



NJPH

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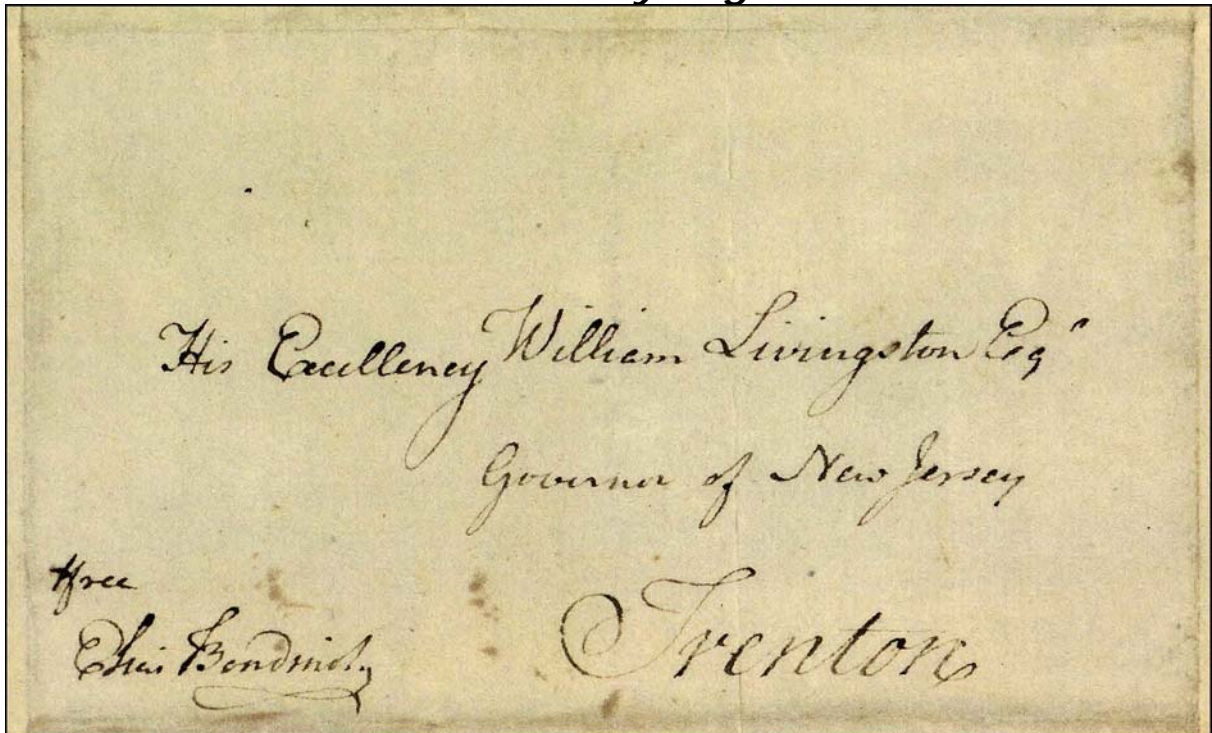
Vol. 41

No. 1

Whole Number 189

February 2013

Another Earlier New Jersey Legislative "Free" Frank



Courtesy of Paul Schumacher

Newly reported, the earliest known usage of a New Jersey free frank, by Elias Boudinot as delegate to the Continental Congress, dated March 5, 1782. (See Page 38).

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HAVE YOU PAID YOUR DUES?

If a dues reminder is included with this issue of *NJPH*, it means that your dues payment for 2013 has not yet been received. We encourage you to mail this right away, so it is not forgotten. Dues are still \$15 a year. Again this year you have the option of paying your dues online by Paypal (no extra fee), by going to our web site [www.NJPostalHistory.org] where you will find a link for membership renewal in the column at left. You can also donate to the Society at the same time, if you would like. We are happy to accept your dues and donations in whatever form you find comfortable paying.

THANKS FOR DONATIONS!

We are very grateful for the many donations received with dues paid. We couldn't meet our expenses without you! A list of donors is included in Member News, on page 56.

PRESIDENT'S MESSAGE

I am forever amazed at the diversity of interests the collecting of postal history encompasses. *NJPH* has been a forum for both the scholarly and the occasional whimsical article touching upon the postal history of New Jersey. And, that history covers Colonial times to the present day. Anyone with an interest in the development of the carrying of the mails in the Colonial period into the early days of the United States Post Office will certainly enjoy, as I did, the article by Steven Roth on stage coach operations that carried the mail in New Jersey. At a time today, when first class mail is close to disappearing with the advent of email, and when more of our newspapers are read only in their internet versions, the early stage coach routes were of singular importance as one of the only means of transporting these vital communications. Mark Sommer's article begins with a "missing persons" post card from Atlantic City and then follows with an interesting genealogical search for that person. The Siskins contribute an update on New Jersey's legislative free franks, with the cover of this issue illustrating the earliest reported usage of a New Jersey free frank from 1782, reported by Paul Schumacher. John Trotsky reports on an interesting attempt to place a piece of mail on the Graf Zeppelin at a bargain rate. Doug D'Avino continues with his series of "Hometown" post offices with the history of the Robbinsville post office and first-time contributor Robert Goller reports on the variety of precancel overprints from Riverton. Something in this issue of *NJPH* for everybody!

I thank all of you who have made a donation to your Society. It is only because of your continued support that we are able to maintain the very nominal cost of membership against the ever rising expense of printing and postage. For those procrastinators out there who have not yet paid their 2013 dues, we have enclosed a second notice with your issue of the Journal. Please send in your payment, we don't want to lose you.

ROBERT G. ROSE

**INTENDED FOR THE GRAF ZEPPELIN BUT CARRIED BY STEAMER?
A 1929 Jersey City Transatlantic Airmail to Basel Switzerland**

By John Trosky

The first decades of the 20th century saw the dawn of a new age in mail transport, airmail. By the late 1920s the US Post Office Department had established many routes across the continental US to speed the transportation of mail. Transatlantic mail on the other hand remained the purview of the fast ocean steamer. It was only in 1927 that Lindbergh had finally conquered the Atlantic by aircraft.

Things progressed rapidly from that point on, with some sporadic but not too successful attempts at transatlantic mail. But people were eager to use airmail, as the cover below from Jersey City to Graz shows, with airmail postage. This does not pay air mail across the Atlantic – there was none yet – but paid air mail on arrival in Europe on to Austria. Transit time for this cover to Graz was two weeks, from 2/1/28 to 2/15/28. This was speedy airmail in the 1920s! True air mail service across the Atlantic did not occur until 1939.¹



Fig. 1: A cover from Jersey City to Graz, Austria in February 1928, incorporating an endorsement “Via Air Mail.” This cover serves to illustrate the rapidity of change in air mail.

This cover helps illustrate the precipitous drop in air mail rates that was continuing to occur in these early years of service. This cover is franked with a 5¢ Theodore Roosevelt Fourth Bureau Issue stamp and a 10¢ Lindbergh Airmail stamp and posted at the same Greenville Station in Jersey City as the cover below (see Figure 3). Only one year later this same service would cost 5¢ for the surface overseas rate but only 4¢ for the air supplement, instead of a 10¢ supplement!

INTENDED FOR GRAF ZEPPELIN BY CARRIED BY STEAMER ~ John Trosky

It was also at this time that lighter-than-air craft were reaching their golden age. Philatelic and postal history collectors the world over have always held an abiding interest in stamps and artifacts related to the age of lighter-than-air travel with particular emphasis on items with a connection to either the Graf Zeppelin (LZ-127) or the Hindenburg (LZ-129). Prior to the launching of the Graf Zeppelin, transatlantic mail was carried solely by fast ocean steamer with port to port times in the range of 4½ to 5 days plus. The lighter-than-air ships significantly cut this time to approximately three days depending on direction and wind speeds. With the dawn of air transportation, steamship companies, particularly the North German Lloyd line, began experimenting with catapult mail from ships as they came closer to shore. Mail was loaded onto a catapult aircraft and launched several hundred miles from shore to cut precious hours off of the all important transit time. The NDL steamer Bremen was a pioneer in this regard.



Fig. 2: Graf Zeppelin LZ-127 at Friedrichshafen

In 1929, The Graf Zeppelin (LZ-127) embarked in May from Friedrichshafen, Germany on the first round-the-world flight by an airship. Passengers and westbound mail were carried on board. The newspaper tycoon, William Randolph Hearst paid the Zeppelin Company \$100,000 in financing for the trip provided they would do a flyover of New York City and the Statue of Liberty. Having severe engine trouble on this initial trip to Lakehurst, NJ, the pilot, Dr. Hugo Eckener, Chairman of the Zeppelin-Reederei, aborted the trip and safely landed in Cuers, France. A second successful, attempt to cross the Atlantic was begun on August 1st, 1929, arriving in Lakehurst on August 4th. All westbound mail was then sent to New York for processing and backstamped August 5th.

It was at the Lakehurst Naval Air Station that the round-the-world flight would actually commence. This was an event of historic proportions, not only for Germany but for many of the countries that the zeppelin would traverse. The Graf Zeppelin would not only be carrying some very well-to-do passengers such as Lady Grace Drummond-Hay, representing the Hearst Corporation, but also several official government representatives including Lt. Commander Charles Rosendahl and Lt. Jack C. Richardson, naval airshipmen on board as official observers for the US. In order to defray additional operating costs, the zeppelin company carried mail, much of which was commemorative in nature. A US franked letter rate was established at \$1.05 for a one ounce letter to Germany or 35¢ for a post card. The cost of a letter circumnavigating the globe required a total of \$3.55, a princely sum in 1929. This was quite high when compared to the existing domestic airmail rate of 5¢ and the identical transatlantic surface rate for the same weight. This brings us to the cover at hand.

The cover in *Figure 3* was posted from Jersey City on August 5th, 1929 and is endorsed “Via Air Mail” by the Post Office. It is also endorsed by the sender with the inscription “By Airmail” and “From Lakehurst to Friedrichshafen.” The postage rate paid is 5¢ which would be an international surface rate, however, a 4¢ “air supplement” was added. Postage was paid using a 5¢ Theodore Roosevelt Rotary Fourth Bureau issue and a 4¢ Martha Washington Flat Plate Printing. Both were cancelled by a duplex canceller with station “2,” indicating the Greenville station in Jersey City. The air supplement would carry the correspondence via air once it reached Europe. Receiving stamps on the letter indicated that it was initially processed through the Gare Du Nord Station in Paris on August 15th at 4AM and then received at Basel Flugplatz (Airport) and stamped in at 6PM the same

day. The transit time of ten days would be consistent with ocean transport. There were no transatlantic airmail routes in 1929. German zeppelin mail was the closest approximation at the time.

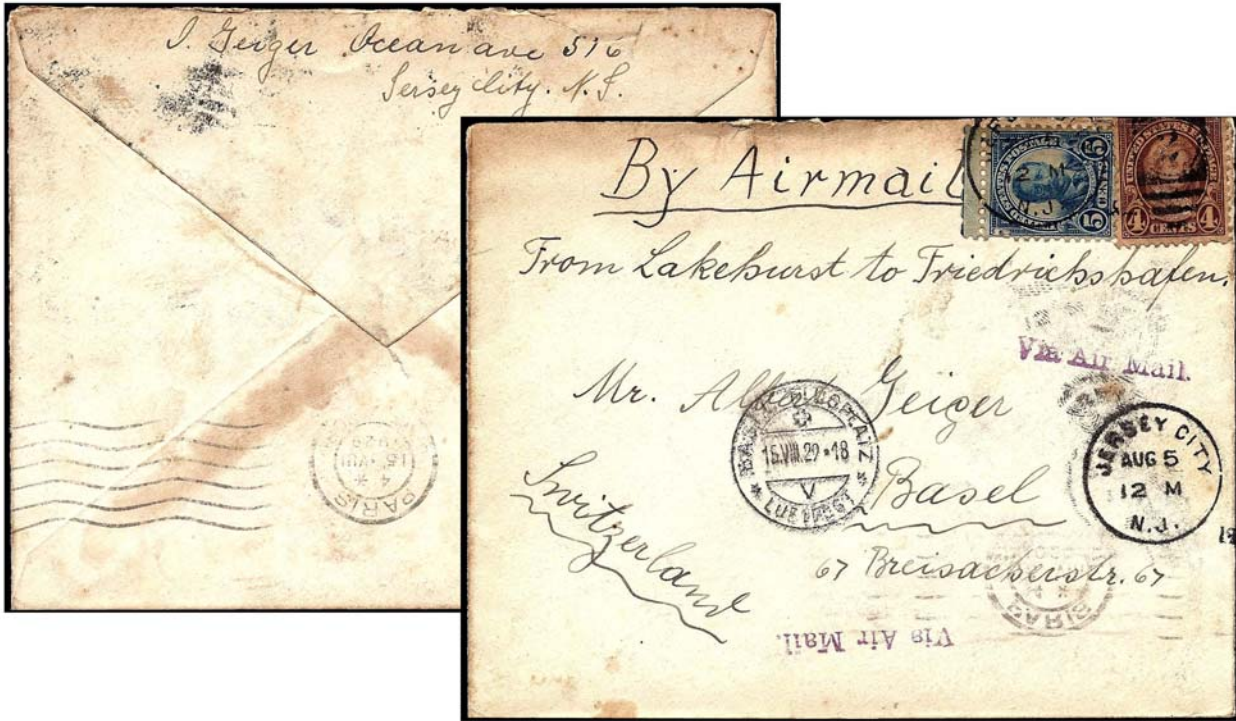


Fig. 3 (a & bB): Sent August 5, 1929, the front and reverse of a cover intended for the Graf Zeppelin LZ-127 flight from Lakehurst on August 8, but insufficiently franked.

However, the intent of the mailer seems to imply that he wished this letter to be carried by the Graf Zeppelin on its round-the-world flight with the final destination of the letter being Basel Switzerland. Mail destined for carriage on the zeppelin was processed through the New York Post Office and then forwarded to Lakehurst for loading onto the airship. The mailing date is consistent with the anticipated departure time. The Graf Zeppelin was scheduled to leave Lakehurst on August 8th for what those in the USA would deem the first leg of the round-the-world flight back to Friedrichshafen and then on to Tokyo, Los Angeles and back to Lakehurst. The question remains as to why the postal clerk permitted the “From Lakehurst to Friedrichshafen” endorsement to remain on the cover when insufficient postage was paid for this service.

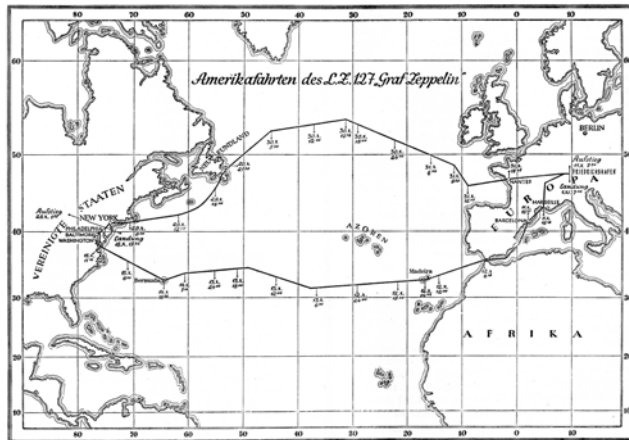


Fig. 4: Graf Zeppelin LZ-127 routes across the Atlantic and return in 1928. Clicking on this map, if you are online, will take you to a version which can be further enlarged,² at <http://www.airships.net/wp-content/uploads/graf-zeppelin-amerikafahrten.jpg>

INTENDED FOR GRAF ZEPPELIN BY CARRIED BY STEAMER ~ John Trosky

This cover contains an enclosure written in German to the recipient in Basel that may shed more insight on the intent of the mailer. The letter with this cover has a peculiarly philatelic bent. The enclosure describes the letter being carried $\frac{3}{4}$ of the way around the world before it arrives in Basel (somewhat confusing, as that might have been the case if LZ-127 were travelling westbound, but in fact its route was eastbound, returning to Europe, and then across Asia to Tokyo, across the Pacific and returning to Lakehurst by way of Los Angeles). They are looking forward as well as to having postage stamps to commemorate the flight. The letter is dated on August 4th, the arrival date of the Graf Zeppelin in NJ from Germany, which they hope to observe that evening as it makes its way to Lakehurst. The balance of the correspondence concerns the sending and receiving of cards, letters and newspapers which may be of interest to either party. I have attempted a translation of the letter using Google translation and some other online services to decipher the message.

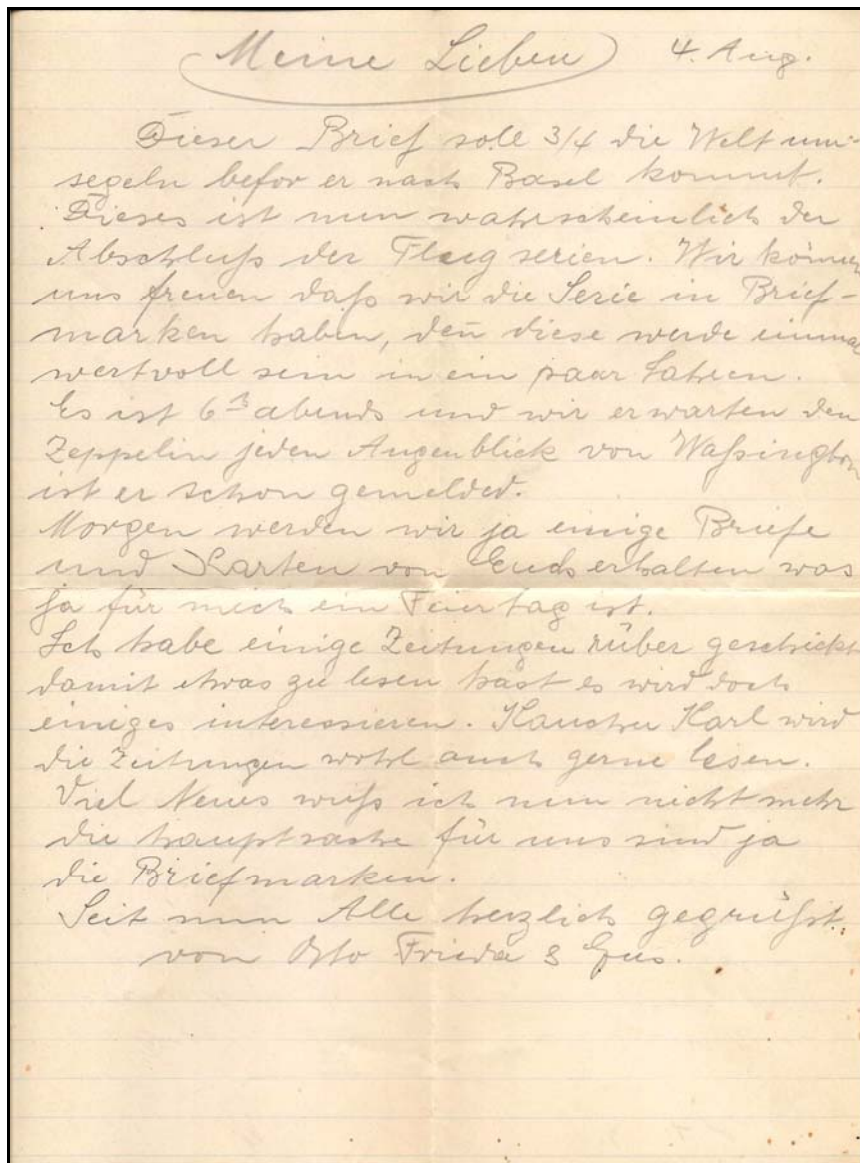


Fig. 5: The letter enclosed, dated August 4, seems to indicate that the writer expected this cover to travel around the world. Why he posted it with insufficient postage is unclear.

An English transcription is below:

My Dears,

This letter shall circumnavigate $\frac{3}{4}$ of the world before it comes to Basel. This is probably the conclusion of the air travel. We can look forward to having a series in stamps that will be valuable in a few years. It's six o'clock in the evening and we expect the Zeppelin any moment from Washington where it's already reported. Tomorrow, which is a holiday for me, we'll put together some cards and letters for you. I have some newspapers to send over that might be of interest to read. Karl will read the newspapers and probably like them. Lots of new things but the most important thing for us is the stamps.

For now, warm greetings from Otto, Frieda & Gus.

It seems this was an avid stamp collecting family with a strong interest in early aero philately. The final destination of the LZ-127 on August 4th was Lakehurst NJ and the route described in the correspondence is consistent with the route followed one year earlier on its inaugural intercontinental flight to America. The Graf Zeppelin crossed over Cape Charles, VA and then proceeded up the eastern seaboard past Washington DC, Baltimore, Philadelphia, on to New York City (at the behest of William Randolph Hearst) and then circled back to land at Lakehurst NJ. The map above (*Figure 4*) shows the standard route of the LZ-127 on its transatlantic crossings in both directions, the one below (*Figure 6*) is the entire round-the-world route.

Was Otto Geiger mailing his letter to Switzerland in 1929 hoping to have it carried eastbound by the Graf Zeppelin to Friedrichshafen for a total of nine cents instead of one dollar and five cents, or did he mistakenly think that it would travel westbound three quarters of the way around the globe as stated in his letter for the bargain price of nine cents? There is no evidence of any postage missing from the cover so it shall remain a mystery. Did the postal window clerk fail to tell this customer that his letter would be going to the piers for a steamer instead of to Lakehurst and into the belly of the Graf Zeppelin? In reality, it most likely went via steamer to France and then by air to Basel. In the end though, unbeknownst to him, he created a cover with a far more interesting back story.

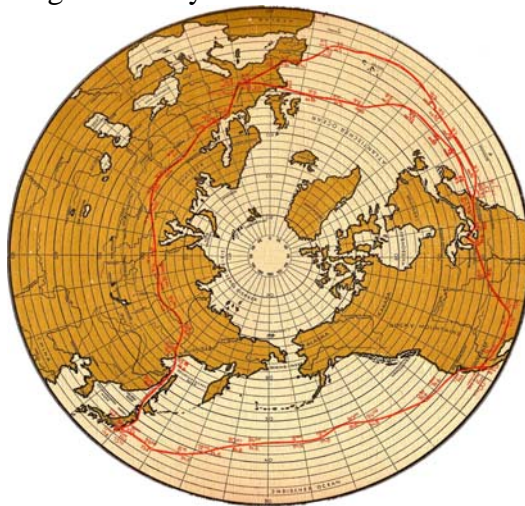


Fig. 6: Showing the round-the-world route in 1929. This map will also connect to a web site with an enlargeable version,³ at <http://www.airships.net/wp-content/uploads/weltfahrt-map-web.jpg>.

ENDNOTES AND REFERENCES:

- ¹ Allaz, Camille, *History of Air Cargo and Airmail from the 18th Century* on Google books at:
http://books.google.com/books?id=fPLm9omt_YIC&pg=PA116&lpg=PA116&dq=history+of+us+transatlantic+airmail&source=bl&ots=0OySF2k8tl&sig=jx340DSiT0p3afuDPtqRVdb2Veg&hl=en&sa=X&ei=4DIIdUZ--I4LZ0wHzx4HIDw&ved=0CE8Q6AEwBA#v=onepage&q=history%20of%20us%20transatlantic%20airmail&f=false
- ² <http://www.airships.net/wp-content/uploads/graf-zeppelein-amerikafahrten.jpg>.
- ³ <http://www.airships.net/wp-content/uploads/weltfahrt-map-web.jpg>.

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<http://www.archives.gov/research/guide-fed-records/groups/028.html>

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STAGE OPERATIONS AND THE MAILS IN NEW JERSEY^{©1} Part I

By Steven M. Roth

Introduction

Prior to the Revolutionary War, major travel in the colonies was restricted for the most part to the waterways surrounding and flowing through the colonies, and the Atlantic Ocean and major rivers served the colonies well for intra-colonial and inter-colonial communications for as long as major settlements remained primarily along the eastern seaboard.

When travel in the Colonial Period was not on water, it tended to be on horseback. Goods often were transported by pack-horse, although the limitations with respect to how much freight a horse could carry became an issue for merchants. Gradually, carts and wagons replaced pack-horses for the carriage of freight. To effectuate this, roads were widened and smoothed out, and plank surfaces added. Eventually, the wagons began to carry passengers as well as freight.

As the number of passengers increased, staging freed itself from the freighting business and fell into the hands of inn keepers who catered to the needs of passengers, thereby providing themselves with a steady source of income for their inns and taverns. Gradually innkeepers bonded together to form stage lines with scheduled staging stops for meals and lodging at the owners' inns. This became the pattern for future staging operations.

In due course, the carriage of mail became an important source of reliable income for stage lines. For the fifty or so years between 1785 and 1830, the stagecoach reigned supreme as the carrier of the mail on the nation's leading post roads.² Indeed, prior to 1800, there were few stages that did not carry letters, albeit on an informal, unlawful and erratic basis. Increasingly after 1800, however, as turnpikes and other roads were constructed and improved, and as the mail coaches were speeded up and the hours of travel by mail coaches were extended far into the night so that passengers got little rest, the mail coach proprietors were forced to establish accommodation stage lines that gave their main attention to the comfort, convenience and safety of their passengers.

Some Questions Concerning Stage Lines

Recently, a friend raised some interesting questions when he reviewed the mounted pages in my eastern stage mail collection. The questions, and my responses, were as follows:

1. Is there a listing of stage lines?
 - No. However, many of the stage routes are found listed in travelers' guides, city directories and advertisements, although not in one place. These listings generally describe routes and mileage, but not the names of the stage lines.
2. How many stage lines had mail contracts?
 - The answer to this would require a year-by-year examination of the records of the Postmaster General (Bid Books) and Reports of the Postmaster General. To my knowledge, no such compilation has been made.

STAGE OPERATIONS & THE MAILS IN NJ: Part I ~ Steven M. Roth

3. If there is no endorsement on a cover (e.g., “per stage” or “per driver”), how can you tell if a cover was carried by a stage?
 - The only way to tell is to determine if there was a mail contract for the stage on the route traveled by the cover. If there was no mail contract and if there is no ‘stage’ endorsement on the cover, you cannot know if the cover was carried by a stage. Of course, the reverse could also be true: a cover might be marked ‘stage’ or the like, but not carried by stage.
4. Is there a map showing [the New Jersey] stage routes?
 - Not to my knowledge, although some maps illustrate articles in journals. The best overall description I have seen of New Jersey stage routes is found in Lane, Chapter 4.³
5. Can we assume that all or most mail from 1787 onward was carried by stage?
 - Yes until the advent of steamboats and railroads.

New Jersey’s Principal Stage Roads

There were three principal stage roads across New Jersey.⁴ There was the Lower Road (also called Lawrie’s Road) which ran through Burlington, Bordentown, Walnford, Hightstown, and Cranberry to Amboy. There was the Upper Road which ran through Trenton, Princeton, Brunswick and Elizabethtown to Amboy. And there was the Old York Road, to the northwest of the Upper Road, which ran from Philadelphia and then New Hope to Coryell’s Ferry (present day Lambertville) and to Flemington, Somerville, Plainfield, Scotch Plains and Newark.

From Stage Wagons to Stage Coaches

When staging started, the first vehicles in the 18th century were heavy wagons whose main business was to carry freight. These eventually gave way to the lighter Jersey wagon produced primarily in Newark. The Jersey wagon passed through successive modifications for the comfort and convenience of passengers until it was replaced by the oval Jersey stagecoach which was distinctive in style, and often seen in newspaper advertisements for the carriage of mail. It was referred to as a ‘post coach’.

The Jersey coach was the direct ancestor of the Albany and Troy coaches that, in the 1830s and 1840s, dominated the highways, and the Concord coach that came into prominence in the 1850s on the American frontier.

Staging Across New Jersey As Reflected in Some City Directories

City directories have proven to be a fruitful source of information for postal historians. They offer the student of staging (as well as students of local private posts and government mail carriers) information that was available to contemporary citizens concerning the names, addresses, routes and schedules of stage lines.

Because New Jersey largely acted as a cross-road for the commerce of Philadelphia and New York, it is in the directories of these anchor cities that we must look for information concerning inter-state staging. For intra-state staging (local and accommodation feeder lines), we look to the city directories of the major New Jersey towns and cities.

The first Philadelphia city directory to address New Jersey staging was the 1785 edition of Francis White's Philadelphia Directory.⁵ White gave the following information concerning stages setting out for New York City from Philadelphia:

Stages:

Sets out every morning at 4 o'clock for New York from Mr. Francis Lee's, at the Indian Queen, and from Mrs. Paul's, at the Indian King; others return the same day.

*A stage-boat leaves the Crooket Billet wharf for New York, at tide time, every Sunday and Wednesday morning; returns are made from Coemtie's dock, New-York, every Monday and Thursday.⁶ **

From this, it appears that Quaker Philadelphia had no qualms about running stages on Sunday. The Philadelphia directory for 1793 also addressed staging from that city to New York.⁷

NEW-YORK STAGES.

There are at present four stages that ply between this city and New York, two of which set off at three o'clock in the morning, and arrive at New-York that evening; the one, from James Thompson's, at the Indian Queen, 15 So. Fourth St., the other, from the city tavern, 86 So. Second St. A stage sets off from the George tavern, corner of Second and Mulberry Sts. precisely at half past 8 o'clock in the morning, and on Saturday at 6 o'clock, and arrives at New-York the succeeding day by 1 o'clock.

The mail stage sets off at 1 o'clock, P. M. from Mr. Anderson's, at the sign of the sorrel horse, 39, No. Second St. carries only four passengers, and arrives at New-York in 21 hours, after its departure. The fare for each passenger in these stages, is four dollars, and four pence per mile for way passengers.

A New-York packet-boat starts from McKean & Van Emburgh's wharf, the first wharf below Mulberry St. on every Sunday, Tuesday, Wednesday, and Thursday, and proceeds to Bordentown or Burlington (each place alternately), from one of which places one or more good carriages start on the succeeding morning for South Amboy, from which port a convenient packet will sail for New-York immediately after their arrival. The fare for each passenger is two dollars.

* Spellings as in the original.

STAGE OPERATIONS & THE MAILS IN NJ: Part I ~ Steven M. Roth

The directory for 1805 addresses land stages, water stages, and stage boats leaving from Philadelphia for New York:⁸ A similar listing appeared in 1810 with the addition of two (Dover Stage and New York Mail Pilot line):⁹

1805 LAND AND WATER STAGES	1810 LAND AND WATER STAGES
LAND STAGES:	LAND STAGES:
<i>Allentown Stage from Franklin & Camel Inns, Wednesdays & Saturdays, 5 A.M.</i>	<i>Allentown Stage from Camel Inn, Wednesdays & Saturdays, 5 A.M.</i>
<i>Boundbrook Stage, from 18 North Fourth, Every day, Sundays excepted, 6 A.M.</i>	<i>Bound-Brook Stage, from 50 North Fourth, daily, Sundays excepted, 8 A.M.</i>
<i>Coryell's Ferry, Crooked Billet, Cross Road, Swift Sure Stage, from 18 North Fourth daily, Sundays excepted, 8 A.M.</i>	<i>Coryells' Ferry, Crooked Billet, Cross Road, Swift Sure Stage, from 50 North Fourth daily, Sundays excepted, 8 A.M.</i>
<i>Brunswick Stage, from Arch St. ferry, Wednesdays and Saturdays.</i>	<i>Brunswick Stage, from Mulberry-street Ferry, Wednesdays and Saturdays..</i>
<i>New York Diligence, George Inn, every day, Sunday excepted, 8 A. M.</i>	<i>New York Diligence, George Inn, 18 South Third, daily, Sunday excepted, 8 A.M.</i>
	<i>Dover Stage, George inn, Mondays, Wednesdays, and Thursdays, 5 A. M.</i>
<i>New York, U.S Mail, Hardy's Inn, every day, Sundays excepted, at noon.</i>	<i>New York, U.S Mail, George inn, and 18 south Third, daily, noon.</i>
	<i>New York Mail Pilot, 18 South Third, and 9 south Fourth, daily, noon.</i>
<i>New York Commercial Stage, George Inn, every day, Sundays excepted, 2 A. M.</i>	<i>New York Commercial Stage, George Inn, every day, Sundays excepted, 2 A. M.</i>
<i>New York Federal Line, Indian Queen, every day, Sundays excepted, 8 A. M.</i>	<i>New York Federal Line, Indian Queen, every day, Sundays excepted, 8 A. M.</i>
<i>New York New Line Industry, from 50 N. Fourth and George Inn, daily, at 7 A. M.</i>	<i>New York Newline Industry, 9 south Fourth and George Inn, daily, Sundays excepted, at 8 A. M.</i>
<i>New York Swiftsure, 18 North Fourth, every day, Sunday excepted, 8 A. M.</i>	<i>New York Swiftsure, 50 north Fourth, daily, Sunday excepted, 8 A. M.</i>
<i>Somerset, Scotch Plains, Springfield, Swiftsure Stage, from 18 N. Fourth, daily, Sundays excepted, 8 A. M.</i>	<i>Somerset, Scotch Plains, Springfield, Swift Sure Stage, from 50 N. Fourth, daily, Sundays excepted, 8 A. M.</i>
<i>Trenton Stage, 84 North Front, every day, Monday excepted, 7 A. M.</i>	<i>Trenton Stage, 45 North Third, daily, 7 A. M.</i>
WATER STAGES AND PACKETS:	WATER STAGES AND PACKETS:
<i>Bordentown Packet, from Smith's wharf, Sundays & Wednesdays, Tuesdays & Thursdays alter.</i>	<i>Bordentown Packet, from Smith's wharf, Sundays and Wednesdays, Tuesdays and Thursdays alternately</i>
<i>Burlington Packet, from Old Ferry, every day.</i>	<i>Burlington Packet, from Old Ferry, daily</i>
<i>New York Packet, from Old Ferry, Sundays & Wednesdays, Tuesdays & Thursdays altern.</i>	
<i>Trenton Packet, from Old Ferry, Wednesdays & Saturdays.</i>	<i>Trenton Packet, from Old Ferry, Wednesdays & Saturdays.</i>
	<i>Amboy packet, Old Ferry, daily.</i>
	<i>Amboy South Imlay's wharf, Sundays, Tuesdays, Wednesdays and Fridays.</i>

The Problem of Naming

There is no standard in postal history scholarship for referring to the names of stage lines. In some instances where we know the points of origin and termination of the through lines we refer to the stage line by that name [e.g., Bordentown stage or Trenton - Brunswick stage]. Where we have less information, we sometimes refer to the stage line by the name of the town that appears on a folded cover as part of a dateline [e.g., Millville stage] or as the destination [Marlton stage]. In some cases, like the contemporaries who sent their mail via stage, we refer to the line by the name of a driver (e.g., MB Wills stage).¹⁰

Contract Carried Mail vs. Non-Contract Carried Mail

When we look at stage mail carried in or through New Jersey, we consider two types of such mail: mail carried by stages having a mail contract and mail carried by stages not having a mail contract. Among the stages carrying mail under a mail contract, there also are two types of mail to consider: (i) mail that was processed by a post office, placed in a locked box or bag, and the box or bag given to the stage driver, and (ii) loose letters handed to the driver by senders, rather than taken by the senders to a post office. This latter group of letters often contained a redundant admonition such as “per stage” or its equivalent.

In the case of mail locked in a box by the post office, this would appear to collectors to be like all other mail and generally does not contain any special post office notations or senders’ admonitions indicating carriage by stage. One can only determine stage carriage of such locked-box mail by ascertaining the routes of such letters and becoming familiar with the mail contracts for such routes.

Letters carried by a stage not having a mail contract were equivalent to loose letters discussed above, and were carried either as an accommodation to the sender or for remuneration by the driver or a passenger. Such letters often were marked to indicate stage carriage, and were illegal beginning in 1827 whether or not remuneration was paid for such carriage.

Stage Boats

Stage boats were ferrys that were large enough to carry one or more stage wagons or stage coaches on board. These vessels were used in the west to cross the Delaware River to and from Cooper’s Ferry (present day Camden) or to and from Trenton, Bordentown and Burlington to go to and from Philadelphia, and in the east to and from South Amboy to travel to and from Lower Manhattan.

The Role of Inns and Taverns in Staging

Although the carrying of freight initially provided the impetus for developing staging, in due course the carriage of passengers as a way of providing taverns and inns located along the stages’ travel routes with a steady stream of customers proved to be the strongest motivating force. Indeed, many of the first stage lines and ferries were created by consortiums of tavern owners who scheduled the staging runs and ferry crossings to coincide with the eating of breakfast, lunch or dinner or the lodging of passengers overnight at the owners’ inns.

Early Staging in New Jersey

The most important lane of land travel in Colonial times was across New Jersey, connecting New York and Philadelphia. As elsewhere in the colonies, the first stage service in New Jersey was provided by wagoners whose chief business was to convey freight back and forth between the two anchor cities. In the Colonial Period, this meant conveying goods between the depots at Brunswick or Perth Amboy on the eastern side of the state and Trenton, Bordentown, or Burlington on the Delaware River.¹¹

The road between Perth Amboy and Burlington opened in 1684, and likely was the first land route upon which provision was made for public transportation.¹² A man named Dell received from Governor Andrew Hamilton the exclusive privilege of driving a wagon between these towns to convey public goods.¹³ Dell thereafter proceeded to inaugurate carriage between New York and Philadelphia.¹⁴ Later, Lord Cornbury, who succeeded Hamilton in 1702 as governor, gave Hugh Hardy, a merchant in Burlington, the exclusive right to convey goods on this route.¹⁵ Not until 1729, however, do we find the first public solicitation over this route for passengers. A newspaper advertisement for Redford's ferry over the Raritan River at Perth Amboy stated ". . . a Stage Wagon kept at the said Ferry, for Transporting of Passengers and Goods from thence to Burlington, whenever freight presents."¹⁶

The first stage on a more northerly route, between Trenton and Brunswick, was established in 1738. It ran twice each week¹⁷ and it, too, directed its ads toward passengers: ". . . the wagon will be fitted up with Benches, and Cover'd over so that Passengers may sit Easy and Dry." The service was suspended in 1739, but renewed in 1740.¹⁸

The year 1740 also saw the creation of the Bordentown & New York stage line started by Joseph Borden, Sr.¹⁹ This line operated until the late 1790s. Borden's goal was to establish a stage line from Amboy Ferry to Bordentown so that he might head off Burlington and Trenton as depots on the Delaware River and capture the New York to Philadelphia trade.²⁰

Borden, in an advertisement that appeared in 1750, offered his clientele a through trip from New York to Philadelphia, declaring in his ads that his line would operate on a set schedule at both ends of the land route, running stage wagons in both directions and connecting with a stage boat to cross the Delaware River to and from Crooked Billet Wharf in Philadelphia, as well as a ferry between South Amboy and lower Manhattan.²¹

Although the Bordentown line expected its chief competition to come from the Trenton-Brunswick stage line, it actually came from the Amboy-Burlington stage.²² All three stage lines used Amboy Ferry, located near South Amboy, as their stopping place. The Trenton-Brunswick line stopped at the tavern operated by Obadiah Ayers; the Bordentown line stopped at the rival tavern operated by John Cluck. It is not reported which tavern serviced the Burlington line.²³ In the end, the Bordentown and Burlington lines prospered and survived while the Trenton-Brunswick line, which required a much longer water passage than its two rivals, foundered.²⁴

In 1756, however, and for several years thereafter, the Trenton-Brunswick line resuscitated itself and again became competitive as it advertised that its stages would follow a new route between Philadelphia and Trenton that would, it claimed, reduce the water part of the passage and increase the land portion of the travel.²⁵ Soon thereafter, the Trenton-Brunswick line

advertised additional improvements at the northeastern part of the trip from Brunswick through Woodbridge to the Blazing Star Ferry on Arthur Kill.²⁶

In the next decade the Trenton – Brunswick line again advertised a land extension between Trenton and Philadelphia to replace the slow passage up the Delaware River, and demonstrated the cooperative nature between the coaches and the boats.

PHILADELPHIA STAGE-WAGGON AND NEW YORK STAGE BOAT, perform their Stages Twice a Week, -- John Butler, with his Waggon, sets out on Tuesdays, from his House at the Sign of the Death of the Fox, in Strawberry Alley, and drives the same Day to Trenton Ferry, when Francis Holman meets him, and proceeds on Wednesdays to Brunswick, and the Passengers and Goods being shifted into the Waggon of Isaac Fitz Randolph, he takes them to the New Blazing Star to Jacob Fitz Randolph's, the same Day, where Reuben Fitz Randolph, with a boat well fitted, will receive them and take them to New York that night. John Butler returning to Philadelphia on Wednesdays, with the Passengers and Goods delivered to him by Francis Holman, will again set out for Trenton Ferry on Fridays, and Francis Holman, &c, will carry his Passengers and Goods with the same expedition as above to New York.²⁷

The trip between New York and Philadelphia across New Jersey for the first time was now made in two days.²⁸

From this time on, competition among stage lines was confined mostly to the northern land routes while the southern routes and lines that combined land and water travel found their share of business diminished. The Burlington – Amboy line was dropped for a time, but was revived by Joseph Haight, a Burlington inn keeper, in 1770.²⁹

In the spring of 1773, two new lines left Philadelphia for New York four times a week – the Flying Machine line and the New Philadelphia & New York stage line. Both left Philadelphia for Princeton, then headed to Paulus Hook (present day Jersey City). From there they took the stage boat for New York. The return trip also was made four days each week on alternate days.³⁰

By 1790, stages carried the mail between New York and Philadelphia five days a week. Few stages left these cities on Saturday because to do so would require that they also run on Sunday to complete the trip. In 1791, however, service was extended to six days each week. To accommodate the Sabbath, the so-called Saturday stage actually left each city on Friday afternoon to go through before Sunday.³¹ The entire trip normally took one and one-half days, with the passengers spending one night at a roadside inn.

In 1799 a new stage line emerged which used a different route. The stage set out from Philadelphia from the inn known as the Sign of the Bunch of Grapes kept by Joseph Davenport – one of the owners of the line – and went to Coryell's Ferry fifteen miles above Trenton where the crossing of the Delaware River was made by stage boat. From there the stage crossed New Jersey via Flemington, Somerville, Bound Brook, Plainfield and Newark to Paulus Hook. This was the first stage line from Philadelphia to go by way of Newark and to use the new causeway across the Passaic and Hackensack marshes.³² The route was known as the Old York Road and the stage line was known as the Swift Sure stage line.

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New York City, unlike Philadelphia, had little reason for either local or inter-colony stage lines to spring up because of its first-class port facilities which gave the city excellent water transportation to nearly every neighboring settlement. Philadelphia, however, although also a port city, always played second fiddle to New York as a port city, but was second only to Boston in the number of locally-based stage lines in the late Colonial Period. For example, Aaron Silver in 1767 started a weekly stage which ran from Salem to Cooper's Ferry (present day Camden), then to Philadelphia.³³ William Shute ran a weekly stage from his inn near Roadstown to Cooper's Ferry, then to Philadelphia (1771).³⁴ Similar lines opened in Bridgeton (1771)³⁵ and Greenwich (1772).³⁶

Staging in New Jersey ended during the Revolutionary War with the occupation of New York and Philadelphia by the British and the frequent military battles within the state. But this was merely an interruption. Shortly after the British evacuated Philadelphia, stage lines again commenced operations across New Jersey as far north as Brunswick. In November 1778, Joseph Borden advertised renewed service by his stage boat to Bordentown and then by wagon to Brunswick.³⁷ In February 1779, John Wills announced that he had re-established his line running from Burlington to Brunswick.³⁸ In 1780, a stage line commenced running again from Brunswick to Elizabethtown, thereby extending the route to a point where water communication with New York City was again possible.³⁹ Also in 1780, Gershom Johnson of Philadelphia and James Drake⁴⁰ of New Jersey renewed the land route from Philadelphia through Trenton and Princeton to Elizabethtown, extending service to twice each week.⁴¹ Another stage line opened at about the same time to connect with this line at Princeton for Morristown.⁴²

Stages and the Carriage of Newspapers

A principal reason for the dependence of the Post Office Department on the country's expanding staging facilities was the burden of newspaper carriage. Until 1792, newspapers had not been carried as part of the mails, but were privately carried by post riders or by stage drivers who, with the silent acquiescence of the Post Office, made their own private arrangements with the printers for remuneration.

The Post Office Act of 1792 made the first reference to the free exchange of newspapers among publishers and for the rates of postage chargeable for the carriage of newspapers in the mails.⁴³ As the country became more populated and as the availability of news became more critical to commerce and politics, the burden of transporting newspapers in the mails via horseback became impossible to cope with and gave rise to the necessity of using stages. This became clear in 1788 when Postmaster General Hazard put the mails back on horseback and discovered to his dismay that one post rider could not service his route using only one post horse.

Staging and the Mails During the Confederation Period

The natural increase in trade and travel after the cessation of hostilities formed the incentive for the creation of most stage lines. In some cases, however, stage entrepreneurs had to be encouraged by the granting of monopolies for a fixed term of years. This occurred in New York State in 1785 when Isaac Van Wyck, John Kinney and Talmadge Hall were granted a ten year monopoly for the run along the east bank of the Hudson River between Albany (which was not yet a post office in the Federal system) and New York City; in 1784 in Virginia with the grant of a three year monopoly to Nathaniel Twining and John Hoomes for the route between Alexandria and Petersburg; and, in 1785 in Maryland when the state granted the privilege for three years to Gabriel Van Horne to run stages between the Susquehanna and the Potomac Rivers.

This practice was necessary in such geographic regions to encourage stage line investment and operations where the population was not yet sufficient to support competing stage lines and, in the case of the south, where no stage lines had run during the Colonial Period. Such monopolies were not necessary (and did not occur), however, in New Jersey where the combination of the population, general business and trade, and the existence of the commercially successful anchor cities of New York and Philadelphia made competition not only feasible, but also likely, so that rival stage lines repeatedly sprang up. Indeed, in 1786, New Jersey found her roads so busy with stage traffic that the state levied an annual tax in the amount of 150£ on each stage line that crossed the state between New York and Philadelphia. The tariff was hotly protested by the Federal government,⁴⁴ and the amount was lowered in the following year to 100£.⁴⁵ To appease the stage line operators, the New Jersey legislature agreed that one-half the collected tax would be used each year to improve stage roads.⁴⁶ Finally, in 1799, the New Jersey legislature exempted all stage lines from the need to purchase an operating license and pay the tax.⁴⁷

The greatest incentive to the development of staging came in 1785 when the Federal government decided to contract with stage lines for the carrying of mail. This not only resulted in steady income for the lines, but offered them the imprimatur of the fledgling government in the form of semi-official status. This placed the power and authority of the government and the greater interest of the citizenry behind the stage lines, especially during the period of the ratification debates when the consumption of newspapers increased dramatically. Now, people who rarely or never traveled by stage became interested in its success because stages became the means by which news (in the form of mail and newspapers) was received and forwarded. Members of Congress became sufficiently invested in the expansion and welfare of the stage lines which vitally affected the interests of, and received so much attention from, their constituents to grant mail stages special privileges such as rights of way at ferry crossings.

Yet in the beginning, it was not at all clear that stages should be involved in the carriage of mail, and the practice became a significant and heated controversy of the Confederation Period, encountering opposition from Postmaster General Hazard as well as practical difficulties. Eventually, stiff pressure on Congress from commercial interests and Congress' desire to increase post office revenues by eliminating the clandestine private carriage of letters by stage drivers and passengers won the day. After significant debate, Congress in 1785 ordered Postmaster General Hazard to employ stages in the carriage of mail.

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The practice of stage drivers secretly carrying mail for pay was a significant economic factor for the stage lines – if an unstated one – in the debate over using stages to transport the mail. The practice had given rise to the first stage mail contract in North America in 1773 with the British efforts to capture the letter carrying business from a stage driver named Stavers who operated between Boston and Portsmouth. As Hugh Finlay reported in his journal, it was cheaper for the British Post Office to pay Stavers more than the 10£ he annually made from secretly carrying mail (and, thereby, to recoup his salary and any profit) than it would be to compete with Stavers.⁴⁸

Other stage drivers, of course, including those in New Jersey, also secretly carried mail and benefitted from the remuneration paid them by senders. This practice resumed with the restoration of stage service after the Revolution and into the Confederation Period notwithstanding the Ordinance of 1782 which specified that the postmaster general, his deputies and agents,

*and . . . no other person whatsoever shall have the receiving, taking up, ordering, despatching, sending post or with speed, carrying and delivering of any letters, packets or other despatches from any place within these United States for hire, reward, or other profit or advantage.*⁴⁹

To enforce this law and end the illicit practice among stage lines, in December 1784, Hazard successfully brought suit against Gershom Johnson of Philadelphia and obtained an injunction that required that Johnson cease carrying mail and that he pay damages for past practices. It is likely that Johnson had been selected by Hazard as a demonstration case to serve as a warning to other stage operators because Johnson operated on the busy route across New Jersey between New York City and Philadelphia where, according to Hazard, the evasion of the law was most pronounced. The lawsuit was a highly visible, *in terrorem*, test case and warning.

But the illicit carriage of letters was only one consideration for it to address when Congress debated the question whether stages should carry the mail. Another was the increased weight of the mails on the main routes resulting from the increased volume of letters and newspapers which weighed down the horses and overflowed the saddle bags rendering the letters, packages and newspapers (which were not yet officially part of the mails) susceptible to damage.

When Hazard first considered the contracts he would enter into with stage lines, he assumed that because the stage operations were already sustained by their package and passenger business, that the operators would take this into account and that the resulting contract costs to the government for adding mail carriage would be low. He was sorely wrong. Hazard had failed to consider that he was eliminating the substantial revenue the stage lines received as private, unlawful carriers of mail, and that the bidders would likely take this lost revenue into consideration in rendering their bids for mail contracts.

Another problem Hazard encountered – one that particularly plagued the New Jersey lines operating on the New York City to Philadelphia route – was the question of the operating hours of the mail stages.

When setting their hours of departure and arrival, the stage operators always thought first of the convenience of their passengers since passengers represented their most significant source of income. The Post Office Department, however, thought only of the safety and expeditious transmittal of the mails and of the merchants it serviced. This required a different set of operating hours by the stages. While the practice of the stage lines was to depart early in the morning and arrive late at night, this did not suit the Post Office which would then be required to keep post office clerks working late into the night to keep the mail flowing smoothly or to appease merchants who closed their businesses before the late arrival of the stages (and did not open their businesses before the departure of the morning stages). This problem was not resolved during Hazard's tenure as Postmaster General.

Although Hazard remained a skeptic with respect to the suitability of stages for transporting mail, he was a good government employee. When Congress took action on September 7, 1785 and ordered Hazard to enter into agreements with stage lines, he did so, but in an incredibly stupid manner. Rather than enter into a separate contract with each stage line for each route, Hazard entered into one blanket agreement that covered all stage/mail operations among all the contractors from Portsmouth, New Hampshire to Petersburg, Virginia. He also omitted in this generic document a basic clause that required that if the contractors were to enter into any subcontracts, the subcontractors agree in their subcontracts that they would be subject to the control and direction of the Post Office Department. Under Hazard's blanket contract, subcontractors could ignore the Post Office Department and answer only to their prime contractor. This became an issue along the New York City – New Jersey – Philadelphia route when the prime contractor, Matthias Ogden, sold his interest in his contract, but reserved to himself under the terms of sale the revenue generated by his subcontractors.⁵⁰

Hazard also had concern for the safety of the mails and felt that another stage rider along the New Jersey route, who would be charged with the care and custody of the mail on the stages, was necessary. He even corresponded with Alexander Hamilton on this subject, expressing his concern that the absence of such a custodial person along the busy New York City – New Jersey – Philadelphia route rendered the mails at risk. Hamilton in his response stated that he had concluded after careful study of the matter that no such extra person or guard was needed.⁵¹ Hazard felt otherwise. When Hazard sought bids from stage lines for 1787, he required that each proposal include a sum for the engagement of an extra person to have custody of the mail. As a result, the bids for 1787 were so high that Hazard's plan to include an extra employee as a custodian or guard had to be dropped from the proposals.⁵²

When Hazard had initially examined these 1787 bids, they were so high that he recommended to Congress that the mails be put back on horseback between Portland, Maine and New York City, and, perhaps, between New York City and Philadelphia.⁵³ Congress rejected the suggestion, and Hazard entered into contracts for one year with the bidding stage lines, but with all bids reduced to reflect the dropping of the extra stage employee as part of the proposal.⁵⁴ As the time approached to let bids for 1788, Hazard returned to Congress with his familiar litany of complaints, and again requested that he be given the discretion to enter into contracts for the carriage of the mail either by stage or by horse. This time Congress agreed. Hazard's request ultimately would bring about his downfall.

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Using the discretionary power Congress gave him, in 1788, Hazard put much of the mail on the main routes between Boston – New York City – Philadelphia on horseback. The offended stage line operators promptly struck back and advertised that they would carry letters free of charge, as they were permitted to do under the Ordinance of 1782.⁵⁵ The result was a financial disaster for the Post Office Department, and resulted in mail delays which infuriated George Washington as he awaited reports on the state ratification proceedings. Washington wrote to John Jay on July 18, 1788, that,

*It is extremely to be lamented that a new arrangement in the Post Office unfavorable to the circulation of intelligence should have taken place at the instant when the momentous question of a general government was to have come before the people.*⁵⁶

Washington went on to censure Hazard for substituting horseback for the stage transportation of the mails.⁵⁷

Hazard eventually responded to the stage operators' carriage of letters for free by entering into contracts with the stages for the balance of 1788. This did not appease George Washington, however. When Washington set up his cabinet under the Constitution, he exercised his displeasure with Hazard and did not bring Hazard along with him. Hazard's Federal career was over.

Staging and the Mails During the Constitutional Period

Once Washington became president and Samuel Osgood his postmaster general, Hazard's influence over the role of stages in carrying the mails disappeared. Even Congress responded positively and in the second major postal act under the Constitution (Act of May 8, 1794), provided in Section 2, that:

It shall be lawful for the Postmaster General to provide, by contract, for the carriage of a mail on any road on which a stage wagon or other stage carriage shall be established, on condition that the expense thereof shall not exceed the revenue thence arising.

After this, there never was any question about the role of stages in carrying the mails except to the extent technology interceded in the form of steamboats and railroads.

New Jersey Stage Lines

Among the many local and inter-state stage lines that operated in New Jersey, the principal lines were the Bordentown & New York Stage, the Burlington Stage, the Trenton – Brunswick line, and the Swift Sure line.

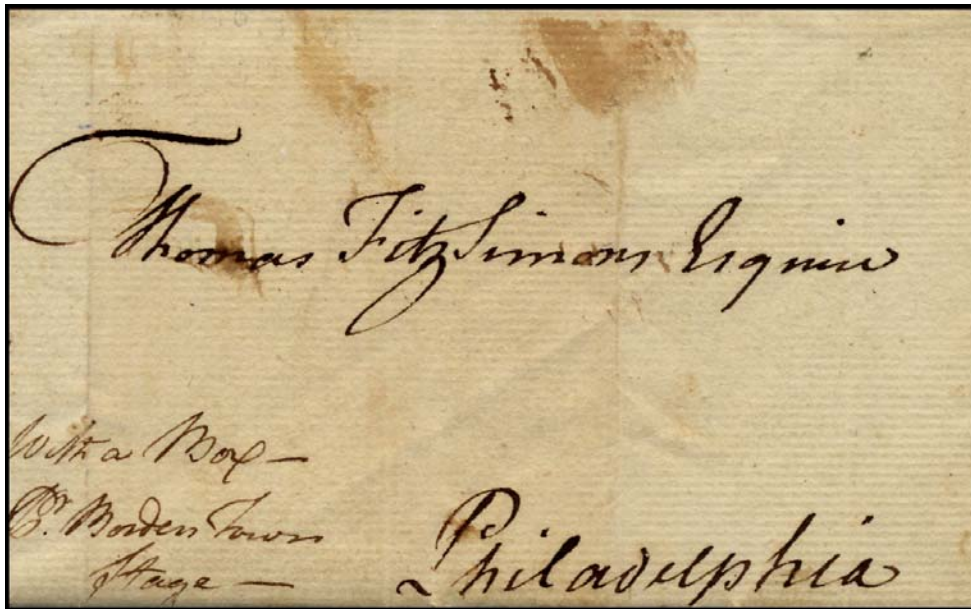
The division between stages that served more than one state and those that ran within New Jersey only, often was blurred. In some ads only one service or the other was mentioned. In categorizing such service and listing the stage lines for discussion purposes in this article, I have categorized the stage lines according to the service I am most familiar with from my reading of city directories and advertisements. It is an arrangement of convenience, only for my purposes here.

Inter-State Stage Operations

The Bordentown & New York Stage⁵⁸

The foremost student of this stage line is Robert G. Rose.⁵⁹ Mr. Rose has recorded seven folded letters having manuscript notations indicating the senders' desire to have those letters carried by the Bordentown stage (folded letters dated from January 6, 1775 to [unstated month and day], 1792) [See, for example, *Figure 1*]⁶⁰ and six folded letters (from August 23, 1786 to November 21, 1786) having the well-known handstamp "Bordenton & New York Stage." [See, for example, *Figure 2*]⁶¹ No reports of covers not included in Mr. Rose's census have come to light since his publication of his data.

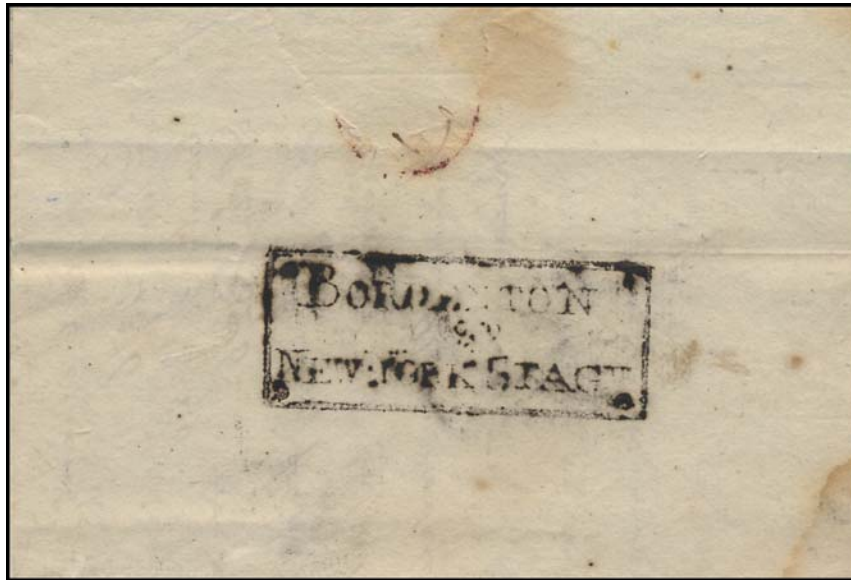
Figure 1 is the only reported manuscript cover that made the north – south journey over the entire route covered by the stage line from New York to Philadelphia.



Steven M. Roth collection

Fig. 1. May 16, 1784. New York City to Philadelphia. Ms. Notation "With a Box/Pr. Borden Town/Stage."

All of the reported handstamp covers originated in 1786, the same year the Post Office Department first entered into mail contracts with stage lines. This fact gave rise to Mr. Rose's as yet unresolved inquiry concerning the private vs. government contract carrier nature of the Bordentown & New York Stage handstamp covers, as described below.⁶² Similar research, as part of his overall study of the mails in the Confederation Period, is being conducted by Dr. Vernon Morris.

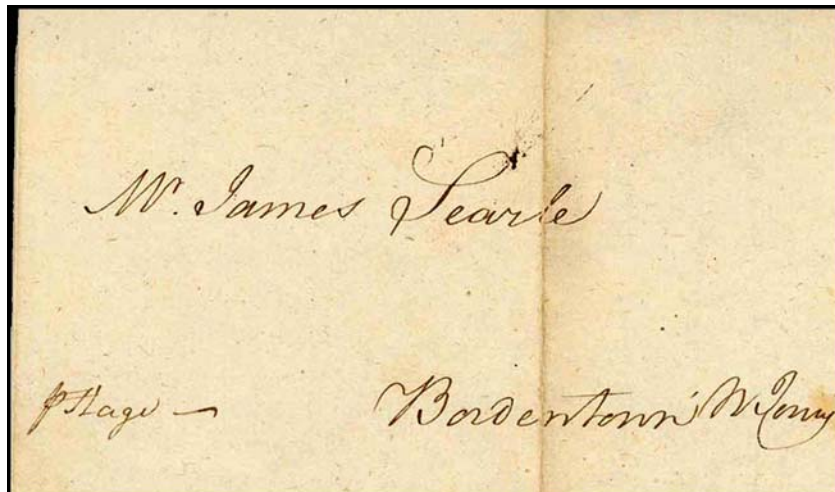


Steven M. Roth collection

Fig. 2: October 28, 1786. Marked "per Stage" on address side. Addressed to "Richard Waln /Walnford." Originated in Philadelphia.

The two stage lines providing the most competition for the Bordentown line were the Trenton - Brunswick stage and the Burlington stage, both of which operated rival stage boat legs of their journeys. The Trenton line operated a stage wagon from Brunswick to Trenton Ferry where the stage was placed on a barge to Philadelphia. The Burlington line operated between New York and Philadelphia, covering the same route as the Bordentown line, but substituting Burlington for Bordentown as its main hub.

It is not always possible to tell if a cover was carried by the Bordentown line or by one of its rivals. *Figure 3* is an example. Although addressed to Bordentown, this privately carried letter might have been carried by the Burlington stage line and thereafter taken privately to Bordentown.



ex-Morginstin; ex-Steven M. Roth

Fig. 3: May 30, 1787. New York City to Bordentown.

See *Figure 7* for another, but more complex, example of this problem of identifying the stage line which carried a letter.

Often, too, it is not possible from advertising to tell which line was being described. In a 1797 ad, the stage line between New York and Philadelphia was described as a “Federal Line,” nothing more [Figure 4].

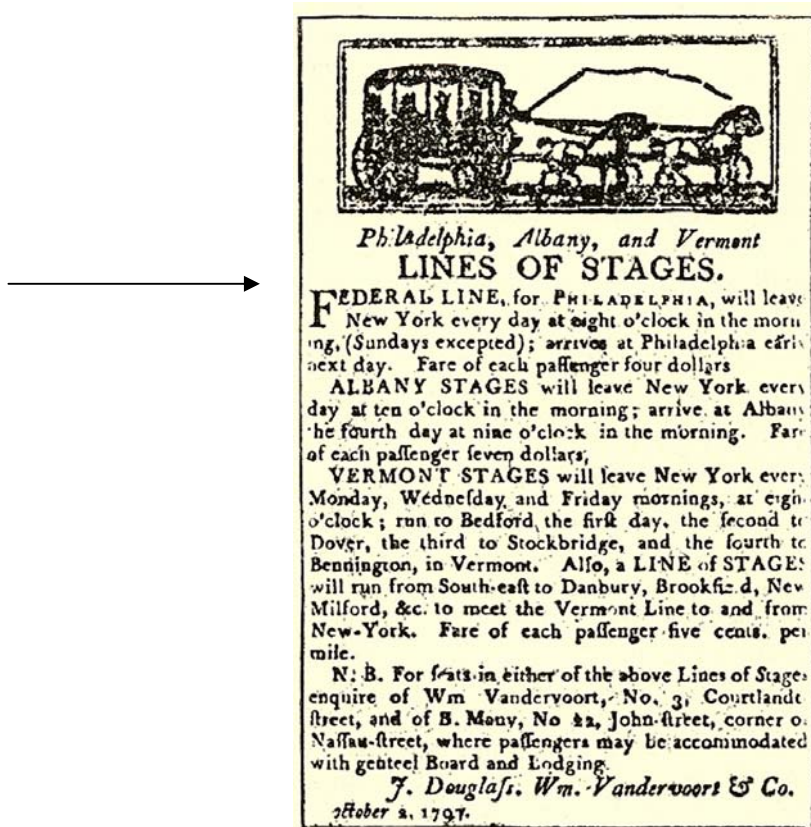


Fig. 4: “Federal Line:” a name or a descriptor?

Bridgeton Stage

The standard text for Bridgeton indicates that stage service there did not begin until 1774. In their paragraph under Bridgeton, Cushing and Sheppard stated,

STAGES – The first stage of which there is any account was run by Mr. Haskel who lived in Upper Hopewell, near the present Cohansey post-office. It ran from Greenwich through Roadstown and Cohansey Corners (now Shiloh), by Mr. Haskel’s house, to Cooper’s Ferry, as Camden was then called, and was in operation as early as 1774. Soon after the Revolution a stage ran from Bridgeton to Philadelphia, by way of Roadstown, making two trips a week, which was afterwards changed to one trip that way and one by Deerfield. About 1806 or 1807 it went up one day and down the next, and in 1809 another line was started, which went up on the days the first line came down. These were afterwards united, and a daily stage was ever after run until West Jersey Railroad was opened in 1861.⁶³

There are indications that this service began earlier, as a rival line in opposition to Mr. Haskel’s stage did spring up in 1772 which made connections at Cohansey Bridge and then proceeded to Cape Island.⁶⁴ Unlike Mr. Haskel’s line, this opposition stage appears to have been a local line only.

Burlington Stage

The Burlington line's antecedents were found in the opening of the road between Perth Amboy and Burlington in 1684⁶⁵ and in a grant made in 1704 for a line of stage boats to operate between Burlington and Philadelphia.⁶⁶ The Burlington stage line, however, was not founded until 1740 by William Meghee. It offered weekly service between Burlington and Amboy.⁶⁷

Like the Bordentown line, the Burlington stage offered both land travel and stage boat service on the Delaware, but in the latter case between Philadelphia and Burlington rather than Philadelphia and Bordentown. At the Philadelphia end of the route, the stage boat was operated by Patrick Cowan; at the Amboy end by Matthias Iselstine. The line's stage wagons were furnished by Fretwell Wright, keeper of the Blue Anchor Inn in Burlington, and by John Predmore, a tavern-keeper in Cranberry, and by James Wilson of Amboy Ferry.⁶⁸

The Burlington stage between Burlington and Amboy (but not Burlington and Philadelphia) ceased doing business sometime around 1765, but was revived in 1770 by Joseph Haight, a Burlington inn keeper. It continued to operate until the Revolution. Like its competitor the Bordentown stage, the Burlington line depended mostly on the carriage of freight.⁶⁹ This focus began to shift for it in February 1779 when John Wills, operator of the Burlington line, announced that he “. . . hath erected a stage for the accommodation of travellers [sic.] from Burlington to Brunswick.”⁷⁰ His rival, the Bordentown line, had made a similar announcement in November 1778.⁷¹

Eventually, on the part of the route lying between Burlington and New York, the Burlington line, like the Bordentown stage, ran with regularity and stopped at Hightstown (sometimes spelled Hydestown or Hytestown), Cranberry and South Amboy. Its stages, too, used the ferry to and from South Amboy and Lower Manhattan.



Fig. 5: August 16, 1796. Datelined Allentown [NJ]. This cover is identified as a Burlington stage cover by a reference within the folded letter to the stage stopping at Burlington.

Steven M. Roth collection

Figure 5 is an example of a cover carried by the Burlington stage. The folded letter originated in Allentown, NJ and was privately carried from there to Burlington, where it was turned over to the Burlington stage line for carriage to Philadelphia.



Fig. 6: Reverse of Figure 5 cover showing the manuscript notation "B." The meaning of this notation is not known. It might have reference to the stage boat as many waterway-carried covers have been marked "B," or it might reference the Burlington stage.

Figure 7 is a cover that cannot be specifically identified as a Burlington stage cover rather than as a Bordentown stage cover. This cover is part of the well-known Captain William Smith correspondence described by Mr. Rose in his census of Bordentown stage covers bearing the Bordentown stage handstamp. According to Mr. Rose's records, most of the Smith covers were carried by the Bordentown line and were so marked by the senders, but two that he is aware of - Figure 5 (which bears internal evidence of carriage by the Burlington stage) and a cover cited and described by Mr. Rose in his census (a cover, dated April 6, 1788) - were marked internally or externally, respectively, by the sender for carriage by the Burlington stage,⁷² indicating that at least some Smith-correspondence covers were carried on one of the lines or the other.



Steven M. Roth collection

Fig. 7: Dated Philadelphia June 5, 1790.

Figure 7 bears no evidence to indicate which of the two competing stage lines carried the letter from Philadelphia to Hidestown.

Trenton – Brunswick Stage

The Trenton – Brunswick stage line was the first of the major stage lines to form and operate on a northerly route in New Jersey. It ran twice each week, beginning in 1738, between the two cities. The founding proprietors were Thomas Hooten, keeper of the Trenton Ferry, and William Atlee, a Trenton merchant.⁷³ As seen above, its advertisement made an appeal to passengers, not to freight. The service ended in 1739, but was renewed in 1740 under the same ownership.⁷⁴ In 1766, the Trenton – Brunswick line ran from Trenton to Perth Amboy.⁷⁵

The Bordentown and Burlington lines soon pulled ahead of the Trenton – Brunswick line because of the length of the latter's water passage, the part of the trip passengers eschewed if possible, putting the Trenton – Brunswick line behind its rivals who offered more and faster land service, free from the many accidents to the stage boats that seemed to plague this service, and free from delays resulting from ice in the winter and windless days.⁷⁶ It thus was a great advance in service when in 1756 the Trenton – Brunswick line advertised early on that it had significantly increased the land-service portion of its route between Philadelphia and Trenton to replace the slow and dangerous passage up the Delaware. In the following year, the land passage from Brunswick through Woodbridge was again extended, this time to the New Blazing Star Ferry on Arthur Kill (the narrow water passage separating Staten Island from the New Jersey mainland), thereby avoiding the outside passage from the mouth of the Raritan River around Staten Island.⁷⁷

Swift Sure Stage

The Swift Sure stage line was founded in 1799 as an alternative line which promised faster, cheaper, safer and more comfortable accommodations for passengers traveling between New York and Philadelphia. The stage used a route different from those used by the Trenton – Brunswick line (avoiding Trenton, Princeton and Brunswick) or the Bordentown and Burlington lines (avoiding Crosswicks, Hightstown and Cranberry).⁷⁸ The Swift Sure's route, known as the Old York Road route, required travel in New Jersey and Pennsylvania and – as Calvet M. Hahn demonstrated in his two-part article on this stage line – involved at least two different internal routes south of Bound Brook as way stops from time to time.⁷⁹ These two routes are shown on a map (*Figure 8*) prepared by Hahn for his article, and reflected partially in an 1800 advertisement for the Swift Sure line (*Figure 9*) and in an advertising card from 1806 (*Figure 10*). The line ran north through Jenkinstown to New Hope, fifteen miles above Trenton, where the stage crossed the Delaware River at Coryell's Ferry, and then passed through New Jersey by way of Somerville, Bound Brook, Scotch Plains, Springfield and Newark.

The first advertisement for the Swift Sure line appeared in the *Aurora General Advertiser* (*Philadelphia*) on July 1, 1799. This first ad was reproduced by Hahn in his article.⁸⁰ Subsequent ads for the Swift Sure line appeared frequently: in New York in the *New York Journal and Weekly Register*, *Loudon's Diary*, *Greenleaf's New York Journal*, and the *Commercial Advertiser*; and, in Philadelphia in the *Pennsylvania Packet*, *General Advertiser*, *Aurora and General Advertiser*, and *Claypool's American Daily Advertiser*.

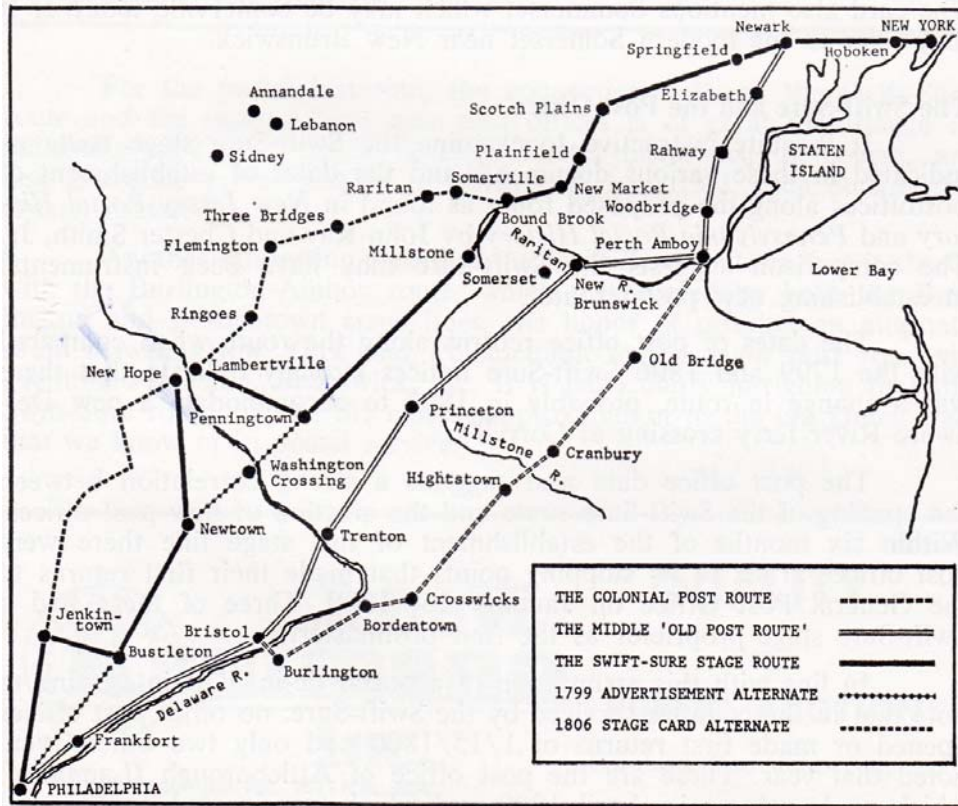


Fig. 8. Map prepared by Calvet M. Hahn.

ADVERTISEMENTS.

The Swiftsure Line of Stages.
Running from New York and Philadelphia,
 By the shortest, cheapest, safest, and most pleasant road,
 Through Newark, Springfield, Scotch-Plains, Union Camp,
 Bound-book, Millstone, Pennington, Newtown, Bustleton, and
 Frankford.

THE SWIFTSURE

Starts from New-York at 9 o'clock every day (Sundays excepted) and arrives at Philadelphia, ~~early~~ the next evening.

From Philadelphia it starts from the Green Tree, No. 50 North Fourth street, at 8 o'clock every morning, and arrives at New York early the next evening.

Fare for passengers 5 dollars, way passengers 6 cents per mile. Each passenger allowed 14lb of baggage. One hundred and fifty weight of baggage to pay the same as a passenger.

All baggage to be at the risk of the owner, unless insured and receipted for by the clerks of the different offices. Rate of insurance one per cent.

* * Apply to WILLIAM VANDERVOORT, No. 48 Courtland Street, N. E. Corner of Greenwich Street, New York, and to JOHN M'CALLA, No. 50 North Fourth Street Philadelphia.


JUST

Fig. 9: Advertisement for the Swift Sure Line (1800).

According to a report made by Van Sickle, Peter B. Lowe, one of the proprietors of the Swift Sure line wrote in December 27, 1826 that the Old York Road had two competing stage lines: the Swift Sure stage line and a stage line Lowe referred to as the New York and Philadelphia Mail Stage. Van Sickle reprinted an advertisement for this latter competing line, as follows:

Leaving Philadelphia every Monday, Wednesday and Friday at 8 o'clock a. m. Lodge at Centreville and arrive at New York at 2 p. m., the succeeding day. Likewise leave New York at half past 10 o'clock of the days above named, stop at Centreville and reach Philadelphia at 4 p. m. on Tuesdays, Thursdays and Saturdays. One way fare is \$3.50, all baggage at risk of owner.⁸¹

In spite of its stated name, I have not been able to find any information about this competing line other than that reported by Van Sickle. There is no evidence of a mail contract with this line at or near this date, although the use of the term "mail" in its name suggests it had such a contract.



The Swift-Sure STAGE

STARTS from the Green Tree, No. 50 North Fourth Street, and from P. Howell's at the Sign of the Stage and Horses, No. 94, North Second Street, Philadelphia, at 8 o'clock every morning, (Sundays excepted) and after passing through Jenkintown, Crooked Billet, Cross Roads, Corryll's Ferry, Anvil, Sommerset, Bound Brook, New Market, Plainfield, Scotch Plains, Springfield, and Newark, arrives at New-York at 12 o'clock the next day.

For Seats in this line of Stages, apply to Abraham R. Woolley at either of the above mentioned places; at New-York, to William Vandervoort, No. 48 Courtlandt street, corner of Greenwich street. Fare of each passenger through, 5 Dollars, way passengers 6 Cents per mile, 150 lbs. baggage the same as a passenger, with the usual allowance of 14 lb. gratis. All goods and baggage at the risk of the owners, unless insured and receipted for by the Clerk of said Stage. Baggage insured in this Stage for one per Cent.

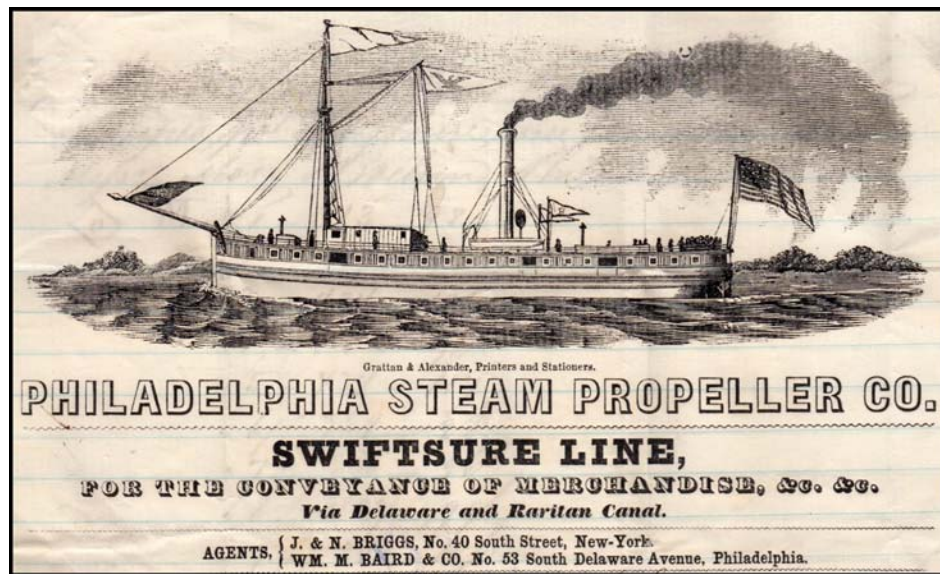
N. B. The public are respectfully informed that the Proprietors of this line of Stages have provided good houses for the accommodation of passengers. Also good Horses, Carriages, and sober drivers; and hope from their attention and desire to accommodate, they will receive the favours of their friends and the public in general, which will be gratefully acknowledged by

WOOLLEY & Co.

Cochran, printer

Fig. 10. A card for Swift-Sure from 1806 (shown in Hahn with a mss 1806 date, as part of a correspondence from that period)⁸²

It is clear from *Figures 8, 9 and 10* that the route in New Jersey (heading south) began at Newark and passed through Springfield, Scotch Plains, Plainfield, Somerville, and Bound Brook, at the very least.⁸³ Sometime between 1800 when *Figure 9* was created (showing fewer way stops than I have listed) and 1806 when *Figure 10* was printed, the route underwent variations after the stop at Bound Brook. Hahn's studies suggest that this resulted in two principal routes, at different times in the lifetime of the stage line, but he was not able to determine the exact variations.⁸⁴ I have not been able to add anything new to Hahn's findings in this regard, and the question of the exact stops after Bound Brook remains open. What seems clear from the literature, however, is that the trip over the Old York Road using the Swift Sure line was faster than the trips by its principal rivals, none of whom survived as long as the Swift Sure Stage which relied on its contract to carry the mails (which it first won in 1810) to help sustain it and also because the stage proprietors had the foresight to merge its operations with those of a steamboat line when that form of transportation became popular (See *Figure 11*).



Steven M. Roth collection

Fig. 11: 1855 letterhead for the Philadelphia Steam Propeller Company, showing the relationship between Swiftsure and The Philadelphia steamboat companies.

Figure 11 is a billhead from a folded letter used in 1855. As the engraving shows, the Swift Sure line at that time was a combined stage and steamboat operation that conveyed merchandise between New York City and Philadelphia via the Delaware and Raritan Canal.

Meanwhile, in Philadelphia, returning to the Swift Sure line's early days, the stage left from 18 North Fourth Street (1805) and, later, 50 North Fourth (1810). It ran every day except Sunday until 1827 when the schedule was reduced to three days per week.⁸⁵ In both cases, the stage travelled through Pennsylvania to Cross Road (present day New Hope), crossed the Delaware River to Coryell's Ferry, and then proceeded north in New Jersey to Newark.

For many years the assertion was made in the literature that the Swift Sure line had been founded in 1769, shortly after the completion of the Old York Road in 1765.⁸⁶ This contention was disproven by Hahn in his article when he illustrated an advertisement by the Swift Sure line, dated June 28, 1799, in which the stage line referred to itself as "A NEW LINE OF STAGES." (emphasis in original)⁸⁷

STAGE OPERATIONS & THE MAILS IN NJ: Part I ~ Steven M. Roth

The Swift Sure line remained profitable and continued operations into the late 1850s thanks in large measure to its ability to carry the mails. As seen in *Figure 11*, the stage line evolved from a primary carrier to a so-called accommodation line that served to feed business to steamboats rather than compete with them.

Two covers (*Figure 12* and *Figure 13*) illustrate a typical use of the stage line and its relationship to the mails.

Figure 12 is a cover addressed to Somerville (one of the stops always made by the Swift Sure stage), dated August 4, 1811. The origin of the cover is unknown.



Fig. 12: Addressed to Somerville. Aug. 4 (1811).

Steven M. Roth collection

The sender added the admonition “Swiftsure” to the folded letter since Somerville was along the route of this stage line. The cover entered the mails at New York where it received the CDS of the New York Post Office and was rated 10¢ due. From New York, the cover would have been carried by the Swift Sure mail stage in a locked box to Somerville.

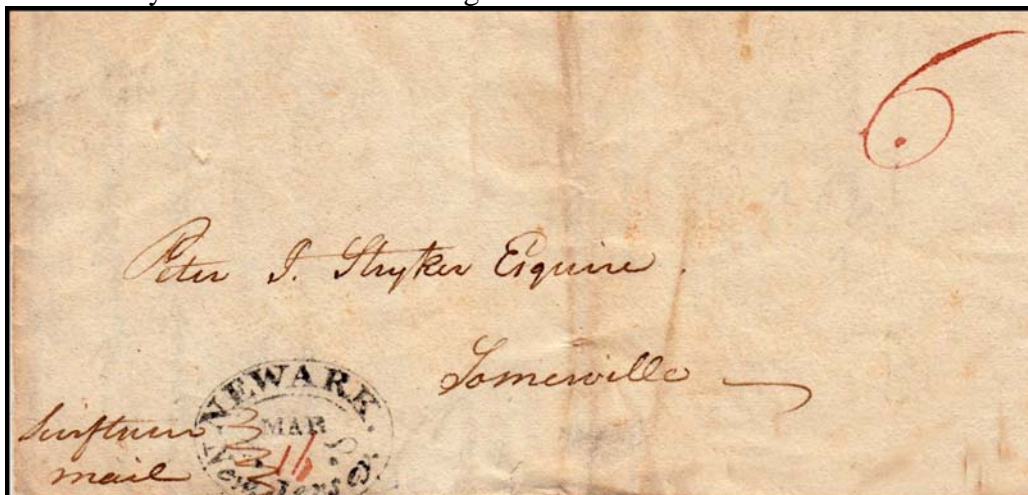


Fig. 13: Dated March 13, 1819. It, too, is addressed to Somerville.

Steven M. Roth collection

Like *Figure 12*, this cover received the sender's admonition to send the folded letter via the Swift Sure stage: "Swiftsure/mail." The cover originated at Newark where it entered the mails and received the Newark double oval. There the cover was placed in a locked mail box and taken to Somerville.

Like all stage lines, the Swift Sure stage depended on the availability of taverns and inns along its route to board and feed its passengers and to offer it an opportunity to change horses. For many years after its founding, the overnight stop in both directions was made at Centerville at the Halfway Public House; this later was changed to Flemington at the Tavern Stand and Stage House.⁸⁸

The Swift Sure stage (and the stages of all inter-state stage lines) usually arrived at their inn destinations just before sundown, if not later. The passengers received a hot meal and a place to sleep. In the case of the Swift Sure stage, this was preplanned because it made the entire run between New York and Philadelphia in thirty hours with only one overnight stop. Like all other stages, the Swift Sure left the inn at daybreak to take advantage of sunlight during the balance of the trip.

Although Centerville and later Flemington were the principal stopping places for the Swift Sure line, taverns, inns and horse changing stations at other locations were used at different times over the years. For example, Van Sickle reports that horses also were changed at the Westfield Tavern & Stage House and at Thomas Baker's Inn (also at Westfield) in the early 1800s, and that horses were changed at the Stage House in Lambertville in the years 1812-1814.⁸⁹

Part II of this article will be continued in our next issue.

ENDNOTES:

¹ © 2013. Steven M. Roth

² The first contract to carry the mail made with a railroad occurred in 1835.

³ Lane, W., *From Indian Trail To Iron Horse* (Princeton 1939)

⁴ *Ibid.*, 50-51.

⁵ White, F., *Philadelphia Directory* (Philadelphia 1785).

⁶ *Ibid.*, 97.

⁷ Hardie, J., *The Philadelphia Directory And Register*, 1793, 214.

⁸ Robinson, J., *The Philadelphia Directory For 1805* (Philadelphia 1805), lxiv and lxv.

⁹ Robinson, J., *The Philadelphia Directory For 1810* (Philadelphia 1810), unnumbered.

¹⁰ See *Figure 22*.

¹¹ W.A. Whitehead, *East Jersey Under The Proprietary Governments* (1875), pp. 235-237, 419.

¹² NJ Archives, First Series, III, 187.

¹³ *Ibid.*

¹⁴ *Ibid.*

¹⁵ NJ Archives, First Series, III, 176, 186-188, 250-251, 327; NJ Archives, First Series, IV, 129.

¹⁶ NJ Archives, First Series, XI, 162.

¹⁷ *Ibid.*, XI, 521.

¹⁸ *Ibid.*

¹⁹ Rose, R., Mr. Rose prepared a slide talk for the Hamilton Township Philatelic Society in which he discussed the current known scholarship concerning this stage line. The slide talk has been posted at www.hamiltonphilatelic.org/presentations/bordertown.pdf, and is available as a pdf file for downloading and copying.

- 20 NJ Archives, First Series, XII, 22, 29 and 94; NJ Archives, First Series, XIV, 654.
21 NJ Archives, First Series, XII, 681.
22 NJ Archives, First Series, IX, 86.
23 Ibid.
24 Ibid.
25 NJ Archives, First Series, XX, 116; Pennsylvania Journal, June 16, 1757.
26 Ibid.
27 Pennsylvania Journal, June 16, 1857.
28 New York Weekly Post Boy, January 8, 1758.
29 NJ Archives, First Series, XXVII, 137 and XXVIII, 286.
30 NJ Archives, First Series, XXVII, 477, 550; XXVIII, 92, 481, 466; XXIX, 186, 467; and XXXI, 11 and 46.
31 New York Journal and Weekly Register, January 7, 1790 and January 3, 1791.
32 NJ Archives, First Series, XXVI, 500, 513 and 545.
33 Philadelphia Gazette, December 3, 1767.
34 Philadelphia Journal, April 11, 1771.
35 Ibid. September 12, 1771.
36 Philadelphia Gazette, August 19, 1772.
37 New Jersey Gazette, November 25, 1778.
38 Pennsylvania Gazette, February 17, 1779.
39 Advertisements of William Rider and John De Grove in New Jersey Journal (Chatham, NJ), June 14, 1780.
40 Drake for many years was the keeper of the Indian Queen Inn at Brunswick and the proprietor of the ferry there that crossed the Raritan River.
41 New Jersey Journal, October 11, 1780.
42 New Jersey Gazette, October 4 and October 28, 1780.
43 Act February 20, 1792, Sections 21 – 22.
44 *American State Papers*, Post Office Department, Class VII (Compiled 1833), 21.
45 Patterson, *Laws Of The State Of New Jersey* (Newark 1800), 451.
46 Ibid.
47 Ibid.
48 *Journal Kept By Hugh Finlay 1773-1774*, (Reprint Edition 1975), 18.
49 *Journals Of The Continental Congress* (Washington 1904-37), XXIII, 673.
50 Ibid., LXI, fol. 263-265; Letter, Hazard to Alexander Hamilton, August 1, 1786, *ibid.*, fol. 272.
51 Hazard to Hamilton, *ibid.*; Hamilton to Hazard, *ibid.*, fol. 271-273.
52 Ibid. Fol. 271-273.
53 *Journals Of The Continental Congress*, XXXI, 922-923.
54 Ibid., 929.
55 Advertisements of the New Line of Stages in New York Journal, March 1 and April 17, 1788. for example.
56 Quoted in Rich, W., *The History Of The United States Post Office To The Year 1829* (Cambridge 1924), 65.
57 Ibid.
58 This stage line is referred to on its 1786 handstamp as the Bordenton & New York Stage even though the town founded by Joseph Borden was known as Bordentown.
59 Rose, *op. cit.*
60 [NJPH, Vol. 33, No. 4 \(November 2005\), Whole No. 160](#), 181, n.10.
61 [NJPH, Vol. 39, No. 1 \(February 2011\), Whole no. 181](#), 4, n.2.
62 Correspondence between Mr. Rose and author, February 17, 2005.
63 Cushing & Sheppard, *History of The Counties Of Gloucester, Salem And Cumberland* (Philadelphia 1883) 587-588.
64 Pennsylvania Packet, April 13, 1772.
65 Whitehead, W. A., *East Jersey Under The Proprietary Governments* (Philadelphia 1875), 235-7; 419; Map opp. 118.
66 Lane, *ibid.*, 66.
67 Lane, *ibid.*, 81.
68 NJ Archives, First Series XIX, 86.
69 NJ Archives, First Series XXVII, 137 and XXVIII, 286.
70 Pennsylvania Gazette (Philadelphia), February 17, 1779.

71 New Jersey Gazette (Trenton), November 25, 1778.
72 [NJPH, Vol.33, No.1, n.1 \(February 2005\).Whole No. 157.](#)
73 NJ Archives, First Series, XI, 521.
74 Pennsylvania Gazette, April 10, 1740.
75 NJ Archives, First Series, XII, 21.
76 NJ Archives, First Series, XII, 209.
77 Pennsylvania Journal, June 16, 1757.
78 Holmes, O. and Rohrbach, P., *Stagecoach East* (Washington DC 1983), 36.
79 Hahn, C., "The Swift Sure Letters," Part 1, SPA Journal, Vol. 42, No.2 (October 1979), 78ff.; Part 2, Vol. 42, No. 10 (June 1980), 619ff.
80 Ibid. 83.
81 Van Sickle, E., *The Old York Road And Its Stagecoach Days* (Flemington, NJ 1936), 104.
82 Hahn, C., "The Swift-Sure Letters," op cit.
83 Ibid., 87. Map.
84 Ibid.
85 New York Gazette and Post Boy, April 17, 1799.
86 See, for example, Van Sickle, Ibid., 58; Cawley, J. & M., *Along The Old York Road* (NJ 1965), 106.
87 Hahn, Ibid., 83-84.
88 Van Sickle, Ibid., 64-65.
89 Ibid. 60, 101-102.

PATERSON CELEBRATES THE 150TH ANNIVERSARY OF THE EMANCIPATION PROCLAMATION

By Gene Fricks

A nice commemorative cancel reminds us that this is the 150th Anniversary of the Emancipation Proclamation:

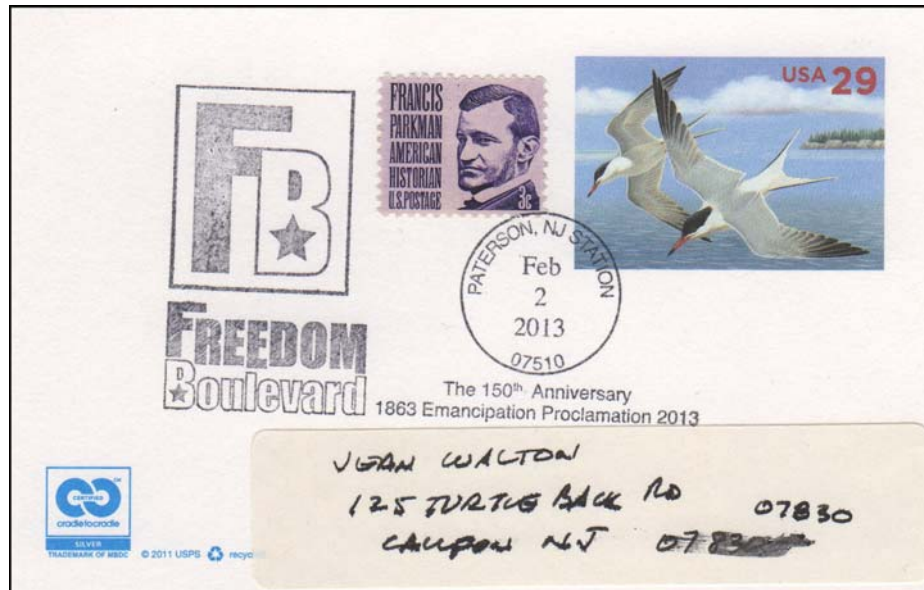


Fig. 1: Paterson NJ Station 07510 cancel with a Freedom Boulevard cachet commemorates Lincoln's Emancipation of the slaves in 1863.

WHO WAS THE "REAL" SAMUEL MILLER OF ATLANTIC CITY, NJ AND WHAT HAPPENED TO HIM?

By Professor Mark Sommer, Teaneck, New Jersey

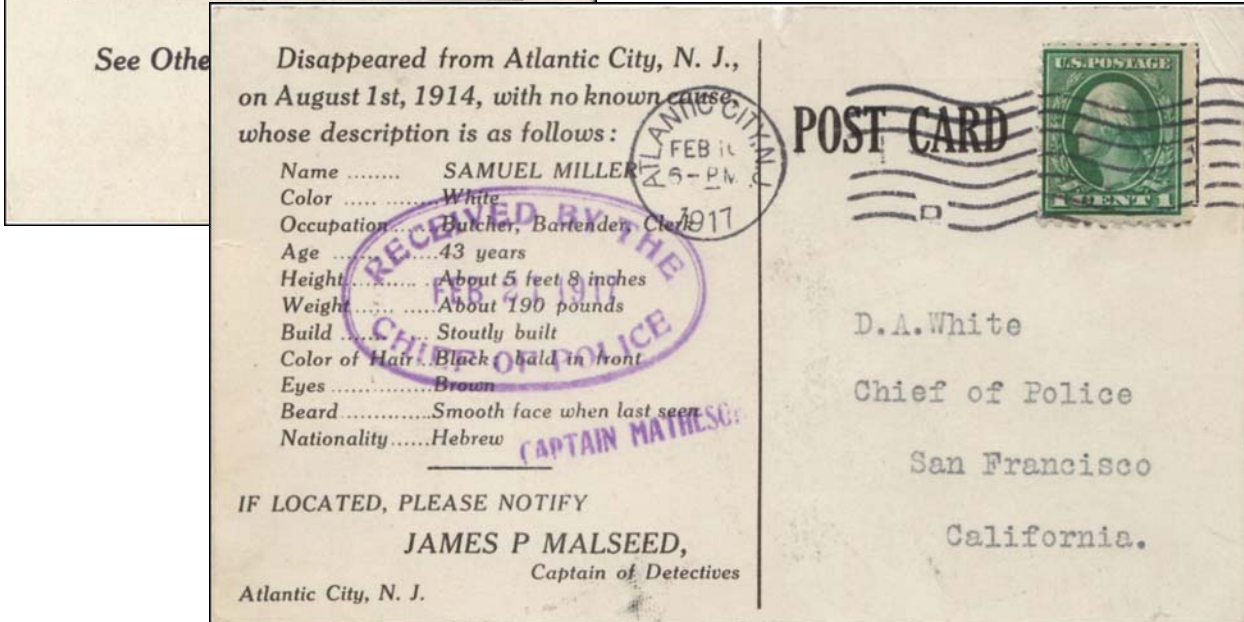
This pre-printed "Missing Person" postcard reports a Samuel Miller of Atlantic City, NJ – gone missing as of August 1, 1914.



It lists known details such as:

- Name: *Samuel Miller*
- Color: *White*
- Occupation: *Butcher, Bartender*
- Age: *43 years*
- Height: *About 5 feet 8 inches*
- Weight: *About 190 pounds*
- Build: *Stoutly built*
- Color of Hair: *Black, bald in front*
- Eyes: *Brown*
- Beard: *Smooth face when last seen*
- Nationality: *Hebrew (Obviously today the proper designation would be listed as Jewish)*

Fig. 1a & b: Front and back of Missing Person card, sent in 1917 from Atlantic City to San Francisco.



Prof. Mark Sommer ~ WHO WAS THE “REAL” SAM MILLER OF ATLANTIC CITY?

While these “Missing Person” postcards were relatively common a hundred years ago, what is striking is the purple oval “RECEIVED BY THE CHIEF OF POLICE - FEB. 21, 1917” (presumably in San Francisco, as that is where it is addressed). (OK, the postcard was mailed on February 16, 1917 – two and a half years after he disappeared. Were the police still diligently looking for him, just trying to close out the case, or just now getting around to it?)

This card piqued my curiosity. Many mail pieces are clues to the past – was there a story here? A search on Ancestry.com (an excellent source when researching someone) yielded this information:

The 1910 US census shows a Samuel Miller as a butcher in Atlantic City (age 35), with wife Ray (Rachael Goldstein, called Ray), and four children, Max (14), George (13), Annie (11), and Julius (7). Sam is listed as born in Austria in 1875, and emigrated to the U.S. in 1876. Ray is listed as a clerk, and since both worked in a market, it seems likely that she clerked in the butcher shop.

A note attached to a Samuel Miller family tree on Ancestry.com drew my attention:

Samuel Miller, the creep, was my grandfather, who deserted his wife Ray (Rachael Goldstein) and their four children in Atlantic City, New Jersey. Sam owned a meat market on Virginia Avenue. Two [months] later, Ray died, and my dad Julius [also known as Jules], (age 7 at the time of her death), his sister Annie (Hannah as we knew her), and brothers George and Max were all sent to Portland OR, where my dad [Jules] was raised by Ray’s sister and her husband, Bessie and Jack (Jacob) Lehrer. Samuel died in Illinois in 1962. Born in 1875 in Germany-Austria. Anyone with further knowledge, please contact:¹

The 1920 census shows a Samuel Miller (age 39) in Chicago, with wife Ray (age 36), daughter Anna (age 14 – these ages make it a questionable match), Sarah (9), Albert (4), and Irving (2). But then Samuel Miller is not an uncommon name. I think we have still not found just where “our” Sam Miller went after leaving Atlantic City.

The 1910 information seems credible. The 1920 may very well be another person, as other information beyond ages, like naturalization dates, does not match.

Direct contact with the granddaughter who wrote that note was enlightening, and it appears that (if this is the same Sam Miller) Samuel may have been born in 1870 (not 1875 as the 1910 census would imply), and that his wife Rachael died on Sept 22, 1914 – that would be approximately two months after the disappearance date on missing persons card. The children went to live with relatives in Portland, Oregon. Another family tree indicates that both Max and George eventually died in Oregon (no dates given) and that Samuel (from the questionable 1920 census) died in Illinois in 1962. Other corrections and additions from the granddaughter indicate that Max was born on April 15, 1895, George in 1897, Annie (Hannah) – in 1899, and Jules (her father) was born not in 1903 but in 1905. In 1914, when his father disappeared and his mother died, Julius (Jules) would have been approximately 9 years old.

But now we do have a story – just by scratching the surface. Questions remain, and maybe other readers can help. Who were Sam’s parents? Are there other clues to be found in Atlantic City? Or elsewhere? The burial card below (see *Figure 2*) shows a 1914 residence at 131 North Virginia Avenue – that may help – and the family has information that from 1906 – 1908, their grocery store was at 202 No. South Carolina Ave., Atlantic City, and between 1909 and 1912 it was located at the

WHO WAS THE “REAL” SAM MILLER OF ATLANTIC CITY? ~ Prof. Mark Sommer

131 North Virginia Ave. address. In 1913, directories no longer list a grocery store, but do list Miller’s Hotel at that address. Was Sam already gone, and did Ray take in boarders at that time? What did become of Samuel Miller after 1914? After Sam’s disappearance to points unknown and Ray’s (Rachael’s) death, the family was soon dispersed. The police may have ended their search but members of his family are still searching – can anyone help?

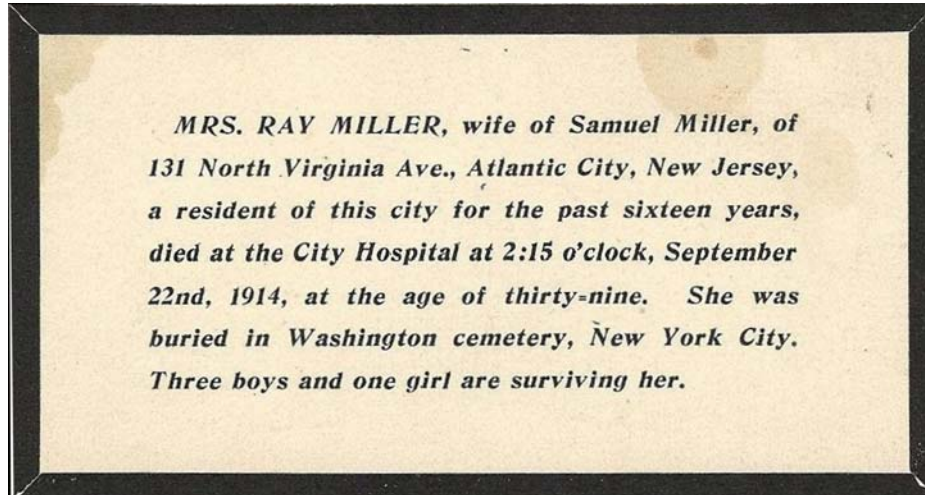


Fig. 2: Burial announcement of Ray Miller, wife of Samuel Miller and mother of 4 children. Ray (née Goldstein) died September 22, 1914, almost two months after Sam disappeared. The three boys (Max, George & Jules) and girl (Annie) went to live with an aunt and uncle in Portland, Oregon, explaining perhaps why the Atlantic City police were not actively pursuing Sam Miller.



The back of the burial announcement card in *Figure 2* notes siblings of Rachael (Ray) Goldstein Miller: a sister Esther who died Mar 6 1916, in New York; a brother, Louis, who died February 25, 1920, in New York, and a brother, Herman who died September 30, 1926, in Portland, Ore., as well as Rose (no relationship given) who died Aug. 19th, 1934 in New York City.

Fig. 3 Jules, probably around age 4, as a Gold Medal Flour contest winner



Fig. 4: Atlantic City photo with Ray and Sam (at right) and all four children. Standing - Jules at left, Max and George at right & Annie (Hannah) sitting in front of them, on the left - the dark-haired girl. (Two persons unknown.)

Prof. Mark Sommer ~ WHO WAS THE “REAL” SAM MILLER OF ATLANTIC CITY?

Did Sam Miller have a second family in Illinois? Could there have been two Sam Millers with wives named Ray? Maybe the 1920 Illinois Sam Miller is not the “real” Samuel ---and he went somewhere altogether different... The Social Security Death index and two other sources list a Sam Miller, born in 1870 and died in 1962 in Illinois.



Fig. 5: Family portrait in Atlantic City in front of the Virginia Avenue Meat Market: George Miller – in suit, standing in carriage (middle brother), next (?? maybe an employee), Samuel Miller- father/husband!!), Max Miller (eldest brother); Rachael (Ray) Miller – wife; sitting on curb Annie (Hannah) and Julius (Jules).

Any there any *NJPH* detectives or genealogy sleuths out there who can assist in completing this story? We have lots of answers, except a definitive one to the original question – where did Samuel Miller go, and what happened to him?

Thanks to Jean Walton with help in the search. All communication with me will be acknowledged. Contact Mark Sommer, 1266 Teaneck Road - Apt. 10A Teaneck, New Jersey 07666.

ENDNOTES:

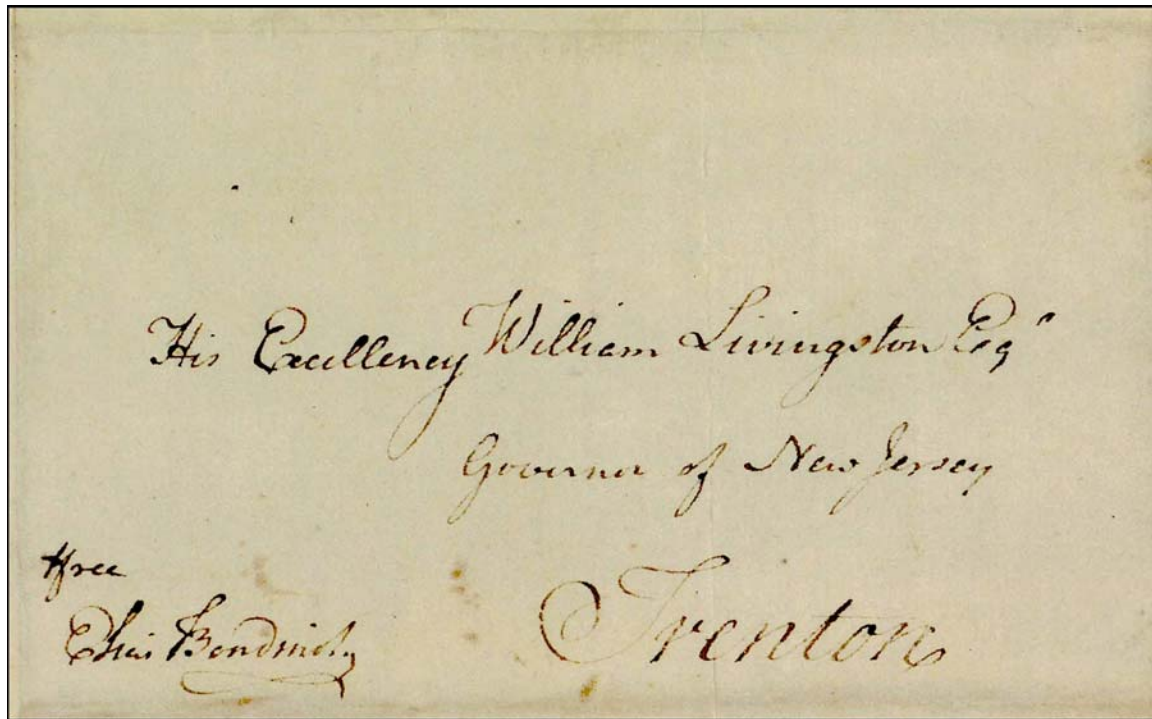
¹ Ancestry.com is at www.Ancestry.com and requires membership – search Miller family trees for Samuel Miller. Some other genealogy sites are free. You may contact Rae Miller (granddaughter & notewriter with any additional information at raejm357@comcast.net with a cc: to NJPostalHistory@aol.com .

EARLIEST NEW JERSEY “FREE” FRANK - AN UPDATE

By Ed & Jean Siskin

In the last issue of the Journal, we reported that New Jersey’s earliest legislative “free” frank was October 8, 1783, by Elias Boudinot, at that time President of the Continental Congress. Long time NJPHS member, Paul Schumacher reports an earlier cover, shown in *Figure 1*. It is also franked by Elias Boudinot, in this case as a New Jersey delegate to the Continental Congress. It is docketed 5 March 1782, as shown in *Figure 2*. Note the shape of the 8. It’s a fairly common form of the time. Docketing is an accepted way to date a cover of this time period.

Paul is to be congratulated for an outstanding cover. Other examples of legislative “free” franks welcome. Contact Jeananded@comcast.net.



Courtesy of Paul Schumacher

Fig. 1: Currently the earliest known usage of a New Jersey free frank, by Elias Boudinot as delegate to the Continental Congress, dated March 5, 1782.

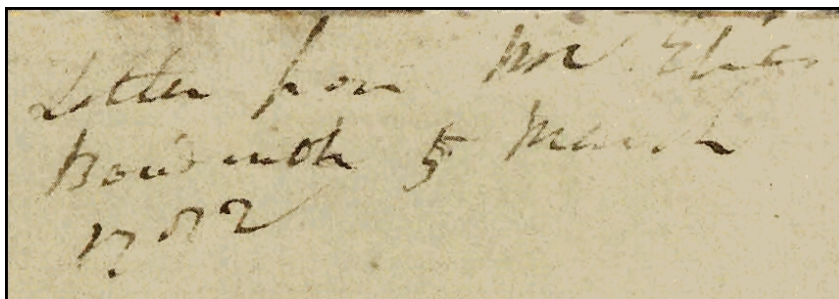


Fig. 2: Docketing as it appears on the above free-franked letter.

Ed & Jean Siskin ~ NJ LEGISLATIVE FREE FRANK LISTING, PART 2

This continues the listing begun in our last (November 2012) issue of *NJPH*. It is also available online for members to access in both alphabetical order, or in date order, at <http://www.njpostalhistory.org/media/pdf/njfreefranks.pdf>.

Continuation of Legislative Free Frank table from Nov. 2012 issue:

FREE FRANKS OF NEW JERSEY								
NAME	LIFE	POS	PARTY	SERVED FROM	UNTIL	FF KNOWN	ASCC	NOTES & JOBS
KITCHELL, Aaron	1744-1820	Rep	()/(DR)	3/4/1791	3/3/1793			Elected to Third Congress to fill the vacancy caused by death of Abraham Clark
KITCHELL, Aaron	1744-1820	Sen	(DR)	3/4/1805	3/12/1809/R		X	
KLEIN, Herbert C.	1930-	Rep	(D)	1/3/1993	1/3/1995			
KREBS, Paul Joseph	1912-1996	Rep	(D)	1/3/1965	1/3/1967			
LAMBERT, John	1746-1823	Rep	(DR)	3/4/1805	3/3/1809			Acting Governor 1802 and 1803
LAMBERT, John	1746-1823	Sen	(DR)	3/4/1809	3/3/1815		X	
LANCE, Leonard	1952-	Rep	(R)	1/3/2009	*Present			
LANNING, William Mershon	1849-1912	Rep	(R)	3/4/1903	6/6/1904/R			
LAUTENBERG, Frank Raleigh	1924-	Sen	(D)	12/27/1982	1/3/2001			
LEAKE, Eugene Walter	1877-1959	Rep	(D)	3/4/1907	3/3/1909			
LEE, Thomas	1780-1856	Rep	(I)	3/4/1833	3/3/1837			Postmaster of Port Elizabeth 1818-1833 and 1846-1849
LeFANTE, Joseph Anthony	1928-1997	Rep	(D)	1/3/1977	12/14/1978/R			
LEHLBACH, Frederick Reimold	1876-1937	Rep	(R)	3/4/1915	1/3/1937			
LEHLBACH, Herman	1845-1904	Rep	(R)	3/4/1885	3/3/1891			
LILLY, Samuel	1815-1880	Rep	(D)	3/4/1853	3/3/1855			First mayor of Lambertville 1849-1852
LINN, James	1749-1821	Rep	(R)	3/4/1799	3/3/1801			
LINN, John	1763-1821	Rep	(R)	3/4/1817	1/5/1821/D			
LIVINGSTON, William	1723-1790	Del	()	1774	1776			
LIVINGSTON, William	1723-1790	CCD	()	5/25/1787	9/17/1787			
LoBIONDO, Frank A.	1946-	Rep	(R)	1/3/1995	*Present			
LOUDENSLAGER, Henry Clay	1852-1911	Rep	(R)	3/4/1893	8/11/1911/D			
MAGUIRE, Gene Andrew	1939-	Rep	(D)	1/3/1975	1/3/1981			
MARAZITI, Joseph James	1912-1991	Rep	(R)	1/3/1973	1/3/1975			
MARTIN, Lewis J.	1844-1913	Rep	(D)	3/4/1913	5/5/1913			
MARTINE, James Edgar	1850-1925	Sen	(D)	3/4/1911	3/3/1917			
MARTINI, William J.	1947-	Rep	(R)	1/3/1995	1/3/1997			
MATHEWS, Frank Asbury, Jr.	1890-1964	Rep	(R)	11/6/1945	1/3/1949	1945p		Elected to fill the vacancy caused by the resignation of D. Lane Powers
MATLACK, James	1775-1840	Rep	(D34R)/ (ACR)	3/4/1821	3/3/1825			

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NAME	LIFE	POS	PARTY	SERVED FROM	UNTIL	FF KNOWN	ASCC	NOTES & JOBS
MAXWELL, George Clifford	1771-1816	Rep	(R)	3/4/1811	3/3/1813			
MAXWELL, John Patterson Bryan	1804-1845	Rep	(W)	3/4/1837	3/3/1839	1841		Elected to the 26th Congress, but the House declined to seat him.
McADOO, William	1853-1930	Rep	(D)	3/4/1883	3/3/1891			Assistant Secretary of the Navy and served March 20, 1893 - April 18, 1897
McCOY, Walter Irving	1859-1933	Rep	(D)	3/4/1911	10/3/1914/R			
McDERMOTT, Allan Langdon	1854-1908	Rep	(D)	12/3/1900	3/3/1907			Elected to fill the vacancy caused by the death of William B. Daly
McDONALD, Edward Francis	1844-1892	Rep	(D)	3/4/1891	11/5/1892/D			
McEWAN, Thomas, Jr.	1854-1926	Rep	(R)	3/4/1895	3/3/1899			
McGLENNON, Cornelius Augustine	1878-1931	Rep	(D)	3/4/1919	3/3/1921			
McGRATH, Thomas Charles, Jr.	1927-1994	Rep	(D)	1/3/1965	1/3/1967			
McILVAINE, Joseph	1769-1826	Sen	(ACR)	11/12/1823	8/19/1826		X	Elected to fill the vacancy caused by the resignation of Samuel L. Southard
McLEAN, Donald Holman	1884-1975	Rep	(R)	3/4/1933	1/3/1945			
McNULTY, Frank Joseph	1872-1926	Rep	(D)	3/4/1923	3/3/1925			
McPHERSON, John Rhoderic	1833-1897	Sen	(D)	3/4/1877	3/3/1895			
MENENDEZ, Robert	1954-	Rep	(D)	1/3/1993	1/16/2006/R			
MENENDEZ, Robert	1954-	Sen	(D)	1/18/2006	*Present			
MEYNER, Helen Stevenson	1929-1997	Rep	(D)	1/3/1975	1/3/1979			
MIDDLETON, George	1800-1888	Rep	(D)	3/4/1863	3/3/1865			
MILLER, Jacob Welsh	1800-1862	Sen	(W)	3/4/1841	3/3/1853	1844	X	
MILTON, John Gerald	1881-1977	Sen	(D)	1/18/1938	11/8/1938			Appointed 1/18/1938 to fill the vacancy caused by the resignation of A. Harry Moore
MINAHAN, Daniel Francis	1877-1947	Rep	(D)	3/4/1919	3/3/1921			
MINISH, Joseph George	1916-2007	Rep	(D)	1/3/1963	1/3/1985			
MOORE, Arthur Harry	1879-1952	Sen	(D)	1/3/1935	1/17/1938/R			Governor of New Jersey 1926-1928, 1932-1934, 1938-1940
MOORE, Paul John	1868-1938	Rep	(D)	3/4/1927	3/3/1929			
MOORE, William	1810-1878	Rep	(R)	3/4/1867	3/3/1871			
MORGAN, James	1756-1822	Rep	(R)	3/4/1811	3/3/1813			MG of Militia
MORROW, Dwight Whitney	1873-1931	Sen	(R)	12/3/1930	10/5/1931/D			Elected 11/4/1930 to fill the vacancy in the term ending 3/3/1931 caused by the resignation of Walter E. Edge, and at the same time was elected for the term commencing 3/4/1931.
MOTT, James	1739-1823	Rep	(R)	3/4/1801	3/3/1805			

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NAME	LIFE	POS	PARTY	SERVED FROM	UNTIL	FF KNOWN	ASCC	NOTES & JOBS
NEWBOLD, Thomas	1760-1823	Rep	(R)	3/4/1807	3/3/1813			
NEWELL, William Augustus	1817-1901	Rep	(W)(R)	3/4/1847	3/3/1851	NYD		Governor NJ 1857-1860; Territorial Governor of Washington 1880-1884; US Indian Inspector 8/14/1884-6/26/1885
NIXON, John Thompson	1820-1889	Rep	(R)	3/4/1859	3/3/1863			
NORTON, Mary Teresa	1875-1959	Rep	(D)	3/4/1925	1/3/1951			
O'BRIEN, Charles Francis Xavier	1879-1940	Rep	(D)	3/4/1921	3/3/1925			
OGDEN, Aaron	1756-1839	Sen	(F)	2/28/1801	3/3/1803	1802	X	Elected to fill the vacancy caused by the resignation of James Schureman; Governor of NJ in 1812
OLPP, Archibald Ernest	1882-1949	Rep	(R)	3/4/1921	3/3/1923			
O'NEILL, Edward Leo	1903-1948	Rep	(D)	1/3/1937	1/3/1939			
OSMERS, Frank Charles, Jr.	1907-1977	Rep	(R)	1/3/1939	1/3/1943			Elected to fill the vacancy caused by the resignation of Harry L. Towe
PALLONE, Frank, Jr.	1951-	Rep	(D)	11/8/1988	*Present			Elected to fill the vacancy caused by the death of James J. Howard
PAPPAS, Michael James	1960-	Rep	(R)	1/3/1997	1/3/1999			Mayor, Franklin Township, 1983-1984
PARKER, James	1776-1868	Rep	(I)	3/4/1833	3/3/1837	1834		Mayor of Perth Amboy in 1815 and again in 1850; collector of customs at Perth Amboy, N.J., 1829-1833
PARKER, Richard Wayne	1848-1923	Rep	(R)	3/4/1895	3/3/1911			Elected to fill the vacancy caused by the resignation of Walter I. McCoy
PASCRELL, William J., Jr.	1937-	Rep	(D)	1/3/1997	*Present			Mayor of Paterson, N.J., 1990-1996
PATERSON, William	1745-1806	CCD	(PA)	5/25/1787	9/17/1787			
PATERSON, William	1745-1806	Sen	(PA)	3/4/1789	11/13/1790/R		X	Delegate to the Federal Constitutional Convention in Philadelphia in 1787 and one of the signers of the Constitution; Gov NJ 1790-1793; Associate Justice Supreme Court 1793-1806
PATTEN, Edward James	1905-1994	Rep	(D)	1/3/1963	1/3/1981			
PATTERSON, Francis Ford, Jr.	1867-1935	Rep	(R)	11/2/1920	3/3/1927			Elected to fill the vacancy caused by the death of William J. Browning
PAYNE, Donald Milford	1934-2012	Rep	(D)	1/3/1989	3/6/2012/D			
PEDDIE, Thomas Baldwin	1808-1889	Rep	(R)	3/4/1877	3/3/1879			
PENNINGTON, Alexander Cumming McWhorter	1810-1867	Rep	(W)(O)	3/4/1853	3/3/1857	NYD		

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NAME	LIFE	POS	PARTY	SERVED FROM	UNTIL	FF KNOWN	ASCC	NOTES & JOBS
PENNINGTON, William	1796-1862	Rep	(R)	3/4/1859	3/3/1861	1860		Speaker 36th Congress; Governor of New Jersey from 1837 - 1843
PERKINS, Randolph	1871-1936	Rep	(R)	3/4/1921	5/25/1936/D			Mayor of Westfield, 1903-1905
PERRY, Nehemiah	1816-1881	Rep	(D)	3/4/1861	3/3/1865	1861		Mayor of Newark in 1873
PHELPS, William Walter	1839-1894	Rep	(R)	3/4/1873	3/3/1875			
PIDCOCK, James Nelson	1836-1899	Rep	(D)	3/4/1885	3/3/1889			
PIERSON, Isaac	1770-1833	Rep	(A)(AJ)	3/4/1827	3/3/1831			
PITNEY, Mahlon	1858-1924	Rep	(R)	3/4/1895	1/10/1899/R			Associate Justice US SC 3/18/1912-12/31/1922
POWERS, David Lane	1896-1968	Rep	(R)	3/4/1933	8/30/1945/D	1941p		
PRATT, Le Gage	1852-1911	Rep	(D)	3/4/1907	3/3/1909			
PRICE, Rodman McCamley	1816-1894	Rep	(D)	3/4/1851	3/3/1853	NYD		Governor of NJ 1854-1857
PUGH, John Howard	1827-1905	Rep	(R)	3/4/1877	3/3/1879			
RADCLIFFE, Amos Henry	1870-1950	Rep	(R)	3/4/1919	3/3/1923			Mayor of Paterson 1916-1919
RAMSEY, John Rathbone	1862-1933	Rep	(R)	3/4/1917	3/3/1921			
RANDOLPH, James Fitz	1791-1872	Rep	(A)	12/1/1828	3/3/1833	1837		Elected to fill the vacancy caused by the death of George Holcombe; US Collector of Internal Revenue 1815-1846
RANDOLPH, Joseph Fitz	1803-1873	Rep	(W)	3/4/1837	3/3/1843			
RANDOLPH, Theodore Fitz	1826-1883	Sen	(D)	3/4/1875	3/3/1881			Governor of NJ 1869-1872
RIGGS, Jetur Rose	1809-1869	Rep	(ALD)	3/4/1859	3/3/1861			
RINALDO, Matthew John	1931-2008	Rep	(R)	1/3/1973	1/3/1993			
ROBBINS, George Robbins	1808-1875	Rep	(O)	3/4/1855	3/3/1859			
ROBESON, George Maxwell	1829-1897	Rep	(R)	3/4/1879	3/3/1883			Secretary of the Navy 6/25/1869-3/12/1877
RODINO, Peter Wallace, Jr.	1909-2005	Rep	(D)	1/3/1949	1/3/1989			
ROE, Robert A.	1924-	Rep	(D)	11/4/1969	1/3/1993			Elected to fill the vacancy caused by the resignation of Charles S. Joelson; Mayor of Wayne Township 1956-1961
ROGERS, Andrew Jackson	1828-1900	Rep	(D)	3/4/1863	3/3/1867	NYD		
ROSS, Miles	1827-1903	Rep	(D)	3/4/1875	3/3/1883			Mayor of New Brunswick 1867-1869
ROTHMAN, Steven	1952-	Rep	(D)	1/3/1997	*Present			Mayor, Englewood 1983-1989
ROUKEMA, Margaret Scafati	1929-	Rep	(R)	1/3/1981	1/3/2003			
RUNK, John	1791-1872	Rep	(W)	3/4/1845	3/3/1847			
RUNYAN, Jon	1973-	Rep	(R)	1/3/2011	*Present			
RUTHERFURD, John	1760-1840	Sen	(PA)	3/4/1791	12/5/1798/R		X	
RYALL, Daniel Bailey	1798-1864	Rep	(D)	3/4/1839	3/3/1841			
SALMON, Joshua S.	1846-1902	Rep	(D)	3/4/1899	5/6/1902/D			

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SANDMAN, Charles William, Jr.	1921-1985	Rep	(R)	1/3/1967	1/3/1975			
SAXTON, Hugh James	1943-	Rep	(R)	11/6/1984	1/3/2009			Elected to fill the vacancy caused by the death of Edwin B. Forsythe
SCHENCK, Ferdinand Schureman	1790-1860	Rep	(I)	3/4/1833	3/3/1837			
SCHUREMAN, James	1756-1824	Del	()	1786	1787			
SCHUREMAN, James	1756-1824	Rep	(F)	3/4/1789	3/3/1791			Delegate 1786-1787; Mayor of New Brunswick 1801-1813
SCHUREMAN, James	1756-1824	Sen	(F)	3/4/1799	2/16/1801/R		X	
SCUDDER, Isaac Williamson	1816-1881	Rep	(R)	3/4/1873	3/3/1875			
SCUDDER, John Anderson	1759-1836	Rep	(R)	10/31/1810	3/3/1811			Elected to fill the vacancy caused by the death of James Cox
SCUDDER, Nathaniel	1733-1781	Del	()	1777	1779			
SCULLY, Thomas Joseph	1868-1921	Rep	(D)	3/4/1911	3/3/1921			Mayor of South Amboy 1909, 1910 & 1921
SEGER, George Nicholas	1866-1940	Rep	(R)	3/4/1923	8/26/1940/D			
SERGEANT, Jonathan Dickinson	1746-1793	Del	()	1776				
SEWELL, William Joyce	1835-1901	Sen	(R)	3/4/1881	3/3/1887/D			Brevetted brigadier general and major general in 1865
SHINN, William Norton	1782-1871	Rep	(I)	3/4/1833	3/3/1837			
SIEMINSKI, Alfred Dennis	1911-1990	Rep	(D)	1/3/1951	1/3/1959			
SINNICKSON, Clement Hall	1834-1919	Rep	(R)	3/4/1875	3/3/1879			
SINNICKSON, Thomas	1744-1817	Rep	(PA)(F)	3/4/1789	3/3/1791			
SINNICKSON, Thomas	1786-1873	Rep	(A)	12/1/1828	3/3/1829			Elected to fill the vacancy caused by the death of Hedge Thompson
SIRES, Albio	1951-	Rep	(D)	11/7/2006	*Present			Elected to fill the vacancy caused by the resignation of Robert Menendez; Mayor, West New York, NJ 1995- 2007
SITGREAVES, Charles	1803-1878	Rep	(D)	3/4/1865	3/3/1869	NYD		
SKELTON, Charles	1806-1879	Rep	(D)	3/4/1851	3/3/1855			
SLOAN, James	? -1811	Rep	(R)	3/4/1803	3/3/1809			
SMATHERS, William Howell	1891-1955	Sen	(D)	4/15/1937	1/3/1943			
SMITH, Bernard	1776-1835	Rep	(R)	3/4/1819	3/3/1821			Collector of customs in 1809 and 1810; Postmaster of New Brunswick 1810-1819
SMITH, Christopher Henry	1953-	Rep	(R)	1/3/1981	*Present			
SMITH, Hezekiah Bradley	1816-1887	Rep	(D)	3/4/1879	3/3/1881			

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SMITH, Howard Alexander	1880-1966	Sen	(R)	12/7/1944	1/3/1959			Elected to fill the vacancy caused by the death of W. Warren Barbour
SMITH, Isaac	1740-1807	Rep	(F)	3/4/1795	3/3/1797			
SMITH, James, Jr.	1851-1927	Sen	(D)	3/4/1893	3/3/1899			
SMITH, Richard	1735-1803	Del	()	1774	1776			
SOUTHARD, Henry	1747-1842	Rep	(R)	3/4/1801	3/3/1811			
SOUTHARD, Isaac	1783-1850	Rep	(AJ)	3/4/1831	3/3/1833			Deputy collector of internal revenue for Somerset County
SOUTHARD, Samuel Lewis	1787-1842	Sen	(DR)(AJ) (W)	1/26/1821	3/3/1823, 3/4/1833 - 6/26/1842/R	1835	X	Appointed and subsequently elected to fill the vacancy caused by the resignation of James J. Wilson, 1821; re-elected 1834; Secretary of the Navy 1823-1829; Secretary of the Treasury ad interim in 1825; Secretary of War ad interim in 1828; attorney general of New Jersey 1829-1833; Governor of New Jersey 1832-1833,
STARR, John Farson	1818-1904	Rep	(R)	3/4/1863	3/3/1867			
STEELE, William Gaston	1820-1892	Rep	(D)	3/4/1861	3/3/1865	1861		
STEVENS, John	1715-1792	Del	()	1783	1784			
STEWART, Charles	1729-1800	Del	()	1784	1785			
STEWART, James Fleming	1851-1904	Rep	(R)	3/4/1895	3/3/1903	1902		
STOCKTON, John Potter	1826-1900	Sen	(D)	3/15/1865	3/27/1866, 3/4/1869 - 3/3/1875/V	NYD	X	The election being in dispute, the Senate declared the seat vacant 3/27/1866
STOCKTON, Richard	1730-1781	Del	()	1776				
STOCKTON, Richard	1764-1828	Sen	(F)	11/12/1796	3/3/1799		X	Elected to fill the vacancy caused by the resignation of Frederick Frelinghuysen
STOCKTON, Richard	1764-1828	Rep	(F)	3/4/1813	3/3/1815			
STOCKTON, Robert Field	1795-1866	Sen	(D)	3/4/1851	1/10/1853/R		X	Commodore
STRATTON, Charles Creighton	1796-1859	Rep	(W)	3/4/1837	3/3/1839			*Presented credentials as a Member-elect to the Twenty-sixth Congress, but the House declined to seat him; Governor of NJ 1/21/1845-1/17/1848
STRATTON, John Leake Newbold	1817-1889	Rep	(R)	3/4/1859	3/3/1863			
STRATTON, Nathan Taylor	1813-1887	Rep	(D)	3/4/1851	3/3/1855			
SUNDSTROM, Frank Leander	1901-1980	Rep	(R)	1/3/1943	3/31/1949			
SUTPHIN, William Halstead	1887-1972	Rep	(D)	3/4/1931	1/3/1943			Mayor of Matawan
SWAN, Samuel	1771-1844	Rep	(R)(DR) (A)(AJ)	3/4/1821	3/3/1831			

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SYKES, George	1802-1880	Rep	(D)	3/4/1843	3/3/1845	1846		Elected to fill the vacancy caused by the death of Samuel G. Wright
SYMMES, John Cleves	1742-1814	Del	()	1785	1786			
TAYLOR, Herbert Worthington	1869-1931	Rep	(R)	3/4/1921	3/3/1923			
TEESE, Frederick Halstead	1823-1894	Rep	(D)	3/4/1875	3/3/1877			
TEN EYCK, John Conover	1814-1879	Sen	(R)	3/4/1859	3/3/1865	1861	X	
THOMAS, John Parnell	1895-1970	Rep	(R)	1/3/1937	1/2/1950/R			Convicted on charges of salary fraud; Mayor of Allendale 1926-1930
THOMPSON, Frank, Jr.	1918-1989	Rep	(D)	1/3/1955	12/29/1980/R			
THOMPSON, Hedge	1780-1828	Rep	()	3/4/1827	7/23/1828/D			
THOMSON, John Renshaw	1800-1862	Sen	(D)	3/4/1853	9/12/1862/D	NYD	X	Elected to fill the vacancy caused by the resignation of Robert F. Stockton
THOMSON, Mark	1739-1803	Rep	(F)	3/4/1795	3/3/1799			
TORRICELLI, Robert Guy	1951-	Rep	(D)	1/3/1983	1/2/1997			
TORRICELLI, Robert Guy	1951-	Sen	(D)	1/3/1997	1/3/2003			
TOWE, Harry Lancaster	1898-1991	Rep	(R)	1/3/1943	9/7/1951/R	1945p		
TOWEY, Frank William, Jr.	1895-1979	Rep	(D)	1/3/1937	1/3/1939			
TOWNSEND, Edward Waterman	1855-1942	Rep	(D)	3/4/1911	3/3/1915			Postmaster of Montclair, NJ 1915-1923
TUCKER, Ebenezer	1758-1845	Rep	()	3/4/1825	3/3/1829			Postmaster of Tuckerton from 1806 to 1825; Town Named for him; first collector of revenue of the port of Tuckerton; again postmaster of Tuckerton from 1831 until his death in Tuckerton, N.J., Sept. 5, 1845
TUMULTY, Thomas James	1913-1981	Rep	(D)	1/3/1955	1/3/1957			
TUTTLE, William Edgar, Jr.	1870-1923	Rep	(D)	3/4/1911	3/3/1915			
VAIL, George	1809-1875	Rep	(D)	3/4/1853	3/3/1857			
VAN DYKE, John	1807-1878	Rep	(W)	3/4/1847	3/3/1851			Mayor of New Brunswick in 1846 & 1847
VAN WINKLE, Marshall	1869-1957	Rep	(R)	3/4/1905	3/3/1907			
VOORHIS, Charles Henry	1833-1896	Rep	(R)	3/4/1879	3/3/1881			
VREELAND, Albert Lincoln	1901-1975	Rep	(R)	1/3/1939	1/3/1943			
VROOM, Peter Dumont	1791-1873	Rep	(D)	3/4/1839	3/3/1841			Governor of NJ 1829-1831, 1833-1836
WALL, Garret Dorset	1783-1850	Sen	(J)(D)	3/4/1835	3/3/1841	1837	X	
WALL, James Walter	1820-1872	Sen	(D)	1/14/1863	3/3/1863		X	Elected to fill the vacancy caused by the death of John R. Thompson; Mayor of Burlington 1850
WALLHAUSER, George Marvin	1900-1993	Rep	(R)	1/3/1959	1/3/1965			
WALSH, Allan Bartholomew	1874-1953	Rep	(D)	3/4/1915	3/3/1915			

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WALSH, Arthur	1896-1947	Sen	(D)	11/26/1943	12/7/1944			Appointed to fill the vacancy caused by the death of W. Warren Barbour
WARD, Marcus Lawrence	1812-1884	Rep	(R)	3/4/1873	3/3/1875			Governor in 1865 and served from January 16, 1866, to January 18, 1869
WARD, Thomas	1759c-1842	Rep	(R)	3/4/1813	3/3/1817			
WENE, Elmer H.	1892-1957	Rep	(D)	1/3/1937	1/3/1939	1942p		
WIDNALL, William Beck	1906-1983	Rep	(R)	2/6/1950	12/31/1974/R			Elected to fill the vacancy caused by the resignation of J. Parnell Thomas
WILDRICK, Isaac	1803-1892	Rep	(D)	3/4/1849	3/3/1853			
WILEY, William Halsted	1842-1925	Rep	(R)	3/4/1903	3/3/1907			
WILLIAMS, Harrison Arlington, Jr.	1919-2001	Rep	(D)	11/3/1953	1/3/1957			Elected to fill the vacancy caused by the resignation of Clifford Case
WILLIAMS, Harrison Arlington, Jr.	1919-2001	Sen	(D)	1/3/1959	3/11/1982/R	NYDp+ Sig		Indicted in ABSCAM
WILSON, James Jefferson	1775-1824	Sen	(DR)	3/4/1815	1/8/1821/R		X	Postmaster of Trenton, NJ 1821-1824
WITHERSPOON, John	1723-1794	Del	()	1776	1779			
WOLVERTON, Charles Anderson	1880-1969	Rep	(R)	3/4/1927	1/3/1959	1941p		
WOOD, Ira Wells	1856-1931	Rep	(R)	11/8/1904	3/3/1913			Elected to fill the vacancy caused by the resignation of William M. Lanning
WORTENDYKE, Jacob Reynier	1818-1868	Rep	(D)	3/4/1857	3/3/1859			
WRIGHT, Edwin Ruthvin Vincent	1812-1871	Rep	(D)	3/4/1865	3/3/1867			Mayor of Hudson, NJ in 1855
WRIGHT, Samuel Gardiner	1781-1845	Rep	(W)	3/4/1845	7/30/1845/D			
WRIGHT, William	1794-1866	Rep	(W)	3/4/1843	3/3/1847			Mayor of Newark 1840-1843
WRIGHT, William	1794-1866	Sen	(D)	3/4/1853	3/3/1859/D		X	
YORKE, Thomas Jones	1801-1882	Rep	(W)	3/4/1837	3/3/1839			*Presented credentials as a Member-elect to the Twenty-sixth Congress, but the House declined to seat him
ZIMMER, Richard	1944-	Rep	(R)	1/3/1991	1/3/1997			

A listing of legislation related to free franking of the mail is also available online at :

<http://www.njpostalhistory.org/media/pdf/njfflaws.pdf>

The listing of free franks is available at <http://www.njpostalhistory.org/media/pdf/njfreefranks.pdf>.

RIVERTON “WIDE” PRECANS: New Jersey’s Only Wide Horizontal Type

By Robert R. Goller

In this field -- precancels -- I’m certainly no expert; in fact, I’d like to get much more information from someone more knowledgeable than I am, but it’s difficult to find someone who’s willing to devote the time to educating me, and, for that matter, time is always an issue anyway.

How did I discover that Riverton had the only “wide” NJ precancel? One can go on the Internet and download preprinted albums for precancels of every state from the Precancel Stamp Society.¹ I did that for NJ. These albums show all the towns and types of precancels available for the particular states. Most are just little squares, appropriate for regular issues, because precancels are collected with a focus on the precancel and not the stamp. The great majority appear on the smaller, regular-issue stamps, such as shown in the Riverton article in the May 2012 *NJPH*.² That was how I always saw them when I was a kid. Something would come into the house from a charity, typically, with a precanceled stamp on it. I saved most of these, and all my life I figured there weren’t all that many different ones.



Fig. 1: Typical New Jersey precancels on regular issue stamps.

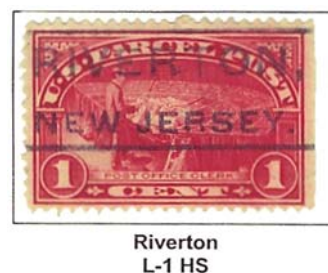


Fig. 2: A “wide” horizontal precancel on the parcel post stamps. In New Jersey, it is the only wide precancel, and only from Riverton.

Last year I got curious and started looking around at what was for sale and was astounded to see all the commemoratives (typically larger stamps) that also were available as precancels! Since most of these are cheap, I started assembling a collection, with a concentration on the towns of New Jersey. The album I downloaded includes one space for a vertically long stamp and another for a horizontally long stamp. If you think about this, it means that those particular precancels are available only on commemorative or other odd stamps and not on regular issues. (The album does not tell you which stamps go in the spaces; it focuses on the precancels.) So, for a time, I didn’t know myself what went in the vertical box and what went in the horizontal box. In time, I found that the vertical box, which is for a particular Plainfield precancel, accommodates the one-cent National Parks stamp from 1934, which I bought, and the horizontal box, for a particular type of Riverton precancel, accommodates the 1912 series of parcel post stamps. The one-cent National Parks stamp is the only vertical one with a NJ precancel (according to an old catalogue I was lucky enough to get); however, the whole 1912 set of parcel post stamps exists with the Riverton precancel. That particular type of NJ precancel appears only on that particular parcel post set.

Robert R. Goller at robroy@nac.net

ENDNOTES:

¹ The Precancel Society offers much free information (<http://www.precancels.com/>), and albums at <http://www.precancels.com/Albums/8.5x11%20paper%20Format%20%20Town%20below%20Box/NJ.pdf>.

² These were shown in the article on Riverton in the May 2012 *NJPH* issue.

AMOS KENDALL POST FIRE LETTERS TO NJ POST OFFICES

AMOS KENDALL LETTERS TO NJ POST OFFICES After 1836 USGPO Fire

By Jean Walton

On December 15, 1836, a fire destroyed the patent office, the General Post Office, the DC post office, and a fire station in Washington, D.C., resulting in the loss of many records. The fire appears to have begun from embers from the offices housed in what had been the old Blodgett Hotel. The destruction of the Patent Office was greatest, causing a significant loss of records. The General Post Office however was able to remove many of its files, with the exception of some data on appointments and locations. As a result, PMG Kendall found it necessary to restore much of this information, and sent the printed form below to post offices around the country. Here are two from New Jersey:

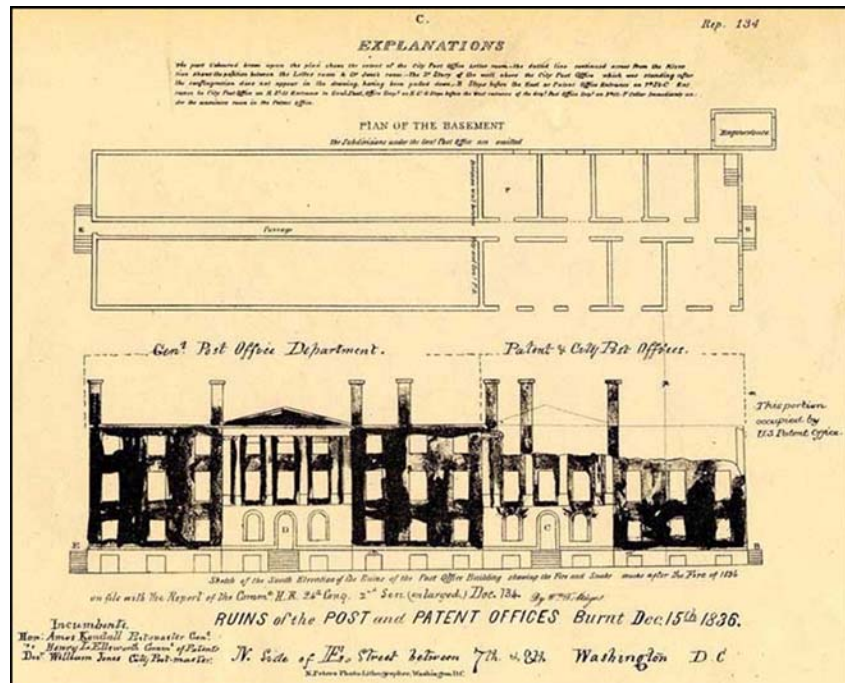


Fig. 1: The building which housed the Patent and Post Office in Washington, D.C., on the north side of E Street between 7th and 8th – a drawing done by William Steiger for the investigation which en-sued following the fire on December 15, 1836. It also shows the relative positions of the Patent Office and Post Office.¹

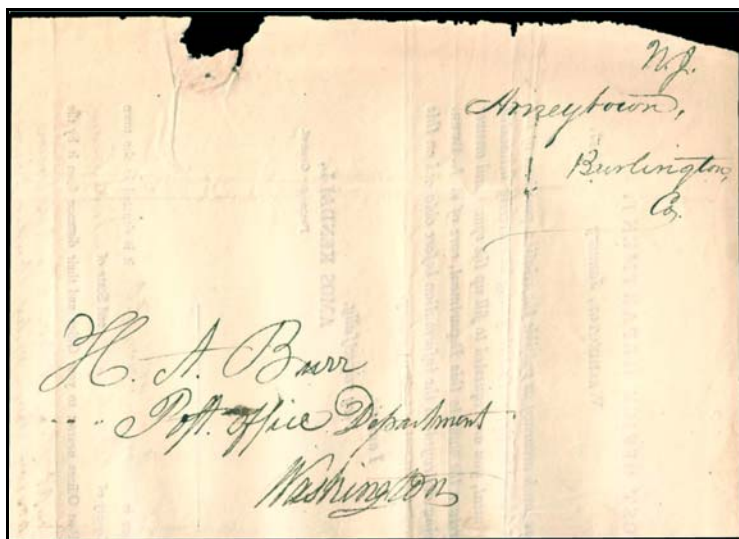


Fig. 2: The address side of the form shown in Figure 3. It has a manuscript N.J./ Arneytown/ Burlington/Co inscription .

AMOS KENDALL POST FIRE LETTERS TO NJ POST OFFICES

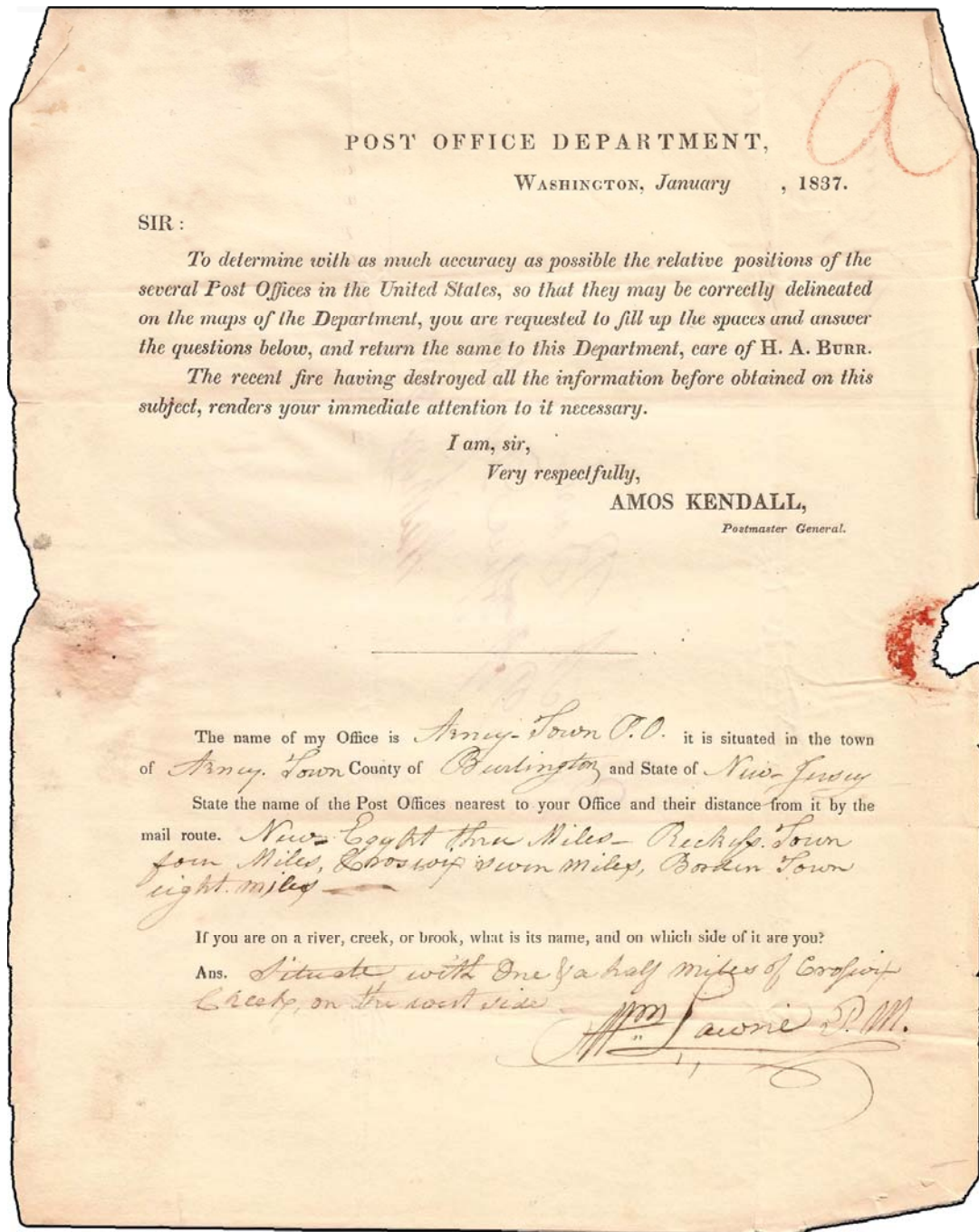


Fig. 3: The Arney Town document was completed and addressed back to the Post Office Department. It describes the Arney Town P.O. location in Burlington county, as three miles from New Egypt and four miles, from Recklesstown, Crosswix seven miles, and Borden Town eight miles, on the west side of Crosswix Creek. It is signed by postmaster William Lawrie, Arneytown's first postmaster. Arneytown had a post office as early as April 1827 - discontinued in 1871 and now a DPO. [spellings as written above.]

These documents are currently in the hands of Nicholas Lucchesi. He has several more New Jersey examples, which he is considering selling: In addition to Arney Town and Smith's Landing, he has Atsion, Bergen, Bordentown, Burlington, Cape May Court House, Cinnaminson, Hackensack, Mount Pleasant, Paskack, Recklesstown, West Bloomfield, and West Milford.

AMOS KENDALL POST FIRE LETTERS TO NJ POST OFFICES

A second example from Smith's Landing. The Smith's Landing had only a manuscript marking, without an address.

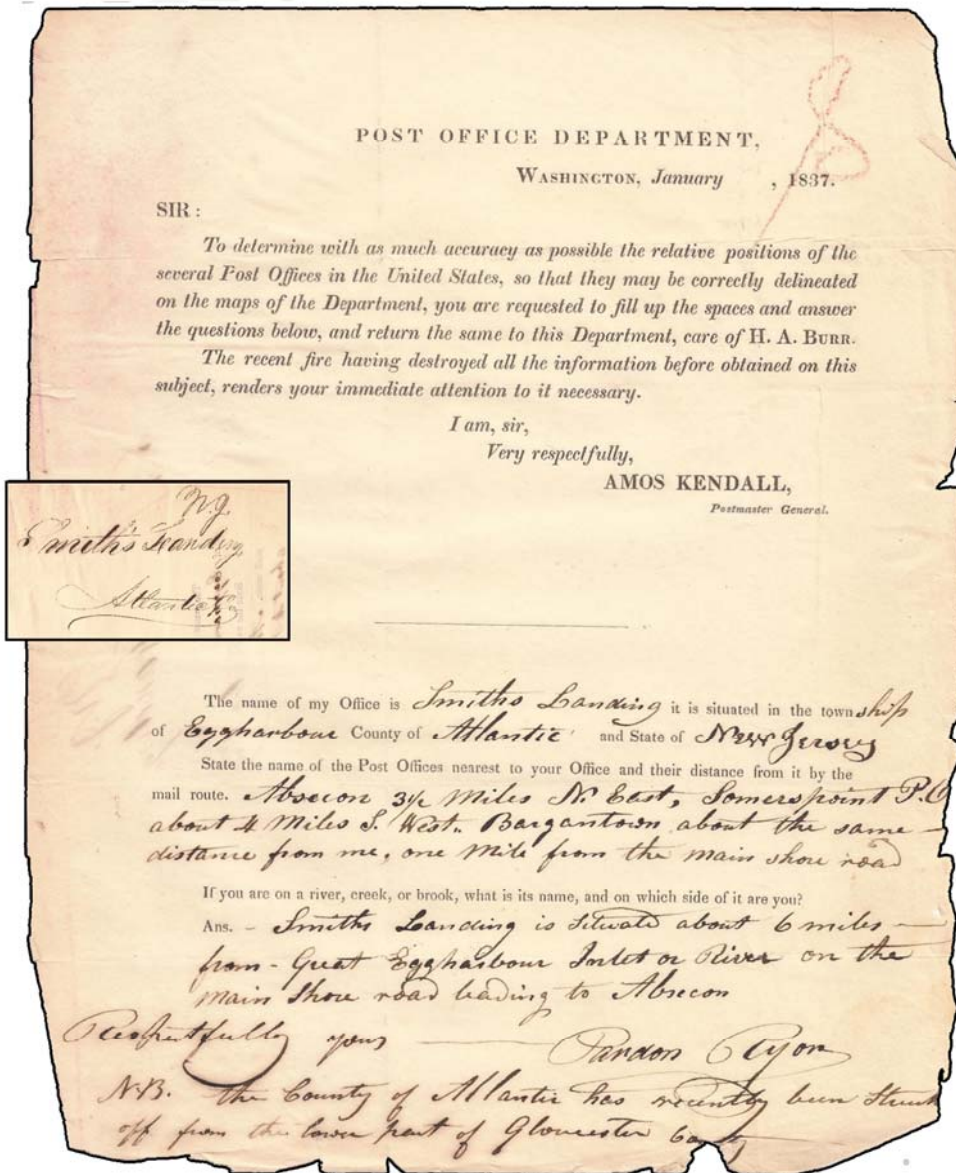


Fig. 4: Smith's Landing postmaster Pardon Ryon describes the post office location in Atlantic County – recently separated from Gloucester County, in Egg Harbour Township, 3½ miles NE of Absecon, four miles SW from Somerspoint PO, and the same to Bargantown, one mile from the main shore road, and six miles from Great Eggharbour Inlet or River. [Again, spellings as written.] The Smith's Landing post office was established in 1825 in Gloucester County, and then split off into Atlantic County in 1837.

If interested in purchase, please contact Nick Lucchesi at stannathletics@gmail.com.

ENDNOTES:

¹ The Patent Station, a web site devoted to Patent Office history, at <http://www.patentstation.com/mdm/p142.htm#history>, and this diagram at <http://www.patentstation.com/mdm/history2.htm> (Feb. 17. 2013).

HOMETOWN POST OFFICES: Robbinsville, NJ

By Doug D'Avino

In 1856, during Dr. George R. Robbins', MD, first term in the U.S. Congress, representing the Second District of New Jersey, a post office was established in Newtown, East Windsor Township, Mercer County. However, there already was a Newton post office in Sussex County, NJ, so a different name needed to be assigned. Therefore, in honor of Dr. Robbins, shown in *Figure 1*, the post office was named Robbinsville, as shown on the map (*Figure 2*). To further complicate matters, the town's train station retained the name Newtown Station (Camden Amboy Division of the Pennsylvania Railroad), also shown on the 1872 map.



Fig. 1. Dr. George R. Robbins, MD, represented the Second District of New Jersey in the U.S. Congress. He was elected as an Opposition Party candidate to the Thirty-fourth Congress and reelected as a Republican to the Thirty-fifth Congress, serving from March 4, 1855 to March 3, 1859. During his first term, Newtown got a post office.

I. Clark Voorhees opened a general store in Newtown in 1840. In June, 1856, he became the first Robbinsville postmaster, as listed in Table 1.

A year later he was succeeded by Richard Waddy, as owner of the general store and as postmaster. Three or four years later, Waddy was succeeded by R. Yard & Brother.

A year after that, the firm was changed to Yard & Applegate. George H. Yard became postmaster in March, 1862. George H., John C. and Joseph W. Yard, the next three Robbinsville postmasters, were brothers. Their father, John Yard, was the first postmaster in Yardsville, NJ, a town that still bears his name.

HOMETOWN POST OFFICES: Robbinsville, NJ ~ Doug D’Avino

The firm John C. & Joseph Yard succeeded Yard & Applegate. John C. Yard became postmaster in April, 1863. Joseph W. Yard was appointed postmaster in 1874.

Edmund Baker Yard took over his uncles’ mercantile business in 1877 and was appointed postmaster. His store, containing the Robbinsville post office, is shown in the postcard (*Figure 4*), entitled “Main Street, Newtown, N.J.” The post office, probably going all the way back to Voorhees, was just a small corner of the general store. Edmund B. Yard would remain postmaster until December, 1914, when James M. Scheideler was appointed to the post.

James M. Scheideler was postmaster for just over 5 years. Scheideler moved to Lawrence in 1920 and opened a feed and grain business with his brother Dave, according to a report in the Trenton Evening Times of January 5, 1967. On New Year's Day 1920, he was replaced by Edmund B. Yard, who became acting postmaster for not quite 4 months. In April, Yard's son-in-law was appointed postmaster.

Edmund Baker Yard's daughter, Mabel, had married Edward A. Steward in 1911. Steward remained the postmaster for 15 years, 1920 - 1935, as the store continued to house the post office. [Edward and Mabel's son was Edmund Yard Steward; his wife, Laura, provided information for this article about the family and the post office, including the photo in *Figure 5*.]

When Julia B. Hoern became postmaster in 1935, the Robbinsville post office was moved out of the general store, the only home it had known since it was first established in Voorhees’ general store in 1856.

Table 1. Robbinsville Postmasters - Mercer County		
Name	Position	Date Appointed
Israel Clark Voorhees	1 st Postmaster	June 13, 1856
Richard W. Waddy	Postmaster	March 3, 1857
George H. Yard	Postmaster	March 6, 1862
John C. Yard	Postmaster	April 20, 1863
Joseph W. Yard	Postmaster	December 9, 1874
Edmund Baker Yard	Postmaster	January 15, 1877
James M. Scheideler	Postmaster	December 24, 1914
Edmund Baker Yard	Acting Postmaster	January 1, 1920
Edward A. Steward	Postmaster	April 20, 1920
Relegated July 1, 1929 to 4 th class post office		
Julia B. Hoern*	Postmaster	July 1, 1935
Hubert R. Carr	Postmaster	August 20, 1963
Discontinued on April 9, 1965, service assigned to Trenton.		
* Retired August 10, 1963		

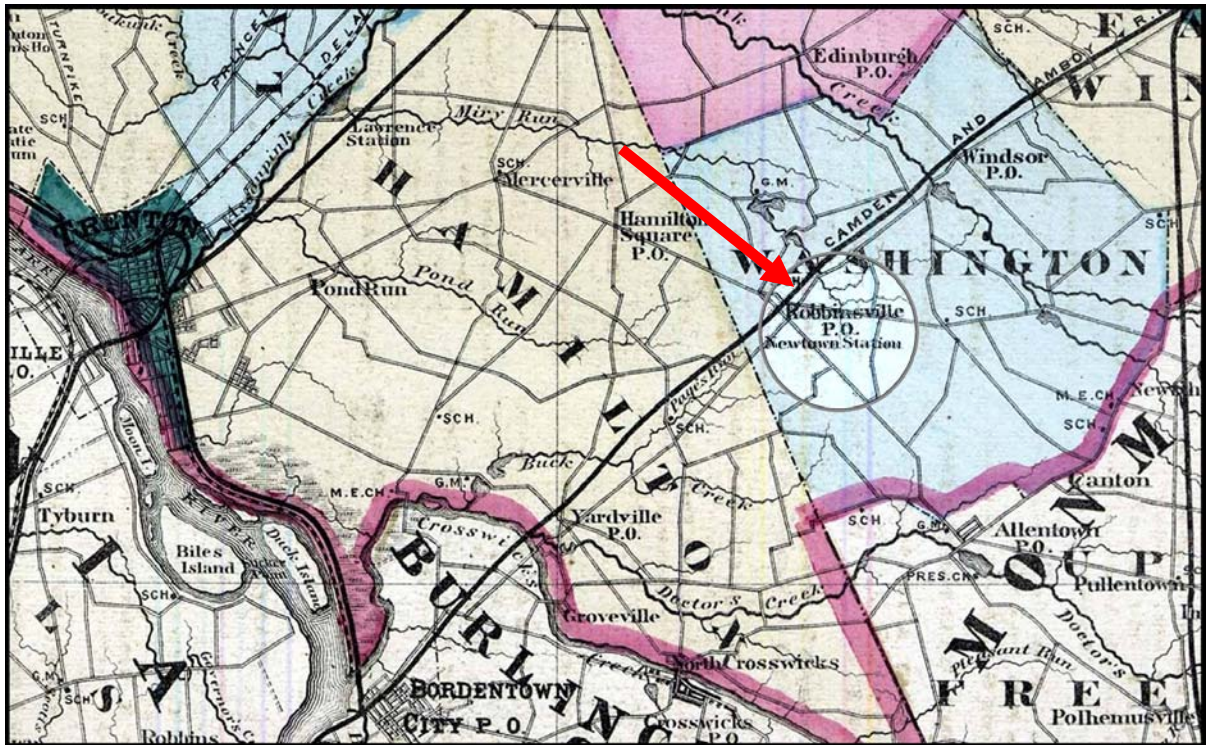


Figure 2. Robbinsville PO, Newtown Station, Washington Township (red arrow). 1872 Topographical Map of Mercer Co. New Jersey also shows the 1859 change to Washington Township, previously East Windsor Township.



Fig. 3. Edmund B. Yard served as Robbinsville's postmaster for 37 years. His three uncles preceded him as postmaster and his son-in-law later served as postmaster for 15 years



Fig. 4. Edmund Baker Yard's general store and post office. The postcard was published by postmaster E.B. Yard, as imprinted on the left edge of the card, to be sold in his general store. The Robbinsville postmark is from 1913.

The Trenton Evening Times of April 25, 1960 reported that a new post office would be completed by October; the November 25 issue reported that the dedication was to take place on November 26, 1960. The USPOD contract provided for a 10 year lease agreement with renewal options. Previously, the post office had been in the home of postmaster Julia Hoern, just off Main Street in a building on Railroad Avenue.

On April 9, 1965, the Robbinsville post office was discontinued with service assigned to Trenton. *Figure 6* shows the former post office building as it looks today.

On November 6, 2007, voters approved a measure that changed the township's name from Washington Township to Robbinsville Township.

The author wishes to thank Barbara D. Smith, Reference Librarian, Mercer County Library System, Robbinsville Branch, for her research assistance and her picture of the last Robbinsville post office building. In addition, my thanks to Janet Van Nest, past President of the Friends and Historic Society of Robbinsville Township, who was able to provide local historical information, as well as interview Mrs. Laura Steward, daughter-in-law of postmaster Edward A. Steward. Laura Steward shared her memories of the family and post office, and also as provided a photo of the general store and post office.

REFERENCES:

1. E. M. Woodward and John F. Hageman, *History of Burlington and Mercer Counties, New Jersey, with Biographical Sketches of Many of Their Pioneers and Prominent Men*, Everts and Peck, 1883, Pg. 580, 864 - 868.
2. The Postal Bulletin, U.S. Post Office Department, Vol. XLI, No. 12154 (January 13, 1920).



Image courtesy of the Steward Family

Fig. 5. The Robbinsville post office, circa 1925.



Image courtesy of Barbara D. Smith

Fig. 6. The Robbinsville post office, dedicated in 1960 and in use as a P.O. for only five years; it is now a convenience store, as shown in this 2009 photo.

MEMBER NEWS: ERRATUM, NJPHS MEMBER FILES, NEW MEMBERS & CHANGES

MEMBER NEWS: Erratum:

Correction: In the [Vol. 40 No. 2 Whole number 186, May 2012](#) issue of NJPH, we mistakenly referred to the precancelled definitive stamps shown at the bottom of page 100 as Prexies, which they are not. The term “Prexies” is normally reserved for the 1938 Presidential definitive stamps. Our apologies. It took a non-member to point this out! We hope members will always feel free to communicate with us when errors are found in this journal.

Updated Member Files online: If you are receiving a link to this issue by email, please note that attached to that email is an updated Members Only Files Online link sheet, from which you can access files available online to members of NJPHS only, including recent past journals not available to the public. Tables of Contents for issues back to 2000 are available online [here](#). A membership list and a full index to all *NJPH* issues are also available on request from your Secretary at Secretary@NJPostalHistory.org. Be sure to also check our Free Online Library of publicly available files at <http://www.njpostalhistory.org/freelibraryarticles.html>.

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NEW MEMBERS & CHANGES:

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Albert Aldham, 1660 Hemlock Farms, Hawley, PA 18428 - resigned
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WANTED: MENTAL HEALTH CINDERELLAS and covers. Contact Dr. Marion Rollings, 101 New Amwell Rd., Hillsborough, NJ 08844, email DrMarionRollings@yahoo.com, Tel 908-500-7295.

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

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

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

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

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

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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.

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

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.

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CD only: <i>Washington Organ Manufacturers</i> on CD, by Len Frank - 3 articles + many organ advertising cover illustrations not in <i>NJPH</i> , in Acrobat Reader [.PDF] format <ul style="list-style-type: none"> • A series of 3 articles on the advertising covers and history of the organ manufacturers of Washington, NJ, • Adds a picture gallery of many covers not illustrated in those articles. • Includes much paper ephemera as well. An impressive collection. 	\$7.50	\$10.00
Hard copy: <i>Illustrated Directory of New Jersey 1847 Issue Covers</i> , Brad Arch, ed., 1987, 44pp & Supplements <ul style="list-style-type: none"> • For the collector of the 1847 Issue, this book by Brad Arch is the comprehensive work on New Jersey covers • 5c and 10c covers in separate sections • Detailed descriptions of each cover, arranged by office of origin. 	\$4.00	\$7.50
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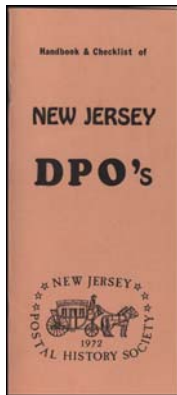
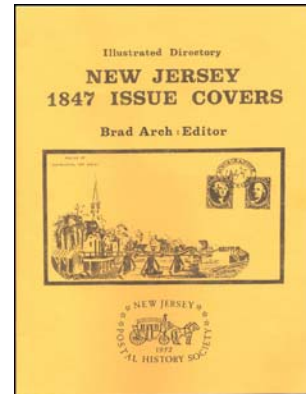
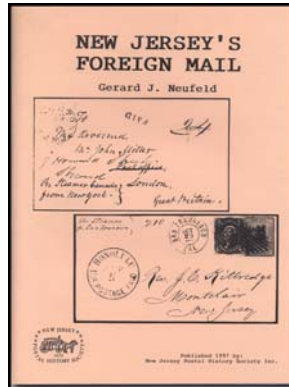
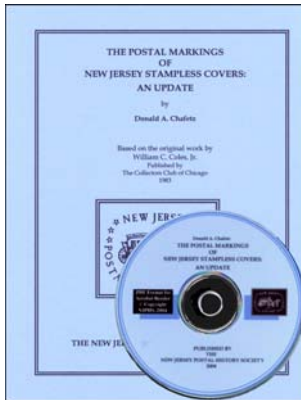
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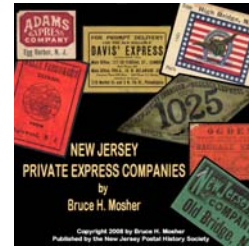


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