



# NJPH

The Journal of the  
**NEW JERSEY POSTAL HISTORY SOCIETY**  
 ISSN: 1078-1625

Vol. 41

No. 3

Whole Number 191

August 2013

## *Unofficial Registered Mail from New Jersey*



*From November 1, 1845 to June 30, 1855, an unofficial Registration service was offered by the post office ~ this stampless folded letter illustrates the "R" marking used on such mail, with a Trenton postmark on Aug 13 (1846). For more information, see page [124](#).*

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

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

Annual Membership Subscriptions \$15.00 \*\*\* Website: [www.NJPostalHistory.org/](http://www.NJPostalHistory.org/)

**OFFICERS**

President: Robert G. Rose, One Jefferson Road, Parsippany, NJ 07054-2891 [President@NJPostalHistory.org](mailto:President@NJPostalHistory.org)

VP & Ed. Emeritus: E. E. Fricks, 25 Murray Way, Blackwood, NJ 08012 [VicePresident@NJPostalHistory.org](mailto:VicePresident@NJPostalHistory.org)

Treasurer: Andrew Kupersmit, 143 Woodbridge Ave., Metuchen, NJ 08840 [Treasurer@NJPostalHistory.org](mailto:Treasurer@NJPostalHistory.org)

Secretary: Jean R. Walton, 125 Turtleback Rd., Califon, NJ 07830 [Secretary@NJPostalHistory.org](mailto:Secretary@NJPostalHistory.org)

Auction Manager: Arne Englund, P.O. Box 57, Port Murray, NJ 07865 [auctionmanager@NJPostalHistory.org](mailto:auctionmanager@NJPostalHistory.org)

Editor-in-Chief/*NJPH*: Robert G. Rose, One Jefferson Road, Parsippany, NJ 07054-2891 [rrose@daypitney.com](mailto:rrose@daypitney.com)

Layout Editor: Jean R. Walton, 125 Turtleback Rd., Califon, NJ 07830 [Njpostalhistory@aol.com](mailto:Njpostalhistory@aol.com).

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**PRESIDENT’S MESSAGE**



*Pres. Robert G. Rose*

In writing this message, I usually begin with a description of the Journal’s contents. We are indeed fortunate to have a number of regular contributors who enjoy the opportunity of sharing their interests and knowledge with our Society’s members and the philatelic community. I will turn to the contents of this issue in just a few lines, but before doing so, I wish to give credit to a person to whom it is so deservedly due. In June, last year’s Volume 40 of *NJPH*, was entered in the literature competition at the NAPEX Show in Washington, DC. I am pleased to report that our Journal was awarded a gold medal with the jury’s felicitations. More than anyone else, the credit for that gold medal is due to the tireless efforts of our Journal editor, Jean Walton. I was pleased to present her with the NAPEX gold medal, a small token for the incredible job she has done in producing a journal of such high quality four times a year for over last 10 years. Kudos to you Jean!

And many thanks to our regular contributors. Jim Milgram writes about the unofficial registered mail from New Jersey as marked with a handstamp “R” during the stampless period; Bruce Mosher returns with two articles updating his series on express service in New Jersey; the Siskins provide an update on their census of legislative free franked covers; Jean Walton updates her series on mail associated with Samuel Southard with an article illustrating his use (and misuse) of the franking privilege; the history of New Jersey post offices is highlighted in two articles, the first by Doug D’Avino on the Summit post office and a tale concerning a robbery of that office back in 1895 and, the second by Gene Fricks on the Hudson Heights post office. Richard Micchelli and Craig Mathewson contribute articles on Civil War patriotic covers, and my “On the Auction Scene” series highlights the recent sale of a rare Panama-Pacific first day cover from Plainfield. Simply put, there should be something for everyone in this issue of *NJPH*.

Finally, as the end of summer draws closer, MERPEX 2013 draws near. A full page of show information is included on the opposite page. If you’re in the South Jersey area over Friday or Saturday of the Labor Day weekend be sure to visit the Show.

Enjoy the rest of the summer!

**ROBERT G. ROSE**

# MERPEX 2013

Stamp Exhibition and Bourse  
*hosted by the*  
Merchantville Stamp Club  
XXXVII

**Free  
Admission**



**Free  
Parking**

*at the*  
**St. Cecilia School**  
**4851 Camden Avenue**  
**Pennsauken, New Jersey 08110**  
**August 30 and August 31, 2013**

***Show Hours:***

Friday, August 30      10:00 AM to 6:00 PM  
Saturday, August 31      9:00 AM to 5:00 PM

- ✓ **Free Admission**
- ✓ **Stamp Exhibition**
- ✓ **Show Cachets & Cancel**
- ✓ **Free Parking**
- ✓ **20-22 Dealer Bourse**
- ✓ **US Postal Service Station**

**Dave Grayson 856-667-3168 or**  
**Steve Hadjiyannis 856-795-5929**

**HYPERLINK <http://mysite.verizon.net/vzexkfun/>**

## UNOFFICIAL REGISTRATION OF NEW JERSEY STAMPLESS COVERS

By James W. Milgram, M.D.

From November 1, 1845 to June 30, 1855 there was an unofficial type of Registration of valuable letters at most post offices within the United States. The first marking is the large blue “R” applied on receipt at Philadelphia beginning in 1845. Later beginning in 1847 some post offices began to mark valuable mail at the post offices of mailing. There were other post offices which applied markings on receipt and a few which applied markings on transient mail that was registered. The author has written several articles and a book on this subject.<sup>1</sup>

Among the covers that bear unusual postmarks with blue “R” markings are several covers from New Jersey. The cover in *Figure 1* is dated “TRENTON N.J. AUG 27” (1846) with a single rate due “5” with hollow numeral. The “R” was used from November, 1845 to October, 1849.



*Fig. 1. “TRENTON N.J. AUG 27” (1846), hollow “5” in blue, large blue “R” applied at Philadelphia.*

In 1846 the strikes were usually pretty clear, but in later years it became less well defined. It is felt that the Trenton postmaster marked the waybill that traveled with every letter to indicate valuable contents. Thus the Philadelphia postmaster marked it with the blue “R”.

The cover in *Figure 2* has the same address and was postmarked only two weeks before the cover shown in *Figure 1*. This cover has a nice strike of the hollow “10” used at Trenton. The letter is missing now, but it must have been two sheets because of the double rate.



Fig. 2. "TRENTON N.J. AUG 13" (1846), hollow "10" in blue, large blue "R" applied at Philadelphia.

The third cover shown in Figure 3 is quite unusual. First it was sent PAID, not due, with a post office box account charge marking "Paid Box 77". There is the "TRENTON N.J. JAN 12" postmark, but the letter lacks contents so we can guess at early 1847 because of the condition of the handstamped "R" above "Peter". However, it is the rate marking which is most unusual. There appears to be a "10" in octagonal box (unlisted in Coles) with "15" in circle struck heavily over it. Because of the large cover, one can surmise a heavy enclosure requiring a triple rate.



Fig. 3a:



Fig. 3. "TRENTON N.J. JAN 12" (?1847), "PAID", "15" in blue circle struck over "10" in octagon, large blue "R" applied at Philadelphia.

## UNOFFICIAL NJ REGISTRATION OF STAMPLESS COVERS ~ James W. Milgram

A final cover shown in *Figure 4* was also another paid usage with “Paid 61” indicating the box account. The postmark is a red “NEWARK N.J. DEC 25” with red “PAID” and “10” in double circle. Although the contents are missing, the excellent strike of the blue “R” makes 1845 the likely date. Note that the post office was open on Christmas Day.



*Fig. 4. “NEWARK N.J. DEC 25” (?1845). “PAID”, “10” in red double circle, large blue “R” applied at Philadelphia.*

I am sure there must be registered covers from other New Jersey towns and I would like to receive scans at [j-milgram@northwestern.edu](mailto:j-milgram@northwestern.edu).

### ENDNOTES:

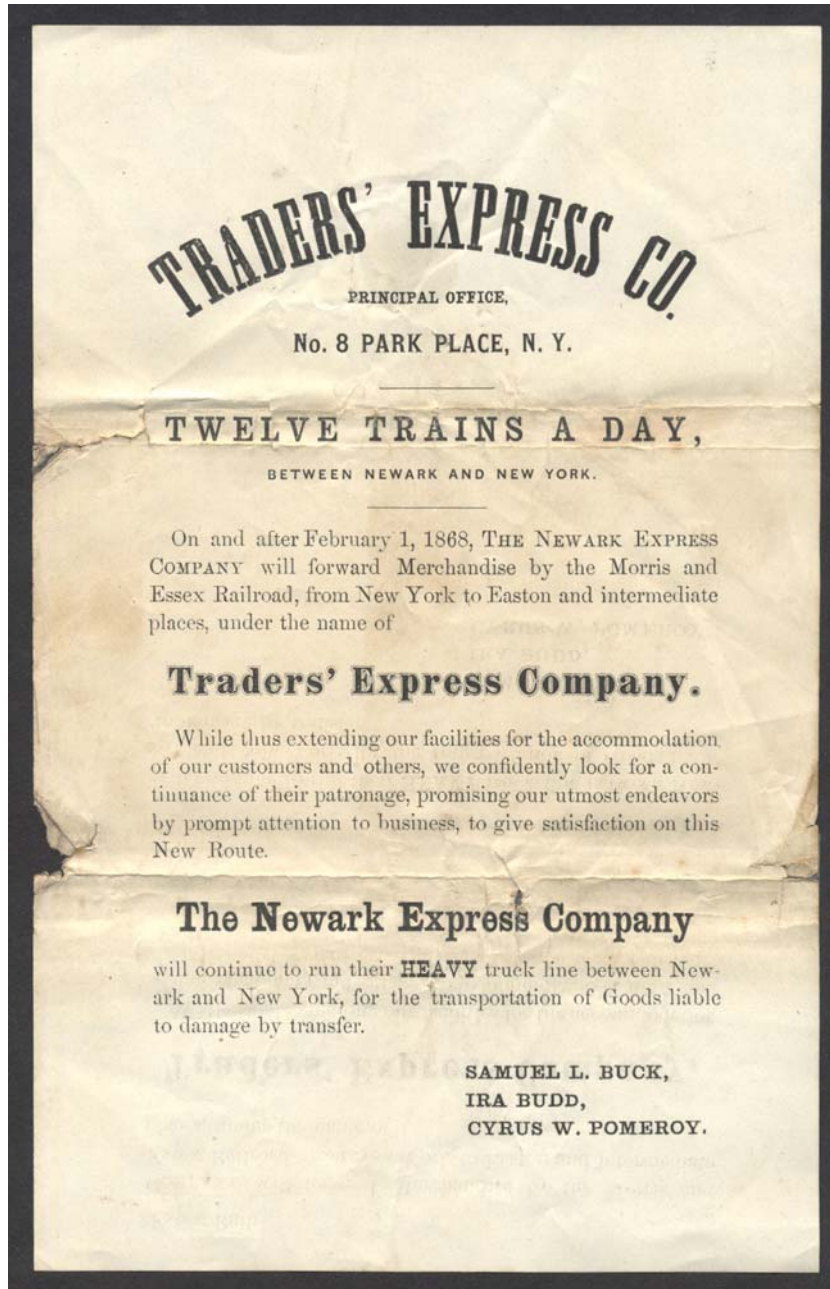
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<sup>1</sup> Milgram, James W. *United States Registered Mail 1845-1870*, David G. Phillips Co., N. Miami, Fla., 1999, & Milgram, James W. “Unofficial Registration of Mail in the U.S.: 1845-1855,” in *The Chronicle of U.S. Classic Postal Issues*, No. 221, 61: 9-24, 2009

## AN ANNOUNCEMENT FROM TRADERS' EXPRESS COMPANY

By Bruce H. Mosher

Rarely does a vintage document that is over one-hundred-forty years old and which pronounces the establishment of a very old, but previously known American express company, suddenly surface. But such is the case when the classic flyer shown in *Figure 1*, entitled TRADERS' EXPRESS CO., recently appeared in an eBay auction. This interesting notice reveals previously unreported information about the new Traders' Express Company (operating between New Jersey and New York) that initiated its business early in 1868.



*Fig. 1: 1868 Traders' Express announcement flyer (12.8x20.3 cm).*

**TRADERS' EXPRESS ANNOUNCEMENT~ Bruce H. Mosher**

The flyer's principal pronouncement was stated thusly:

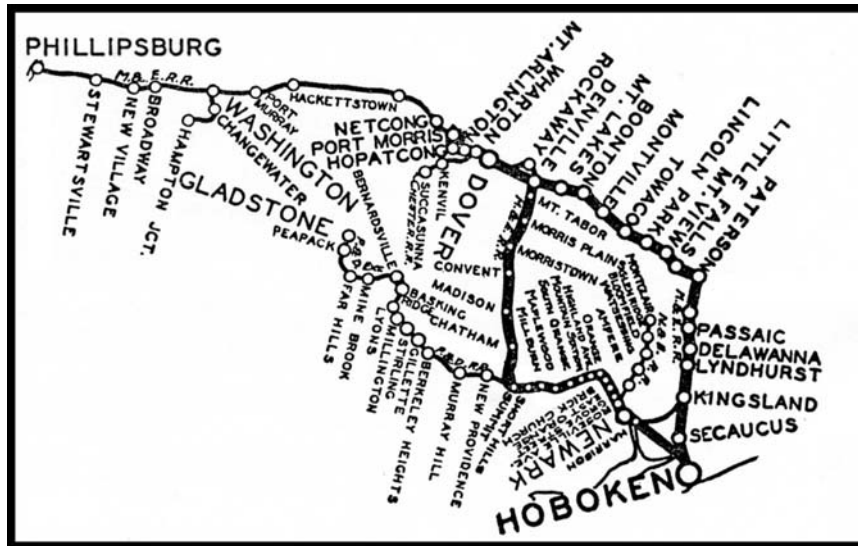
*On and after February 1, 1868, THE NEWARK EXPRESS COMPANY will forward Merchandise by the Morris and Essex Railroad, from New York to Easton and intermediate places, under the name of Traders' Express Company.*

A February 11, 1868 Lycoming, Pennsylvania newspaper announcement of this new express company also records its establishment, albeit the date is recorded as February 6th. This news item read as follows:

*A NEW EXPRESS COMPANY. On Thursday last [i.e., February 6th], a new Express, owned and directed by certain gentlemen of Newark, commenced forwarding merchandise, &c., on the Morris & Essex Railroad back and forth between Easton and New York, and intermediate points. It does business under the name and title of "Traders' Express Company."*

The *Lycoming Daily Gazette* editors apparently did not get the opportunity to examine the *Figure 1* flyer. Or perhaps the launching of Traders' Express Company's business was unceremoniously delayed until February 6, 1868.

Based on pertinent Newark City directory information, Traders' Express parent, the Newark Express Company, is believed to have been formed sometime in late 1867. It materialized as the combined product of *Ira Budd's Newark Express* (ca. 1852–66) and *Samuel Buck's (Newark) Express* (ca. 1859–66). In 1867 we find that these two expressmen, along with Cyrus W. Pomeroy, had organized the *Buck, Budd and Pomeroy Express*. This firm maintained a Newark office on Market Street at the corner of Broad Street and only lasted one year before becoming Traders' Express Company. Note that the names of the aforementioned three expressmen also appear on the *Figure 1*, early 1868 flyer. The Newark Express Company is recorded in the 1868 Newark City Directory, but does not appear in any subsequent directory annuals.



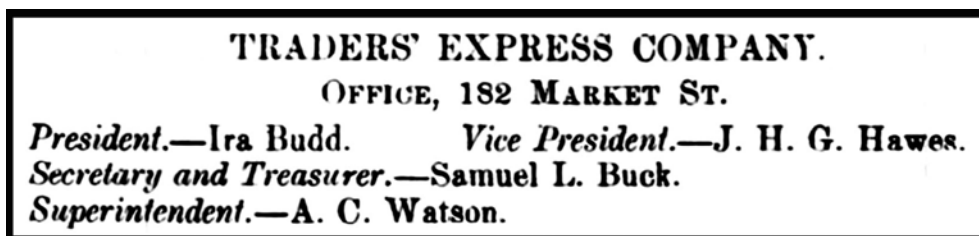
*Fig. 2: Morris and Essex Railroad routes in New Jersey, circa 1865. (copied from The Lackawanna Story<sup>1</sup>).*

At the time the flyer was issued, The Newark Express Company was planning to continue their heavy-truck express line between Newark and New York City, while the Traders' Express expansion was initiated to forward merchandise over the Morris and Essex Railroad between Easton, Pennsylvania and New York City with intermediate stops. The many intermediary places



that were served along the Morris and Essex are potentially identified as the seventy-four rail stations in the *Figure 2* route map. No doubt Traders' Express established and maintained an agency office at many of those stations, especially the larger depots.

The principle officials who ran the Traders' Express Company are listed in the 1872 Newark City Directory. These men and their corporate positions are reproduced in *Figure 3*. Cyrus Pomeroy's name is conspicuously absent, probably because he apparently had left the company prior to 1872. It was also reported that Ira Budd died in late 1872 or early 1873. His replacement as President is presently unknown.



*Fig. 3: Governing officials of the Traders' Express Company in 1872.*

We previously speculated that Brees' (a.k.a. Breese) Express might have been the predecessor to Traders' Express,<sup>2</sup> but nothing stated in the flyer alludes to such a connection. Both expresses transported goods over the Morris and Essex Railroad, Brees' from 1855 to about 1867 and Traders' beginning in 1868. Based on the dating alone, Traders' takeover of Brees' Express in 1868 still seems plausible; however, confirmation in contemporary newspaper reports has not been found and such a succession may never have occurred.

Very little in the way of paper artifacts has survived from the Traders' Express Company. Express waybills and shipping receipts from this firm are unknown to the author. A single office label is known from this company and is illustrated in *Figure 4* (note that it was previously reported and illustrated in *NJPH*<sup>3</sup>). This label features black printing on orange surface coated paper and its outer frame measures 58x36.5 mm. The label contains a press-print of the Newark, N.J. express agency. No doubt Traders' issued many similar labels featuring other Morris and Essex station names on them; however, no additional town imprints have been reported on label.



*Fig. 4: Traders' Express New Jersey office label.*

It is now apparent that the principal company office for Trader's Express was initially located in New York City at 8 Park Place. Express transportation between Hoboken, N.J. and the City was most likely accomplished via railroad barges that plied the Hudson River/New York Harbor waters between Hoboken and Manhattan riverfront piers. Subsequent locations of Traders' Express offices in New York City are documented in several pertinent city directories and are

**TRADERS' EXPRESS ANNOUNCEMENT~ Bruce H. Mosher**

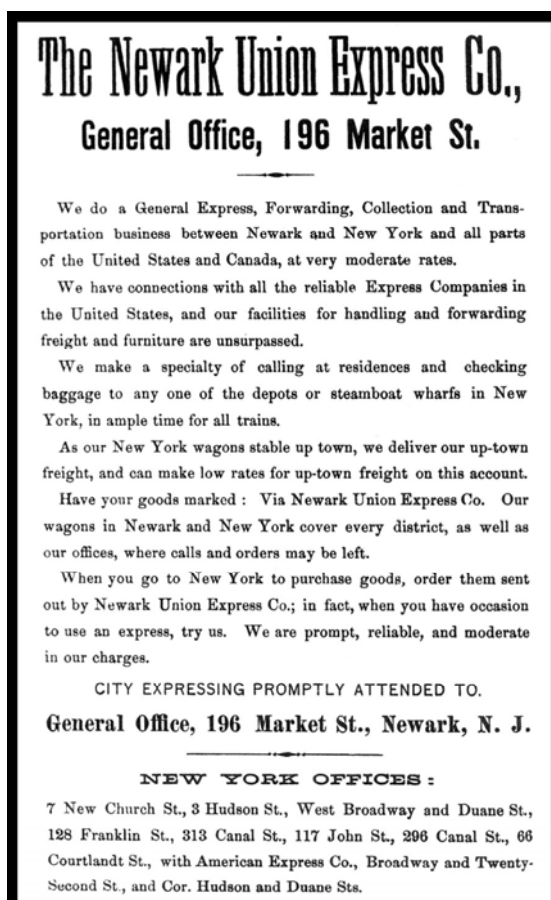
listed in *Table I*. The only specifically identified New Jersey offices of the express company have been found in contemporary Newark city directories and are also tabulated in *Table I*.

***Table I. Known Locations of Traders' Express Offices.***

| <b>Year</b> | <b>Newark Offices</b>   | <b>New York Offices</b>   |
|-------------|---|---|
| <b>1868</b> | 134 & 134 1/2 Market Street,<br>Morris & Essex Rail Road Depot            | 8 Park Place  |
| <b>1869</b> | 178 & 180 Market Street,<br>Morris & Essex Rail Road Depot                | 8 Park Place  |
| <b>1870</b> | 178 Market Street,<br>446 Broad Street,<br>Morris & Essex Rail Road Depot | 8 Park Place  |
| <b>1871</b> | 182 Market Street   | 8 Park Place  |
| <b>1872</b> | 182 Market Street   | 8 Park Place, 66 Cortlandt Street,<br>117 John Street, 88 Franklin Street,<br>313 Canal Street  |
| <b>1873</b> | 182 Market Street   | 7 New Church St., 66 Cortlandt Street,<br>117 John Street, 88 Franklin Street,<br>313 Canal Street, 114 Reade Street                  |
| <b>1874</b> | 196 Market Street   | 7 New Church St., 66 Cortlandt Street,<br>117 John Street, 88 Franklin Street,<br>313 Canal Street, 114 Reade Street,<br>744 Broadway |
| <b>1875</b> | (See Newark Union Express)  | 7 [New] Church St., 3 Hudson Street,<br>313 Canal Street  |

From the Newark and New York directory information, it appears that Traders' Express went out of business sometime in late 1874 or early 1875. The 1875 Newark directory entry "See Newark Union Express" is the only clue seen to date that indicates who may have succeeded the Traders' Express Company. While no specific statement of succession has been found, it is noted that in 1875 the Newark Union Express Company opened an office at 196 Market Street in Newark. That was also the last known location from which Traders' Express conducted business in 1874. Additionally, the 1876 Newark Union Express advertisement (shown in *Figure 5*) cites express offices at four of the identical New York City street addresses that were previously occupied by Traders' Express.

No evidence has been found that links Samuel Buck with The Newark Union Express Company. In fact, Buck's name appears in the 1875 Newark City Directory without any designated occupation, so it appears that Buck may have 'retired' from the express business after the cessation of Trader's Express. The only name associated with The Newark Union Express uncovered so far is *Joseph B. Bray* and his specific duties are not known at this time. Joseph Bray is not known to have had any affiliation with Traders' Express.



The Newark Union Express Co.,  
General Office, 196 Market St.

We do a General Express, Forwarding, Collection and Transportation business between Newark and New York and all parts of the United States and Canada, at very moderate rates.

We have connections with all the reliable Express Companies in the United States, and our facilities for handling and forwarding freight and furniture are unsurpassed.

We make a specialty of calling at residences and checking baggage to any one of the depots or steamboat wharfs in New York, in ample time for all trains.

As our New York wagons stable up town, we deliver our up-town freight, and can make low rates for up-town freight on this account.

Have your goods marked: Via Newark Union Express Co. Our wagons in Newark and New York cover every district, as well as our offices, where calls and orders may be left.

When you go to New York to purchase goods, order them sent out by Newark Union Express Co.; in fact, when you have occasion to use an express, try us. We are prompt, reliable, and moderate in our charges.

CITY EXPRESSING PROMPTLY ATTENDED TO.

General Office, 196 Market St., Newark, N. J.

NEW YORK OFFICES:

7 New Church St., 3 Hudson St., West Broadway and Duane St., 128 Franklin St., 313 Canal St., 117 John St., 296 Canal St., 66 Courtlandt St., with American Express Co., Broadway and Twenty-Second St., and Cor. Hudson and Duane Sts.

Fig. 5: 1876 Newark Union Express advertisement.

The scope of the Newark Union Express operations changed significantly compared to Traders' Express. No longer was merchandise transported on the Morris and Essex Railroad, instead their express business seems to have been confined to local service in Newark and in New York City. Perhaps expressing in Newark predominated since their General Office was established at 196 Market Street in Newark and not in New York City. The company's utilization of two New York offices of the American Express Company appears as another important operating change.

On February 9, 1869 we know that the Delaware, Lackawanna and Western Railroad took over the Morris and Essex Railroad on a perpetual rental basis.<sup>4</sup> Soon after that time, the Railroad initiated its own Delaware, Lackawanna and Western Express (DLWX) on its lines west of Easton. So it seems reasonable to assume that when Traders' Express operations were terminated on the Morris and Essex, the DLWX stepped in and also provided all necessary expressing activities east of Easton to New York City.

### ENDNOTES:

- <sup>1</sup> Robert J. Casey and W.A.S. Douglas, *The Lackawanna Story*, McGraw-Hill Book Company, 1951, p. 73.
- <sup>2</sup> Bruce H. Mosher, "New Jersey Private Express Companies; Part 6B: Expresses Operating from Newark Offices," *NJPH*, May 2005, p. 78.
- <sup>3</sup> Mosher, "New Jersey Private Express Companies; Part 1: Express Companies on the Morris and Essex Railroad," *NJPH*, May 2003, p. 43.
- <sup>4</sup> Casey and Douglas, *The Lackawanna Story*, p. 86.

**LEGISLATIVE FRANKS OF NEW JERSEY: Supplemental Information**  
By Ed & Jean Siskin

In our articles on New Jersey's Legislative Franks, November 2012 and February 2013, (*NJPH* Vol. 40, No. 4, and Vol. 41, No. 1 – Whole numbers [188](#) and [189](#)), we listed those franks known to exist. Since then, we've learned of the existence of 28 additional franked covers. The newly reported covers are:

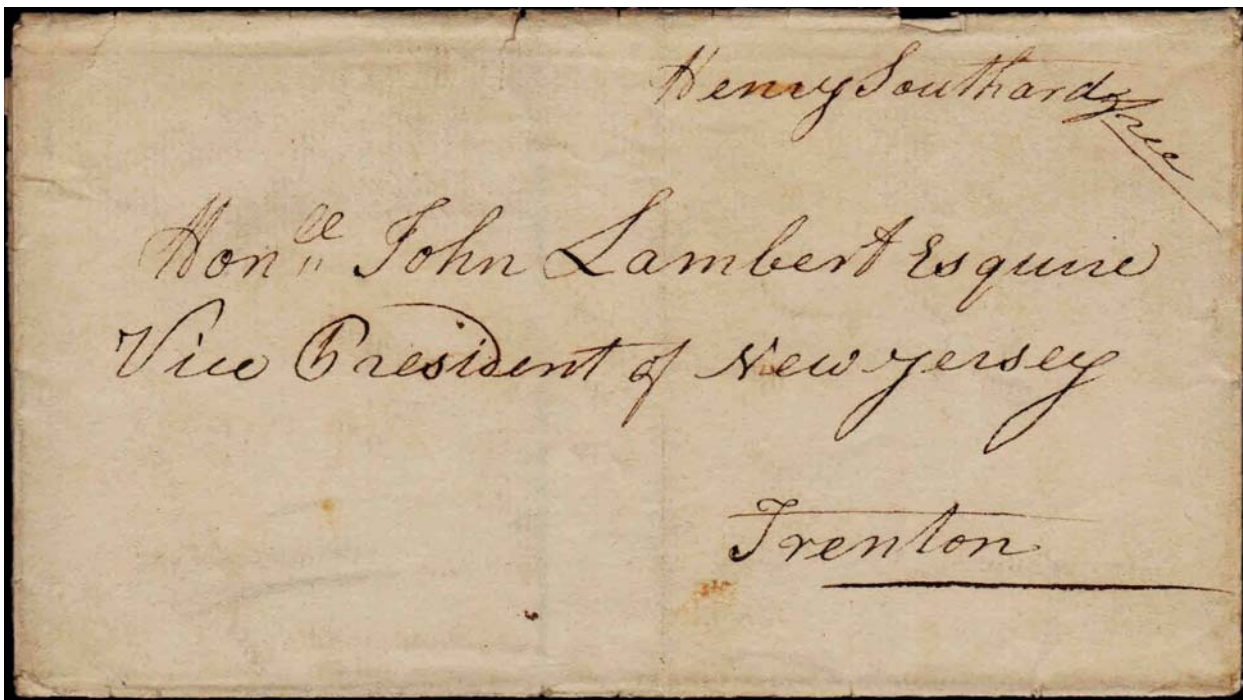
Richard Matlack Cooper, REP, 1832  
Franklin Davenport, SEN, 1800  
William Lewis Dayton, SEN, 1847  
Joseph E. Edsall, REP, NYD  
Lucius Q. C. Elmer, REP, 1844  
Dudley Sanford Gregory, REP, 1848  
John Wright Hazelton, REP, NYD  
John Hill, REP, NYD  
Joseph McIlvaine, SEN, 1824  
James Edgar Martine, SEN, 1911  
Isaac Pierson, REP, 1828  
Theodore Fitz Randolph, SEN, NYD  
Miles Ross, REP, NYD  
Ferdinand S. Schenck, REP, 1835

Charles Skelton, REP, 1852  
Hezekiah Bradley Smith, REP, NYD  
Henry Southard, REP, NYD  
Richard Stockton, REP, 1813  
Robert Field Stockton, SEN, NYD  
John Leake Newbold Stratton, REP, 1860  
Samuel Swan, REP, 1828  
George Vail, REP, NYD  
John Van Dyke, REP, 1848  
Marcus L. Ward, REP, NYD  
Jacob Reynier Wortendyke, REP, 1858  
Edwin Ruthvin Vincent Wright, REP, NYD  
William Wright, REP/SEN, NYD  
Thomas Jones Yorke, REP, NYD

Some of the more interesting franks are shown below.



*Fig. 1: An 1800 frank by Representative Franklin Davenport, a nephew of Benjamin Franklin. Davenport had previously served three months as a Senator.*



*Fig. 2: Frank of Representative Henry Southard, the father of Samuel Lewis Southard and Isaac Southard. The cover is undated, but the addressee, John Lambert was New Jersey's Vice President from 1801 to 1804. Lambertville is named after him.*



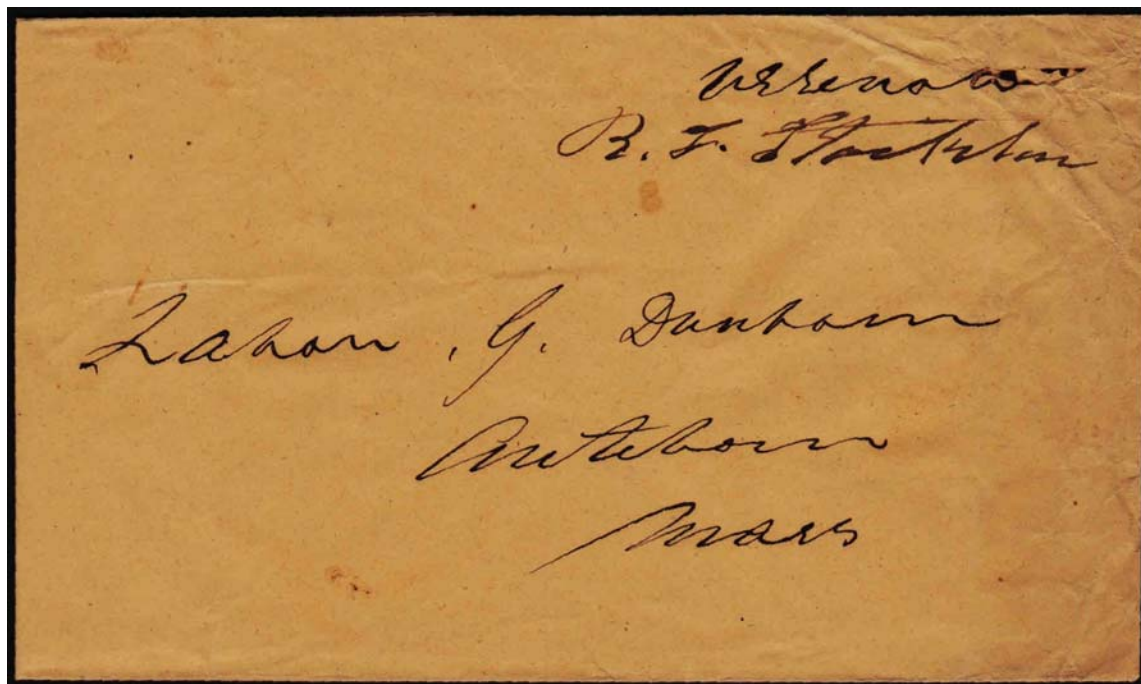
*Fig. 3: Franked by Richard Stockton in 1813, a representative from 1813 to 1815. Stockton had been a senator from 1796 to 1799. The cover is addressed to Garret Wall who would be a senator from 1835 to 1841. Stockton was son of NJ Declaration of Independence signer Richard Stockton, father of Commodore Robert Field Stockton (Senator 1851-53), grandfather of John Potter Stockton (Senator 1865-6, 1869-75) and the uncle of Richard Stockton Field (Senator 1862-3).*



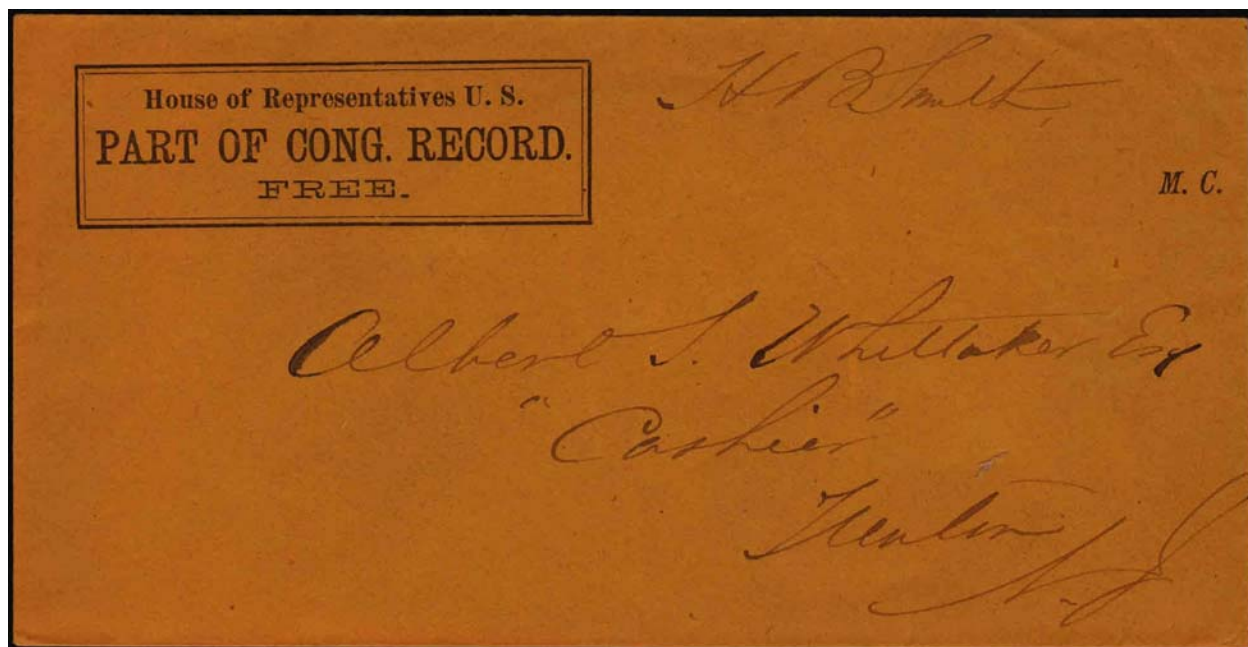
Fig. 4: Frank of Senator William Dayton, datelined State House 28 Oct 1847. The letter discusses a recent court decision. The N.B. on the cover says "If Mr R. shall have left with his friends be kind and to forward this at once to Long a Coming." Long a Coming is now Berlin, New Jersey.



Fig. 5: Franked by Lucius Quintus Cincinnatus Elmer, a representative from 1843 to 1845. It is addressed to an attorney in his hometown of Bridgeton. Elmer was son of Ebenezer Elmer and nephew of Jonathan Elmer, both of whom also served in Congress. The Borough of Elmer was named in his honor because he helped obtain a post office for the community during his service as Congressman.



*Fig. 6: Franked by Robert Field Stockton, who was senator from 1851 to 1853. Note the unusual form of the frank. As a naval officer, Commodore Stockton had captured California during the Mexican-American War and was its first Military Governor.*



*Fig. 7: Hezekiah Bradley Smith was a representative from 1879 to 1881. He was defeated for reelection possibly because it became public that he was a bigamist. During this period franks are very scarce since franking was only permitted on government printed material. Smith was a fascinating character, an accomplished inventor with more than 40 patents and was the founder of Smithville.*



Fig. 8: 1911 frank of Senator James Edgar Martine. Actually hand signed, which is quite unusual this late. Martine is famous for aggressively pursuing a coal company executive for using armed thugs to kill a striking miner. Senators supporting the coal company shunned Martine and made his one term in the Senate quite difficult.

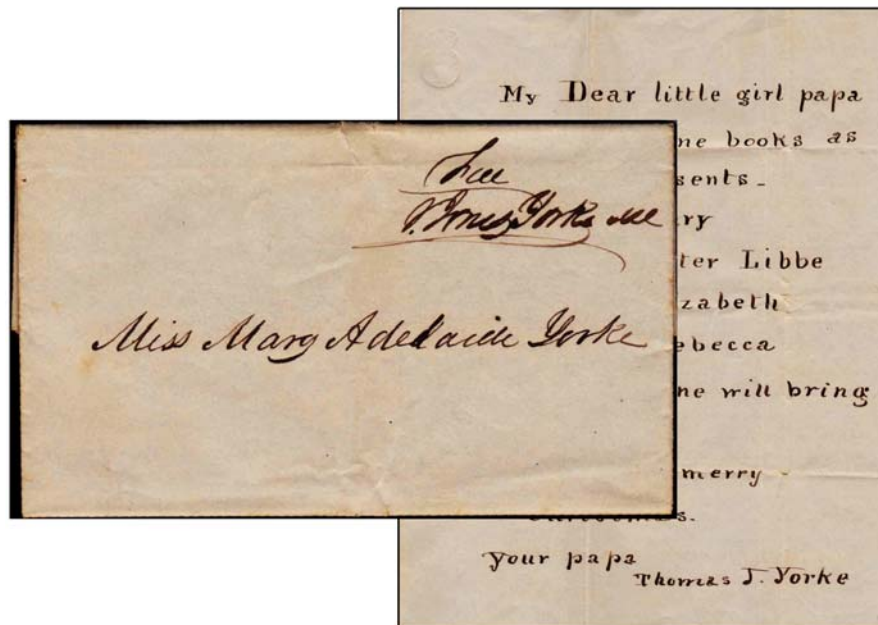


Fig. 9: A pseudo-frank of Representative Thomas Jones Yorke. Directed to his daughter, without an address, so it probably did not go through the mail. It contained Christmas wishes to a young daughter.

We would appreciate hearing about any other franked covers. Send to [jeananded@comcast.net](mailto:jeananded@comcast.net) or Jean and Ed Siskin, PO Box 445, Voorhees, NJ 08043.

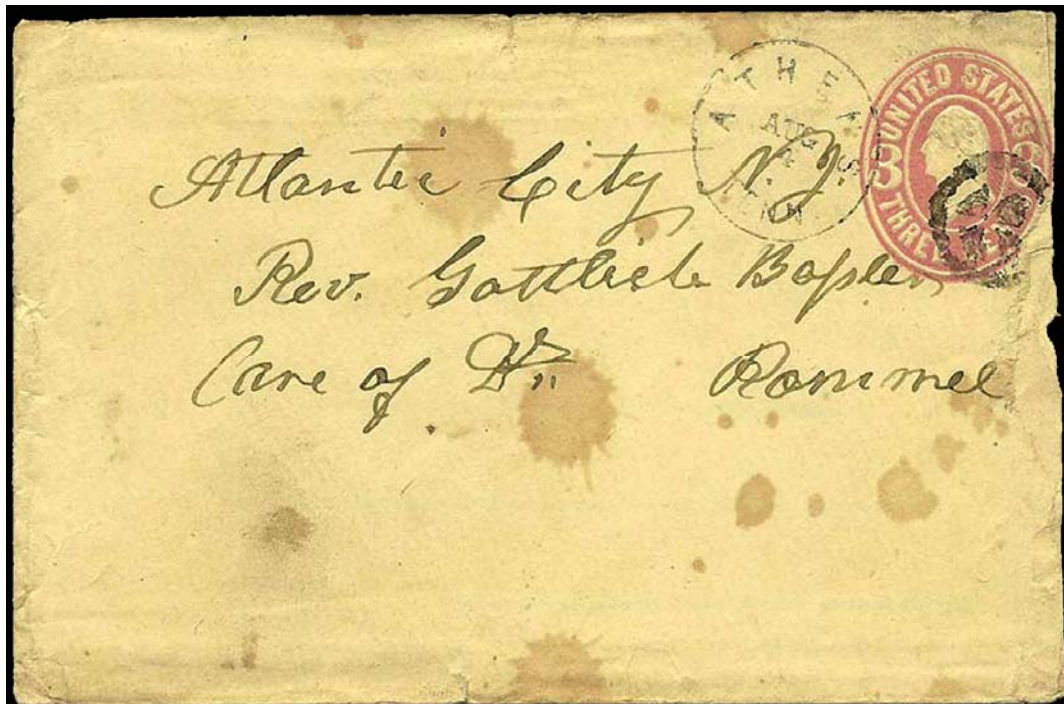


**CORRESPONDENCE BETWEEN NEW JERSEY AND TENNESSEE --  
Accumulated by One Postal History Collector**

By L. Steve Edmondson ([tenac@hctc.com](mailto:tenac@hctc.com))

(Editor of *Tennessee Posts*, the journal of the Tennessee Postal History Society)

For many years the author has been interested in the way in which the post connects the various parts of the United States. To this end, he has kept a list of covers posted between certain states and Tennessee. In the case of New Jersey this accumulation amounts to just over 60 covers. Only nine covers were mailed before 1900.



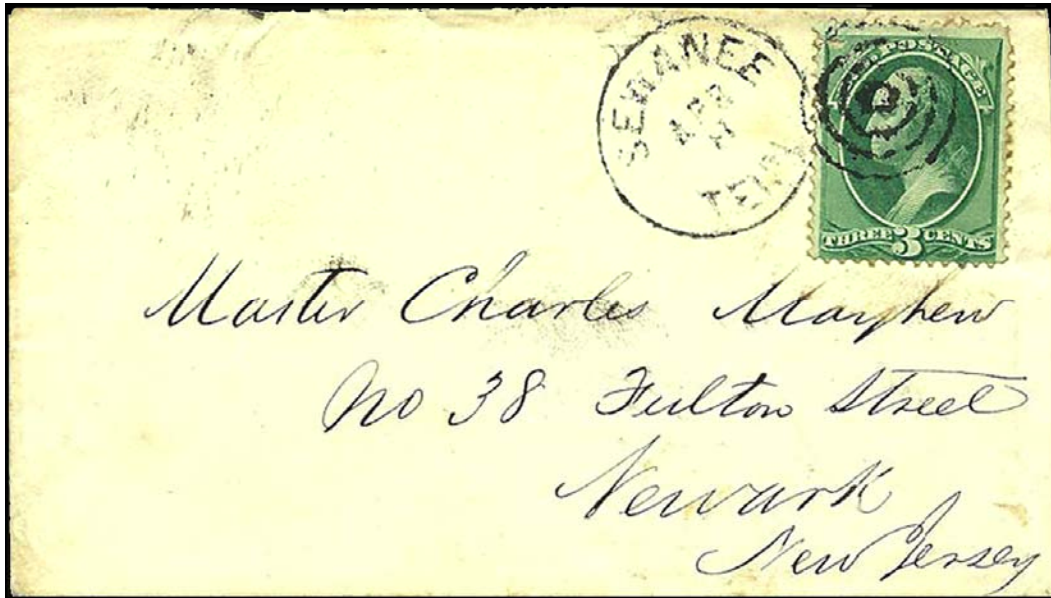
*Fig. 1. Circa 1867 - Athens, Tennessee to Atlantic City, New Jersey.*

To date, the earliest recorded cover in this accumulation FROM small town Tennessee to New Jersey probably is from post Civil War and for no reason in particular I've assigned the date of origin as 1867. The cover is from the 1864 Nesbitt postal stationery series – a 3-cent pink – but not year dated [see *Figure 1*]. It was addressed to Reverend Gottlieb Bassler, in care of a Dr. Rommel. This middle to late 1860s cover was mailed from Athens, TN to Atlantic City, NJ. This isn't the only cover from the Bassler correspondence that the author has run across. However, none of the contents have survived, so the nature of this correspondence is uncertain. One wonders [the rankest of guesses] whether it was religiously inspired, perhaps even missionary work.

It was something of a surprise to find no usages earlier than the Reconstruction Era.<sup>1</sup> Still, in another sense it should not have been that much of a surprise. There were no real economic ties between New Jersey and Tennessee, or very many familial ones either, apparently.

## CORRESPONDENCE BETWEEN NJ & TENNESSEE ~ L. Steve Edmondson

Two other late Reconstruction Era pieces of correspondence reside in this accumulation. Arguably, the next earliest is dated March 12, 1872 mailed from the small Tennessee town of North Fork to Lafayette, Sussex County, NJ. North Fork is located in Henry county Tennessee, near Clarksville, which had a number of important tobacco related businesses. However, this cover most likely contained either family or social content. It is addressed to Mrs. C. W. Randolph. The envelope itself appears to be an off-white piece of personal, as distinct from business, stationery.

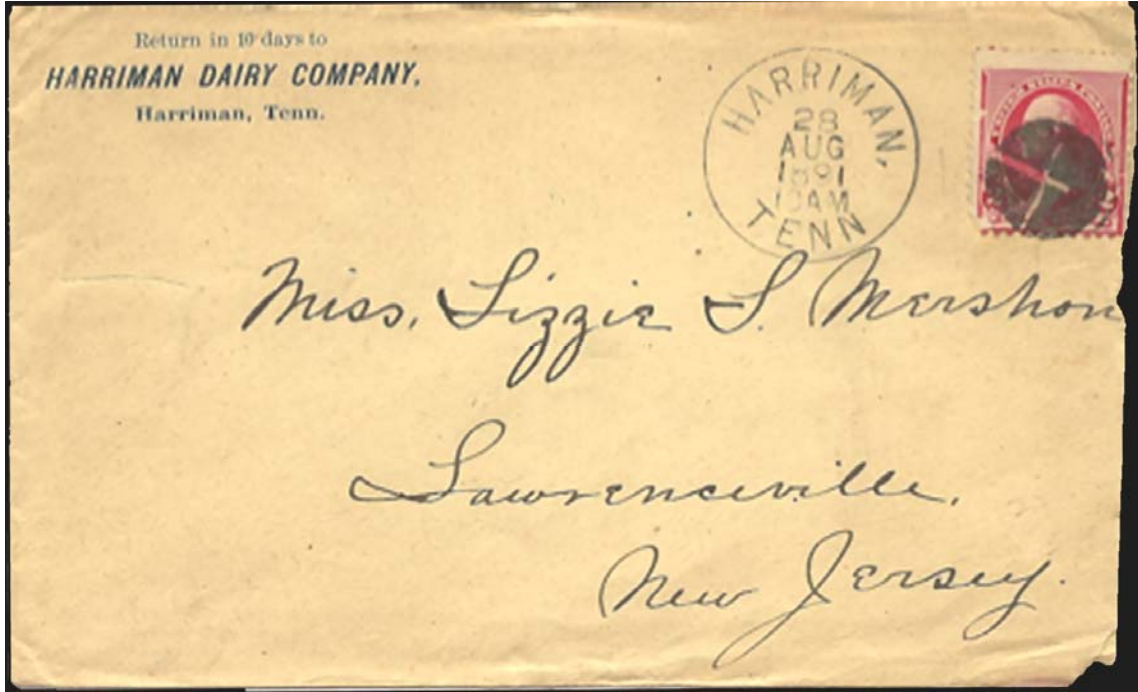


*Fig. 2. Circa 1872 – Sewanee, Tennessee to Newark, NJ. Small envelope with fancy embossed U on back flap [not illustrated].*

The remaining 1870's vintage letter [see *Figure 2*] was addressed to a young boy, Master Charles Mayhew, in Newark, NJ. It was mailed from Sewanee, Franklin County, Tennessee. This town, while of relatively small population, was the site of the University of the South. Established just before the Civil War by the Episcopal Church, it was resurrected after the end of hostilities with the express hope that young southern men could be educated to the high standards of the New England universities. There is no doubt that it attracted the cream of what little crop remained of the male southern aristocracy following the Civil War. Not much can be inferred from the early April postmark date; the year date is not known, but assumed to be late Reconstruction Era.

Both of these letters were franked with the 3-cent green [National] Banknote stamp, the one without the secret mark, and also without a grill. Accordingly, it is thought that the undated cover originated either late in the Reconstruction Era or, most likely, early in the Banknote postal history era. An 1872 origin is a good approximation for the one undated cover.

New Jersey destination covers originating from Tennessee remain sparse for the rest of the 19th century. Only six have been recorded:



**Fig. 3. Harriman, Tennessee to Lawrenceville, New Jersey.**  
 Two backstamped markings [not illustrated]: received marking [used as transit]  
 TRENTON, N. J/AUG/30/10AM/1891/REC'D.  
 and, partial origin marking [used as received]  
 LAWRENCEVILLE/AUG/31/1891/N. J.

| <u>TN origin post office</u> | <u>TN county</u> | <u>NJ address post office</u> | <u>origin post office date</u> |
|------------------------------|------------------|-------------------------------|--------------------------------|
| Robbins                      | Scott            | New Brunswick                 | 05/12/1886                     |
| Helenwood                    | Scott            | New Brunswick                 | 06/18/1888                     |
| Harriman                     | Roane            | Lawrenceville                 | 03/16/1891                     |
| Harriman                     | Roane            | Lawrenceville                 | 08/28/1891                     |
| Dyersburgh                   | Dyer             | Helmetta                      | 10/27/1893                     |
| Lohman                       | Sumner           | Jersey City                   | 01/26/1894                     |

The two covers from Harriman, TN merit some comment. Harriman was established in 1889 as part of the Temperance movement. The town was conceived as DRY, a Temperance Town, and remained so until near the end of the twentieth century.<sup>2</sup> The establishment of the town was advertised well before it was founded. In fact, an auction was held to sell town lots. The auction was very successful as matters eventuated – Harriman survived the economic panic of 1893 and the bankruptcy of the real estate development company that owned most of the land in and around the town. The town was named after a wealthy railroad family, whose financial help, it was hoped, would be instrumental in getting the project going. It can only be guessed, but likely the correspondence from 1891 to Lawrenceville, NJ related to Harriman’s settlement. Both letters were written to the same addressee, Miss Lizzie S. Mershon. The August letter [see *Figure 3*] was contained in an envelope with the printed corner card of the HARRIMAN DAIRY COMPANY.

## CORRESPONDENCE BETWEEN NJ & TENNESSEE ~ L. Steve Edmondson

Before the Civil War, Tennessee's economy largely was based on agricultural commodities – read cotton, and to a lesser extent tobacco. New Jersey was not active in dealing with Tennessee about the export of either. It was not until after the Civil War, and the reestablishment of the southern rail system, that economic relations with the Atlantic seaboard and Tennessee were firmly established. Even then, the southern ports of Wilmington, NC, Charleston, SC, Mobile, AL and New Orleans, LA were the shipping points preferred by the few Tennessee exporters. New Jersey's trade with Tennessee virtually was non-existent.

The early years of the twentieth century saw the explosion of interest in view post cards. This was a national fad – even an international one. Many current postal history collectors have cards within their collections that owe their existence to this hobby. Surprisingly, New Jersey collectors did not develop a very large interest in Tennessee views.

Another popular hobby during the years before World War II was that of collecting post office cancellations on postal cards. There must have been New Jersey cancel collectors active during this period, but none of their accumulations of Tennessee material have come to the attention of this writer

Following World War II, when both civil rights as well as economic concerns prompted both poor whites and blacks to desert the South, the Mid-Atlantic Seaboard did not become a destination of choice. Manufacturing jobs in the Mid-West, especially in the auto industry in Michigan, and the booming economy that was California in the far West attracted most Tennessee migrants.

The growing affluence of the country following WWII also resulted in an increase in tourism. Tennessee, itself, often was not the ultimate destination. Instead, it was a *pass-through state* – one on the way to the warmer, sunnier south. New Jersey travelers did write post cards from Tennessee often with uninteresting, travelogue-type, messages. But again, not very many have been captured within this author's collecting sieve.

As matters now stand, before the end of World War II, Tennesseans seldom wrote to correspondents living in New Jersey. This lack of interest was reciprocated from the residents of The Garden State, as few Tennessee destination covers have survived originating from New Jersey. These covers certainly aren't as scarce as those from some other states, but correspondence from New Jersey to Tennessee is unusual.

*[Author's note: during the preparation of the above article, there were some interesting emails exchanged between the author and Gene Fricks. These are included below the endnotes as they add additional information about the NJ and TN [lack of] communication.]*

### ENDNOTES:

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<sup>1</sup> However, the author's accumulation of covers from Chattanooga, Knoxville, Memphis and Nashville hasn't been checked. All four of these cities had post offices opened by the Union Army during the early days of their military occupation. Each of the Occupation Post Offices processed huge quantities of Union Army soldier mail and are the most likely offices in Tennessee to have processed mail between New Jersey Civil War soldiers and home. So the results tabulated herein should be taken for what they are -- the results of looking over letters from and to relatively small Tennessee towns.

<sup>2</sup> The first liquor store opened in Harriman in 1992.

**Additional Notes:**

**From Gene Fricks:**

Philadelphia and central NJ (Helmetta, Jamesburgh) were the connection points for the tobacco trade. Henry Dyer Moore, who served as a founder and president of the American Tobacco Co. lived in Haddonfield NJ but conducted business from Philadelphia. Lawrenceville NJ was, and still is, a center for private schools for young men of means. Princeton has the college/university that was, until the 1950s, a favorite place to send the sons of the southern planter class. The first American intercollegiate football game in 1869 had its origins in north-south Reconstruction rivalries. New Brunswick is the home of another famous university, Rutgers, as well as once being the center of the American wallpaper and musical instrument [strings] industries. Cornelius Vanderbilt was from New Brunswick and his railroad and shipping interests are well-known.

One of the interesting aspects of migration from NJ to TN, especially east Tennessee, is that most of the migration out of New Jersey in the immediate pre-Revolutionary period was to North Carolina and western Virginia. It was the next generation or two that went west either to the Mero district or to the eastern counties of TN. By the time the postal service caught up, most of the ties back to NJ had died off. Most post-Revolutionary War migration from NJ was to the Northwest Territory (Ohio, etc) and beyond.

Most of my connections are in the eastern counties. Joseph Baird, surveyor with Stockley Donelson, was a grandson of John Baird of Freehold NJ. Joseph at one time had title to 50,000 acres in Grainger County and is the antecedent to about one-third of the population of Campbell Co. The Ellison family of Campbell and Scott counties goes back to a Quaker family in Burlington, NJ and before that to Quakers in Long Island, NY and Massachusetts. Lawrence Ellison was one of the major participants in the Flushing Remonstrance. The Walton's of Grainger, Campbell, Scott and Overton counties came originally from Salem NJ about 1700.

Tench Cox, Washington's third secretary of the Treasury, held title to almost 500,000 acres in Tennessee. His grandfather, Daniel Cox, was one of William Penn's circle in Burlington NJ. The Arp/Earp family of Loudon County originated in Delaware. The Crocketts came from Chesapeake, Virginia/Maryland. But again, by the time the postal service began to function with any efficiency, the old connections had been lost. I think one would likely find more TN-NJ covers in the WWII [and after] period than earlier.

**From Steve Edmondson:**

Thanks for the above information. Since I graduated from Vanderbilt University, I'm embarrassed to say that I forgot about Cornelius' association with NJ. And I also knew about the Princeton connection with the wealthy southern planter class. However, most of the ante bellum business connections between NJ and TN must have been conducted from offices in Pennsylvania and New York, for I have not seen any business letters from New Jersey. There was a lot of correspondence between both NY and PA and Tennessee. Indeed, the Philadelphia finishing schools have provided several extremely interesting ante bellum letters written from young girls to their mothers/sisters in Nashville.

Frankly, I was very surprised at the paucity of NJ-TN correspondence in my collection. I do want to emphasize, again, that my accumulation of covers to and from the four major cities in Tennessee have not been included in the above article. Once these covers are canvassed the results will add additional items to this survey. I will also add that I haven't avoided the acquisition of covers from the Atlantic Seaboard, I just haven't run across very many. By the way, while I have few covers from New Jersey, I have [quite literally] only a handful from Delaware and only a few dozen from Maryland. Still, I have what I have.

## ON THE AUCTION SCENE: PANAMA-PACIFIC FIRST DAY COVER

By Robert G. Rose

It's not often that a 20<sup>th</sup> century first day cover is included in the annual Robert A. Siegel Auctions Galleries' *Rarities of the World* sale, much less one used from New Jersey. Unlike mass produced first day covers that became popular beginning during the presidency of Franklin Roosevelt, those from the first two decades of the 20<sup>th</sup> century are scarce to rare in number. The Rarity Sale, held on June 25, 2013, included a rare mixed denomination of both the one cent and five cent Panama-Pacific Issue used on a first day cover from Plainfield, New Jersey, on January 1, 1913.<sup>1</sup>

To commemorate the Panama-Pacific Exposition that was to open in San Francisco in 1915, the post office issued a series of four stamps in 1913. Both the one, five and ten cent stamps were issued on January 1, 1913. The two cent was not issued until January 18<sup>th</sup>. Unlike modern first day covers, there was no official first day city.



Fig. 1: Five Cent Panama-Pacific (Scott 399) in combination with one cent (Scott 397).

At 6:30AM in the morning of New Year's Day of 1913, this first day cover was postmarked at the Plainfield post office on a locally addressed cover sent special delivery. Postage was paid with a strip of seven of the one cent stamp and a single, straight edged, five cent stamp. According to its catalog description, this cover is from a new discovery and is only the second recorded use of the five cent Panama-Pacific stamp on a first day cover, and "is one of the most striking and important 20<sup>th</sup> Century First Day Covers extant. Befitting its description, the cover bought a hammer price of \$22,000 plus a 15% buyer's commission.

**ENDNOTES:**

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<sup>1</sup> Robert A. Siegel Auction Galleries, Inc., 2013 Rarities of the World Auction, June 25, 2013, Sale No. 148, lot 347, <http://stampauctionnetwork.com/y/y104835.cfm> (8/11/2013)

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**Parsippany, NJ 07054-2891**

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

## CIVIL WAR LETTERS: Another Camp Ruff Soldier's Letter

By Richard Micchelli

*[This continues our articles relating to Civil War postal history, in commemoration of the 150<sup>th</sup> anniversary of this event. See our articles: New Jersey Civil War Covers, (Vol. 39 No. 2 Whole number [182](#), May 2011), New Jersey Civil War Covers: The Wyman Correspondence (Vol. 39 No. 4 Whole number [184](#) November 2011 ), and Civil War Patriotics: The Story of the Beverly Hospital (Vol. 40 No. 1 Whole number [185](#), February 2012, and A Soldier's Letters from Camp Ruff in Vol. 41. No. 2, Whole Number [190](#), May 2013), all illustrated with covers from the Micchelli collection. His award-winning exhibit of Civil War Patriotic Covers can be seen in our [Free Online Library](#) at <http://www.njpostalhistory.org/media/pdf/NJCWPats.pdf>. ]*

A second writer from Camp Ruff from my collection gives an interesting insight into life in the military camps:

The writer is Edward Thomas to his father Joseph Thomas, in Pottsville, PA on November 27 (1862). The name is common enough to make exact identification of *this* Edward Thomas a bit difficult. As Camp Ruff is a recruitment camp, and the writer speaks of having (recently?) received his bounty (incentives for enlistment), it seems safe to assume he was a recent recruit into the Pennsylvania Volunteers from Schuylkill County, Pennsylvania. The current best guess is an Edward Thomas enlisted on September 9, 1861 – although a year in a recruitment camp seems too long. Any help identifying this writer would be welcome.



**Fig. 1:** A Civil War patriotic cover addressed to Joseph Thomas in Pottsville, Pennsylvania, from his son, serving at Camp Ruff. It is cancelled Nov. 27 (1862) at Camden, N.J. The back of the cover shows a partial offset from the printing on front, probably a result of being stacked during printing before the ink was completely dry.



Richard Micchelli ~ CIVIL WAR LETTERS: Another Camp Ruff Soldier's Letter

The letter below in *Figure 2* was written on an illustrated letter sheet:

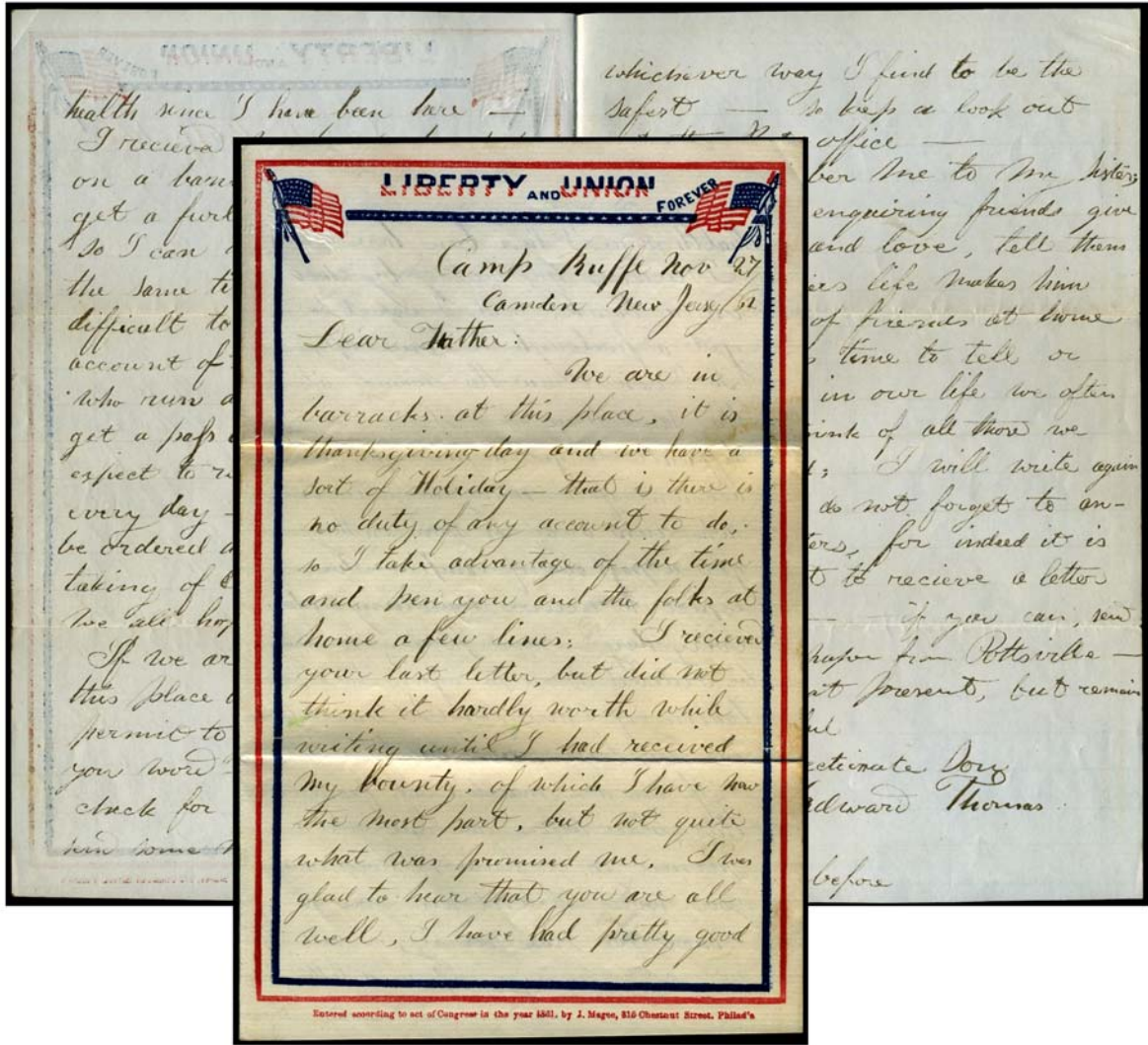


Fig. 2: Showing the enclosed letter, written on a letter sheet printed by J. Magee, 615 Chestnut Street, Philad'a..

A transcript of the letter follows:

Addressed to Mr. Joseph Thomas,  
Care of Rev. W. M. Morgan  
Pottsville, Schuylkill County/PA

Camp Ruff, Nov. 27. '62  
Camden, N.J.

Dear Father,

We are in barracks at this place, it is thanksgiving day and we have a sort of Holiday. - that is, there is no duty of any account to do, so I take advantage of the time to pen you and the folks at home a few lines. I received your last letter, but did not think it hardly worthwhile writing until I had received my bounty, of which I have now the most part, but not quite what was promised me. I was glad to hear that you were all well, I have had pretty good health since I have been here.

## CIVIL WAR LETTERS: Another Camp Ruff Soldier's Letter ~ Richard Micchelli

I received my bounty by check on a bank, and I expect to get a furlough to come up, so I can draw the money at the same time. It is very difficult to get a furlough, on account of so many deserters who run away as soon as they get a pass out of camp. We expect to receive marching orders every day – and possibly we may be ordered down to assist the taking of Charlestown S.C. which we all hope may be the case.

If we are marched off from this place before we can get a permit to go home, I will send you more – And send you a check for some money or will send some money up in a letter, whichever way I find to be the safest, so keep a lookout at the post office.

Remember me to my sister and to all inquiring friends give them my respects and love, and tell them that a soldier's life makes him think often of friends at home than he finds time to tell or write, but in our life we often and fondly think of those we leave behind. I will write again soon, -- and do not forget to answer my letters, for indeed it is a great treat to receive a letter from home. If you can, send me a newspaper from Pottsville.

No more at present but remain your dutiful and affectionate son,  
Edward Thomas

Note – direct as before

[On a Magee letter sheet, "Liberty and Union Forever". Entered according to act of Congress in the year 1861, by J. Magee, 316 Chestnut Street,, Philad'a.]

## CIVIL WAR LETTERS: Some Additional Items

Courtesy of Craig Mathewson

Craig Mathewson, former long time member of NJPHS, donated the covers shown below for the benefit of the Society. Both are addressed to Samuel Norcross in Tansboro, Camden County, New Jersey. The first is a patriotic cover, sent from Old Point Comfort in Virginia, the site of Fort Monroe:



Fig. 1: Fort Monroe, located at Old Point Comfort in Virginia, remained in Union hands during the Civil War. It guarded Hampton Roads and Chesapeake Bay, and served as the main transfer point for mail between North and South. At right, in Fig. 2, a patriotic cover sent from Old Point Comfort to Tansboro, NJ on May 1 (1862).

A second cover, send from Washington, D.C. to Samuel Norcross in Tansboro, is endorsed Soldier's Letter, and signed by Colonel William McCandless, with a Due 3 marking.

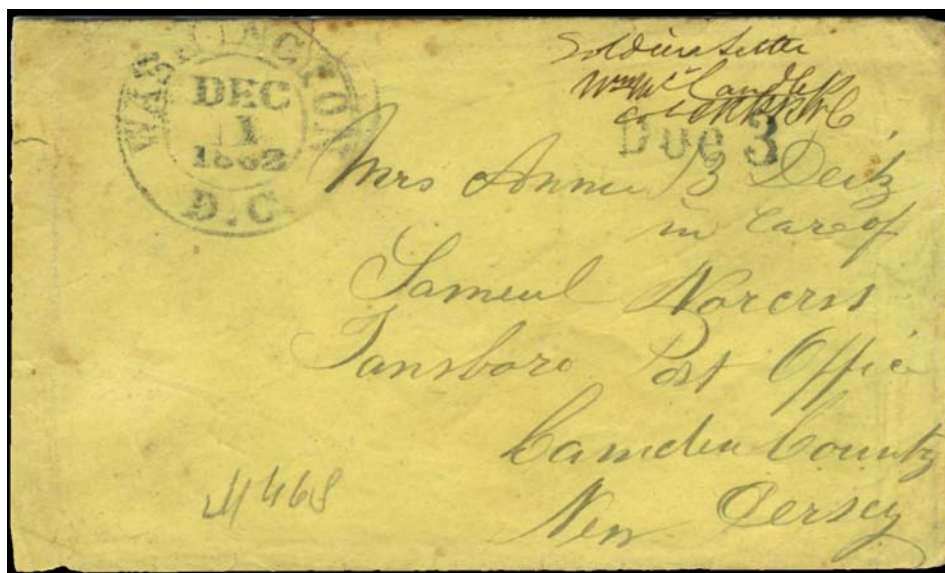


Fig. 3: A Soldier's letter, sent from Washington, D.C. to a Mrs. Anne B. Dietz, in care of Samuel Norcross in Tansboro, signed by Commanding Officer Col William McCandless of the Pennsylvania Reserve Volunteers.

Soldiers were required, like everyone else, to pay postage on their letters, the exception being that, when stamps were not available, they could mail items postage due at the 3¢ rate, if their letters were properly endorsed Soldier's Letter and, where required, signed by their commanding officer.<sup>2</sup> In this case, the letter is endorsed by Colonel McCandless, commander of the 2nd Regiment, Pennsylvania Reserves. This cover is dated Dec. 11, 1862, the

first day of the Battle of Fredericksburg. McCandless, who was wounded at the 2nd Battle of Bull Run and recovering in December, nevertheless took command of the 1<sup>st</sup> Regiment at the Battle of Fredericksburg when Sinclair was wounded. Whether McCandless was endorsing a letter for a member of his regiment, or sending it himself is unclear.



Col. William McCandless,  
PA Volunteer Reserve Corps.<sup>1</sup>



Tansboro location

*[If you have other NJ Civil War soldiers' letters you would like to contribute, please contact*

*[Secretary@NJPostalHistory.org](mailto:Secretary@NJPostalHistory.org).]*

<sup>1</sup> FindaGrave Bio at <http://www.findagrave.com/cgi-bin/fg.cgi?page=gr&GRid=21894> 8/17/2013

<sup>2</sup> Member Ed Siskin, and Charles, Harry K. Jr., Ph. D. " American Civil War Postage Due: North and South," a paper presented at the 7<sup>th</sup> Annual APS Postal History Symposium, Nov. 2012, online at <http://stamps.org/userfiles/file/symposium/presentations/CharlesPaper.pdf> .

## HUDSON HEIGHTS: Another Small Post Office

By Gene Fricks

Hudson Heights today is a pleasant middle-class neighborhood in North Bergen opposite Braddock North Hudson Park. The neighborhood is about four blocks wide and eight or so blocks long. Kay and Smith record Hudson Heights as a first-class post office from April 13, 1901 until August 31, 1957. After September 1, 1957, it operated as a branch of North Bergen (zip 07047).<sup>1</sup>



Fig. 1: Cover used from Hudson Heights in February 1909

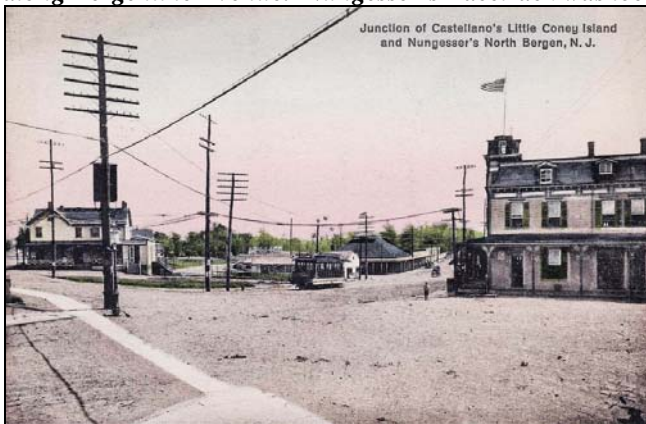
The neighborhood is still occasionally referred to as Nungesser's, taking its nickname from Nungesser's Guttenberg Racetrack. Guttenberg is, as most are aware, a tiny municipality in Hudson County along the Hudson River which begins at the foot of the Hudson Palisades below North Bergen. The racetrack was located along Bergenline Avenue between 82nd and 92nd streets,<sup>2</sup> (see heavy line on map - the approximate location of the James J. Braddock North Hudson Park today). It attracted New Yorkers by ferry until the New Jersey legislature outlawed gambling in 1893. The area had also been known for various other unsavory social activities. An amusement park, Little Coney Island, occupied the site until about 1910.<sup>3</sup> Later subdivisions date from 1919, creating the residential neighborhood that exists today. Postal service is provided from Woodcliff post office at 7915 Bergenline Avenue, North Bergen 07047 and Fairview post office, 6 Anderson Ave, Fairview 07022.<sup>4</sup> The Hudson Heights station of the North Bergen post office operated on Palisades Avenue, just off the park.



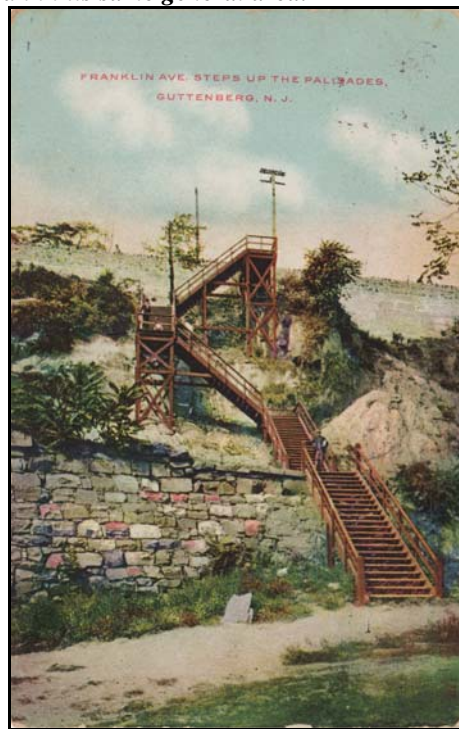
Fig. 2: Newspaper ad for sale of land in 1919.



**Fig. 3:** A modern (left) and older map of Guttenberg and North Bergen, showing the location of Hudson Heights along Bergenline Avenue. Nungesser's Racetrack was located in this same general area.



**Fig. 4:** Site of Nungesser's Hotel and Little Coney Island.



**Fig. 5:** The steps up the Palisades at Guttenberg.



**Fig. 6:** A view of the Hudson Heights PO.

Courtesy of Doug D'Avino's gallery on our web site: "Post Offices of New Jersey - A History Told Through Postcards."

**ENDNOTES:**

- <sup>1</sup> Kay, John L. and Smith, Chester M., *New Jersey Postal History*, (Lawrence MA: Quarterman Publications), 1974.
- <sup>2</sup> What killed to The Gut? at [Hudson Reporter - What killed 'The Gut' County was once home to notorious race track](http://www.hudsonreporter.com)
- <sup>3</sup> Racetrack Section, *Wikipedia, The Free Encyclopedia*, last revision 19 November 2012. 03:10 UTC. Date retrieved 19 May 2013, 19:33 UTC. ([http://en.wikipedia.org/wiki/Racetrack\\_Section,\\_North\\_Bergen](http://en.wikipedia.org/wiki/Racetrack_Section,_North_Bergen) ) 8/12/2013.
- <sup>4</sup> North Bergen NJ municipal website: . <http://www.northbergen.org/> 8/11/2013.

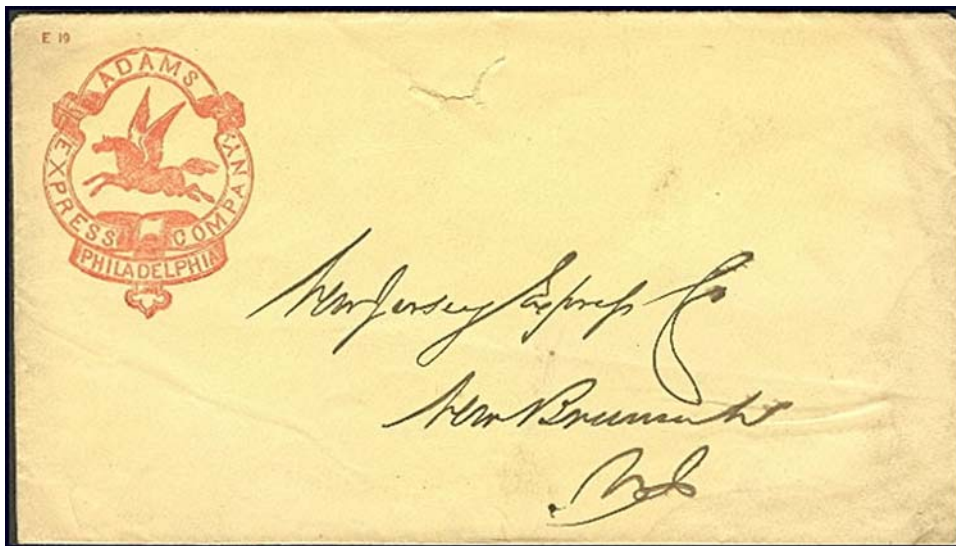
## RECENTLY DISCOVERED PRIVATE EXPRESS MEMORABILIA USED IN NEW JERSEY: Part I

By Bruce H. Mosher

A significant quantity of mostly paper artifacts and relevant historical information has been recorded in previous *NJPH* issues, all of which involve the numerous private express companies that operated in New Jersey between 1842 and 1918.<sup>1</sup> Since those *NJPH* articles were published, many additional express items have surfaced that will be documented in this and ensuing reports. This first installment covers the recent express memorabilia attributable to three major railroad-express companies of that era—Adams Express Company, American Express Company and National Express Company—all of which operated within New Jersey. Subsequent articles will cover other interesting express items from additional New Jersey-hosted express companies.

### Adams Express Company

The *Figure 1* cover was probably used for express business from an Adams Express office in Philadelphia to the New Jersey Express office in New Brunswick, NJ. This cover does not contain any docketing that indicates when the cover was actually transported and since it probably traveled outside the U.S. mails, there are no postal cancellations present.



*Fig. 1: Circa 1866 Adams Express cover that traveled from Philadelphia to New Brunswick, N.J.*

The envelope's contents are also missing. An educated guess would place the usage timeframe in the 1860s. The author's catalog number for this corner card design is ADX-C51.<sup>2</sup> A similar cover was previously reported in the August 2006 *NJPH* that included the same corner card design and also exhibited the same handwriting style on it.<sup>3</sup> That cover was addressed to "Mr. Staats" who is believed to have been the New Jersey Express Company's agent in New Brunswick in the 1866 time frame.

Around the end of 1883 or early in 1884 the Adams Express Company issued an informative circular that stated the Pennsylvania Division of the Company was now in charge of all express routes previously operating under the “Central Express” and “New Jersey Express Company” business names. A notice to this effect is found in the January 15, 1884 edition of the *Express Gazette* and is reproduced in *Figure 2*. Since the Central and New Jersey Expresses had been subsidiaries of Adams Express for their entire existence, it is not too surprising that this transition eventually took place, possibly to consolidate express operations in order to save on Company expenditures. This information does end some previous uncertainty and speculation concerning the termination dates for the Central and New Jersey Express Companies. It is definitely possible, however, that the post-1883 Adams Express provided-service may have continued for a while under the former express company names.

A rectangular box containing a notice from the Adams Express Co. dated January 1884. The text inside the box reads: "ACCORDING to a circular issued by Superintendent Rigney, of the Pennsylvania Division of the Adams Express Company, that division of the company now embraces all the territory heretofore operated in the name of the "Central Express" and the "New Jersey Express Company.""

*Fig. 2: Adams Express Co., January 1884 notice.*

The Adams Express consignment receipt shown in *Figure 3* appears to be very similar to that previously illustrated in the November 2006 issue of *NJPH*.<sup>4</sup> This receipt is imprinted with Adams Express Form “No. 180” in the upper left corner and a “Camden, N. J. \_\_\_\_\_ 189\_” dateline at upper right. Receipt of one package is documented from J. Love in Camden for express shipment to Miss T. K. Moore in New York City.<sup>5</sup> An express fee of 30 cents is recorded as prepaid at lower left. However, an additional “C” entry is also present which usually means the consignment is being sent collect. There is no obvious explanation for the “C” entry on this receipt.

Dating this receipt is somewhat confusing from the manuscript information on it. “Oct 30” was originally written on the dateline, but the year number was not entered on the dateline blank under the Battleship Revenue stamp (Scott R163). Further, the one-cent revenue stamp exhibits a light “U S X 12/19/98” manuscript cancel in two lines. Camden was serviced by both Adams and United States Expresses in 1898, so perhaps they shared a joint express office and also shared a stock of “manually precanceled” revenue stamps. This supposition would at least explain the presence of the “U S X” in the stamp’s cancellation. The “Oct 30” and “12/19” dates seem unaccountably far apart (i.e., 50 days) to assess the actual usage date. No mitigating tax-related circumstances are known or seen that would explain why the revenue stamp was belatedly affixed to this receipt. One explanatory scenario does come to mind—what if the tax stamp was erroneously never applied at the Camden agency on October 30th and this omission was not noticed until some kind of audit later occurred at which time the revenue stamp was pasted on this receipt. Surely, there are other rational explanations regarding this stamping “mystery,” including the actual circumstances, which we may never know.

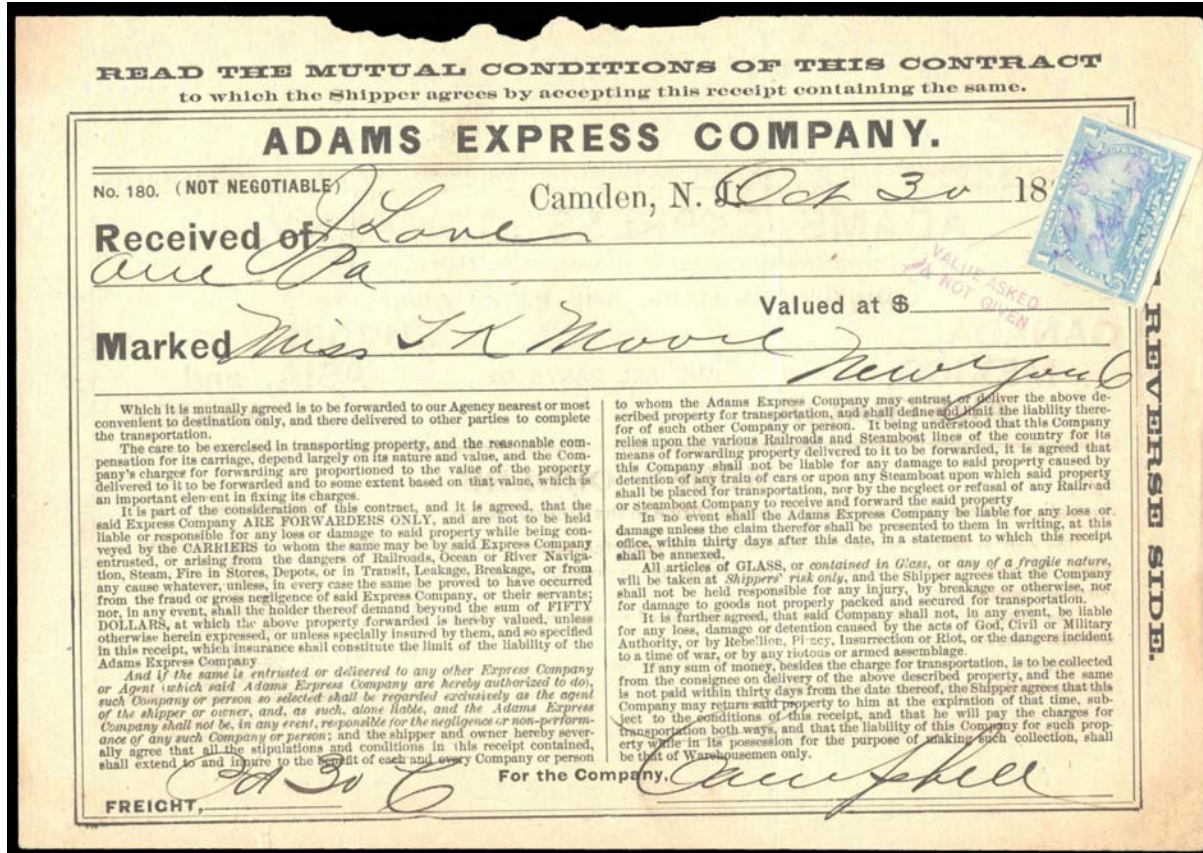


Fig. 3: Adams Express receipt that originated in Camden, N.J. in 1898.

The brown Adams Express cover depicted in Figure 4 is much easier to date because of its clear “May 4 1906” Post Office applied cancellation. This cover came from the Route Agent’s Office in Trenton and is marked with a “158 B” form number at upper left. The cover is addressed to JS Applegate & Son in Red Bank, N.J. There are no contents inside and no additional markings on the reverse of this cover.

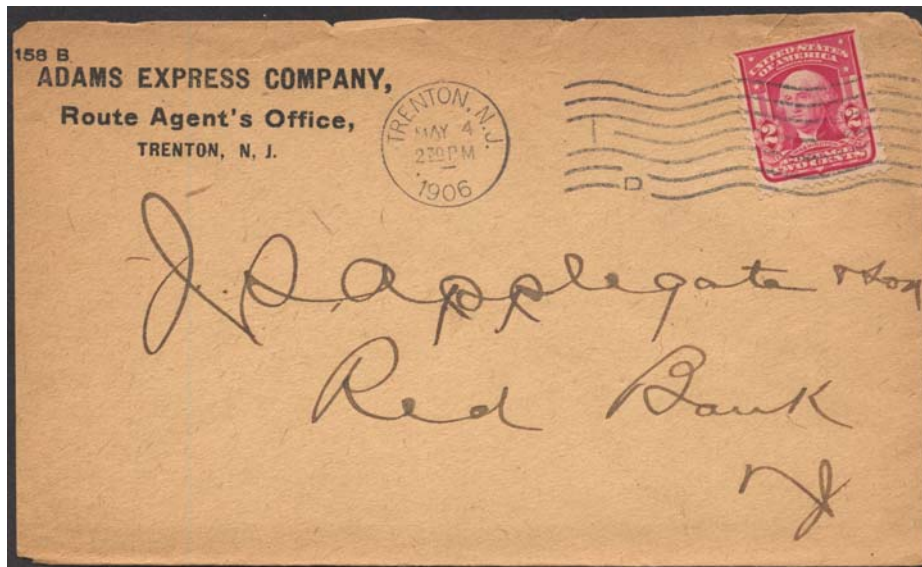


Fig. 4: Adams Express cover mailed from Trenton to Red Bank, N.J. in 1906.



184  
**ADAMS EXPRESS COMPANY,**  
 PENNSYLVANIA R. R. STATION.  
 W. L. REID,  
 Agent.  
 NEW BRUNSWICK, N. J., *6/11* 190*7*

*Mr. Anderson*  
*Dear Sir*  
 Save me a puppie  
 out of litter you expect in a  
 day or two. When the puppie  
 is ready to ship, advise color  
 and how marked, the balance  
 of cash \$7.<sup>00</sup> will then be  
 sent to you.  
 Yours truly  
*W L Reid*

158 B.  
**ADAMS EXPRESS COMPANY,**

*P 571*  
*Mr. C. H. C. Anderson*  
*Carlville*  
*Fairview Farm*  
*RFD #4*

*Self*

NEW BRUNSWICK  
 JUN 11 12 M  
 1907

UNITED STATES  
 OF AMERICA  
 2  
 POSTAGE  
 AND PROFITS

Fig. 5: Adams Express 1907 cover and letter from New Brunswick, N.J.

**RECENTLY DISCOVERED NJ EXPRESS MEMORABILIA ~ Bruce H. Mosher**

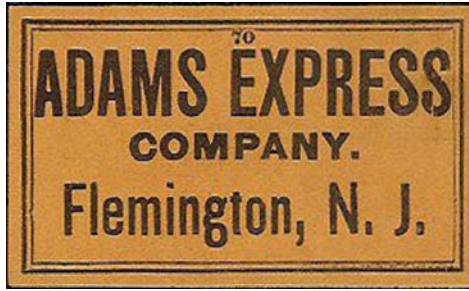
Another form “158 B” Adams Express cover is shown in *Figure 5* above, and it was mailed in New Brunswick, N.J. on June 11, 1907. The illustrated enclosed letter shows it came from Adams Agent W. L. Reid who apparently worked at the Pennsylvania Railroad Station in New Brunswick. Mr. Reid was asking to buy a “puppie” from Mr. C. H. C. Anderson of Carlinville, Illinois. We wonder if Agent Reid needed a special breed of dog at his Agency to help guard the express shipments that he handled. Ordering a puppy from Illinois seems like an unreasonably long distance from which to have a young dog shipped. In 1907 Carlinville, Illinois was exclusively serviced by the United States Express Company so subsequently Mr. Reid could have arranged a combined express company shipment to his Agency at his Company’s expense. Unless, of course, he was purchasing the puppy for himself.

Many express companies used postal cards, which they mailed to customers to accomplish various notifications during the normal execution of their express business. An example card is shown in *Figure 6* that was mailed on April 29, 1909 and whereupon Adams Agent W. A. Simpson in Manahawkin, N.J., requested that A. E. Burnell of Barnegat City promptly supply instructions for disposition of an express package being held for him. The Adams’ message on this card implies that Burnell had been mailed prior notice(s) that his package was waiting at the Manahawkin Agency. In retrospect, he needed to decide whether to pick up the package, have it placed into paid storage or refuse its delivery and have it returned to the sender. The consequences of Mr. Burnell’s continued inaction could have resulted in his package being sold at auction by Adams Express, as stated on the card. However, a time limit for completing some decisive action is not stated on the Postal Card. If Mr. Burnell had previous dealings with Adams Express Company, he probably well knew the limits of their tolerance in this matter.



*Fig. 6: Adams Express 1909 Postal Card mailed in Trenton, N.J.*

One additional New Jersey office label issued by Adams Express has been found and it is depicted in *Figure 7*. It was used at the Flemington, N.J. (Hunterdon County), Adams Express Agency sometime between the early 1870s and 1918. The outer rectangle on this label measures 52 x 30 mm and it bears the Company form number “70” at the top over the first “E” in ‘EXPRESS’. The author’s catalog number for this label is ADX-L355a.<sup>6</sup>



*Fig. 7: Adams Express office label used in Flemington, N.J.*

The wax sealer illustrated in *Figure 8* saw service in Hainesport, N.J. within Burlington County. This brass sealer was used by the Hainesport express agent to force impressions into small patches of molten wax that were dripped across rear envelope seams of Adams Express Money Packages before shipment. *Figure 9* shows the reverse of an Adams Express Money Package cover with typical placement of the wax seals for shipment security. Hainesport was a station on the Camden & Burlington County Railway portion of the Pennsylvania Railroad in their Trenton Division.



*Fig. 8: Adams Express wax stamper (mirrored face shown).*



*Fig. 9: Typical location of wax seals on the back of an express Money Package envelope.*

**American Express Company**

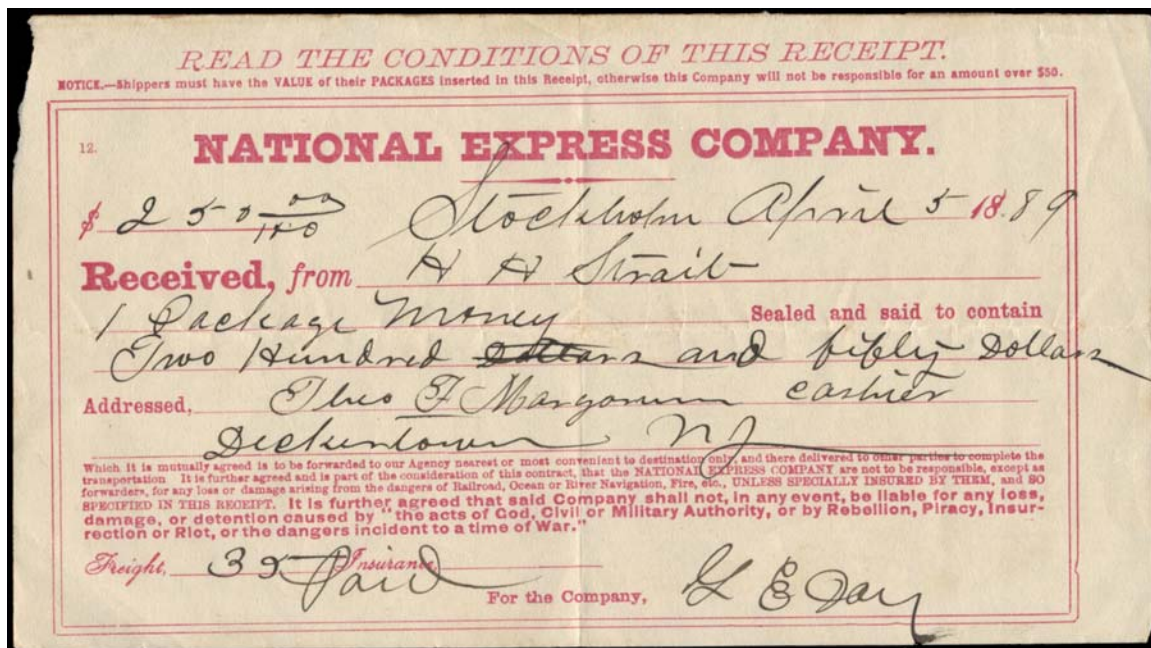
New Jersey artifacts from the American Express Company continue to be difficult to find because the Company only provided significant instate express service over a four-year period from July 1914 through June 1918. The American Express wax sealer shown in *Figure 10* was used in Weston, N.J., in Somerset County. Weston was a rail station on the New York Branch of the Philadelphia and Reading Railroad.



*Fig. 10: American Express wax stamper (mirrored face shown).*

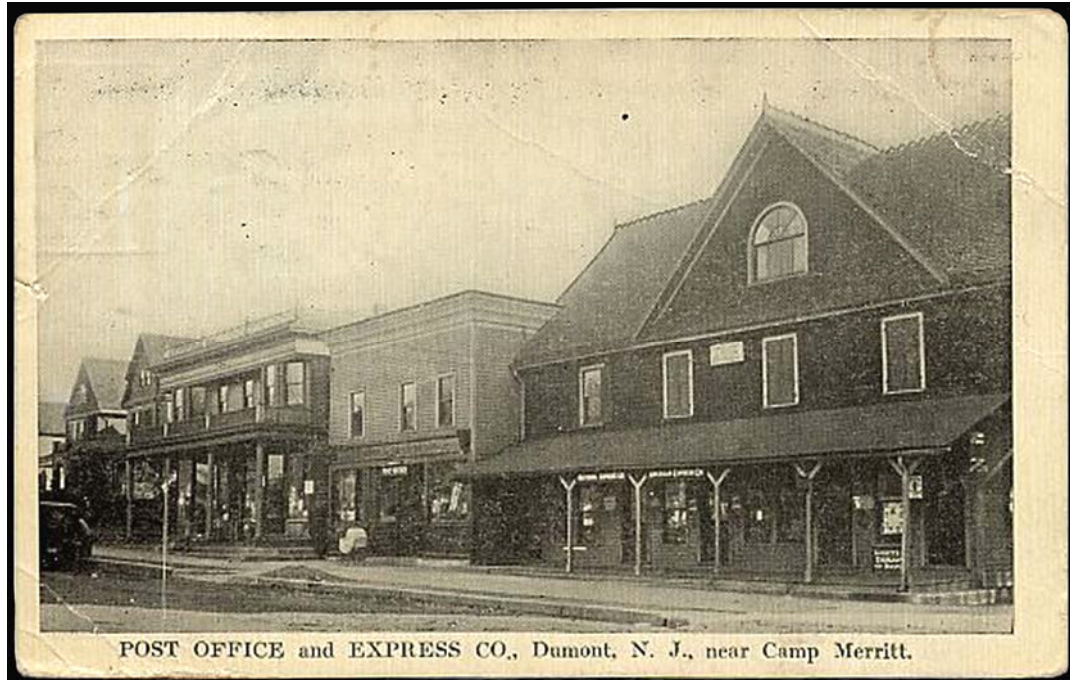
**National Express Company**

The 1889 National Express receipt in *Figure 11* originated in Stockholm (Sussex County), N.J., a station on the New York, Susquehanna & Western Railroad. This receipt documents the consignment of \$250.00 within a Money Package that was destined for Deckertown, N.J., also located in Sussex County. An express fee of 35 cents was prepaid for this shipment. Deckertown was also a station on the New York, Susquehanna & Western Railroad.



*Fig. 11: 1889 National Express receipt that originated in Stockholm, N.J.*

During World War I, many express shipments to/from Camp Merritt in Bergen County New Jersey were handled by the National Express Company at their Dumont Station (see *Figure 12*) that was on the River Division of the West Shore Railroad. A wax sealer used by the Company at this agency is depicted in *Figure 13*.



*Fig. 12: National Express agency office in Dumont, N.J.*



*Fig. 13. National Express wax stamper (mirrored face shown).*

**TO BE CONTINUED**

### ENDNOTES:

- <sup>1</sup> Bruce Mosher, "New Jersey Private Express Companies, Part 1 through Part 10B," *NJPH*, May 2003 through May 2007.
- <sup>2</sup> See Bruce Mosher's *Catalog of Private Express Labels and Stamps*, 2002, page 5.
- <sup>3</sup> Bruce Mosher, "New Jersey Private Express Companies, Part 9A," *NJPH*, August 2006, Figure 9-7, page 163.
- <sup>4</sup> Bruce Mosher, "New Jersey Private Express Companies, Part 9B," *NJPH*, November 2006, Figure 9-23, page 201.
- <sup>5</sup> Closer examination of the Adams Express receipt illustrated in Figure 9-23 reveals that it also was addressed to "Miss T. K. Moore" and not "Mr. I. K. Moon" as previously reported.
- <sup>6</sup> See Bruce Mosher's *Catalog of Private Express Labels and Stamps*, 2002, page 14.

## FREE FRANKS OF SAMUEL SOUTHARD

By Jean R. Walton

Ed and Jean Siskin's interesting articles on New Jersey free franks in recent issues led me to take another look at the various franks of Samuel L. Southard in my collection. Members may remember the continuing series we ran over many years of Southard correspondence, with contributions from many different society members. For those not familiar, a brief synopsis of Southard's life, and the reasons he held a free franking privilege follows.

Samuel Southard was born in Baskingridge in 1787, a son of Henry Southard, a farmer and New Jersey Justice of the Peace, who would himself be elected a member of Congress from 1801-1811, and again 1815 to 1821. He was still serving when his son Samuel first took a seat as a US Senator in 1821. Samuel grew up in Baskingridge, attended the Brick Academy there, and entered Princeton (then the College of New Jersey), graduating in 1804. He then served as a tutor, first in Mendham, and then in Fredericksburg, Virginia, in the Taliaferro family – friends of his father's from his years in as a Congressman. It was in Virginia that Southard began the study of law under such mentors as James Madison, and where he also met his future wife, Rebecca Harrow.

Returning to New Jersey in 1811, he began the practice of law, soon becoming a surrogate judge, and an Associate Judge of the New Jersey Supreme Court in 1815. He was also elected to the New Jersey State assembly. In 1821, he was appointed to complete the US Senate term of James Wilson (retiring), and then elected to the US Senate. He served from January 26, 1821 until March 4, 1823 – thus acquiring the franking privilege of a US Senator. His free frank in these early years in the US Senate is distinctive, and different from its appearance in later years:

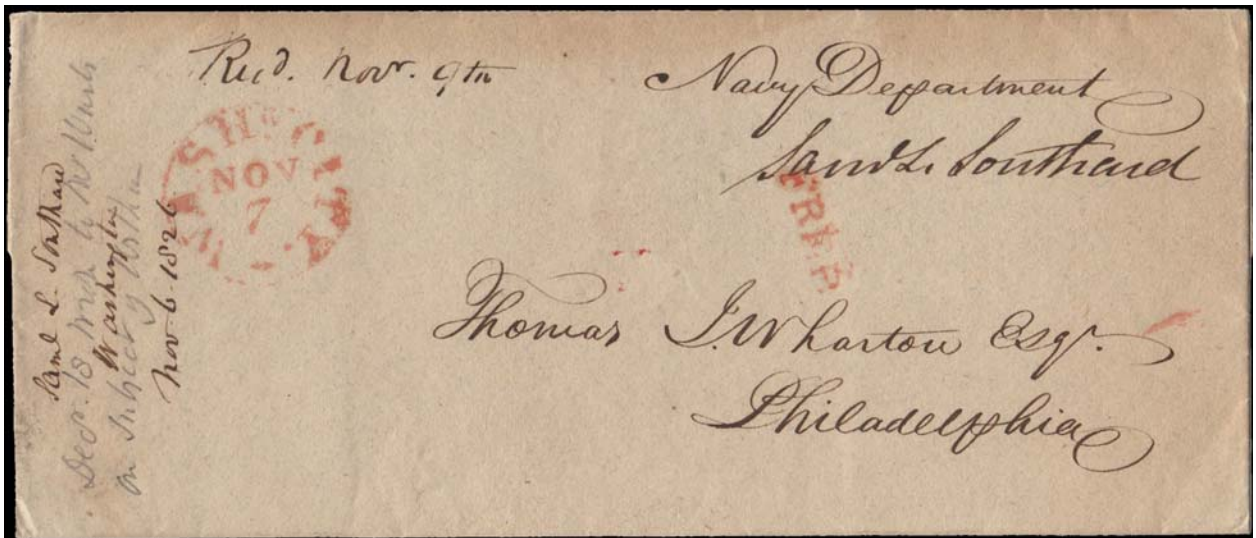


*Fig. 1. From 1821 to 1823, Southard's Senate free frank included "Sen: U.S." - in his later Senate years he did not bother with this suffix. This cover shows that short-lived signature free frank, used from TRENTON [then Hunterdon County] NJ from Southard to NY with a Coles T11 cancel TREN. N.J. on March 20 (1823).*

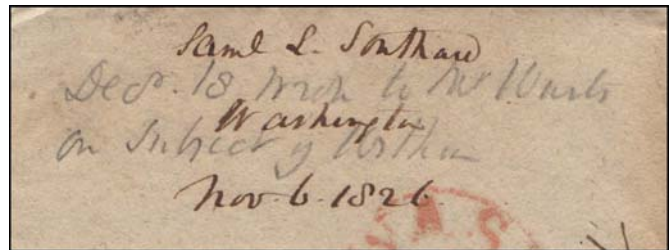
The cover in *Figure 1* is likely an improper use of Southard’s franking privilege, as it appears not to have been Senate business. While the letter itself is missing, the offset left on the outer sheet, when scanned and darkened, indicates it is an order for bibles in March 1823 from the Treasurer of the Peekskill (NY) Female Bible Society to Mr. Nitchie of the American Bible Society in New York City. One has to wonder how it happened to receive Southard’s signature.

Southard served just over 2 years in the U.S. Senate, and then resigned his seat March 3, 1823 when offered an appointment as Secretary of the Navy by President James Monroe. This position he held from September 16, 1823 to March 4, 1829, having been reappointed by John Quincy Adams. The cover shown in *Figure 1* falls in the period between his resignation from the U.S. Senate and his cabinet position (both with franking privileges) and thus is probably improper usage for two different reasons – non-Senate business and an out of term usage.

While Secretary of the Navy, Southard’s free frank was found on many naval documents and communications, and below is an example of his free frank on Navy Department correspondence:



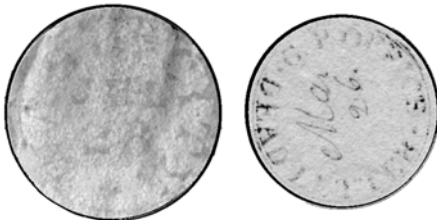
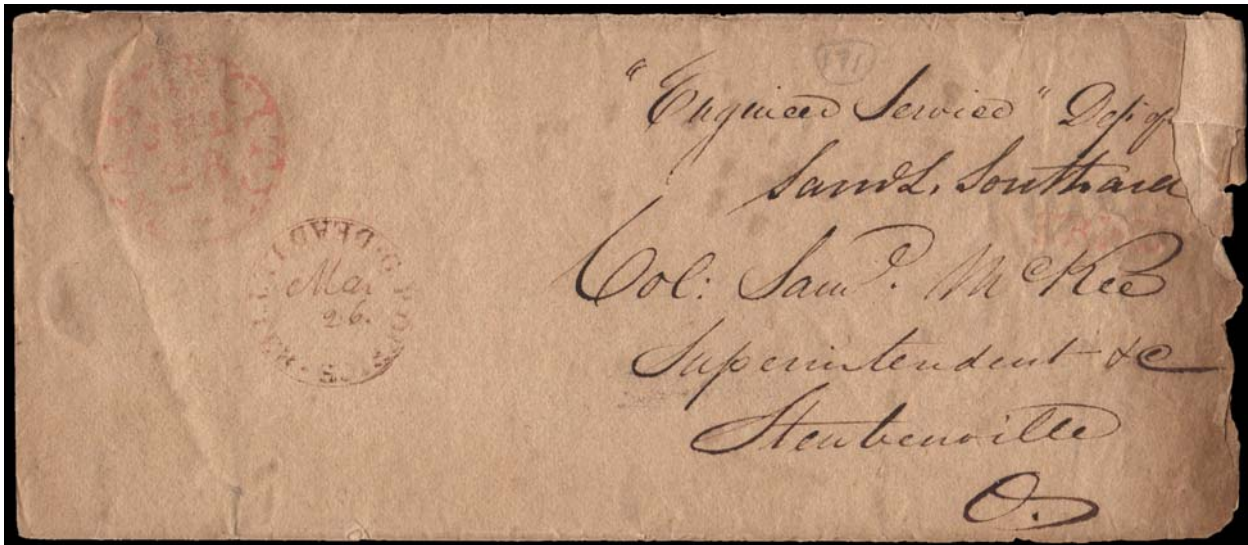
*Fig. 2. This folded letter (cover only) appears to be the type used by government officials – a folded sheet which included contents (now gone). The cover was sent Nov. 7, 1826 from Washington City (WASHN CITY cancel) to Philadelphia, with added FREE and Southard’s signature under Navy Department. Docketing shown at right.*



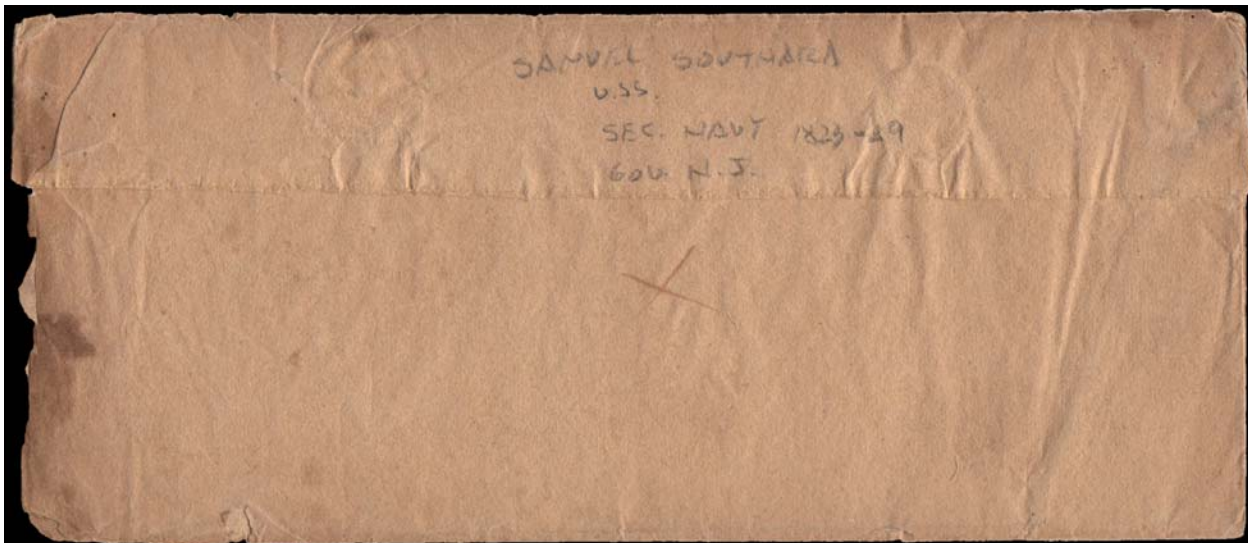
During Southard’s terms as Secretary of the Navy, he twice served as Interim Secretary of other departments. In 1825, He served as Interim Secretary of the Treasury [March 7 - July 31, 1825, substituting for Richard Rush, John Quincy Adams’ appointee, who it appears was not available until August] and Interim Secretary of War [May 26 - June 19, 1828,] awaiting John Quincy Adams’ appointee Peter Buell Porter, who served from May 16, 1828, to March 9, 1829.

**FREE FRANKS OF SAMUEL SOUTHARD ~ Jean Walton**

Covers from these interim periods are very scarce, the combined time covering a period of five months in 1825, and less than a month in 1828. So it was with some exhilaration that I bought on Ebay a cover I am convinced is from the 1828 interim period!<sup>1</sup> It was described as an “envelope” (in the 1820s or 30s??) and the free frank of Samuel Southard is below an “Engineering Services” Dep of [\*\*\*] (alas, the cover is torn open, leaving that last detail missing). It is addressed to Col. Sam P. McKee, Superintendent, etc., Steubenville, Ohio – with a Washington City cancel (as in *Figure 1*, WASH<sup>N</sup> CITY) dated Jul 28, and a G.P. Office/Dead Letter Mar 26.



*Fig. 3a &b: Sealed cover, opened at right end, addressed to Col. Sam P. McKee, Superintendent etc., Steubenville, O. It is franked with Southard’s signature and a light red FREE marking, from the Engineer Services, Dep of (corner missing). Engineer Services and the Corps of Engineers was part of the War Department, so we believe this is in fact an 1828 cover when Southard served as interim Secretary of War. Covers were often signed, to be used by the members of that department as needed, as seems to be the case here.*





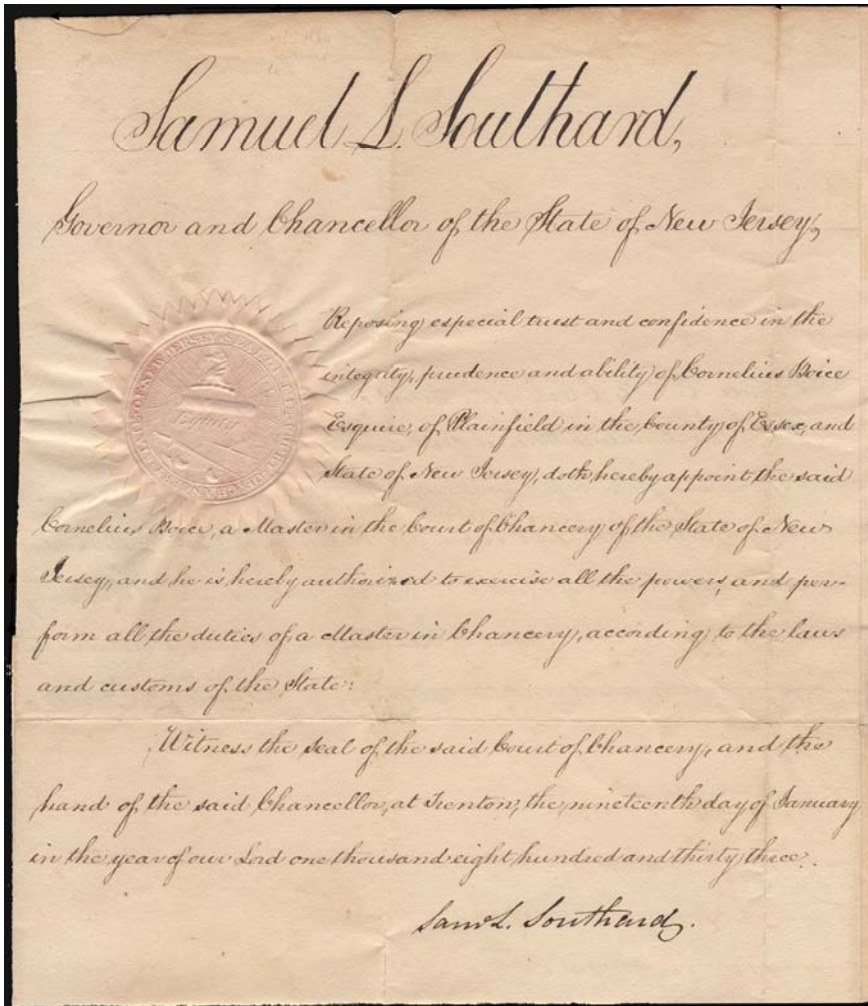
My efforts to identify Col. Sam McKee have been unsuccessful – although I have tried various permutations of the name, I can find no Sam McKee who was a colonel at this particular time (and perhaps this is the reason the letter ended up in the Dead Letter Office). I did find a Col. William McRee, retired from the Army Corp of Engineers, who served from Feb. 22, 1825 until July 25, 1832 as the Surveyor-General of the United States for the District of Illinois and Missouri, and perhaps this is the person for whom this letter was intended.

The type of envelope matches others of this period used by clerks to send mail from various departments, and matches a similar cover owned by Ed Siskin, who has pointed out other reasons for assuming this is an “interim” cover used with Southard’s free frank.<sup>2</sup> I am open to other evidence and information from members that might prove or disprove my theory.

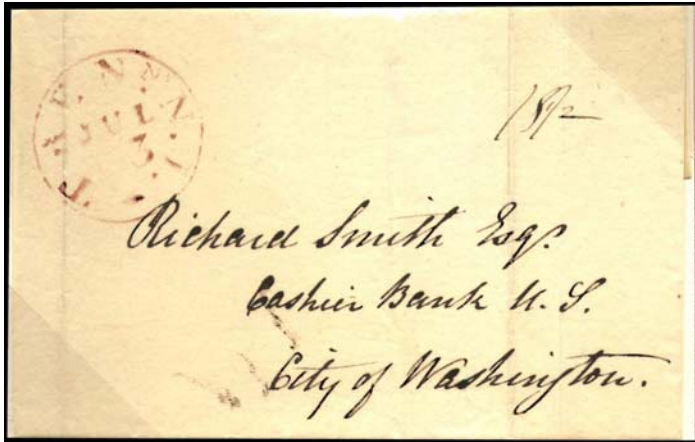
Southard’s term as Secretary of the Navy ended with the election of Andrew Jackson, and there is ample documentation that the two men were political enemies.<sup>3</sup> Southard was replaced by John Branch on March 9, 1829. Southard’s next career move was appointment as State Attorney General – an attempt to rejoin the Senate failing on the basis that he had not been a resident of New Jersey during his years as Secretary of the Navy. In 1833, he was appointed

Governor of New Jersey.<sup>4</sup> This position he held for only 4 months (October 26, 1832 - February 27, 1833), returning to the US Senate as soon as it was feasible, on March 4, 1833.

So between March 1829 and March 1833, the franking privilege was not available to him. But he was busy putting his signature on various State documents.



**Fig. 4: As Governor, he was also Chancellor of the State of New Jersey, and this document is the appointment of Plainfield lawyer, Cornelius Boice, to the position of Master in the Court of Chancery on February 1, 1832.**

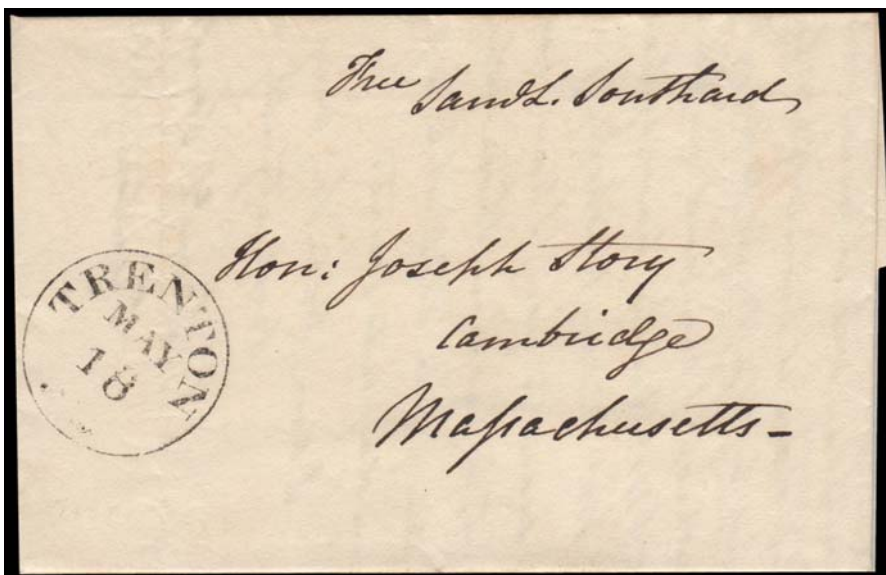


*Fig. 5: A letter in Southard's own hand, written when he was the New Jersey State Attorney, and an agent of the U.S. Bank, sent to the Treasurer of the US Bank in Washington, with a paid rate of 18½¢. It was sent from Trenton on July 3 (1830). Even as an agent of the Bank, he had no franking privileges at this time.*

*Fig. 6: A letter to Southard postmarked five days after he took office as Governor, November 1, 1832. He held this office for only four months, before returning to the Senate.*

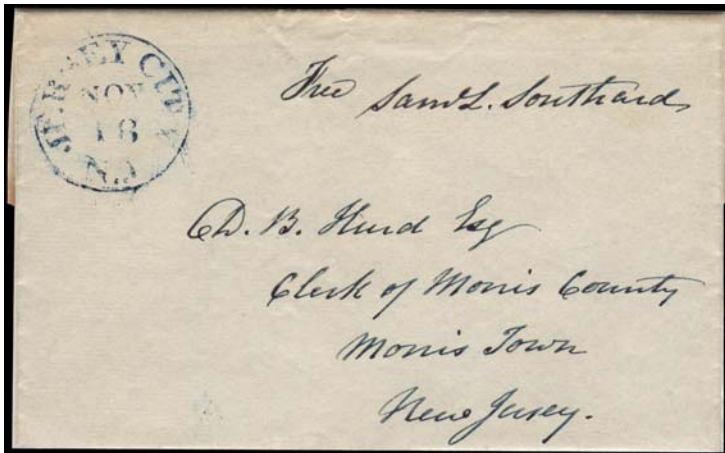


His return to the Senate restored his franking privileges, and he now signed letters without the "Sen: U.S." suffix used in his early days in the Senate.



*Fig. 7: A letter sent from Southard in his own hand to Supreme Court Justice Joseph Story in his home state of Massachusetts. Postmarked from Southard's home in Trenton May 18 (1835), when Trenton was still in Hunterdon County (before the creation of Mercer County in 1838).*

*Fig. 8: This is a clear misuse of Southard's franking privilege, as this is a letter written by his daughter Virginia to her brother Henry in Pennsylvania. Virginia was travelling with her mother to meet her father, and was staying at the springs at Schooley's Mountain, not far from Port Colden on the Morris Canal. Southard now also was President of the Morris Canal and Banking Company, and was inspecting the canal, on which Port Colden was located.*



*Fig. 9: Note this letter is sent from Jersey City Nov. 18 (1839), location of the offices of the Morris Canal and Banking Company, and where the Southards now lived in a home provided for them by the M.C.&B. Co. Its content concerns Morris Canal business, not Senate business, so again, a misuse.*

Southard was not alone in his misuse of his frank, and in fact there were frequent misuses of the franking privilege. Until 1833, Members of Congress were technically allowed to use their free franks only when Congress was in session, but in March of that year, it was extended to a year-round privilege, extending 60 days before they took office to the next session of Congress after their term of office expired. There are apocryphal stories of Congressmen mailing their dirty clothes home to be laundered, shipping their household goods, and supplying friends and acquaintances with pre-franked lettersheets to use.

Jackson's election in 1828 was a period of accelerated abuse of the privilege on both sides of the aisle. Some letters indicate, particularly in the area of dispensing political literature, just how this privilege was used (or abused). Requests for political literature in support of the Whig cause included long lists of names, each checked or marked, indicating that literature was sent (free) as requested.

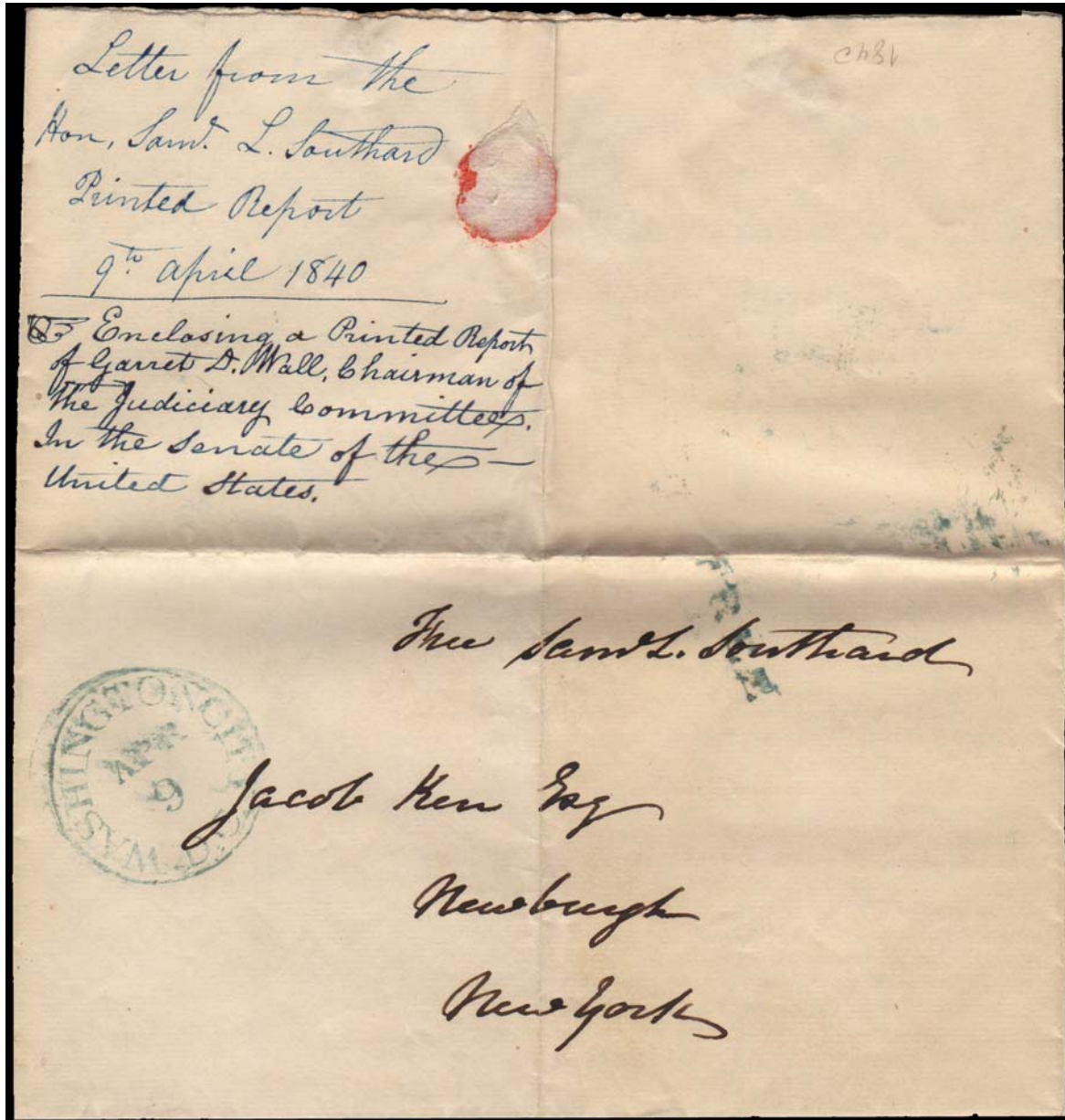


Fig. 10: Samuel Southard's use of his franking privilege to dispense (in this case) a report from fellow Jerseyman Garrett Wall, postmarked April 9 (in blue) with matching "FREE," Washington City/D.C.

In his annual message in December of 1833, Jackson mentioned the disarray of Post Office finances, and this appears to have begun a period of post office investigation and restructuring. Again in 1834 he further details the post office debts, laying the blame in large part to the extension of free franking privileges and the abuses thereof. Many improvements were made under the Postmaster General administration of Amos Kendall (1835-40), a man supposedly so honest it is said he would not even frank his wife's mail,<sup>5</sup> who instituted a number of reforms. Under his administration, post office debts decreased, an annual budget was set up, and regular auditing was instituted. But the free franking privilege was not discontinued until 1845, and then was reinstated again in 1847. Once given, perquisites are hard to remove.

Southard served 6 years in the Cabinets of Madison and John Quincy Adams, and in the Senate a total of 13 years, so held franking privileges for 19 years. His last term in the Senate was during the presidency of William Henry Harrison, and on March 11, 1841 he was elected *President protem*, a position he held until May 31, 1842. With the death of Harrison and the succession of Tyler to the Presidency, this made Southard the acting Vice-President. But his health was failing, and in May of 1842, he retired from the Senate. By June 26<sup>th</sup>, he was dead. An interesting man and a NJ favorite son passed into history.

*[Apologies for the repetition for those who attended the Annual Meeting, as this is an expanded show-and-tell item from that day. JW]*

## ENDNOTES:

<sup>1</sup> My thanks to Doug D'Avino for sending me the link!

<sup>2</sup> I am indebted to Ed Siskin who passed these thoughts on to me, which I found most helpful:

“Just a few quick thoughts:

- 1.) The DC postmark appears to be the type reported 1829-1835 (per ASCC, although earlier uses could exist)
- 2.) The Dead Letter Office postmark is reported 1828-1837 (per Wegner)
- 3.) I know of no Department of the Navy office including the word "engineer" before the Civil War (as a retired engineer and former naval officer, I'm particularly sensitive to these factors)
- 4.) The use of an envelope is rare with postage mail before 1845 because it meant an extra rate. It was uncommon but not scarce for franked mail of the period. I do have an 1831 Corps of Engineers franked envelope.
- 5.) I've seen various wording varieties of Corps of Engineers, Chief Engineer and Engineer Services. Engineer Services was normally used by someone in the Corps who did not have the franking privilege. See below.
- 6.) The Chief Engineer, but no one else in the Corps, got the frank about 1827. If the Chief Engineer was not available, someone else in the War Dept with the franking authority would have signed. Typically the Secretary and a few of his senior subordinates with the franking authority would sign a stack of blanks and they would be used when necessary. It's not unusual for franks to be used by subordinates after a Secretary leaves office. When Southard became acting Secy on May 26th, there really was no Chief Engineer. Alexander Macomb had given up the function months earlier when he had become acting commanding general of the army. He received the actual Commanding General rank on May 28th, the same day Charles Gratiot became Chief Engineer. In any event, franking practices at that time were chaotic.

Based on the above, there is no doubt in my mind that the cover was franked by Southard as Acting Secy of War. By the mid-1830s the practice was for the sending Engineer to endorse the cover, and then send it to some official who could frank it. Attached is my favorite example of this practice. The actual frank was by Elbert Herring, Commissioner of Indian Affairs.”



*Note War Department at left, with Herring's franking signature, & Engineer Service at right, with signature of the sending engineer. The actual signature is RELee/SLT Asst Atg (ie /Second Lieutenant Assistant Acting) (and yes it is THAT R. E. Lee).*

<sup>3</sup> Their animosity, beyond being members of opposing parties, was based on perceived insults on the part of Jackson, and rose at one point to the possibility of a duel. See Birkner, Michael, *Samuel L. Southard, Jeffersonian Whig*, Associated University Press, Cranbury, NJ 1984, pp. 82-86.

<sup>4</sup> Governors were elected by the State Legislature, not the voters, in this period before the 1844 revision of the State Constitution,. See Spellhorn, Paul & Birkner, Michael, *The Governors of New Jersey 1664-1974*, published by the New Jersey Historical Commission, Trenton 1982. p. 9.

<sup>5</sup> Amos Kendall, *Autobiography of Amos Kendall*, Lee & Shepard, Boston & NY, 1872.

## HOMETOWN POST OFFICES: Summit, NJ

By Doug D'Avino

This story begins on the night of November 19, 1895, a significant date for the Summit Post office....

Bridget Lane was well into the second year of her second, non-consecutive term as the postmaster of Summit, Union County, NJ (*Figure 1*), as can be seen in Table 1. In an era in which civil service appointments were made according to your political affiliation, Lane had been appointed in 1886, then reappointed again in 1894, both times by President Grover Cleveland. Cleveland was elected in 1884, defeated by Benjamin Harrison in 1888, and elected again in 1892. Lane's original appointment in 1886, replacing Theodore Littell, son of Summit's first postmaster, as listed in Table 1, generated a storm of protest. However, the protest was not over the fact that she was a Democrat, but rather that she was a woman. She was the first and only woman to hold the postmaster position in Summit, a record that she held for 123 years.

So how did this widow and seamstress achieve such a highly political job in a very political age? Her son was Thomas F. Lane, the editor and publisher of two newspapers, the *Summit Record* and the *Orange Herald*. From 1891 - 1893, he was a member of the New Jersey Assembly, serving as Speaker of the Assembly in 1893. In addition, in 1895 he was listed as Chief of Currency Division in the Register's Office of the Treasury Department in Washington, D.C. That year, he married the daughter of U.S. Senator Joseph Blackburn (D-KY). So through his newspaper career, party affiliation, and public service, he had some very impressive credentials and contacts.

In 1895, 49 year old Bridget Lane (*Figure 2*) moved the post office from the Littell Building to a newly erected building (*Figure 3*) on the corner of Springfield Avenue and Maple Street (then known as Highland Avenue) where she conducted her notions business. This would be better known as the Roots building. In 1895, only the right portion of the building was completed. The left portion shown in *Figure 3* as housing Gedney's Dry & Fancy Goods was not constructed until 1899.



*Fig. 1: The arrow shows the Summit post office on an 1872 map of Union County, NJ. The city of Rahway is bottom center on the map.*

| <b>Table 1. Summit Postmasters - Hunterdon County</b> |                            |                       |
|---|----------------------------|-----------------------|
| <b>Name</b>   | <b>Position</b>            | <b>Date Appointed</b> |
| William Littell                                       | 1 <sup>st</sup> Postmaster | November 21, 1861     |
| Theodore F. Littell                                   | Postmaster                 | January 20 1885       |
| Bridget Lane  | Postmaster                 | October 8, 1886       |
| William B. Coggeshall                                 | Postmaster                 | February 20, 1891     |
| Bridget Lane  | Postmaster                 | March 19, 1894        |
| Marcellus C. Halsey                                   | Postmaster                 | March 9, 1898         |
| William B. Coggeshall                                 | Postmaster                 | July 19, 1898         |
| Alfred M. Jones                                       | Postmaster                 | March 13, 1903        |
| George W. Baldwin                                     | Postmaster                 | March 1, 1915         |
| Alfred T. Kent  | Postmaster                 | April 15, 1924        |
| Daniel J. Fitzpatrick                                 | Acting Postmaster          | 03/31/1935            |
| Daniel J. Fitzpatrick                                 | Postmaster                 | 08/25/1935            |
| Theodore F. Van Dyke                                  | Acting Postmaster          | 04/30/1953            |
| Theodore F. Van Dyke                                  | Postmaster                 | 08/05/1953            |
| Louis P. Ciullo                                       | Acting Postmaster          | 01/24/1958            |
| Robert M. Dunsmore                                    | Acting Postmaster          | 11/14/1958            |
| Robert M. Dunsmore                                    | Postmaster                 | 08/31/1959            |
| Joseph V. O'Mahoney                                   | Acting Postmaster          | 03/29/1968            |
| Joseph V. O'Mahoney                                   | Postmaster                 | 06/20/1968            |
| Ralph I. Baldwin                                      | Acting Postmaster          | 12/12/1969            |
| Charles A. Pizzuti                                    | Postmaster                 | 03/04/1972            |
| F. Michael Williams (Mgr)                             | Postmaster                 | 05/05/1979            |
| Meredith E. Osborne III                               | Postmaster                 | 08/24/1991            |
| Dennis M. Allocco                                     | Postmaster                 | 03/20/1993            |
| John D. Karp  | Postmaster                 | 08/25/2001            |
| Mary Ellen Murray                                     | Postmaster                 | 01/03/2009            |
| Lawrence Allocco                                      | Postmaster                 | 12/15/2012            |

In November, 1895, Postmaster Lane employed two clerks, John J. Lane (Bridget's son) and Charles W. Swain. In an affidavit, John Lane would later write "... that he saw the postmaster lock the safe, and knows the office and safe were securely locked and closed on the night of November 19.... that about 5.40 in the morning of November 20 he was informed by Chas. W. Swain, a clerk in the post-office, that the office had been entered by thieves and the safe door broken."



Image courtesy of The Summit Historical Society

*Fig. 2: Postmaster Bridget Lane served two non-consecutive 4-year terms as postmaster of Summit. She died in 1925 at the age of 79.*



*Fig. 3: In 1895, the new Summit post office was erected on the corner of Springfield Avenue and Highland Avenue (now Maple Street). The building also housed Gedney's Dry & Fancy Goods, as well as apartments on the two upper floors*

Charles Swain's affidavit on the events of that day stated:



*“...that he was a clerk in the post-office at Summit, county of Union, State of New Jersey, on the 20th of November, 1895; that it is his duty to open said post-office about 5.30 in the morning for the arrival of the first mail due at 5.35; that on November 20, on his arrival at the post-office, he discovered the gaslight out and the office in total darkness; that he immediately made an examination and discovered the rear door open, the safe open and door broken, and the locks on three money drawers broken.*

*He further says that he immediately notified the postmaster and chief clerk, John J. Lane, at their homes, and returned to the post-office.”*

Postmaster Lane's affidavit, addressed to the Postmaster General William L. Wilson, went into considerably more detail. As postmaster, she was personally responsible for all monies and security papers that had been stolen. These included postal funds in the amount of \$605.22 and postage stamps of the value of \$5,342.60. Her yearly salary as postmaster was just \$2,300. Her affidavit, in part, read:

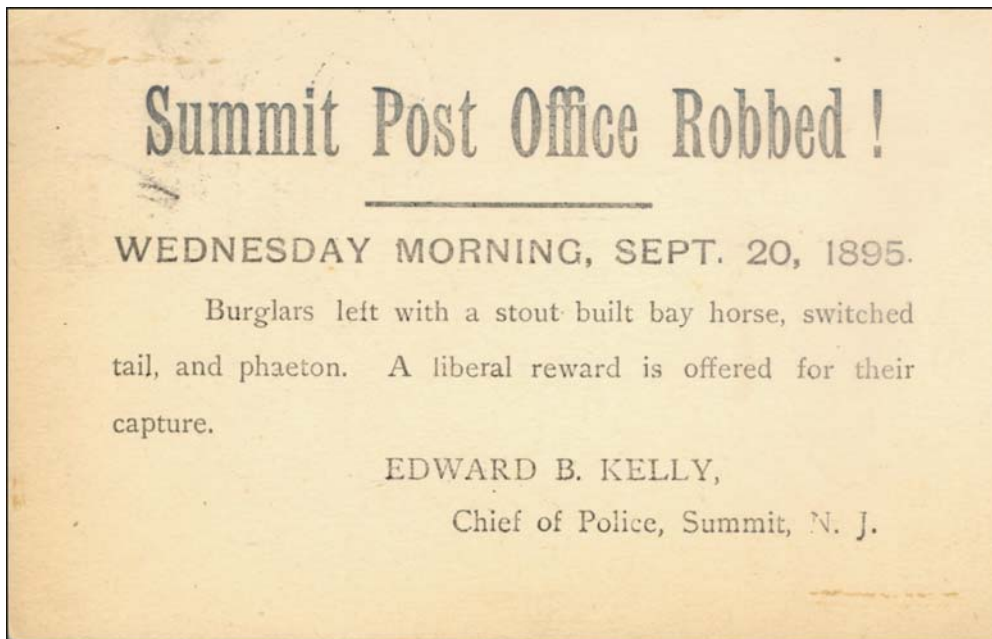
*“... at about 3 o'clock in the morning, the post-office was entered by burglars and the safe blown open, and locks on the cash drawers broken... the rear door through which said burglars entered the office was securely fastened by two bolts and two locks; that the safe was locked by combination lock; that the three money drawers were also locked.*

*... burglars forced entrance to the post-office by breaking the bolts and locks and that they used dynamite or nitroglycerin to force entrance to the safe.*

*...wires attached to a burglar-alarm bell located in said office were also cut, preventing ringing of said burglar bell.*

*... her entire stock of postage stamps and cash for stamped paper, postal card sales, key-deposit fund, and box-rent money from November 1 to November 20, 1895, was in the safe and money drawers; that the amounts in the money drawers were only enough for business early in the morning before safe was open, and with this exception everything else was in the safe.*

*...the robbery was discovered about 5.30 a. m. of November 20 by Charles W. Swain, a clerk in the post-office, whose duty it was to open the office for the first mail to arrive at 5.35 a. m.; that after discovering the robbery he immediately notified her, and that she notified Chief of Police Kelly, Post-Office Inspector Lewis at Jersey City, inspector in charge at Philadelphia; also general post-office inspector at Washington; that she caused to be printed at once and forwarded by 8.20 a. m. mail 100 postal cards to different towns and cities in this vicinity; that she also caused to be sent about 25 telegrams to chiefs of police in this vicinity, and as a result of such telegrams the horse and wagon used by the burglars, which was also stolen in Summit, was found in Newark N.J.”*



*Fig. 4: The robbery was discovered around 5:30 AM. One hundred postal cards were printed, addressed to nearby authorities, then mailed by about 8:20 AM by postmaster Bridget Lane. The date in the message printed on card should have been NOV., not SEPT., apparently a mistake made in haste. A phaeton is the term for a sporty open carriage drawn by a single or pair of horses, typically with four extravagantly large wheels, very lightly sprung, with a minimal body, fast and dangerous (see Figure 3)*



*Fig. 5. A Scott UX12 1c Jefferson black on buff postal card was used to print Chief Kelly's message. This postal card: one of a hundred mailed, was postmarked NOV 20, 1895, 8 AM, Summit, NJ and has a Rahway receiver dated NOV 20, 1895, 1 PM, verifying its receipt in Rahway, NJ the same day.*

Several comments at this point on these events: The burglars made a mistake in not also taking the supply of postal cards. In the space of less than 3 hours, Postmaster Lane managed to get 100 postal cards printed and addressed to be sent to neighboring police departments. So where did she find a printer that early in the morning? Perhaps she benefited from the fact that her son Thomas was in the publishing business. The finished product, shown in *Figure 4* said:

*Summit Post Office Robbed!*  
*Wednesday morning, Sept.[sic] 20, 1895.*  
*Burglars left with a stout built horse, switched tail, and*  
*phaeton. A liberal reward is offered for their capture.*  
*Edward B. Kelly/ Chief of Police, Summit, NJ.*

Okay, so they printed "SEPT." instead of "NOV." It was early in the morning! The postcard shown in *Figure 5* was addressed to Police Headquarters Rahway, NJ, and was postmarked 8 AM. It has a receiver postmarked at Rahway at 1 PM that same day.

Secondly, telegrams did go out. A short article was printed in the *Boston Journal* and *New Haven Register* on November 20, presumably in the afternoon editions. The *New York Herald* published a report the following day, including the information that the stolen horse and phaeton were found near Bruce and Cabinet Streets in Newark at six o'clock the following morning. The *New York Times*, *New York Tribune*, *Philadelphia Inquirer*, *Birmingham Age-Herald*, and *New Haven Register* all published the story on November 21.

The incident did not go unnoticed. As reported in the *New York Times* on November 21, Michael Crystal lived on the third floor over the post office. Crystal admitted that he had heard a loud explosion at about 3 o'clock while walking along the floor over the post office with a sick baby. John Stewart, a policeman, was at the railway station at the time of the explosion. Both men paid no attention to the explosion, believing it to be a torpedo on the railway track. (A torpedo is a coin-sized device that was used to make a loud noise to warn the train driver of problems ahead. Placed on top of the rail and secured by two straps, the torpedo makes a loud bang when the wheel of the train passes over it.)

Postmaster Lane was not quite done with her sworn testimony:

*... every clew has been looked after, but without success; ... offered a reward of \$200 for arrest and conviction of the thieves, \$300 for return of property, and \$100 for any evidence that will lead to the arrest and conviction.*

*... custom to deposit the postal funds of said office in the Summit Bank, a notice of which had been sent to the Post-Office Department in accordance with postal laws, and that under instructions received April 2, ... she was compelled to withdraw said funds from Summit Bank and keep said funds in the safe in the post-office, there being no national bank in Summit.*

*... it had been the rule to leave a light burning in the post-office all night to assist the policemen on duty in watching the post-office, and ... the gas was burning when she closed the office on November 19, and ... Charles W. Swain, a clerk in the office, [testified] that the office was in total darkness on his arrival at 5.30 in the morning of November 20.*

## HOMETOWN POS: Summit, NJ ~ Doug D'Avino

Postmaster Lane indicated that all “clews” had been investigated and a reward had been offered, then reiterated Swain’s testimony that the night light that was left burning was out when Swain arrived in the morning, evidence that someone unfamiliar with the office routine had been in the office.

But, perhaps her most interesting point was a disagreement that she had with the Post Office Department (POD) seven months earlier. Her procedure had been to deposit funds daily in the Summit Bank rather than keep large sums of cash in the small safe in the post office. Evidently, under POD regulations, funds could only be deposited in a “national bank.” The Summit Bank was a local institution, and, thus, didn’t qualify. As a result, over \$600 in cash was in the post office safe.

Postmaster Lane’s sworn testimony to the Postmaster General on the robbery of the Summit post office is shown in *Figure 6*.

The *New York Herald* reported on January 2, 1896, that several men had been arrested on suspicion of being connected with the Summit post office robbery. Jeremiah Sheehan, a 32-year-old laborer with no regular home was arrested and taken down to “Police Headquarters, where he was ‘shaken down’ in the Detective Department.” It wasn’t apparent what his connection was to the robbery. They also “arrested former Policeman James Malone... He, too, was wanted for the Summit robbery. It is said he is the man that changed the one hundred dollar bill.” “Such a bill figured in the Summit post office robbery.” Sheehan “was released from prison only a short time ago, after serving a sentence for housebreaking in Union County...” Finally, “Daniel McCarthy is also locked up at Police Headquarters. He is being held ... really to give the Summit people a chance to look at him with the other two. He has served time for burglary, and is regarded by the police as a common thief.” This was the last newspaper account I could find about the robbery itself.

The *New York Tribune* on May 22, 1896, reported that the “House Committee on Claims acted promptly in reporting favorably to-day the Senate bill passed yesterday relieving the postmaster at Summit, Mrs. Bridget Lane, of responsibility for the loss of some \$6,000 in postal funds and stamps through robbery of the post office.”

The *New York Times* on June 9, 1897, reported that the previous day the Summit post office “was entered by burglars ... the second time within six months and cash and stamps to the value of \$35 were taken.” At this point, Bridget Lane was probably wondering whether the job was worth the aggravation!

As political fortunes changed, so too did Bridget Lane’s position. Her services were terminated by President William McKinley, a Republican, in March 1898, after McKinley replaced Cleveland as President. All told she had served the community of Summit as postmaster for just over eight years, from October, 1886 to February, 1891, and from March, 1894, to March, 1898.

**REFERENCES:**

1. Arthur Cotterell, "Bridget Lane, Only Woman to Hold the Position of Postmistress in Summit History," The Summit Historical Society web site, Copyright 2004, [http://www.summitnjhistory.org/Historian\\_BridgetLane.php](http://www.summitnjhistory.org/Historian_BridgetLane.php).
2. Congressional Serial Set, 1895, Report No. 951, Government Printing Office, p. 242 - 248.
3. 10th Census, 1880, New Jersey, Vol. 22 Union (cont.), p. 502.
4. Edmund B. Raftis, *Summit, New Jersey: From Poverty Hill to the Hill City*, Great Swamp Press, Copyright 1996.
5. *Trenton Evening Times*, August 1, 1895.
6. *Trenton State Gazette*, January 18, 1898.

**STATE OF NEW JERSEY, County of Union, ss:**

On this 13th day of December, 1895, before the undersigned, a notary public in and for said county and State, appeared Bridget Lane, who, being duly sworn, on oath says that she was postmaster at Summit, in the county of Union and State of New Jersey, on the 20th of November, 1895; that on said date, at about 3 o'clock in the morning, the post-office was entered by burglars and the safe blown open, and locks on the cash drawers broken. She further states that the rear door through which said burglars entered the office was securely fastened by two bolts and two locks; that the safe was locked by combination lock; that the three money drawers were also locked.

She further states that burglars forced entrance to the post-office by breaking the bolts and locks and that they used dynamite or nitroglycerin to force entrance to the safe.

She further states that the wires attached to a burglar-alarm bell located in said office were also cut, preventing ringing of said burglar bell.

She further states that her entire stock of postage stamps and cash for stamped paper, postal card sales, key-deposit fund, and box-rent money from November 1 to November 20, 1895, was in the safe and money drawers; that the amounts in the money drawers were only enough for business early in the morning before safe was open, and with this exception everything else was in the safe.

She further states that the robbery was discovered about 5.30 a. m. of November 20 by Charles W. Swain, a clerk in the post-office, whose duty it was to open the office for the first mail to arrive at 5.35 a. m.; that after discovering the robbery he immediately notified her, and that she notified Chief of Police Kelly, Post-office Inspector Lewis at Jersey City, inspector in charge at Philadelphia; also general post-office inspector at Washington; that she caused to be printed at once and forwarded by 8.20 a. m. mail 100 postal cards to different towns and cities in this vicinity; that she also caused to be sent about 25 telegrams to chiefs of police in this vicinity, and as a result of such telegrams the horse and wagon used by the burglars, which was also stolen in Summit, was found in Newark, N. J.

She further states that every clew has been looked after, but without success; that she has offered a reward of \$200 for arrest and conviction of the thieves, \$300 for return of property, and \$100 for any evidence that will lead to the arrest and conviction.

She further states that it had been her custom to deposit the postal funds of said office in the Summit Bank, a notice of which had been sent to the Post-Office Department in accordance with postal laws, and that under instructions received April 2, a copy of which is herewith attached, she was compelled to withdraw said funds from Summit Bank and keep said funds in the safe in the post-office, there being no national bank in Summit.

She further states that it had been the rule to leave a light burning in the post-office all night to assist the policemen on duty in watching the post-office, and of her own knowledge she knows the gas was burning when she closed the office on November 19, and she was informed by Charles W. Swain, a clerk in the office, that the office was in total darkness on his arrival at 5.30 in the morning of November 20.

BRIDGET LANE, *Postmaster.*

Sworn and subscribed before me this 13th day of December, A. D. 1895.

[SEAL.] E. G. POTTER, *Notary Public.*

Fig. 6: Postmaster Bridget Lane's sworn testimony on the robbery of the Summit post office.

**NEW JERSEY POSTAL HISTORY SOCIETY. INC.  
NOJEX 2013 - SECAUCUS, NJ - MAY 26, 2013**



**NJPHS ANNUAL MEETING Minutes:**

The 40<sup>th</sup> Annual Meeting of the New Jersey Postal History Society was called to order at noon on Sunday May 26, 2013, with Robert G. Rose, President, presiding. Other officers present were Gene Fricks, Vice-president, Andy Kupersmit, Treasurer, Jean Walton, Secretary, and Auction Manager Arne Englund. Bob conducted a short business meeting, commenting on our financial standing (good) and expressed appreciation to contributors and those who have chosen to receive the journal in digital form: both keep us solvent in the face of increasing postage and printing costs. Other members present were George Crawford, Hugh Merritt, Steven Roth, Mark Sommers, John Trosky, Jim Walker, and Nathan Zankel.

This year's meeting was Show and Tell, and despite short notice, we were pleased at how many members brought items to discuss. George Crawford began with a 3¢ 1851 issue with a railroad cancel on cover with an embossed cameo corner card, followed by John Trosky with some nice Jersey City foreign uses. Gene Fricks passed around a Good Intent cover (one of very few), and read a pre-Civil War letter from a doctor, with an interesting and graphic look into medicine at that time. Mark Sommer commented that he now has two Alliance postmarked covers, despite his long search. He encouraged approaching postal history from its historical perspective, then searching for related material and showed a number of publications that could provide ideas for interesting topics. Jean Walton showed various free franks of Samuel Southard, and Nate Zankel showed some stage mail. Arne Englund brought along a postal account book from Phillipsburg 1892-1894, and also showed us the first reported Bastso stampless handstamped postmark used in 1852 with a Paid 3 marking, which he had acquired at the show. Bob Rose closed with three covers: a manuscript Baskingridge, N.J. in the form of a compass-drawn circle, and two handstamp negative postmarks, the only two from NJ, Haddonfield and Lambertville. All in all, an interesting and informative meeting.



*NOJEX: L to R: Nate Zankel, Arne & Janice Englund, Mark Sommer, George Crawford (behind Steve Roth), Steve Roth, Hugh Merritt, Jim Walker, John Trosky, Andy Kupersmit, Bob Rose, and Gene Fricks.*

The meeting was adjourned at 1:00PM.

Respectfully submitted,  
Jean Walton, Secretary



**SPELLMAN MUSEUM 50<sup>TH</sup> ANNIVERSARY SYMPOSIUM included NJPHS members  
Tim O'Connor and Ed Siskin!**

The Spellman Postal Museum is the oldest philatelic museum in the United States and to celebrate its 50th Anniversary, it hosted a symposium on early North American postal history entitled "From Indian Trails to the Birth of a Nation." Co-sponsored by the American Philatelic Society and the Smithsonian's National Postal Museum, the symposium took place on the campus of Regis College in Weston, Massachusetts, where the museum is located, on Thursday, May 2, 2013, a day before the opening of the WSP Philatelic Show in nearby Boxboro.

The displays in the Museum's galleries included materials from the holdings of all three philatelic collections as well as some truly exceptional early U.S. postal history. The presenters and topics included:

- Timothy O'Connor, "The Earliest Postal Systems in North America,"
- Mark Schwartz, "Boston Colonial Postal History;"
- Ed Siskin, "The Birth of the United States' New General Post Office," and
- Yamil H. Kouri, Jr., "Spanish Colonial Postal History in Present-Day Territories of the United States."



Photo courtesy Nancy B. Clark

*Member Tim O'Connor, Mark Schwartz, Member Ed Siskin, and Yamil Kouri at the Spellman Symposium on May 2<sup>nd</sup>, 2013.*

The celebration also marked Weston's 300<sup>th</sup> anniversary, and to complement the activities, the museum will host special exhibits on Weston's Postal History and a "guest exhibit" on "Colonial American Mail," organized by Dr. Timothy O'Connor.

## MEMBER NEWS: CORRECTIONS, WEB SITES, NEW MEMBER & ADDRESS CHANGES

Congratulations to both our members for being chosen for the honor of contributing their knowledge. We are proud and pleased. The Spellman Museum encouraged and contributes to the collecting of stamps for collectors of all ages, and maintains a very large collection. To visit the Spellman Museum of Stamps & Postal History, go to 235 Wellesley St. at Regis College in Weston, Massachusetts, 781-768-8367, or visit their web site at [www.Spellman.org](http://www.Spellman.org).

### **CORRECTION TO STAGE MAIL PART 2**, from Paul Schopp: (see [page 67](#) in our last issue)

Paul writes, "I thoroughly enjoyed your article on "Stage Operations and the Mails in NJ, Part 2," in the latest issue of *NJPH*. I did note, however, an error in the section on the Moorestown Stage. The folded letter is addressed to "Joseph Stokes, West Field, NJ," which is the small village in present-day Cinnaminson Township that once housed the "Cinnaminson" Post Office, beginning 22 April 1836. Westfield takes its name from the Friends' Meeting House originally constructed in Thomas Lippincott's "west field." There is a Westfield Avenue that runs out of Camden that served as a portion of the Burlington Turnpike. Prior to 1860, Westfield stood within Chester Township, the same township that hosted Moorestown, until 1860, when the legislature divided Chester in half and the northern portion became Cinnaminson Township. In checking the federal decennial census for 1850, there are two Joseph Stokes listed in Chester Township and the folded letter was addressed to one of these two men."

### **SOME USEFUL AND VALUABLE WEBSITES:**

Here is a nice link to the **West Jersey History Project** where you will find maps, photos, and articles about western New Jersey: <http://www.westjerseyhistory.org/index.shtml>. The map collection includes Revolutionary maps, as does the site below.

If you have not visited the **Rutgers Cartography** site, you are missing a wealth of historical maps of New Jersey, which can be very useful in your research. Go to: <http://mapmaker.rutgers.edu/MAPS.html>. They have recently added a 1953 Postal Route map at [http://rci.rutgers.edu/~oldnb/PostRoutes\\_1953.html](http://rci.rutgers.edu/~oldnb/PostRoutes_1953.html), which along with another from 1913 ([http://rci.rutgers.edu/~oldnb/NJpostalRoutes\\_1913B.html](http://rci.rutgers.edu/~oldnb/NJpostalRoutes_1913B.html)) - these detailed maps of the State show just how the mail was delivered to all the small communities, in some cases showing even how many times a week mail. Would we had more examples of these.

In addition Rutgers Cartography has maps from almost any era in New Jersey, and maps of railroads, the Morris Canal and Delaware & Raritan Canal, and county atlases of each New Jersey county. This is a wonderful service which Rutgers provides, and is an ongoing project, expanding over time.

### **NEW MEMBERS & CHANGES:**

|   |
|---|
| <b>WELCOME TO NEW MEMBERS:</b>  |
| John Sharkey, 1559 Grouse Ln., Mountainside, NJ 07092-1340,   |
| <b>CHANGES:</b>   |
| Change Timothy O'Connor: from 16 Kenilworth Circle, Wellesley, MA 02453 to<br>Tim O'Connor M.D., 65 Commonwealth Ave, Apt 4 B, Boston Mass. 02116                         |
| Change Daniel Elliott's email from <a href="mailto:dwelliott@ehs.unc.edu">dwelliott@ehs.unc.edu</a> to <a href="mailto:dwephd2005@gmail.com">dwephd2005@gmail.com</a> .   |
| Change Robert H. Penn's email from <a href="mailto:RobertHPenn@aol.com">RobertHPenn@aol.com</a> to <a href="mailto:roberthpenn43@gmail.com">roberthpenn43@gmail.com</a> . |

Thanks also to William Somerville for including a donation with his dues.



## MEMBER ADS: YOUR AD MISSING? LET US KNOW AT

[SECRETARY@NJPOSTALHISTORY.ORG](mailto:SECRETARY@NJPOSTALHISTORY.ORG) OR BY MAIL TO 125 TURTLEBACK RD, CALIFON, NJ 07830

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

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

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

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

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

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

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

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

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

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

**CIVIL WAR PATRIOTICS: Buy, Sell, or Trade.** [micchelli@optonline.net](mailto:micchelli@optonline.net).

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

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

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

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

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

**PATERSON, NJ WANTED INTERESTING COVERS.** Contact George Kramer, P.O. Box 2189 Clifton, NJ 07015, or email [gjkk@optonline.net](mailto:gjkk@optonline.net).

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

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

MEMBER ADS: YOUR AD MISSING? LET US KNOW AT

[SECRETARY@NJPOSTALHISTORY.ORG](mailto:SECRETARY@NJPOSTALHISTORY.ORG) OR BY MAIL TO 125 TURTLEBACK RD, CALIFON, NJ 07830

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

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

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

**WANTED: CLEAR HANDSTAMPS on New Jersey stampless covers** for exhibition collection. Send copies and prices to Robert G. Rose, One Jefferson Road, Parsippany, NJ 07054 or e-mail [rose@daypitney.com](mailto:rose@daypitney.com).

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

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

**NOW AVAILABLE: Annotated Cumulative Subject Index to the Chronicle of the U.S. Classical Postal Issues for Issue Numbers 1-200,** 591 pages with searchable CD-ROM. \$75.00 + \$10.00 shipping. Order from Joseph J. Geraci, Box 4129, Merrifield, VA 22116 or call 703-280-5928.

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

**WANTED: New Jersey POSTMASTER or COUNTY postmarks for exhibit.** Clear strikes on stamps, postal stationery or postal cards. Postmark containing County or Postmaster's name. Send Photocopy first to Elliott Idoff, 332 Bleecker St. G-20, New York, NY 10014. 25 yr member APS.

**WANTED: JERSEY CITY POSTAL HISTORY,** advertising covers, post cards of Jersey City, street scenes and unusual usages or cancellations prior to 1940. Contact John A. Trosky, 2 St. Clair Ave., Rutherford. NJ 07070-1136/201-896-8846/email [JTJersey@verizon.net](mailto:JTJersey@verizon.net).

**WANTED:** Calno, Brotzmanville, Millbrook, Pahaquarry, Dunnfield, Delaware Gap, Flatbrookville, Wallpack Centre, Bevans, Layton, Hainesville, Montague. Arne Englund, P.O. Box 57, Port Murray, NJ 07865-3012 or [alenglund@aol.com](mailto:alenglund@aol.com).

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

**WANTED: Covers to/from CALDWELL, N.J., Also CALDWELL post cards & NEWTON post cards by Ryerson.** Contact Les Bymes, P.O. Box 765, Kinderhook, N.Y. 12106 or call 518/758-7581.

**WANTED: STAMPLESS THROUGH PRESIDENTS.** For the following New Jersey towns: Allendale, Hohokus, Manasquan, Point Pleasant, Point Pleasant Beach, Ridgewood and Wyckoff. PLS send copies with prices to J. Haynes, Box 358, Allendale, NJ 07401.

Always interested in **CORRESPONDENCE TO/FROM OCEANPORT** as well as anything between Portugal, its colonies and N.J. Contact me by mail at Steve Washburne, P.O. Box 43146 Phila. PA 19129 or email [Stevewashburne@gmail.com](mailto:Stevewashburne@gmail.com)

**LOOKING FOR LOCAL PICTURE POST CARDS of old NJ general Stores & post offices,** particularly with post office signs, Contact Doug D'Avino at [davinod@earthlink.net](mailto:davinod@earthlink.net).

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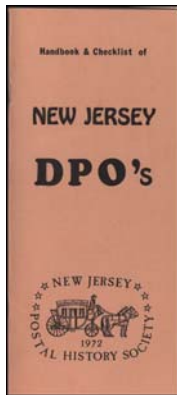
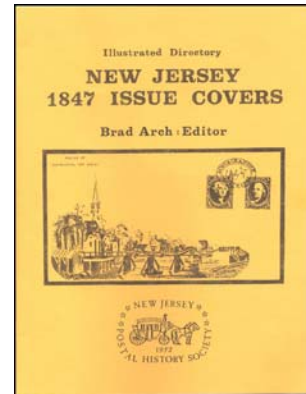
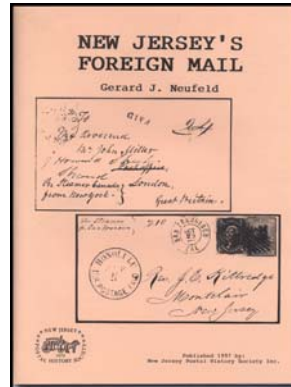
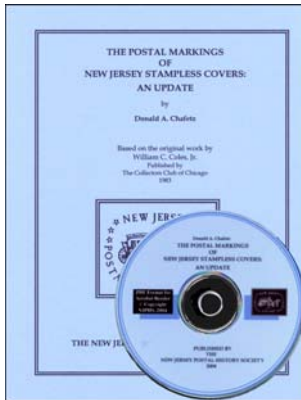
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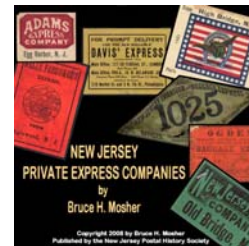


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