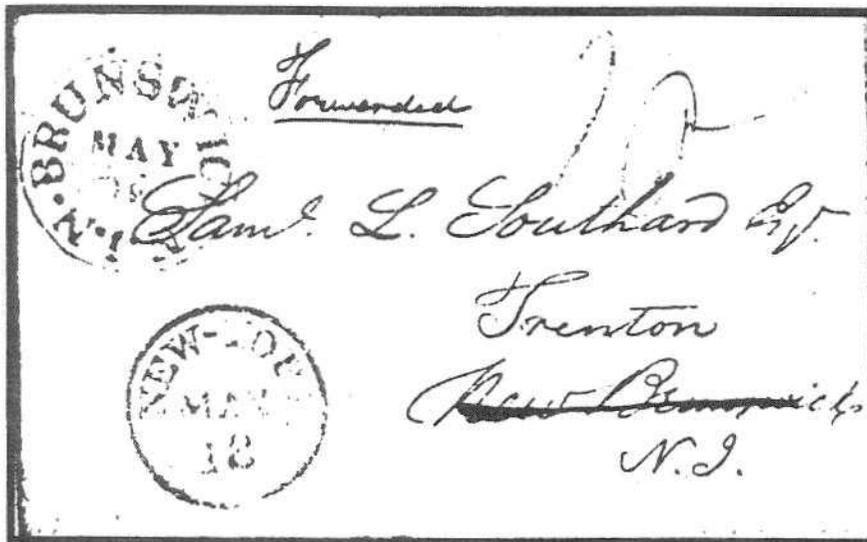
The Society meets four times a year, at different places; its next meeting will be held at Elizabethtown on the 17th of May next — the question to be discussed is — Ought any crime to be punished with death? —

The Society will be pleased to receive the representation of any respectable Debating Society in the State; and particularly, Sir, it will be proud of your approbation and encouragement.

Sir, I am, most respectfully yours,

Johnston Graham
Corresponding Sec'y.

Samuel L. Southard Esq
Trenton



Collection of: Nathan Zankel
 Letter addressed to:
 Mr. Sam'l L. Southard, Esq.
 Trenton ~~New Brunswick~~,
 From: H. Westervelt, Notary Public
 [Noted: John Lester]

Southard: May 18, 1821
 P'mkd: New York,
 Forwarded at N. Brunswick, NJ
 [N20/10]

\$50

New York, 18th May 1821

Please to take Notice, That *John List's* note
 for Fifty Dollars without defalcation
 or discount.

endorsed by you, was last Evening Protested
 for non-payment, and that the holder look to you for the payment
 thereof.

Sam'l L. Southard

Yours, &c.
H. Westervelt

Notary Public, Mechanics' Bank,
 No. 2 Nassau-street, near Wall-street.

Cape May C. H. J May 19 1/2
June 22. 1829-

Hon. Samuel L. Southard
Trenton
N. J.

Contributed by: Craig Mathewson
Letter addressed to:
Hon Samuel L. Southard
Trenton
N.J.
From: Joseph P. Hughes*

Southard: Jun. 22, 1829
P'mkd: Cape May C.H., N.J.
[mss]
Jun 22, 1829/Way 13 1/2
[circular]

[CIRCULAR.]
Congress Hall, Cape May Island, New Jersey,

June 22 1829

SIR:

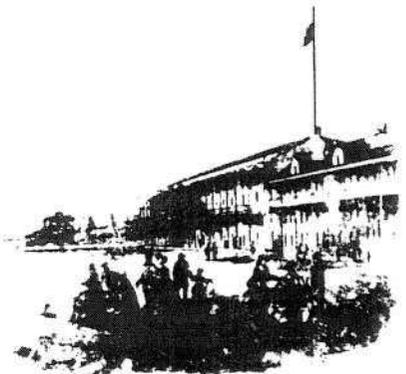
This large and commodious establishment, was purchased since my last Circular, by an enterprising gentleman of Philadelphia. The buildings have been enlarged and undergone a thorough repair. The hall 108 feet in length by 36 in breadth, is now free from all incumbrances—Presenting at present one of the most spacious and airy rooms, ever opened for amusement, on the Atlantic Ocean. I intend the accommodations the present summer, shall be much superior to any heretofore enjoyed at this, or any other similar establishment in the United States. I would, therefore, respectfully solicit your patronage and assure you, I am yours, &c. &c.

Joseph B. Hughes.

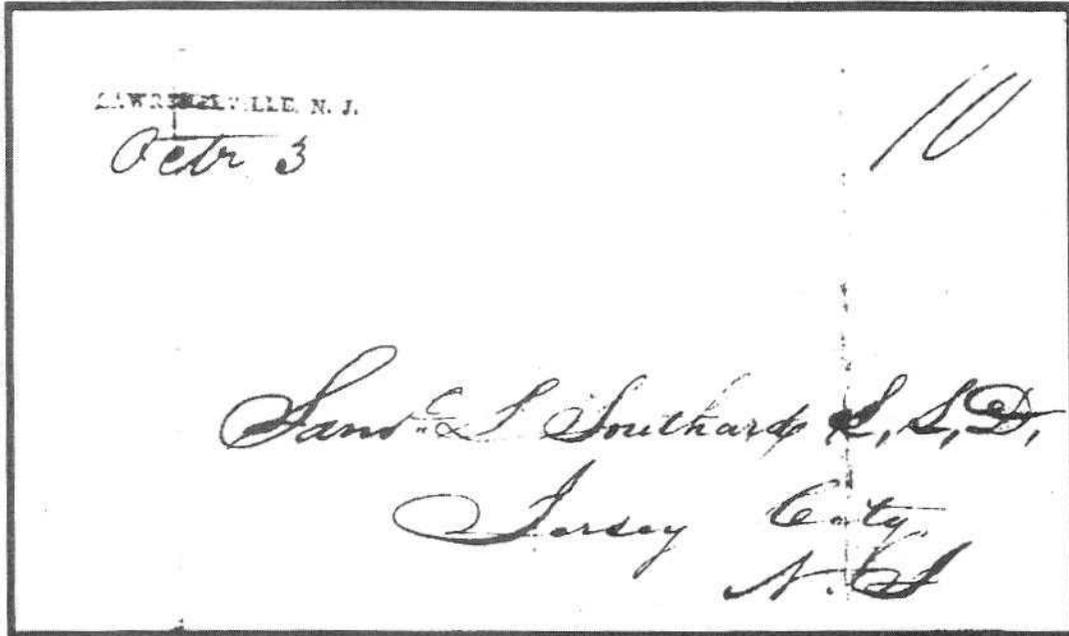
N. B. I might add, that for the exercise and entertainment of Visitors, various passtimes have been provided.

J. B. H.

* Cape Island was created by a tremendous storm in 1821, which cut off the tip of Cape May from the mainland. Joseph Hughes was proprietor of Congress Hall, one of the largest hotels on Cape May Island, built originally in 1816. It was rebuilt after fires in 1818 and 1878, and is still in operation today. [Methot, J., *Up and Down the Beach*, 1988.] Should you wish more up-to-date information on accommodations, log on to www.congresshallhotel.com



Congress Hall after first rebuilding



Collection of: Joseph Geraci
Letter addressed to:
Sam'l L. Southard, L.L. D.
Jersey City
N.J.

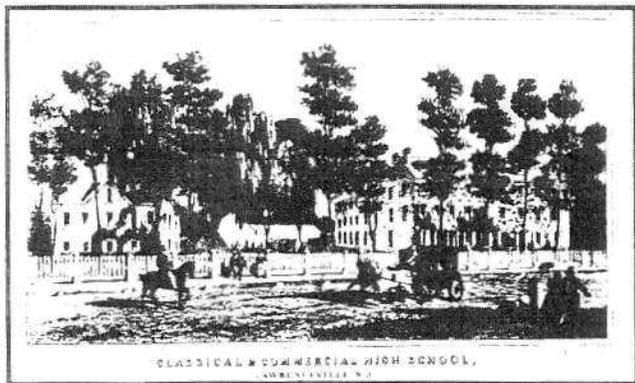
Southard: Oct 3, 1838
P'mkd: Lawrenceville, N. J
[L8 black/10]

From: H. & S. M. Hamill*
[Noted: Report respecting John M. Ross & Robert D. Ross]

Dear Sir

Lawrenceville, N.J.
Sep 29, 1838

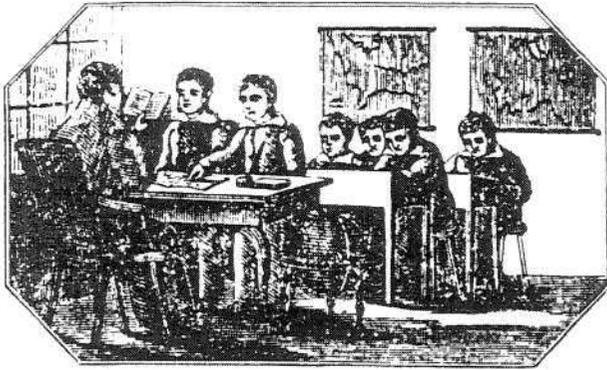
After a considerable examination, John M. Ross was admitted a member of the Sophomore class of Nassau Hall a few days since. Rob't D. Ross has sustained [a] very good examination in all the studies to which he has given his attention.



Very respectfully
We are
Your obt. Servants
H. & S. M. Hamill

Hon. S. L. Southard

* The Hamills ran the Lawrenceville School, succeeding Rev. Brown. This was a classical school, producing students similar in caliber to those from the Finley Academy in Basking Ridge. The Ross boys were under the guardianship of Samuel Southard.



TRI-SESSIONAL REPORT.

SCHOLARSHIP AND CONDUCT

John A. Lee, Prof.
Robert D. E. J.

Members of the Classical and Commercial High School.

SCHOLARSHIP IN

ORTHOGRAPHY,	//	ASTRONOMY,	
READING AND ELOCUTION,	//	NATURAL PHILOSOPHY,	
PENMANSHIP,	//	CHEMISTRY,	
ENGLISH GRAMMAR,	/	BOTANY,	
COMPOSITION,	//	NATURAL THEOLOGY,	
GEOGRAPHY,	/	EVIDENCES OF CHRISTIANITY,	
HISTORY,		POLITICAL ECONOMY,	
ARITHMETIC,	//	SACRED MUSIC,	
LOGIC,		LATIN,	//
RHETORIC,		GREEK,	//
MORAL PHILOSOPHY,		FRENCH,	
MENTAL PHILOSOPHY,		SPANISH,	
MATHEMATICS,	/	GERMAN,	

CONDUCT

AT WORSHIP,	//	AT RECITATIONS,	//
IN SCHOOL ROOM,	//	DURING HOURS OF RECREATION,	//
AT TABLE,	//	IN DORMITORY,	//

N. B. The grades are four: No. 1 indicating the highest, and No. 4 the lowest standing.

LAWRENCEVILLE, N. J. *Sept. 29* 1835

H. Hamill, } PRINCIPALS.
S. M. Hamill, }

SOUTHARD NOTEBOOKS

By Jean Walton

Mr. Southard: Secretary of the Navy

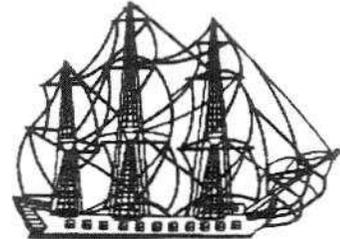


Notes

Few letters seem to remain in collectors' hands addressed to Mr. Southard as Secretary of the Navy - and fewer still from him to his correspondées. It is certainly not that he communicated less during this period of his life. Even Edward Stern in his exhaustive *History of the "Free Franking" of Mail in the United States* shows no signature of Samuel Southard as Secretary of the Navy, although he does show two *ad interim* signatures as Secretary of War and Secretary of the Treasury¹. Perhaps these were retained in the archived collections as being possibly more historically significant. The Princeton collection notes many letters during these years, both to and from Southard. The Navy archives contain letters both to and from the Secretaries of the Navy, and these are collected in book form for those who would search further. Since some mail, however, does exist amongst our members written to the Secretary of the Navy, I remain hopeful that we will someday unearth one from him with his free frank signature as Secretary of the Navy.

Historical Background

How did this young man, who knew little of the sea and had never been abroad, become Secretary of the Navy? It is necessary to understand a little about naval administration during these years. Until the War of 1812, the Navy struggled to get funds for its improvements from Congress. The War of 1812 - with its naval involvement - served to make Congress much more aware of the necessity of a strong defense, and hence the Navy enjoyed a new popularity.



During its early years, the Secretary's position had gone most often to someone with some familiarity with either maritime or commercial pursuits, but - beginning around 1820 with Smith Thompson - this position became a more political appointment. Navy men no doubt found their tenured positions and salaries in the Navy more secure than a fate which lay in the hands of an election every four years, or the whims of that President once elected, and qualified men like Commodore John Rodgers were reluctant to accept the position. These new administrators, although not drawn from the ranks of the Navy or familiar with naval affairs, were perhaps better prepared to deal with the members of Congress to achieve the aims and goals that needed to be met, and which - for the Navy, at this time - were many.

In the years that followed², the Secretaries of the Navy were chosen from the political arena - often they were lawyers, sometimes jurists, sometimes members of the Senate. Smith Thompson, who preceded Southard, was such a man - but his ambitions were for the Supreme Court, and when he was offered a place on the Court, was happy to move on. In fact, these were

¹ See NJPHS Journal Sept 1995 [Vol23, No.4, Whole #114], p. 106

² 1820-42.

Southard's ambitions as well, but denied that opportunity, he made the most of these years as Secretary of the Navy. He was appointed by James Monroe, and then reappointed under John Quincy Adams, serving in this position from September 16th, 1823 to March 3rd, 1829, when Andrew Jackson took office.

Southard was teased upon his appointment, by Chief Justice Kirkpatrick of the New Jersey Supreme Court with whom he had served, that he did not know the bow from the stern of a frigate. Certainly nothing had brought him in contact with maritime interests before this time, except for steamboats plying between New York and New Jersey.. Fortunately for Southard, a Board of Naval Commissioners had been established in 1815, headed by Commander John Rodgers, which served to advise the Secretary on naval matters. But Southard was an intelligent man, well-schooled and far-seeing, and with the help and friendship of Rodgers, soon grasped the shortcomings of the Navy, and directed his energies to making what improvements he could, under the limitations of funding from Congress, and laying the groundwork for a strong future for the U.S. Navy.

When Southard became Secretary, the Navy's shortcomings were many. There was no Naval Academy, and midshipmen were appointed largely on the basis of their personal and political pull. Very little science was required of even higher ranking officers. There was no standard for the naval medical corps, and naval doctors' qualifications were often questionable. Six naval yards existed - Portsmouth, Boston, New York, Philadelphia, Norfolk, and Washington. None of these had dry-docks for repairing ships of the line, and were improved only on the basis of immediate need - with no plan for the increased size and importance of the Navy. And this was a time of exploration, with other nations making much headway; our own efforts were meager, with inadequate support from Congress or the public. We risked losing both political and intellectual stature amongst the community of nations by neglecting to stay abreast in these endeavors.



*Philadelphia Naval Yard
[from Leslie's Magazine]*

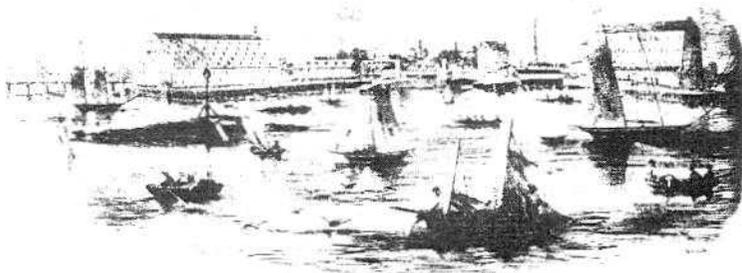
Southard is credited with recommending the establishment of a Naval Academy - this would have been achieved in 1827 except for the opposition in the House, and was finally achieved by 1833 in the form of the Naval Lyceum. He also established standards for selection of midshipmen. An examination for surgeon's mates was established in 1824, and another for assistant surgeons in 1828. Work was begun too on improving naval hospital care. A plan was put into place for the improvement of the naval yards. A new yard at Pensacola was established on Southard's recommendation, in favor of one at New Orleans, and the yard at Washington became more a supply depot, rather than a main yard, because ships found it more convenient to use yards closer to the ocean. Dry docks, while not completed under Southard, were begun on his watch at Norfolk and Boston. Southard recommended a complete U.S. coastal survey; while not funded by Congress for some years, it was finally begun in the 1830's. And perhaps a plan nearest to his heart was that of a U.S. Exploring Expedition, for which he worked relentlessly,

but which the Senate refused to fund in 1828.³ Upon his return to the Senate in 1833, he continued to work in support of the Expedition as a member of the Committee on Naval Affairs, and he at least had the satisfaction of seeing it come about in his lifetime.⁴

The United States Exploring Expedition is a story in and of itself, with too many twists and turns to cover completely here. But this was an age when new discoveries were still being made routinely, and our planet had not been completely explored. Monroe and John Quincy Adams, in particular, personified the intellectual mind of the nation, and Southard was very much of this same bent. An intellectual curiosity and a desire to fill the coffers of science with new data was very much a favorite theme with him. The administration of Jackson carried with it an almost non-intellectual, non-aristocratic 'man of the people' air about it. Yet it can be said for Jackson, that he too was very much in favor of this expedition. When his Secretary of the Navy, Mahlon Dickerson - Southard's old rival - attempted to stall it in its tracks by reminding Jackson, who had never cared for Southard, that this was Southard's pet project, he met with Jackson's comment that Mr. Southard, then, had at least one good idea.

Samuel Southard accomplished a great deal as Secretary of the Navy - more perhaps than in any other political office he held. He was young, only 36 at his appointment, and still filled with energy. He had the advantage of serving six years in the same office - a longer term than most Secretaries of the Navy. His job brought him all manner of responsibilities in fathering the Navy through these years. In addition, as Secretary of the Navy, Southard was besieged with requests for appointments, though none matching those which followed the election of Andrew Jackson. He seemed, in these years, devoted to his job - spending long hours at the old War Department which housed the Naval offices, and working through the summers - something not done by his predecessors. Perhaps because he was not distracted by the search for some better position, his efforts were focused and directed. He turned out - in spite of no previous maritime knowledge - to have been an able administrator of the Navy.

The following letters do remain to us, as do many others in naval documents. These documents were often a collection of letters addressing the issue, and I reprint two such letters here because I find it interesting to hear from Southard himself, and they outline many of the efforts he was involved in with regard to dry docks. These letters are followed by further letters contributed by members of the New Jersey Postal History Society.



*Portsmouth Naval Yard
[from Leslie's Magazine]*

³ Arguments similar to those we hear today: "Why should we spend the money to go to Mars when...." Perhaps this should give us some perspective. Although defeated in 1828, the plan continued to gain popularity, and was finally brought to fruition under Jackson, and the very unenthusiastic Dickerson.

⁴ The Great U.S. Exploring Expedition, 1838-1842.

REPORT TO THE SENATE ON THE NECESSITY OF DRY DOCKS

NAVY DEPARTMENT, 30th March, 1826.

To the Speaker of the House of Representatives.

Sir: In answer to the resolution of the House of Representatives of the 18th instant, the Secretary of the Navy has the honor to submit copy of a report from this Department, dated 3d January, 1825, prepared in compliance with a resolution of the Senate, which contains his opinion upon the subject; also, copy of a letter from the Commissioners of the Navy, dated 17th February, 1826.

An examination of these papers, it is believed, will justify the answer to the resolution, that "docks have become absolutely necessary for the preservation, repairs, and prompt and speedy use of the vessels belonging to the navy," and that "whenever repairs are necessary they are preferable, in every point of view, to the present mode, and the most economical that can be adopted." Although it is difficult to make accurate calculations upon the subject, yet no hesitation is felt in expressing the opinion, that more public money has been lost for the want of docks, than would be sufficient to erect one at each of our principal building and repairing establishments. And as we add to the number and size of our vessels, the loss will be proportionably [*sic*] increased.

Respectfully submitted,

SAMUEL L. SOUTHARD

19th CONGRESS, [Doc. No 148] HO. OF REPS.
1st SESSION. NAVY DEP.

DOCKS FOR REPAIRING SHIPS OF WAR.

Letter

FROM

THE SECRETARY OF THE NAVY,

TRANSMITTING THE

Information required by a Resolution of the House of Representatives, of the 18th inst.

UPON THE SUBJECT OF CONSTRUCTING

DOCKS

FOR

The Preservation and Repair of the Vessels

BELONGING TO THE NAVY OF THE UNITED STATES.

MARCH 31, 1826.

Read and referred to the Committee on Naval Affairs

WASHINGTON:

PRINTED BY GALES & SEATON

1826.

NAVY DEPARTMENT, 3d January, 1825.

To the Senate of the United States:

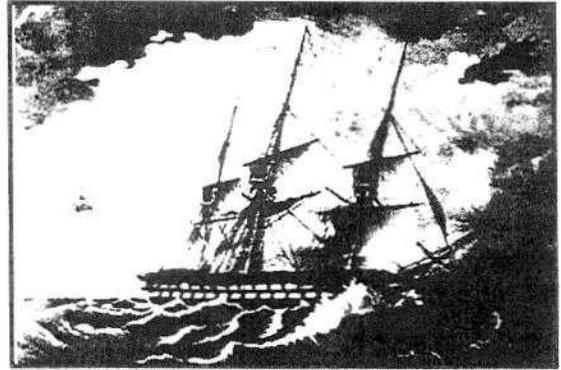
I have the honor to present the following answer to a resolution of the 25th of May last, "that the Secretary of the Navy be directed to report to the Senate, at an early period of the ensuing session of Congress, such information as may be in the possession of the Department, or he may think proper to communicate, relative to the expediency of constructing, at one of the navy yards of the United States, a dry dock, of sufficient capacity for receiving, examining, and repairing ships of the line; and to report on the usefulness, economy, and necessity of a dry dock, the best location therefore, and the probable expense of constructing such dock, of the size aforesaid, in a solid and durable manner, and with the needful appendages for an advantageous use of the same."

This resolution calls for information on three points:

1. The expediency, usefulness, economy, and necessity, of a dry dock, of sufficient capacity for receiving, examining, and repairing ships of the line.
2. The best location for a dry dock.
3. The probable expense of constructing one of the size mentioned, in a solid and durable manner, with the needful appendages for an advantageous use of it.

Upon the first point there are no new views to be presented. The arguments by which the propriety of building docks for the examination and repairs of large vessels is proved, have been frequently offered to the consideration of Congress, from the first establishment of the Navy Department to the present time. The extracts accompanying this report will exhibit the uniform current of opinion upon the question, with all those who have devoted the most attention to it, and I respectfully refer to the report of the Board of Navy Commissioners, hereto annexed, and marked A, as shewing that the views of those best able to judge, remain unchanged.

The Navy Department was created in April, 1798. In December of that year, the Secretary expressed his strong conviction of the necessity of docks, (see paper marked B,) and every succeeding administration, either by the sanction of laws, or by official recommendation, has confirmed this opinion. On the 25th February, 1799, a law was passed, authorizing the erection of two docks for the convenience of repairing public ships and vessels, and appropriating \$50,000 for the purpose - 3 Vol. 130.



Ship of the Line under sail: USS Delaware - 1833

On the 15th December, 1802, the then President Jefferson recommended to Congress the erection of docks for this and other purposes - (see paper marked C). On the 3d March, 1813, \$100,000 were appropriated for the purpose of establishing a dock yard for repairing vessels of war - 4 Vol. 425. Neither of the laws mentioned were executed; the probable reason, in both instances, being the total inadequacy of the appropriation to accomplish the object. And it has happened that, notwithstanding the concurrence of professional, legislative, and executive opinion, we still remain without this indispensable part of an efficient naval establishment. The evil resulting from the want of it, is always proportioned to the number and size of the vessels to be repaired; and however it might heretofore be disregarded, the time seems now to have arrived, when attention to it is called for by irresistible considerations, and when neglect must induce an extravagant waste of public money. It is a remarkable circumstance, that, holding the rank which we do among the naval powers, we should not have one dock for the repairs of the vessels in which we take so much pride, and that we are, in this respect, behind every other nation, however inferior in naval strength.

There are now in our navy, either built or upon the stocks, twelve ships of the line and thirteen frigates, besides smaller vessels. All of these require frequent repairs, and still more frequent examinations, because defects which are neglected, increase with great rapidity. When much below the water line, they can be examined and repaired only in one of two modes: by heaving them down, or placing them in a dry dock. The former operation is greatly objectionable for many reasons. It occasions loss of time and labor. It is necessary entirely to dismantle the vessel; and after the repairs are completed, refit it, in which operations, from three weeks to a month must always be consumed. Additional time and labor are necessary to heave her down, first upon the one side, and then upon the other.

It is a very expensive operation. The value of the time and labor consumed in dismantling, heaving down, and refitting, is very great; and the inconvenience of the position in which the workmen are obliged to do the repairs, renders the operation slow, and of course expensive. It is insufficient thoroughly to accomplish the object. The repairs cannot be strongly and well executed, especially in the bottom, and of course will not be permanent; it injures the vessel. The power necessarily applied on the principle of the lever, to turn it upon its side, strains it, and renders it less firm and able to bear pressure, either in actions or storms, and decay ensues more rapidly. This injury is often unknown until it is too late to apply the remedy. The risk is also very great, as an injury to the purchases by which it is hove down, might, when repairing the bottom, occasion the sinking and entire loss of the ship. And in removing the planks, beams, &c. the frames are not sufficiently bound together, and being unsupported by the water at the ends, it loses its shape, and is greatly damaged.

All these inconveniences are avoided by docks. The vessel may be placed in them in a few hours without entirely dismantling, and retained there without risk. The workmen can labor on each side at the same time, and in convenient positions. The work is thoroughly done, because there is no obstacle in the way, the ship unstrained, uninjured, and left in its perfect shape.

The difference of the two modes, therefore, in expense, in time, and, in the effect upon the vessel, can admit of no dispute as to the expediency, usefulness, and economy of adopting the latter. It costs much less, requires much less time, and leaves the vessel in a much more permanent and lasting condition.

It is, therefore, confidently believed that it is "expedient, useful, economical, and necessary," even in time of peace, to have docks, by which our vessels, costing us so much, may be more cheaply repaired, and longer preserved: but, in a period of war, when, time is often victory, they will be doubly necessary, as well as doubly economical. And it is to be recollected, that they require so long a time to complete them, that if we would have them in war, we must build them in peace.

2d. Their location: Various and conflicting opinions, on this point, have, at different periods, been entertained and expressed by intelligent and scientific men, all of them demanding respect and consideration; but it is believed that this contradiction has arisen, rather from a comparison of advantages among good locations, than a denial of fitness in any of the most prominent ones. Each person who has made a selection, has been led to his choice by some one or more favorite quality, or circumstance, which has created the preference in his mind; but, had he been deprived of the one he thought best, he would have found it easy to admit the fitness and excellence of some other. The difficulty has not been to find a suitable place for a dry dock, but to select the best, among several, all of which are good. Many useful opinions have been given, and reports made on this subject, and I respectfully refer, among others, to that of the Commissioners of the Navy, and to the Message of the President of the United States, on the 6th February, 1818, in answer to a resolution of the Senate, and transmitting copies of the reports, in relation to the surveys and examinations made, by naval officers, in co-operation with officers of the Corps of Engineers. Other surveys and examinations have been taken of a more minute character, which are in possession of the War and Navy Departments; but it is believed that their publication is not necessary to a decision of this question, and would be rather profitable to our enemies, should we have any, than to ourselves.

The opinion expressed by the Commissioners of the Navy, of the necessity of having two docks, one in the eastern section of the Union, and the other in the waters of the Chesapeake, is believed to be perfectly sound, and the conviction is respectfully, but earnestly expressed, that this is a moment in which the best interests of the public demand that two should be commenced. They will be found indispensable in war with a powerful enemy upon our coast, and should be so located as to be most readily approached in the time of necessity.

With this view their location is recommended at Charlestown, Massachusetts, and Gosport, Virginia. Neither of them possesses some of the qualities, for which the right bank of the Hudson, above the Highlands, was formerly recommended, for a dock yard, "to be a nucleus, around which a great naval establishment might be formed," particularly its security from the possibility of approach by a powerful naval enemy. (See paper marked D) But it is believed that the time may be now fairly anticipated, when arguments, founded on our acknowledged inferiority on our own shores, will be felt, less forcibly, than at former periods; and, whatever may be the eventual decision, in locating and forming a great naval depot for the Union, the places mentioned are well suited to the object now contemplated - examination and repairs of our vessels; and will be necessary in every future state of the naval establishment, whether fortunate or adverse, peaceable or warlike; and no selection of a naval depot can be made which will render them useless.

At Charlestown there are already a valuable navy yard and improvements, to which a dock may, advantageously, be added, without the purchase of any more ground, or other expense, save that of the work itself. That place also possesses most of the properties essential to such an establishment, whether designed,

eventually, as an extensive depot, or merely as a repairing and refitting station; such as depth of water and accessibility at all times, and seasons: security from injury by winds, tides, and ice; dense surrounding population; commercial capital; numerous mechanics, and great facilities in obtaining provisions, seamen, and timber, and difficulty of blockade. There cannot well be error in placing a dock where these advantages exist.

At Gosport there is also a valuable yard, with improvements, but there is not within its limits so good a position for a dock as upon the adjoining land, which may be bought for a small sum, and add much to the convenience and utility of the establishment already there.

The Chesapeake and its waters, form a first object in every plan relating to the national defence, and somewhere upon them must be placed an important portion of our naval means. Whether our principal depot ought to be there the resolution does not direct us to inquire. But let that question be decided as it may, Gosport must be retained as a repairing and refitting station, to which resort can be had in cases of need. Lying behind the strong defences at Old Point Comfort, and the Rip Raps, it can never be unimportant as a naval position. It has a numerous surrounding population; deep water: susceptibility of defence; accessibility at all times, freedom from frost; great facilities in obtaining supplies of materials, and stands at one of the most important and connecting points, in that great line of internal intercourse and navigation, to which the public attention has, at all times, been so strongly directed.

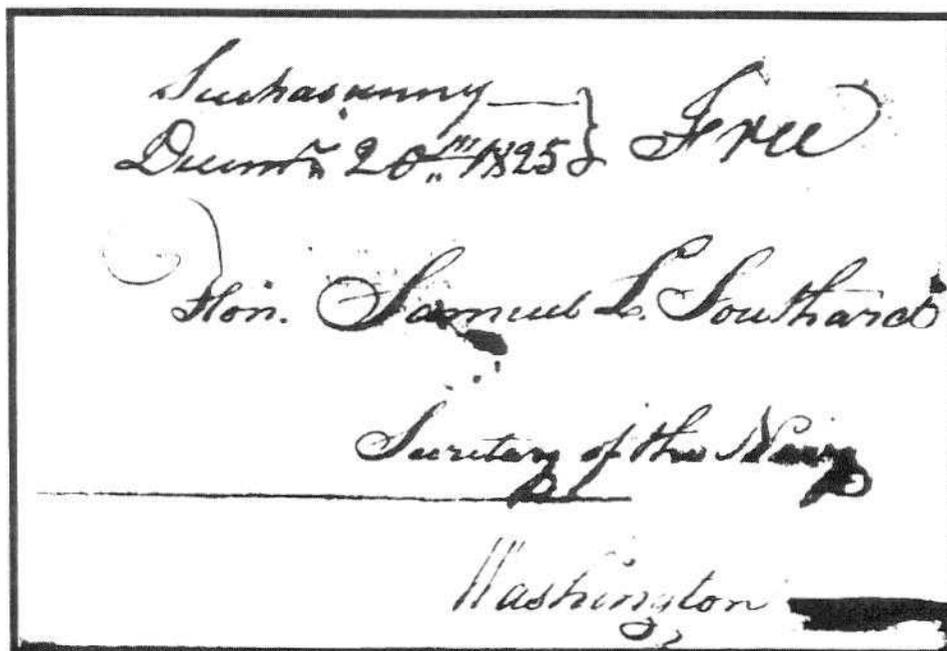
It is then considered expedient to build a dry dock at Charlestown, and another at Gosport. But if the considerations which lead to this opinion have been incorrectly valued by me, and Congress determine that one dock only shall be built, I am of opinion, that that one should be placed at Charlestown, as possessing some advantages over Gosport, as to ground, tide, workmen, and supplies.

3d. In answer to the third inquiry, the probable expense of constructing a dock, I refer to paper marked E, and the report of the Commissioners marked A, as the best guides which can be furnished. This is a point on which minute precision and accuracy is not pretended. However perfect we may be in theory, we have little practical experience in forming such estimates, and are, therefore, liable to error. Since the passage of the resolution, the best information has been sought and obtained within the reach of the Department. Paper marked E estimates the expense at \$280,000, and is prepared by L. Baldwin, who has had an opportunity of inspecting some of the most important docks in Europe, and possesses probably as large a share of science, skill, and experience, in works of a similar character, as any of our fellow-citizens. His paper recommends itself to our confidence by the clearness, simplicity, and candor of its statements. The remarks of the Commissioners, however, justify a belief that the estimate of Mr. Baldwin may be found less than a substantial and permanent construction of the dock may require. And as it is always best, before we commence any work, to "count the cost," the sum of \$350,000 estimated by the Commissioners, should be taken as the amount which will probably be drawn from the Treasury, by building a dry dock, for our largest ships at Charlestown.

There are no particular surveys, examinations, or estimates, by which to measure the cost of a dock of like dimensions at Gosport; but there is no reason why it should cost less. The expense of the two may, therefore, be estimated at \$700,000. The whole of this sum need not be appropriated at one time. The work would probably not be completed in less than three years, and if \$250,000 were appropriated for the purchase of the land, materials, &c. it would be sufficient for the present year, or \$150,000, if one only be ordered to be built.¹

I am, very respectfully, your obedient servant,
SAM. L. SOUTHARD.

¹ These estimates proved to be grossly off the mark. In fact, the dry docks at Charleston [the Boston yard] cost \$677,000 to build, and the docks at Gosport [Norfolk] cost \$944,000. While the docks were of comparable size, the difference in cost can be largely accounted for in that the Virginia docks were much more inconveniently located in relationship to the granite quarries, and the excavation for the docks was much more difficult. These were both begun in 1827, and were not completed for seven years, although they were put into use in 1833 before they were entirely complete.



Collection of: Joseph Geraci

Letter addressed to:

Hon. Samuel L. Southard
Sec'y of the Navy
Washington

From: Jacob D. Howell

[Noted: J.D. Howell, rec'd & ans'd 23 Dec.]

Southard: Dec 20, 1825

P'mkd: Suckasunny [mss]

[Free]

Honorable Sam'l L. Southard

Suckasunny Plains, Morris Co. N.J. 17th Dec 1825

Dear Sir,

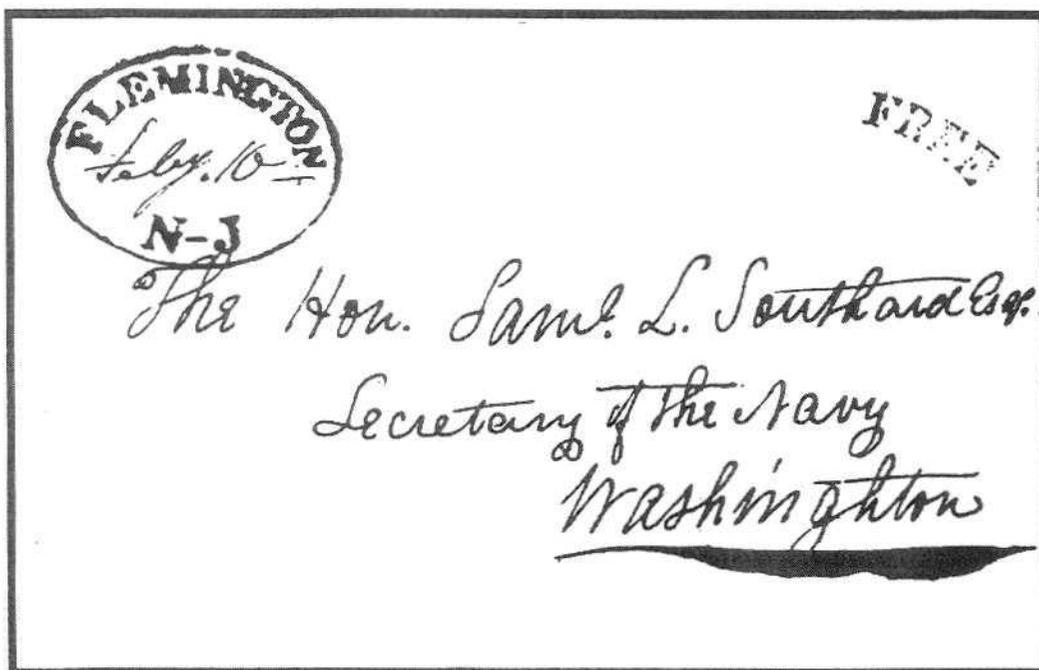
I have been soliciting some of my friends to assist me in obtaining a Commission in the U.S. Army*, and having formerly had some acquaintance with you, have resolved to request your aid and assistance in obtaining a situation in the Army or, if a situation in your Department should offer which I could discharge the duties of, would be pleased to have the honor. I have written to Col. David Brearley on the subject and would refer you to him as to my qualifications. Having service in the Army during the last war, I believe to the general satisfaction of my superior officers, and having settled large accounts with the different Departments with general satisfaction, do now ask under existing circumstances the honor of again serving my Country in some of the Offices at its disposal. Your aid and influence in assisting me will be received with unfeigned acknowledgement and due respect. Please accept my well wishes for your health and prosperity.



Mount Ferrum, Succasunna Plains, from Randell Hill, Morris Co.

Respectfully yours to serve,
Jacob D. Howell

* Commissions in the Navy were very hard to come by, and required personal recommendations and influence, as comparatively few positions were available. This made the Navy a somewhat aristocratic service. Southard worked to remove some of the weight of influence, replacing it with merit and capability.



Collection of: Robert Rose

Letter addressed to:

The Hon. Samuel L. Southard.
Secretary of the Navy
Washington

Southard Feb 10, 1826

P'mkd: Flemington, NJ

[F5 (b) /FREE]

From: Jno. Manners

[Noted: Dr. Manners/ans 14 Feb 1826]

Dear Sir,

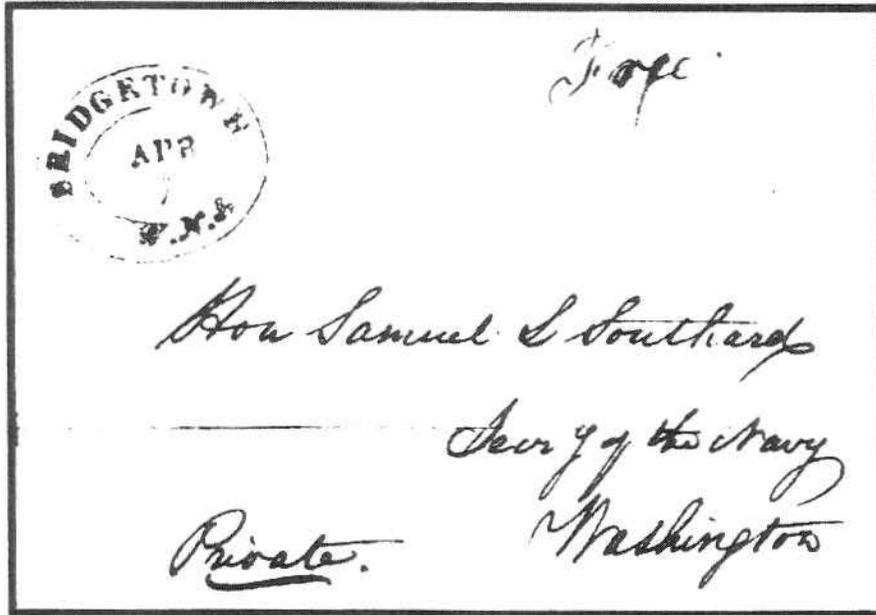
Belvoir Feb 7th 1826

It seems the National Government have in contemplation the establishment of a naval academy. I presume by this time a law has been enacted for that purpose. I therefore take the liberty of troubling you with a few lines. Presuming on your friendship, I beg you will do me the favor to inform me, whether a Professorship of Chemistry will not become a part of that establishment. And if so, what will be the duties of such Professor? What will be his salary? And what probability of success would I have, if I should make application? As you will be the organ through which the President must act in making such appointment, I presume you will be disposed to put the most favorable construction upon my pretensions. With me and with my pretensions as a chemist you are well acquainted, and if under these circumstances you should feel authorized to recommend me to the President, I should feel myself as under additional obligations to you. If necessary, I could furnish you, also, with the most respectable testimonials in my favor. I should have the less hesitation in making the application to you, as you on a former occasion kindly proposed to me, yourself, a Professorship in Princeton. * Mr. Dickerson and Mr. McIlvaine would, if consulted, represent me favorably to the President. Both of them proffered me their services during the last summer.

Present my kindest compliments to Mrs. Southard, and accept the assurances of my respect and esteem.

Jno. Manners

* Dr. Manners was the Southard's doctor in Flemington during the early years of their marriage, and no doubt treated both Rebecca and John during these years. Southard likely made this offer as a member of the Board of Directors at Princeton.



Collection of: Joseph Geraci
Letter addressed to:
Hon. Samuel L. Southard
Sec'y of the Navy
Washington, D.C.

Southard: Apr 7, 1826
P'mkd: Bridgetown, W.N.J.
[B43 black/Free]

From: Lucius Q. C. Elmer
[Noted: L.Q.C. Elmer, ans'd 16 April 1826]

Bridgeton, April 7, 1826

Dear Sir,

I spoke to you once if I remember rightly respecting a friend and relative of mine in the army whose interest I have much at heart. I allude to Cap't Daniel E. Burely who is now in the Quarter Master Department and is stationed at Pensacola. He writes to me that he is an applicant for an appointment in that Department expected to be authorized by an act of Congress now on its passage. I know him to be a most meritorious officer of good talents, excellent character and attentive trustworthy habits. He is a native of this county and the son of a Revolutionary soldier. Should it be in your power to serve I shall feel myself much, very much, gratified. Indeed I know not a man for whom I would feel so inclined to beg favor.

You are aware probably that the continued indisposition of the governor leads everyone to expect a new appointment in the fall, and that a successor to Mr. McIlvaine is considered as a matter of course. A recent conversation with Mr. Jeffers confirms me in the belief that he looks forward to being a candidate for the latter situation- I should think however without much hope of success. Dr. Holcombe it appears to me should be the man. I have learned from him that he is anxious for it - and I only regret the foolish course his party is taking. My views on this subject however you know. As to the governorship I dread the result. Give us only a good chancellor¹ and I care not for any thing else. The idea of inviting your acceptance of it has been suggested.

¹ At this point in time, the governor and chancellor were one in the same, the governor serving in this dual role. *Governors of New Jersey 1664-1974*, Stellhorn & Birkner, 1982, p.97

Does it seem desirable to you that some notice should be taken in our newspapers of the infamous attacks making on you in [Daily?] Advocate. Find not a little industry has been employed in circulating the paper by exchanging with most of the electors in the State. In case you think this suggestion worth attention, I should be glad to know something of the private history which, from what I have heard, I presume is well known to you.

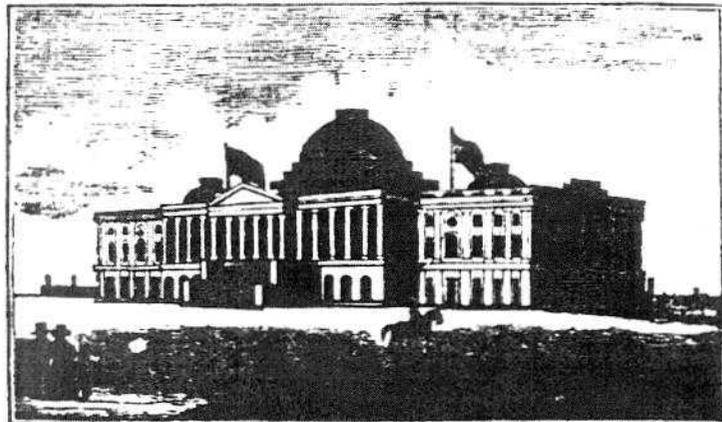
I am dear sir
Very respectfully
Your friend and ob't ser't
Lucius Q. C. Elmer

Hon. Mr.. Southard.

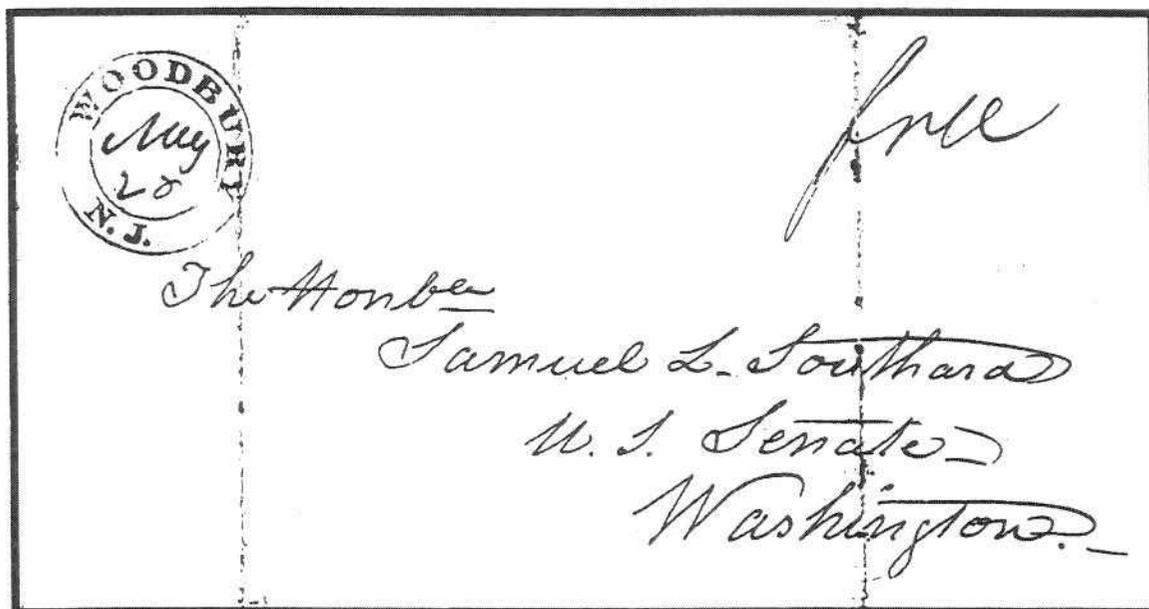


Dwelling built of concrete bricks. Bridgeton, Cumberland Co.

DISTRICT OF COLUMBIA.



THE CAPITOL.



Collection of: Jean Walton

Letter addressed to:

The Hon'ble.

Samuel L. Southard

U.S. Senate

Washington

From: Col. Armstrong

[Noted: Col. R. Armstrong - 31 May '36 wrote to Mr. Dickerson]

Southard: May 28, 1836

P'mkd: Woodbury, N.J.

[W28/free]

D. Sir,

Woodbury May 28th, 1836

Frank has this morning received orders to report himself to Com. Downer, at Boston, on the 10th of next month for service on board of the Sloop of War, Boston. We do not know where the Boston is going, nor who is to command her, nor any of her Officers. Will you be so good, my dear Sir, to add to the many obligations we are under to you, by ascertaining these facts, and if the Capt. & 1st Lieut. are friends of yours, by enclosing to me a letter of introduction to one or both of them for Frank to deliver. Frank is very desirous of obtaining such a letter from you, knowing the estimation is which you are held on board all the ships. Although Frank has received these orders, I will not despair of procuring him an appointment to the exploring expedition. Cannot you give me some advice, what course to pursue to insure it? Frank will leave home tomorrow week.

Most resp'ly and sincerely Yr. Friend.

Rob't L. Armstrong

S. L. Southard

* The *Boston* was an 18-gun sloop-of war, launched in 1825 at Boston, and under the command of Master Commandant B.V. Hoffman. It had served on the coast of Brazil and in the Mediterranean from 1826-1832. She was then laid up in the Boston Yard before joining the West Indies Squadron in 1836, where she cruised until 1839, followed by a tour in the East Indies, and then a return to Brazil. She was lost in a squall off the Bahamas in 1846, but all hands were saved. So Frank Armstrong must have had a lot to write home about, despite not being on the U.S. Exploring Expedition.



Collection of: Robert Rose
Letter addressed to:
Hon'ble Samuel L. Southard.
Member of the Senate U.S.
Washington, D.C.

Southard Apr 16, 1840
P'mkd: Madison, NJ
[M1(d) in green/FREE]

From: Abraham Brittin
[Noted: Abm Brittin for Burnet Salisbury as Midshipman/Rec. 20 Apr '40]

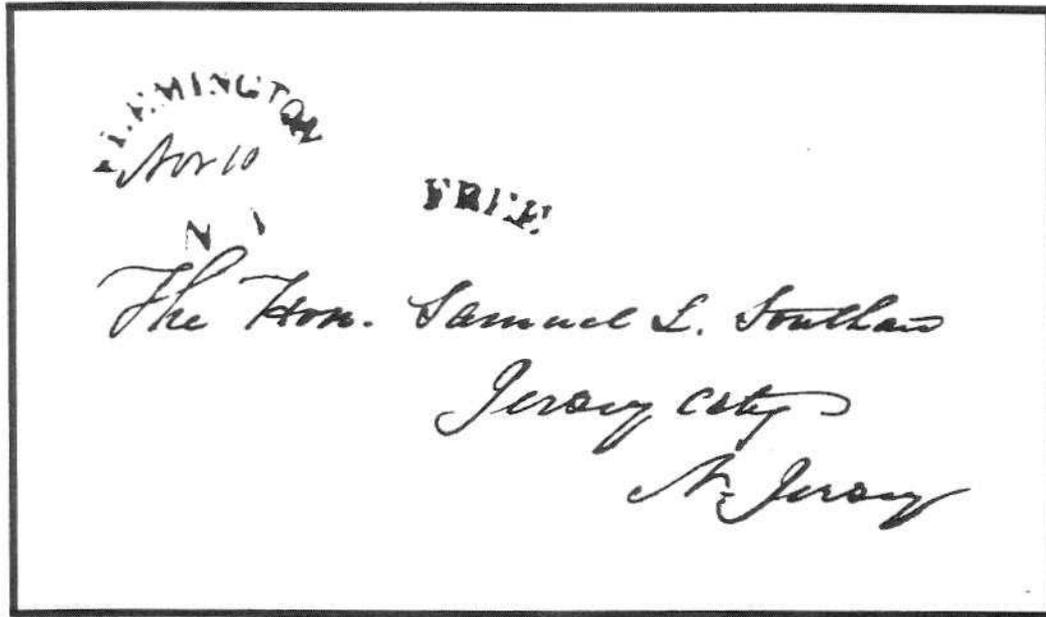
Madison April 14, 1840

Samuel L. Southard, Esq.

Dr Sir,

Jonathan Burnet Salisbury, a youngster of between 16-17 years of age, the son of a [Mason?] of this place, is very desirous of obtaining a situation in the Navy of the U.S. as a midshipman. He is a lad of good size, writes a tolerable good hand, has been an assistant in a store for a year or two, his family connections all reside in this vicinity and are respectable people. For the last year this lad has been residing with a family connection at Brooklyn, Long Island, at which place he has visited the Navy and enquired into the matters relative to such situation, and was there informed that he must make his wishes known to the Secretary of the Navy through some of the representatives from this state. Your name being mentioned as the most prominent, I have been inclined to address this note to you and to ask your kind attention & services in aiding this young man to attain the situation asked. I have consulted his mother and family connections in this matter and they concur in the application. The young man is of steady habits and by no means of vicious disposition. May I have the pleasure of a reply in due time?

I am very respectfully your obt. Servant
Abraham Brittin



Collection of: Robert Rose
Letter addressed to:
The Hon. Samuel L. Southard
Jersey City, N. Jersey

Southard Nov 11, 1841
P'mkd: Flemington, NJ
[F5(b)in blue/FREE]

From: Col. Clarke

[Noted: Col. Clarke/Granite Quarry/29 Nov. '41 ans'd - & also wrote to Mr. Porter & R.G. Wetmore, Esq.]

Flemington, Nov. 10, 1841

Dear Sir,

I have given you some trouble in the course of your earthly pilgrimage, and as it is one of the best ways in which one man shows his regard for another, I do not intend you shall lack evidence on this subject.

I have tried coffee as you know most faithfully for years and as yet without any benefit except that of a loss, though I sincerely believe it will ultimately be a benefit to us all. But by one of the strange incidents in a man's life, I have now with others and [] your friends got hold of another piece of property for which there is now and will probably be an increasing demand for. I mean granite. At another time I will explain how, but such is the fact that I am part owner with seven others of one of - if not the best granite quarries in the Union - certainly the very best in point of locality, it being upon ship channel navigation along one of the bays in Maine (Frenchman's Bay, I think).

It was formerly the property of the Sullivan & Hopewell Granite Co. - sold as theirs on execution by the Bank at Bangor & purchased by one of the present associates. For clearness and toughness it is equal to any & superior to most. You will see large specimens of it in the Hall of Justice in the City of New York, it being the only quarry

competent to furnish pillars of the required size. Various sub-contracts were made with the former company for light houses, the regional contractors finding it to be their interest to get the stone there.

Now it appears that the government are about constructing a dry dock at Brooklyn and I presume that granite will be one of the principal materials. The papers state that Charles H. Courtenay, Esq. of West Point is selected as the civil engineer for the work, and that Robert C Wetmore, Esq. is appointed to make the contract. Also that 5 years will be required to complete the work and that some millions will be required for the purpose.

From what's promised, you will readily infer that we are desirous of making a good contact to supply the stone wanted for this work, I and my associates are novices in this matter. Your position and experience in all matters connected with the Navy Department may be of essential [voice?] to us in this particular. What are we to do and how are we to do it are questions which none of us are able to [do?]. The good will of the agent I know not how to secure or in what avenue to approach him to secure it.*

Suppose this done I know nothing of the point at which to aim in price. This stone I presume are bought at ten cubic foot and the former company having bought a quantity to N. York, I presume the cost might be readily attained so as to fix the point of profit in the contract. In all these things I await your advice and direction. If you say to me come over, I will do so and act under your counsel in the matter. But cannot you take a preliminary step so as to secure us whatever advantage there may be gained. This I [can] that we can transport granite to N. York cheaper than any quarry in the Union & a material freer from iron and as tough as any other quarry.

Now one word as to yourself. The present associates own three fourths in common with the owner of the remaining fourth. The latter is an old man living in Massachusetts, caring little for his interest & who would probably sell out at a low rate. If you think well of it after fully satisfying yourself this chance shall be yours. At any rate I engage to secure you what you may reasonably wish. We can get a charter in Maine this winter is necessary. I will send you if you wish it for further information Mr. C. Porter of N. York who will explain the whole matter to you.

Pardon my long yarn. Let me hear from you soon & believe me as ever sincerely your friend,

Peter J. Clarke

The Hon. Samuel L. Southard

* Mr. Southard continued to be involved in naval affairs on the Senate Committee on Naval Affairs during the remaining years he spent in the Senate. It is interesting to see that his influence was sought in this matter. While the investment offered seems today to be a conflict of interest, this sort of thing seems to have been more accepted at this time.

2. Young, D. D. D.
13 Dec. 1823.

Sir,
I have received your letter of the 13th, instant
~~and~~ reply thereto above, ~~and~~ ~~have~~ ~~been~~ ~~impressed~~ ~~at~~
how few were there in contemplation to adopt the
"cut"; that measures in the Marine Corps, as well
plied from the Military Academy, but it has
not yet been adopted. The applications for
higher pay, however, and there is now but
one vacancy, which it is not intended to fill
for some time.

I am, respectfully,
Sir, your obedient servant,
Samuel Southard,

John J. Abney, Jr.,
Newburgh

NAVY DEPARTMENT.
16 February 1823

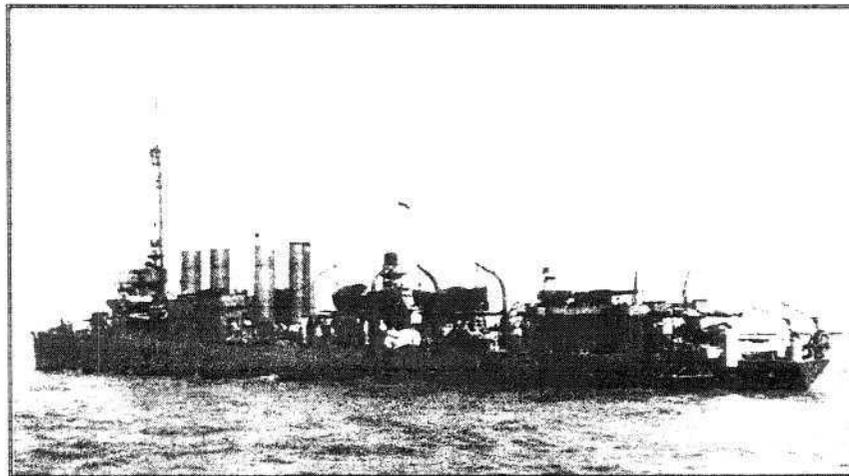
SIR,

THE President of the United States, by and
with the advice and consent of the Senate, having ap-
pointed you a Lieutenant in the Navy,
I have the pleasure to enclose herewith your Commission,
dated 1st January 1823.

I am, respectfully,
Sir,
Your most obedient servant,
Samuel Southard

Capt. W. H. M. Adams
U. S. Navy
Philadelphia

Two pieces of naval correspondence, both, unfortunately, without the address side intact¹



USS Southard, a destroyer minesweeper commissioned in 1919, serving in the Adriatic, then sailing through the Suez Canal to India, China, the Philippines, and on to San Diego, where she was decommissioned in 1922. She was returned to service in 1930 and served the rest of her years in the Pacific. Stationed at Pearl Harbor in December of 1941, she was out to sea when the December 7th attack occurred, but returned to patrol the harbor several days later. She was in service at Leyte Gulf, and suffered a kamikaze attack off Luzon in 1944, but continued to serve in Okinawa until 1945. She unfortunately ran aground on a reef, and was decommissioned in December of 1945. Samuel Southard would have been proud of his namesake, and it is appropriate that so much of her service was in the Pacific, which he worked so hard to have explored.²

¹ Both of these items were for public auction on Ebay for their autographs.

²Picture from Navy online archives [www.navy.mil], history of the vessel from the Dictionary of American Naval Fighting Ships on the Haze Gray and Away website [www.hazegray.org].

New Jersey Covers Used in July 1851: A Request for Help

by Wilson Hulme

I have recently written an article about stamps of the U.S. 1851 issue, for publication later in this year by The U.S. Philatelic Classics Society. Included with that article is both a detailed census of stamp usages on the first day of issue, July 1st, 1851, and unpublished information about initial shipments of these stamps to post offices. The article identifies over fifty cities that received stamps in time to have them available to sell on the first day that the stamps were to be released to the public. This article presents the answer to the long-standing mystery of why we have July 1st covers mailed from twenty-three different cities, yet government records apparently indicate that only two cities had received stamps by July 1st.

I have now entered the next phase of my research, and I would like to ask members of the New Jersey Postal History Society for help. There are no July 1st, 1851 known to me from New Jersey. However, I would like to establish what is the earliest date for the 1851 issue (both one, three, and twelve-cent stamps) that we can find from New Jersey. I have a cover from Morristown dated July 17th with a Scott #10, position 17 R1E, addressed to Bridgeport, CT. I am sure earlier ones exist. Additionally I would like to ask that any reader that has contemporary newspaper articles (or other confirming documents) that report when the new stamps were available for sale to the public to please share a photocopy or scan of them with me. The one below was provided by Roy Weber and offers proof that Newark had stamps by July 1, 1851.

NEWARK, N. J., TUESDAY EVENING, JULY 1, 1851

IS The new postage law goes into operation to day. The Post Master in this city is prepared to furnish stamps in large or small amounts, of one, three and twelve cents each; the first intended for drop letters, or letters not intended for transmission, but for delivery only. The second, for letters weighing $\frac{1}{4}$ an ounce or under; being such as are written upon a sheet of ordinary letter paper, and which under that stamp may be transmitted any distance not exceeding 3000 miles.— The third is for quadruple letters, under the same regulation as to distance. We have heretofore published the act of Congress entire, with the construction of, and the regulations under it, by the Post Master General.

Please contact the author at 12 Manette Road, Morristown, NJ 07960 or wilson_hulme@msn.com

New Jersey Doane Listing Update Request

by Arne Englund

An ongoing project is currently underway for updating the listing of New Jersey Doane cancels. Named for Edith Doane, a postal historian who became interested in these early 20th century handstamps in the 1950's, and who published her first research findings in 1978, Doane cancels were issued to small fourth class post offices between August 1903 and the fall of 1906, some also being supplied upon request to larger second and third class offices. Most were used anywhere from one to ten years. However, some postmasters took good care of their handstamps, so that usages are found into the 1930's, 1940's, and even 1950's. The latest use currently listed for New Jersey is Avalon in 1925.



*Back of postcard showing two different types of Doane cancels:
Port Murry, NJ Sep 18 1905 2/4 (EKU) and Fairmount, NJ Sep 19 1905 1/2*

These cancelling devices occur in three types, identified by differences in the "killer" bars. Type 1, issued between August 28 and September 28, 1903 (1600 issued nationwide), has five bars with a number in them. Type 2, issued between September 29, 1903 and June 30, 1905 (approx. 17,500 issued nationwide), has two sets of railroad track type bars with a number. Type 3, issued between July 1, 1905 and the fall of 1906 (approx. 12,000 issued nationwide), has four solid bars similar to a standard 4-bar handstamp, but with a number in them. The number in the bars of all three types refers to Postmaster compensation in the previous fiscal year. Thus, a "1" in the bars meant that the Postmaster's compensation for the year was less than \$100, a "2" meant that the compensation was between \$100 and \$200 for the year, and so on with each \$100 increment in compensation increasing the killer bar number by 1. The highest number seen from New Jersey is Yardville with a Number 8. The accompanying illustration of the back of a postcard nicely illustrates the type 1 and type 2 Doanes, a Fairmount Type 1/2 (bar number), and a

Port Murry Type 2/4 (bar number). The Port Murry is also the EKU (earliest known use) for that cancel.

The small post offices which used the Doanes were primarily in more rural areas. Of the 242 New Jersey towns from which Doane cancels have been reported, for example, 20 are in Hunterdon County, 22 are in Monmouth County, while only two are in Essex County, and NONE are reported from Hudson County.

The 1993 catalog, *United States Doanes*, edited by Richard Helbock and published by La Posta, is a monumental work listing Doane using P.O.'s for all the states and possessions. Also, of great service is the Doane Cancel website which Gary Anderson has set up at <http://www.doanecancel.com/>. This site currently includes the listings for 31 states, each having a coordinator. I have recently become coordinator for New Jersey. Anyone who has new EKU's (earliest known uses), LKU's (latest known uses) of any of the known New Jersey Doanes, or even possibly a previously unreported town, can contact me with the information at:

Arne Englund, 423 Penwell Road, Port Murray, New Jersey 07865-3012
or by e-mail at
alenglund@aol.com

The information will then be submitted to Gary, who is very good at keeping up with the updating of the website. Also, please submit information as soon as possible, as the listings will be used for an upcoming edition of UNITED STATES DOANES.

New Jersey Columbians

The March issue of *NJPH*, official journal of the New Jersey Postal History Society, carried a tantalizing story about three registered covers, each bearing a single example

Dollar Signs

By Charles Snee

of one of the dollar-value Columbian Exposition stamps of 1893 (Scott 230-45).

Two of the three covers illustrated in the *NJPH* piece are illustrated here.

Figure 1 pictures a cover bearing a single \$3 Columbian, and the Figure 2 cover is franked with a single \$5 Columbian.

The third cover in the *NJPH* story bears a single \$2 Columbian.

Some similarities between the two covers featured here are readily apparent.

First, both covers are from a John Pabst of Hoboken, N.J., as seen by the corner card (return address), and they are both addressed to a Richard Lissel of Stettin, Germany.

Both covers were postmarked Dec. 13, 1893, using the same Hoboken duplex cancel.

The same Hoboken boxed registry handstamp also appears on both covers. According to the *NJPH* story, this marking is in violet.

Note also that both covers

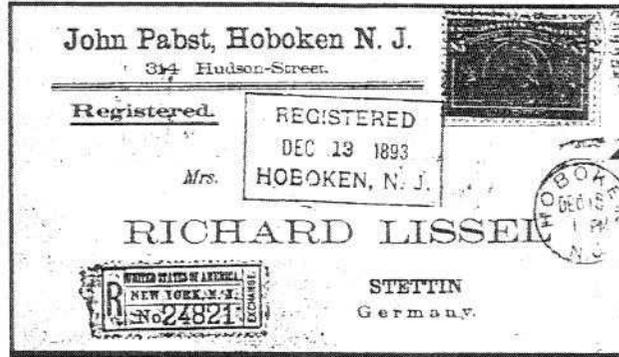


Figure 2. Registered cover from same correspondence as cover shown in Figure 1, this one bearing a single \$5 Columbian.

bear a perforated registry etiquette (label).

The \$2 Columbian cover is from the same correspondence and shares the same markings and postmark dates.

Take a closer look at the registry labels on the two covers.

The \$3 Columbian cover bears label No. 24819, and label No. 24821 appears on the \$5 Columbian cover.

Label No. 24818 is affixed to the \$2 Columbian cover.

"The obvious question," writes the *NJPH*, "is whether [a cover bearing label] No. 24820 was franked with a \$4 Columbian. Might there [also] have been a \$1 Columbian from the same correspondence?"

A reasonable question, in light of the apparent sequence of the label numbers.

Perhaps Pabst sent a sequential set of registered covers, each bearing one or more

of the 16 Columbian stamps.

Of course, these covers were philatelically contrived, but that does not diminish their stature.

Perhaps the postal clerk who serviced the covers more than 107 years ago was a collector himself, as all markings are clear and neatly applied.

Germany was a popular destination for covers franked with Columbian stamps. Most of the stamps were soaked off and quickly found their way into stamp collections.

Thus, nice examples of Columbian postal history are quite desirable.

Surviving covers bearing any of the dollar-value Columbians are especially scarce.

The 1893 Columbians were the first commemoratives issued by the United States.

Although roundly criticized after they were issued, the Columbians now enjoy broad popularity among collectors.

In 1992, the entire Columbian set was issued again in a set of six souvenir sheets for the World Columbian Stamp Expo show.

For more information about the New Jersey Postal History Society, write to Jean Walton, 125 Turtleback Road, Califon, NJ 07830.

Linn's welcomes information and items dealing with U.S. dollar-valued commemorative and definitive (regular-issue) stamps. Write to Dollar Signs, Box 29, Sidney, OH 45365. ■

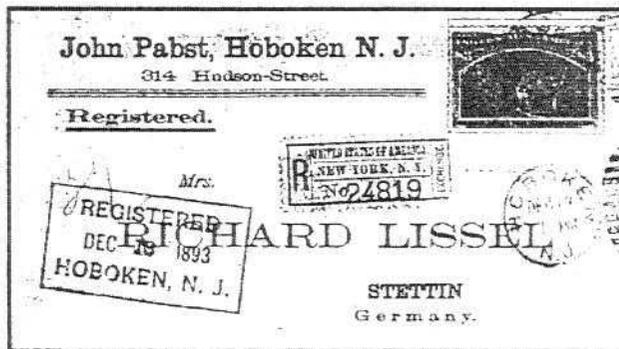
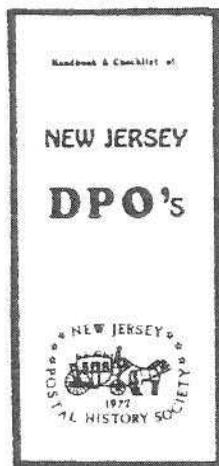
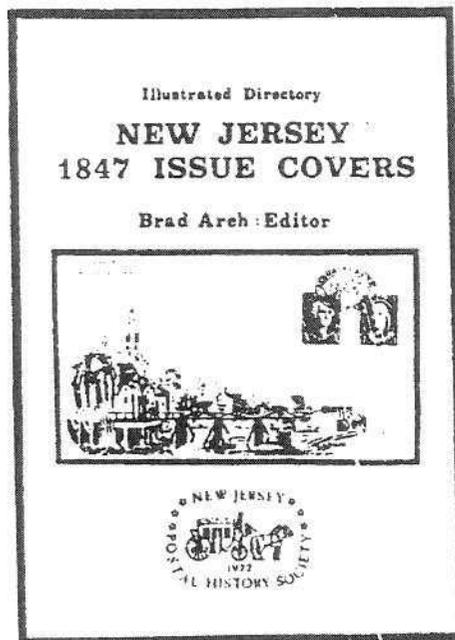


Figure 1. A registered cover franked with a single \$3 Columbian stamp. Postmarked Dec. 13, 1893, in Hoboken, N.J., the cover is addressed to a Richard Lissel in Germany.

NJPHS Literature Available Now



PHILATELIC LITERATURE AVAILABLE FOR IMMEDIATE DELIVERY, **Post Paid**, from:
Robert G. Rose, New Jersey Postal History Society, P.O. 1945, Morristown, NJ 07962

New Jersey DPO's, Brad Arch ed., 1981, 20pp, Pocket Sized Checklist of Discontinued Post Offices--\$3.00
 Illustrated Directory of New Jersey 1847 Issue Covers, Brad Arch ed., 1987, 44pp & Supplements----\$4.00
 Catalog of New Jersey Railway Postal Markings, 1984, Frederick D. Mac Donald, 136pp-----\$10.00
 Annual Report of the Railroad & Canal Companies of New Jersey 1854, Reprint 1982-----\$4.00
 New Jersey's Foreign Mail, Gerard J. Neufeld, 1997, 76pp-----\$8.00
 New Jersey Civil War Patriotic Covers, 1993, (NJPH Whole No. 100), 100 pp, an illustrated study----\$10.00
 Robert G. Kaufmann Auction Catalog of the William C. Coles, Jr. Collection of NJ Postal History, with prices realized-----\$5.00