



# NJPH

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**NEW JERSEY POSTAL HISTORY SOCIETY**  
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## *New Jersey Stage Mail*



Collection of Steven M. Roth

*An Inslip & Cumming stage cover which travelled from Philadelphia to New York in a locked box, hence unmarked as per stage, and was cancelled with a Philadelphia Bishop mark. Dated January 12, 1797. (For more information see Page 64).*

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

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\*\*\*\*\*

**FINAL DUES REMINDER**

Thanks to so many members for their dues payment and – in many cases – donations to NJPHS. A few members are still outstanding and if a dues reminder is included with this issue of *NJPH*, it means that your dues payment for 2013 has not yet been received. If you receive one, please mail this now, 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](http://www.NJPostalHistory.org/)] where you will find a link for membership renewal in the column at left. We are happy however to accept your dues and donations in whatever form you find comfortable paying – we just don't want to lose you as a member.

**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 115.

\*\*\*\*\*

**PRESIDENT'S MESSAGE**

This issue of *NJPH* contains a variety of articles covering a broad range of topics related to New Jersey's postal history. The second half of Steven Roth's ground breaking article details stage coach operations that carried the mails in New Jersey's early days. Richard Micchelli returns with Civil War soldier's letters from Camp Ruff. Doug D'Avino contributes another article on his long-running series of hometown post offices, this one on Sergeantsville, NJ, and Dr. James Milgram shows a transcontinental cover that traveled from Marysville, California to New Jersey. U.S. classics continue to fascinate me. I write about two covers with usages of the 12 cent 1851 and an "On the Auction Scene" article about the 5 cent 1847 Issue on an iconic cover with the Trenton Star cancel that sold for an incredible price at the recent William Gross sale. Into the 20<sup>th</sup> Century, John Trosky has contributed an article with the intriguing title, "Heaven, Hell or Cresskill," that describes the Jersey City/Cresskill connection to the A.E.F.'s mobilization in World War I.

The Society will hold its annual meeting at NOJEX 2013 on Sunday, May 26. We will have a table near the entrance to the Show so stop by, say hello and chat, or buy some literature. Instead of a single speaker at our meeting, this year we will count on each of you to participate in a "Show and Tell." Please bring one or two of your favorite covers and spend a few minutes in an informal discussion about your particular interest in collecting them. I have enclosed a free pass for the Show. Complete show information can be found at [www.nojex.org](http://www.nojex.org). Note that NOJEX is being held at the same site as usual, although the hotel name has changed to the Empire Meadowlands Hotel by Clarion.

Finally, we have entered Volume 40 of *NJPH* in the NAPEX literature competition that is to be held in Washington, D.C. in June.

I hope to see many of you at NOJEX. Have a great summer!

**ROBERT G. ROSE**

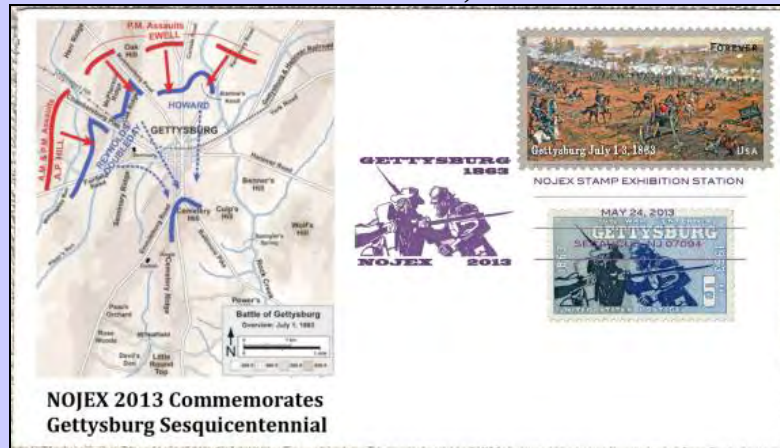
**COME TO THE  
NEW JERSEY POSTAL HISTORY SOCIETY  
ANNUAL MEETING  
SUNDAY, MAY 26 - 12:00 NOON  
SHOW AND TELL!  
BRING ALONG SOMETHING YOU'D LIKE TO  
SHARE WITH OTHERS!**



# NOJEX

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APS Chapter 508

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[Virtual Stamp Club](#)

**STAGE OPERATIONS AND THE MAILS IN NEW JERSEY<sup>©90</sup> Part 2**  
**By Steven M. Roth**

*[This completes the two-part article on New Jersey stage lines, begun in our last issue, by Steven M. Roth (see NJPH, Feb. 2013, Vol 41, No. 1, Whole number [189](#) for a comprehensive introduction to the subject). See also our May 2013 Featured Cover page.]*

**INTER-STATE STAGE OPERATIONS. cont'd**

**The Cumming Stage**

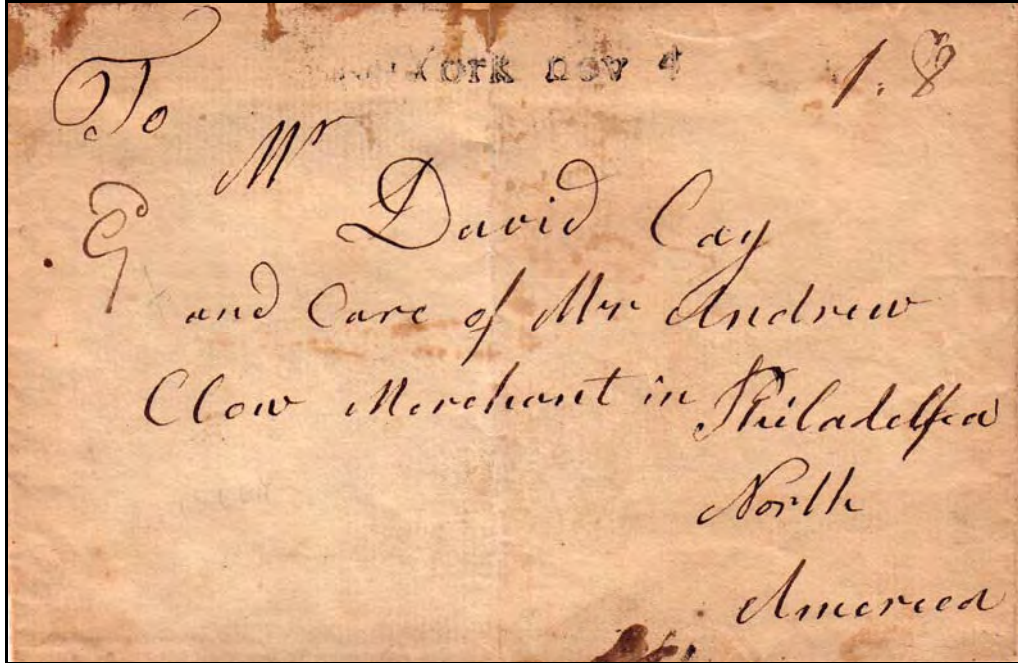
The dominant figure in New Jersey staging through most of the late 18<sup>th</sup> and early 19<sup>th</sup> centuries was John Noble Cumming of Newark who operated over the years with various partners (Richard Cumming Stockton, William Tennant Stockton, Michael Dennison and John Inskeep<sup>91</sup>). Cumming received his first contract to carry the mails in 1786 as part of the first round of mail contracts with stage lines entered into by Postmaster General Hazard. Under the contract, which continued with renewals until 1829, Cumming carried the mail in stages from Newark to Elizabethtown, Brunswick, Princeton, Trenton and Bristol, to and from Philadelphia.<sup>92</sup>

Like many of his contemporaries in the staging business, Cumming owned several taverns along his route. In his case, Cumming leased these facilities to his business partners.

The Cumming Stage in the 1790s arrived in Philadelphia every Tuesday, Thursday and Saturday. Once in Philadelphia, the stage first made its way to the Indian Tavern at 15 South Fourth Street, and then to the George Tavern at the corner of Second and Mulberry Streets. It then proceeded to the Post Office.

I have not identified any loose letters handed to drivers or passengers, and carried by Cumming and marked “stage” or “per stage.” There is much Cumming-carried mail, however, that is available to collectors that was not so marked because it was not loose mail. This mail had been placed in the post office by the senders and was then carried in a locked box aboard the stage between New York and Philadelphia. These covers generally are not recognized by their owners as stage coach mail because the covers do not have loose letter stage endorsements and because the covers’ owners are not aware of the Cumming mail monopoly for the New York – Philadelphia route. Such unmarked covers, however, were stage carried mail and are an essential part of the stage operations story even though the covers lack the desired endorsements. *Figures 14, 15 and 16* are examples of such unmarked Cumming stage mail.

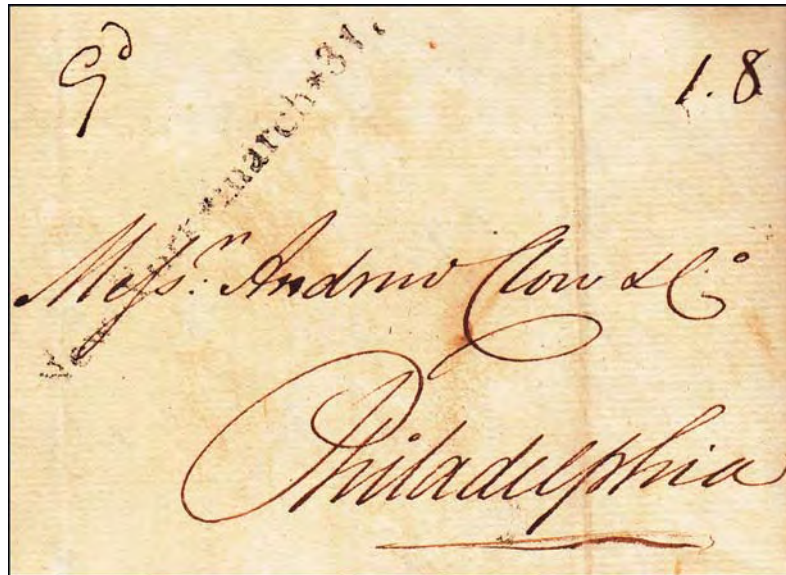
*Figure 14* is an example of an unmarked letter from the Confederation Period carried by the Cumming mail stage during the third full year of its stage contract with the Post Office Department. The cover originated in Paisley, Scotland on July 19, 1788. It was privately carried to New York and entered the mails at New York on November 4, 1788. At New York it was rated 1.8 [1 shilling, 8 pence) due (there was no sea postage charged for this bootlegged letter) and placed in a locked mail box which was given to Cumming for stage carriage to Philadelphia.



Steven M. Roth collection

*Fig. 14: A letter which originated in Scotland, but did not enter the mail stream until it reached New York (see straight line cancel) Nov. 4, 1788. It was carried by Cumming to Philadelphia.*

Figure 15 is an example of an early Constitutional Period unmarked (locked box) cover carried by Cumming from New York to Philadelphia. The folded letter is dated March 31, 1790, and was rated 9 pence due [9<sup>d</sup>] by the New York Post Office. At Philadelphia, the letter was rated 1.8 due, representing, unlike *Figure 14*, 1 shilling 6 pence for postage due (the equivalent in Philadelphia currency to the New York currency, adjusted by an inflation factor of 1.67 pence<sup>93</sup>) plus 2 pence due for carrier service from the post office to the addressee in Philadelphia.



Steven M. Roth collection

*Fig. 15. A Constitutional Period cover, carried from New York to Philadelphia. Posted March 31, 1790, with New York straight line cancel.*

Figure 16 is a similar Cumming Stage example, but one that traveled in the opposite direction from Philadelphia to New York, and was rated in cents due [10¢] rather than in shillings and pence, a change which occurred under the Act of June 1, 1792. This folded letter does not show an inflation factor for the carrier service from the post office in New York City to the written street address in New York. This cover is dated January 12, 1797, and shows the common Philadelphia Bishop mark used at this time in place of a straight-line or CDS post office identification mark.



Steven M. Roth collection

*Fig. 16. Another Cumming cover, but this one travelled from Philadelphia to New York, and was cancelled with a Philadelphia Bishop mark.*

### Hoboken Stage

The inter-state operation of this line occurred because, until 1803, there was no stage operation set up on the west bank of the Hudson River (as there had been established in 1785 along the east bank between Albany and New York when Van Wyck and his partners received a ten year monopoly). The cities on the western shore – Newburgh, Kingston and Catskill – received their mail prior to 1803 from the eastern shore.

In 1797, a stage from Hoboken began making weekly trips through the pass in the Ramapo Mountains at Suffern (then called New Antrim) to Goshen, NY. The stage line was started by Anthony Dobbin, a Goshen tavern keeper, but financed out of Albany by the State. His stage ran from Goshen to the New Jersey state line. This operation continued until 1803 when the New York legislature financed a stage route from Albany to Goshen (on the post route to Bethlehem & Philadelphia through Sussex County, NJ), and to other towns on the west side of the Hudson (Kingston and Newburgh), to and from New York City.<sup>94</sup>

### Moorestown Stage

*Figure 17* presents a typical problem when trying to determine the route followed by a local stage that carried a cover. *Figure 17* originated in Philadelphia and was addressed to Westfield, then in Essex County. The letter is dated August 1, 1842.



Steven M. Roth collection

*Fig. 17. From Philadelphia to Westfield, noted by stage Moorestown, datelined August 1, 1842. It is difficult to tell which route it might have followed.*

*Figure 17* was carried across the Delaware River from Philadelphia to Cooper's Ferry aboard the stage boat. The stage then carried the letter from Cooper's Ferry to Moorestown. At Moorestown, there were three possible routes for the stage to follow:

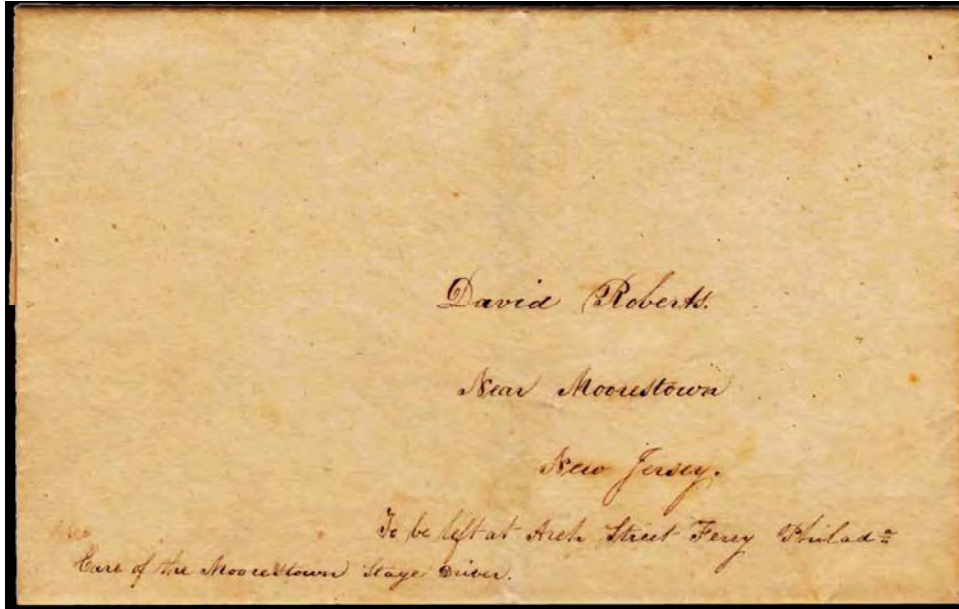
Route 1: Philadelphia → Delaware River [stage boat] → Cooper's Ferry → Moorestown → Trenton → Brunswick → Westfield

Route 2: Philadelphia → Delaware River [stage boat] → Cooper's Ferry → Moorestown → Bordentown → Hightstown → Cranberry → Perth Amboy → Westfield

Route 3: Philadelphia → Delaware River [stage boat] → Cooper's Ferry → Moorestown → Burlington → Hightstown → Cranberry → Perth Amboy → Westfield

Several stage lines passed through Moorestown on the King's Highway at this time so it is not possible to identify which specific stage line carried this letter or over which route, although the most direct route (and perhaps, therefore, the most likely) was the Trenton – Brunswick route (Route 1 above).

*Figure 18* is an interesting Moorestown stage cover that traveled to a destination near Moorestown and, therefore, likely was carried from Cooper's Ferry directly to Moorestown where it was delivered (out-of-the-mails) to the addressee.



Ed and Jean Siskin collection

**Fig. 18.** *Inscribed: "To be left at Arch Street Ferry Philad"/Care of the Moorestown Stage driver." Mr. Siskin has informed me that the cover, based on a now-missing enclosure, was dated 1820.*

### Morristown Stage

According to Donald A. Chafetz, the leading student of Morristown postal history, stage service between Morristown and New York City existed at least as early as 1771.<sup>95</sup> This service was provided by Daniel and Silas Burnet who called their operation the "Morris town Stage Wagon." [sic] The stage service operated between the Paulus Hook ferry (conveying freight and some mail from New York), Springfield and Morristown. The trip was made every Thursday from Paulus Hook (present day Jersey City) with regular return trips. The journey was completed in one day. In 1774, the Burnets joined with Captain Joseph Morris to extend the line westward from Morristown through Mendham to the Black River.<sup>96</sup> This service operated at least until 1776. Mr. Chafetz also reports that a rival service, operated by Constant Cooper, commenced operations in 1771.

In his series of article on the Provisional Posts, Calvet H. Hahn reprinted a lengthy advertisement for a subscription post that would be carried by stage south from New York to Morristown, then to other New Jersey towns.<sup>97</sup> The March 9, 1775 issue of Holt's Journal carried news of the operation which involved running regular stages from Morristown to Paulus Hook, Springfield, Newark, and Passaic.<sup>98</sup>

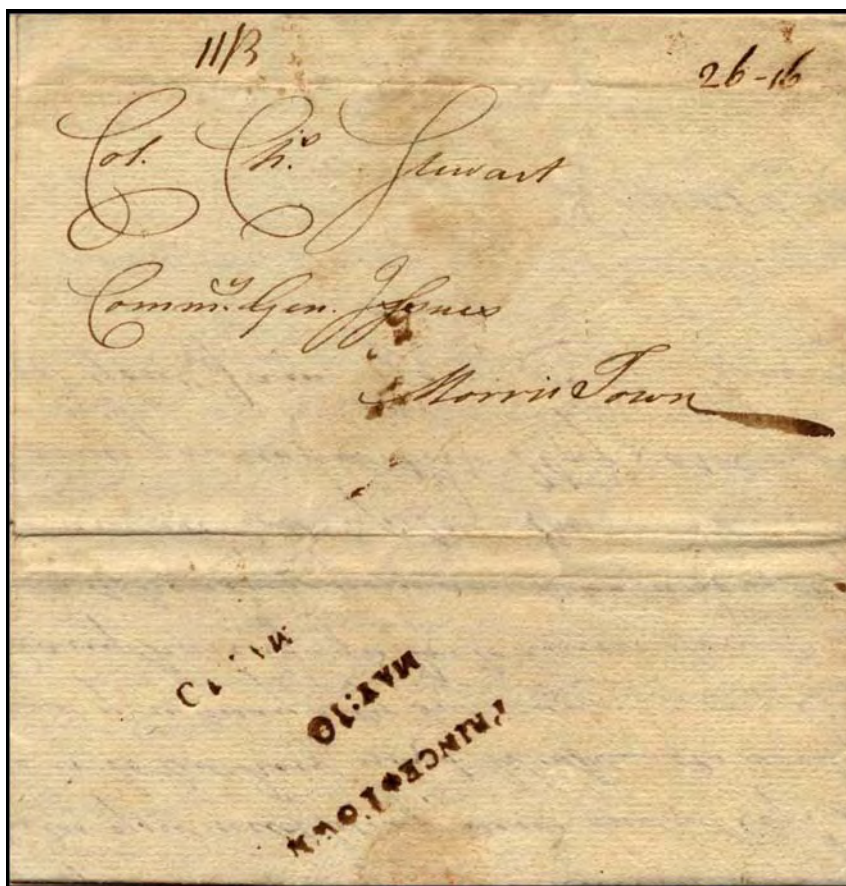


Hahn also reprints a report, dated April 11, 1776, from London's *New York Packet*, as follows:

*Notice is hereby given to the Public in general that the MORRIS-TOWN STAGE continues as usual to set off from Hackets-Town, every Monday morning. Every Tuesday morning sets off from Captain Dickerson's in Morris-Town at sunrise to Powles-Hook; from thence to return every Thursday morning at 7 o'clock as usual; And every Saturday morning again to set off from the house of Captain Dickerson at Morris-Town by way of Chatham and Springfield to Powles Hook and return from thence on Monday evening at 7 o'clock the same road to Morristown, and will be continued by DANIEL BURNET, JOSEPH CUNLIFFE AND SILAS BURNET.*<sup>99</sup>

The service continued until late in 1776 when the Revolution interrupted service.

Hahn, in a different series of articles, stated that the Morristown stage service resumed in 1780, connecting Philadelphia, Trenton, Princeton and Elizabethtown with Morristown.<sup>100</sup> *Figure 19*, a scarce cover owned by Robert G. Rose, Esq., is an example of a cover carried by stage on this route.



Robert G. Rose collection

**Fig. 19. Dated May 10, 1780. This cover is one of two known (and the only one in private hands) showing the "20 times" inflation rate instituted by the Continental Congress on December 28, 1779. This rate was in effect until December 1780.**

The Morristown stage cover illustrated by Mr. Chafetz in his *NJPH* article, was a cover that originated in Morristown in 1797, addressed to New York. This cover is shown as *Figure 20*.



Donald A. Chafetz collection

*Fig. 20: A 1797 cover from Morristown. Internal comments show it was carried by stage to Paulus Hook.*

The notations at the upper right corner of this cover do not relate to the stage transport. As Mr. Chafetz explained in his *NJPH* article, internal statements within the folded letter referred to the carriage of the letter by stage from Morristown to Paulus Hook for further transmittal to New York.<sup>101</sup>

### Morris and Sussex Mail Stage

A later line originating in Newton and passing through Morristown to New York was established by 1815. In his study entitled “Early Travel and Mail Transport in N.J.,” Len Peck notes that “the first stagecoach line was established between Newton and Morristown in 1808: It was at this time also that the mail contract was transferred to the stage coach line to be operated by Isaac Basset, Pettit Britton and James Hinchman, three prominent Newtown businessmen who started the Morris to New York stagecoach line. One of the drivers of this line was Zephaniah Luse who later became a co-owner of the line with James Hanna.

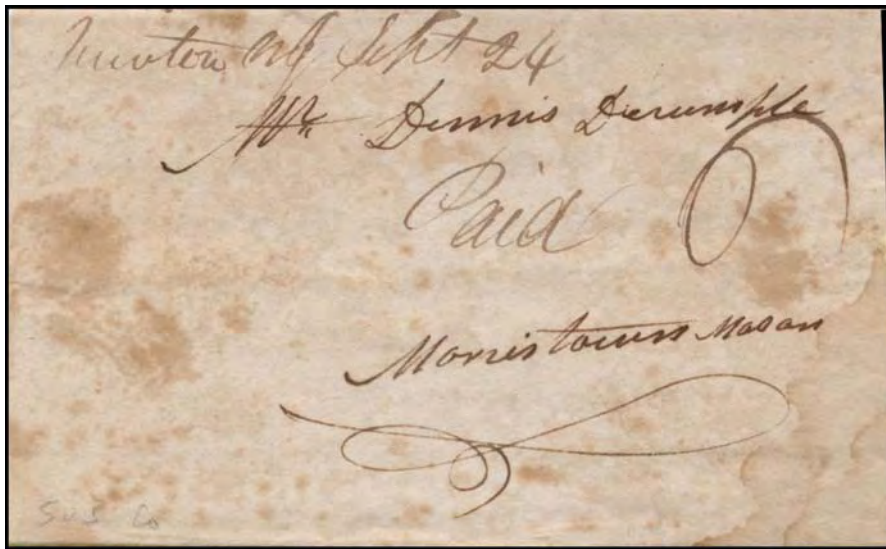
“The stagecoach line as originally established ran once a week, starting at Newtown by way of Stanhope, Succasunny Plains, Morristown, Bottle Hill, Chatham, Springfield and Newark to Paulus Hook (now Jersey City) and ferry to New York. The earliest advertisement that could be found of this line in a local newspaper appeared in the *Sussex Register* dated January 2<sup>nd</sup>, 1815. The transcript follows:”<sup>102</sup>

*Z. Luse & James Hanna, proprietors of the Morris and Sussex Mail Stage between Newtown and New York;—Inform their friends and the public, that in consequence of a late regulation of the Postmaster General, they will in the future leave Newtown every Monday morning at nine o'clock, lodge at Morristown, and arrive in New York on Tuesday at twelve o'clock noon. Will leave New York every Wednesday morning at nine o'clock, lodge at Morristown, and arrive at Newtown next day at one o'clock,*

*P.M.—Going and returning will pass through the following places, Stanhope, Succasunny Plains, Morristown, Bottle Hill, Chatham, Springfield and Newark to Paulus Hook and ferry to New York*

*The fare through, Three Dollars, and in that proportion for any part of the way. Seats to be engaged in Newtown at Mark Luse's or at Daniel Harker's tavern, or of either of the proprietors; at Morristown at L Hayden's tavern; at Newark at Moses Raff's tavern, and at New York at Sanfords at the lower end of Courtland street, near the ferry stairs.*

*As the proprietors will always drive the Stage, they will take charge of any business and attend to the same with diligence, for a small compensation. Any person having business on the route through to Newburgh, are informed that a stage starts every Friday morning from Daniel Harker's tavern, and will pass through Hamburg, Vernon, Warwick, Florida and Goshen. Also that the mail starts the same day for Milford, Pennsylvania. January 2, 1815.*



Leonard Peck collection

**Fig. 21:** *This 1816 cover was sent by Isaac Bassett of Newtown shortly after the establishment of the new stage service which he helped initiate. It is datelined September 24, 1816 and is addressed only to Dennis Dalrimple, Morristown Mason.*

### Salem Stage

As previously mentioned, Salem was connected to Cooper's Ferry (and thus to Philadelphia) by a stage line operated by Aaron Silver beginning in 1767.

Hahn in his Provisional Post series states that an advertisement appeared in the March 2, 1774 issue of the *Pennsylvania Packet* stating that Bennoni Dare had started a subscription post that would be carried by his stage wagon from Greenwich to Salem then on to Cooper's Ferry for the crossing to Philadelphia.<sup>103</sup> Hahn stated that this route followed the main roads through southern New Jersey.<sup>104</sup>

The well-known Ed and Jean Siskin collection of pre-1800 postal history contained a 1775 folded letter sent by stage from Salem to Philadelphia via Cooper's Ferry. *Figure 22.*



ex-Ed and Jean Siskin

Fig. 22. 1775 from Salem to Philadelphia, note by stage.

## INTRA-STATE (LOCAL OR ACCOMMODATION/FEEDER) STAGE OPERATIONS

Accommodation stage lines (also sometimes called local or feeder stage lines) serviced towns within New Jersey without ever leaving the state (the “local” aspect of the operation) and also serviced steamboat ports and landings as well as railroad depots as feeder lines, bringing passengers and freight from the interior (the accommodation aspect) when steamboats and railroads became unstoppable rivals to the stages.

Little is known about these lines. We find indirect references to them in travelers’ guides which give route and mileage/distance information, and also learn about them from newspaper ads. It is clear that much more work needs to be done with respect to identifying local and accommodation stage lines and their operations.

I have set forth below those local and accommodation lines about which I have some information. This is not to be viewed as a definitive list of the lines or even as an accurate naming of the lines. This is set forth by me to “start the ball rolling” on the endeavor to learn more.

### Hackensack Stage

An ad appeared in the New York Mercury on July 14, 1783, for this line:

*The subscriber having established a STAGE WAGON to run between Hackensack and Hoebuck Ferry hereby informs the public that the roads are now very good, his Wagon and horses in very good order and proper attendance will be given. He sets out from Hackensack every Tuesday and Saturday morning at seven o’clock and returns the same day from Horbuck(sic) at 3 o’clock in the afternoon. He hopes so useful an institution will receive the encouragement of the public who it shall be his Study to Oblige.<sup>105</sup> (spelling as the original)*

### Cape May Stage

According to Craig Mathewson, the leading student of Cape May mail, sometime around 1800 a weekly stage began to run from Cooper's Ferry through Gloucester, Salem and Cumberland counties to Cape Island.<sup>106</sup> He developed a map of stage routes to Cape May (see *Figure 23*), but more research is necessary to know the exact stage companies and dates of operation on these routes. We encourage contributions from other members on this subject.



*Fig. 23: Map of stage routes to Cape May, drawn by Craig Mathewson.*

### Absecon Stage

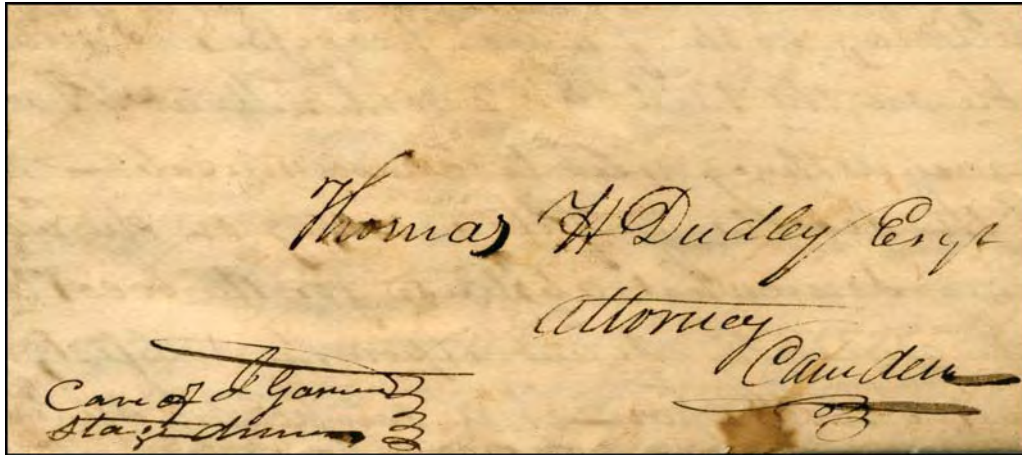
In 1773, William McCarrell started a line that ran between Cooper's Ferry and Absecon (present day Absecon near Atlantic City). It left Ann Risley's tavern at Absecon on Monday mornings and went by Thomas Clark's mill near present day Port Republic and the Forks of Little Egg Harbor to the Blue Anchor Inn near present day Mullica, then on to Longacoming (present day Berlin) and Haddonfield, arriving at Samuel Cooper's Ferry Tuesday afternoon.<sup>107</sup>

**Manahawkin, Mount-Holly and Burlington Stage**

Based on the advertisement shown as *Figure 29*, this stage line seems to be one of the stages that passed regularly through Mount Holly and Burlington. I have not been able to identify any cover carried by this stage line.

**Marlton Stage**

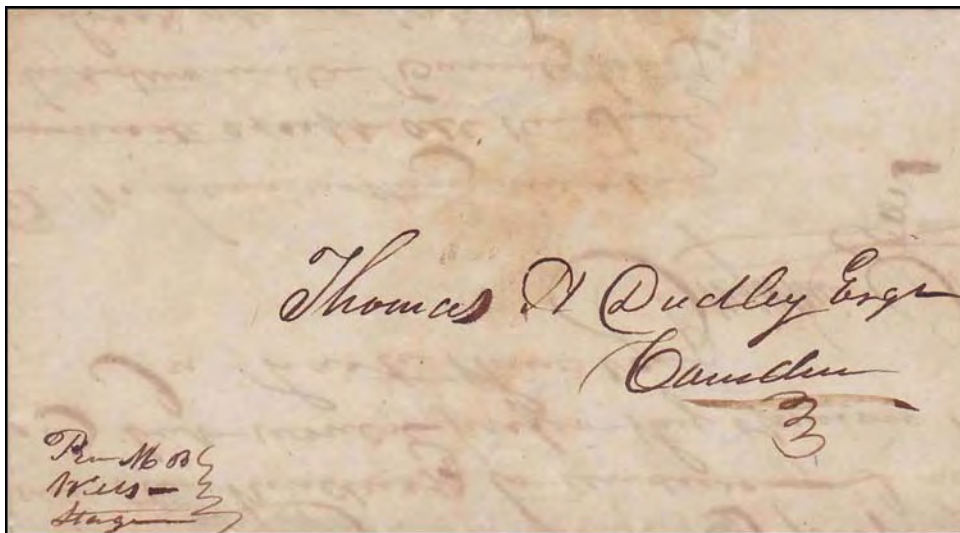
The Marlton Stage was a local stage that operated between Marlton and Camden. It appears to be one of those lines that was known by the names of its drivers. (See *Figure 24*)



Steven M. Roth collection.

**Fig. 24:** This cover originated at Marlton on January 10, 1841, and made the ten mile trip to Camden.

The sender endorsed the cover with this admonition: “Care of J. Garner/Stage driver.” Based on the admonition, it appears that the sender of this cover left it for the stage driver at some place of convenience (for example, an inn or a store).



Ed and Jean Siskin collection.

**Fig. 25:** This cover followed the same route on March 27, 1845. Note the admonition “Per MB Wills Stage.”

### Millville Stage

This stage line is an example of an arbitrary naming by me of a stage line in my effort to categorize and organize the local and accommodation stage lines. There was, to my knowledge, no stage line known as the Millville Stage. Rather, according to Craig Mathewson, the leg of the operation that serviced Millville was part of a larger through stage line that operated from Cooper's Ferry to Cape May. Millville was one stop among several along the way. *Figure 26* is an example of such a letter.



Steven M. Roth collection

*Fig. 26: This was sent in August 1851 from Millville to Dennisville by private stage carrier.*

*Figure 26* was sent in August 1851 from Millville to Dennisville by private stage carrier and was handled entirely outside the mails. The Cooper's Ferry – Cape May Stage serviced both Millville and Dennisville as way stops.

The sender's endorsement indicates that the letter was given to and sent "by J. Eldrige/Stageman." In the letter, the writer urges the recipient to "please write me a word by Mr. J. Eldrige."

### Mount Holly Stage

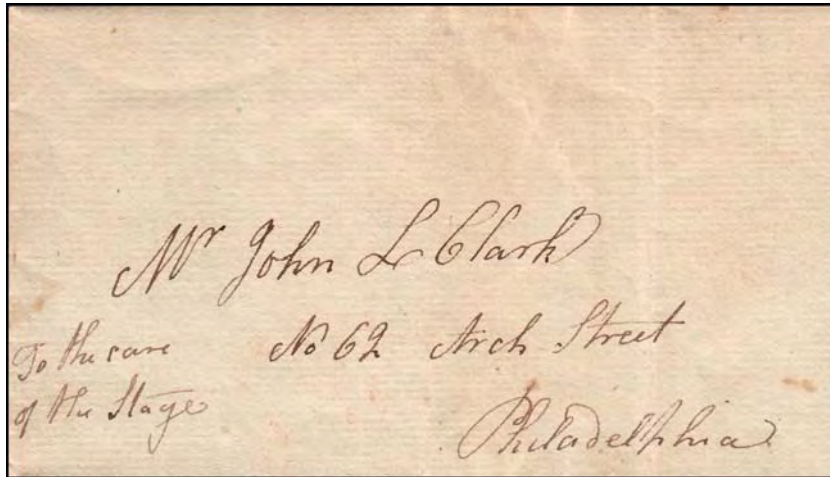
The definitive study of the Mount Holly Stage (which, like the names of other local lines discussed in this article might be a misnomer) was published in an article by Jean R. Walton in 2003.<sup>108</sup>

According to Ms. Walton, Mount Holly, like many communities in early America, did not have a post office until long after the community had been settled. In Mount Holly's case, the first post office opened September 18, 1800. Before that date (and often afterward, too), mail was sent by stage driver or passenger outside the mails. The nearest post office to Mount Holly before 1800 was at Burlington.

Mount Holly, according to Ms. Walton, had a stage line as early as 1759. It was part of through service from Cooper's Ferry to Sandy Hook. When this through service ended, local accommodation stage lines replaced it.

**STAGE OPERATIONS & THE MAILS IN NJ, PART 2 ~ Steven Roth**

Stage mail between Mount Holly and Philadelphia was given to private stage drivers and passengers who carried the mail (if going to Philadelphia) to Cooper's Ferry where the stage boarded a stage boat. Mail from Philadelphia to or through Mount Holly traveled in the same manner, but in reverse order. This pattern of private out-of-the-mails transmission continued even after Mount Holly opened its post office, as demonstrated in the well-known Clark correspondence by *Figure 28*.

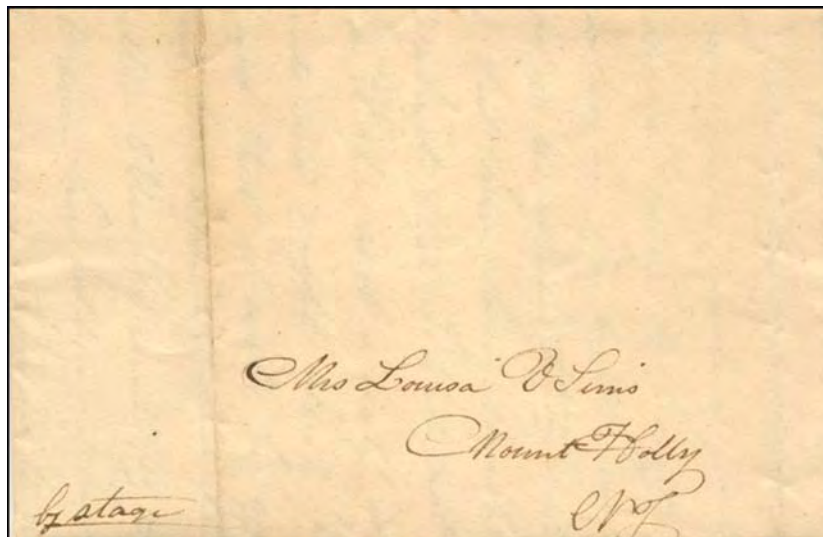


Steven M. Roth collection

*Fig. 27: This cover originated at Mount Holly, and is dated June 26, 1797.*

As Ms. Walton pointed out in her article, because several stage lines passed through Mount Holly at this time on their way to Philadelphia, we are not able to identify which private stage line carried the letter.

*Figure 28*, also part of the Clark family correspondence, originated in Philadelphia on March 11, 1824, after the opening of the Mount Holly Post Office. Nonetheless, the folded letter was sent privately.




Steven M. Roth collection

*Fig. 28: Although Mount Holly now had a post office when this letter was posted in 1824, it was still sent by stage, outside the mails.*



One of the stage lines that passed through Mount Holly in the 1820s was the Mannahawkin [sic] – Mount Holly – Burlington Stage. This line ran through the named towns with an extension to Tuckerton, all as seen in the ad previously published in *NJPH*, and shown here as *Figure 29*. Note that in *Figure 29*, one of the stages is referred to by the name of its driver rather than by the name(s) of the town(s) it passed through. We saw this, too, when we examined the Marlton Stage.

**Mannahawkin, Mount-Holly and  
Burlington Stage.**



**T**HE subscriber proposes running a Stage from Mannahawkin, every Monday and Thursday mornings, and meet Wm. C. Budd's Stage, at the Inn of Thomas B. Smith, in Mount-Holly, on the same evenings—from whence, passengers will be conveyed on the following mornings, to Burlington, in time to meet the Steam-boats passing to and from Philadelphia and Trenton. Returning, the Stage will leave Burlington every Tuesday and Friday evenings, and arrive at Mannahawkin on the following afternoons, in time to meet the Stage for Tuckerton, the same evenings. Good Boarding may be had in Mannahawkin, at the moderate rate of from \$2 00. to \$3 50 per week. Passengers will be conveyed at any time across the Bay, to James Cranmer's, Hazleton Cranmer's and Stephen Inman's.

*Fare through \$1 75.*

**JOB F. RANDOLPH.**

April 6, 1821. 316m

*Fig. 29: Advertisement for one of the Mount Holly stage lines*

### Newark Stage

Newark was a busy and prolific staging center. It was, for example, the northern terminus of the Swift Sure line. Some of this commerce is shown in the listing below in the section, “Other Local/Accommodation Stage Lines.”

## STAGE OPERATIONS & THE MAILS IN NJ, PART 2 ~ Steven Roth

The completion in 1766 of the causeway across the Hackensack and Passaic marshes to Newark, as well as an opportunity to avoid the harsh and dangerous trip via the Amboy – New York City ferry, turned much of the Philadelphia stage travel to the Newark route. It also opened the way to the establishment in 1768 of a local stage (name unknown, but possibly the New York and Philadelphia Mail Stage) to Newark under the ownership of Matthias Ward.<sup>109</sup> The route was generally known as the Old York Road, and the stage was the first to go by way of Newark and to use the new causeway.<sup>110</sup>

A notice placed by Hugh Gaines in the New York Mercury on May 19, 1783, is the earliest mention of staging in Newark I have been able to find:<sup>111</sup>

### *NEWARK STAGE*

*Peter Stuyvesant who for many years drove a STAGE WAGGON from Powles Hook to Brown's Ferry proposes to begin again next Wednesday for the purpose and will set off from Comunapu [sic] at nine o'clock in the morning and four in the afternoon every Monday, Wednesday and Saturday and drive to Brown's Ferry where Joseph Crane will be ready with another WAGGON to receive all passengers and proceed to Newark. A Boat will attend at Coenties Market to receive all passengers on the days above mentioned at seven o'clock in the morning.*

### **Paterson Stage**

In the summer of 1770, Cornelius Neefie advertised a line running from Paulus Hook to his tavern in Passaic Falls (present day Paterson).<sup>112</sup> I have no other information concerning this stage line.

### **Princeton Stage**

This stage ran from Princeton to Trenton and connected at Trenton with the steamboats coming into that port. See *Figure 31*.

### **Tuckerton Stage**

As shown in *Figure 29*, an accommodation stage existed in 1831 (at least) that ran from Mannahawkin to Tuckerton as part of the Philadelphia, Trenton, Mount Holly and Manahawkin line. I have not identified any covers associated with this line.

### **Union Stage Line**

The Union line of stages was under common ownership with the Union line of steamboats. This arrangement is graphically shown in its advertisements as seen in *Figure 30*. See below [“The Symbiotic Role of and Competition from Steamboats and Railroads”] for a discussion of the roles of steamboats and railroads in the lives of the stage lines. The stage portion of the operation served as a local or accommodation stage line. See also *Figure 31*.

**Union Line.—**

**T**HE subscribers respectfully inform the public, that they intend running a Stage, during the summer season, for the accommodation of those disposed to visit the Grass Plains, Manahawkin or Tuckerton—to commence the 1st of May next. The Stage will leave Manahawkin every Monday & Thursday mornings, and arrive at Jonathan Deacon's Tavern, in Mount-Holly, on the same evenings; from which place, passengers will be conveyed to Burlington, on the following mornings, in Jonathan Deacon's Line of Stages, in time to meet the Steam boats for Philadelphia & Trenton. Returning, they will leave Burlington every Tuesday & Friday evenings, and arrive at the Ferries of Samuel Gray, Esq and Nathan Haywood, in Manahawkin, early on the following evenings:—where ladies and gentlemen can be accommodated with genteel boarding and lodging, at the moderate rate of \$2 50 per week; and conveyed at any time across the Bay, to James Cranmer's, Hazleton Cranmer's and Stephen Inman's.

*Fare through \$2 00.*

**Samuel Gray,  
James Bodine.**

April 2, 1820.                      207 14w.

A conveyance will be in readiness at Manahawkin, for Tuckerton.

Fig. 30: Ad for the Union Line

### Other Local/Accommodation Stage Lines

There are many stage lines that operated in New Jersey about which we have no or very little information. In most cases no covers have been identified by me as carried by these lines. The following list has been taken from advertisements and timetables/schedules which have appeared from time-to-time in *NJPH*:

Allentown Stage	Belleville & Newark Stage
Bound Brook Stage	Paterson & Newark Stage
Dover Stage	Parsippany & Newark Stage
Scotch Plains Stage	Camptown & Newark Stage
Springfield Stage	Elizabethtown & Newark Stage
Orange & Newark Stage	Caldwell & Newark Stage
Bloomfield Stage	Princeton Stage


There are several pre-Revolution stage lines mentioned in an article in an early issue of *NJPH*, but I have no other information about these operations and, in several instances, the information is too cryptic to incorporate into this article.<sup>113</sup>

### The Symbiotic Role of and Competition with Steamboats and Railroads

Just as stage coaches replaced the individual horse for travel and for carrying freight and the mails, the steamboat replaced the stage and forced the stage lines to adjust their business models. Thereafter, the steamboat, too, was superseded in part by the railroad. Yet neither the steamboat nor the railroad could do everything that a stage could do. The steamboat could not travel inland away from navigable waters to pick up and drop off passengers and freight; the railroad could not travel anywhere tracks had not been laid down. The savvy steamboat and railroad operators realized this and entered into arrangements with stage lines to service the interior of the state to bring passengers and cargo to the landings and depots, and to take them back again to the interior. Hence was born the concept of the accommodation stage lines such as the Swift Sure stage, the Union Stage, and others.

This relationship is demonstrated by the advertisement previously reprinted in an issue of *NJPH* and shown here as *Figure 31*:

*Fig. 31: Ad for the Princeton Coach*



**PRINCETON COACH.**  
**T**HE Subscriber respectfully informs the inhabitants of Princeton and its vicinity, that he has commenced running a daily Stage from Princeton to Trenton, in connection with the Philadelphia and N. York Union Line Steam Boats. The stage will leave the Hotel of the subscriber, every day at eleven o'clock, for Trenton and return immediately on the arrival of the steam boats.

☞ For seats apply to the Captain on board the boat—at Joseph M Bishpams—or at the office of the Union Line, Trenton, and at the hotel of the subscriber, in Princeton.

**LEVI HOWELL.**  
Princeton, April 12

Steamboats, at least initially, were slower than stages; they were dirtier from the smoke; they were subject to blocked or delayed passage from ice in the water; and, too often – at least in the early days – they were subject to fire and the explosion of their boilers. But they had one significant advantage over stage travel: they were more comfortable for passengers who could stroll around the deck rather than be restricted to hard, jarring bench seats and often poor road conditions.

As previously noted, the Swift Sure stage line was one of the earliest examples of the symbiotic relationship between stages and steamboats. The line not only was fortified with a mail contract which helped keep it in business when other stage lines were sinking, but it also profited from its flexibility and willingness to focus on local or accommodation and feeder travel.

The New York Evening Post for August 8, 1832 contained an ad which stated:

*The Swift Sure Line is the pleasantest line now running between New York and Philadelphia. Fare reduced to \$2.75. Passengers by this line start from New York every Monday, Wednesday and Friday morning at 10 o'clock from Pier No. 1, Washington Street, corner of the Battery, in the splendid new steamboat "Cinderella" for Elizabethtown, Westfield, Scotch Plains, Plainfield, Bound Brook, Somerville, Centerville, and lodge at Flemington. Start next morning via Ringoes, Lambertville, New Hope, Buckingham, Willow Grove and Jenkingtown, and arrive at Philadelphia to dine. . . .*

In preparing this article, I examined twenty-two traveler's guides published between 1823 and 1859 to determine both the means of travel (stage, steamboat and/or railroad) and the routes taken.<sup>114</sup> The steady trend from stage travel to steamboat travel to railroad travel (and to combinations in varying degrees) was clear and inexorable, with the railroads eventually dominating the means of carriage to the point that eventually the guides were nothing other than railroad guides with footnotes mentioning places where stage or steamboat travel was required to supplement train travel.

## Conclusion

Stage travel offered an important advance in terms of the development of the country and in furthering the dissemination of personal and commercial transportation in early America. It also was necessary for the spreading of the news and delivery of the mails. But little is known about the subject of stage lines and their operations – certainly far less than is known about railroad and steamboats. Much work on New Jersey stage lines and their routes remains to be done. This article is only the beginning, and we would welcome more information from other members. Please send information to me at [stevenroth@comcast.net](mailto:stevenroth@comcast.net).

## Acknowledgements

I thank the following people who assisted me by reviewing this article and commenting upon it or for answering specific questions I had and/or for making cover images available to me: Clifford Alexander, Donald A. Chafetz, Doug D'Avino, Leonard Peck, Robert G. Rose, Ed and Jean Siskin, and Jean R. Walton.



*The Progression of the New Jersey Stage*

ENDNOTES:

- <sup>90</sup> © 2013. Steven M. Roth  
<sup>91</sup> Sometimes also spelled Inslip.  
<sup>92</sup> See, for example, Returns of Post Office for 1790, *Ibid.*, *American State Papers*, 9.  
<sup>93</sup> *Pennyweight/Sterling Conversion Table*, Robert A. Siegel Auction Galleries, Sale No. 944 (October 24, 2007), Appendix, p. 171.  
<sup>94</sup> *Diary of Anthony Dobbin* (Albany 1823), p. 183.  
<sup>95</sup> Chafetz, D. A., “A Cover Analysis”, [NJPH Vol. 6, No. 1 \(January 1978\) Whole No. 26](#) , 1ff; and Chafetz, D. A., “The Unknown Colonial Post Office”, *American Philatelist*, (January 1980), 45ff. Much of the information I present here concerning the Morristown Stage is my synthesis of information published by Mr. Chafetz in these two articles.  
<sup>96</sup> NJ Archives, First Series XXIX, 400.  
<sup>97</sup> Hahn, C.M., “The Provisional Post of the United States,” *Collectors Club Philatelist*, March 1975, 97.  
<sup>98</sup> *Ibid.*  
<sup>99</sup> *Ibid.*, 98  
<sup>100</sup> Hahn, C. M., “Express Business: Origins and Definitions”, *The Penny Post*, Vol. 11, No. 4 (October 2003), 63.  
<sup>101</sup> Chafetz, D., [NJPH](#), *Ibid.*  
<sup>102</sup> Peck, Leonard, “Early Travel & Mail Transport in New Jersey,” [NJPH, Vol 36, No. 1 \(February 2008\), Whole No. 169.](#)  
<sup>103</sup> Hahn, op. cit. 99.  
<sup>104</sup> *Ibid.*, 100.  
<sup>105</sup> Quoted in [NJPH, Whole 1-25 \(Reprint\)](#), 43.  
<sup>106</sup> [NJPH Vol. 33, No. 3 \(August 2005\), Whole No. 159](#), pp. 130.-131  
<sup>107</sup> *Pennsylvania Journal*, March 24, 1773.  
<sup>108</sup> Walton, J.R., “Mount Holly, N.J. Stage Mail”, [NJPH, Vol. 31, No. 1 \(February 2003\), Whole No. 149](#), 29ff.  
<sup>109</sup> NJ Archives, First Series XXVII, 274, 289; XXVIII 150, 475, 507, and XXXI 133, 173, 206, 216, 127.  
<sup>110</sup> NJ Archives, First Series XXVI 500, 513, and 545.  
<sup>111</sup> *New York Mercury*, May 19, 1783.  
<sup>112</sup> *New York Journal*, May 3, 1770.  
<sup>113</sup> [NJPH 1-25 \(reprint\)](#), 19.  
<sup>114</sup> *Morse Pocket Gazateer* (1823); *Davison’s Traveller’s Guide* (1833); *Disturnell’s Travel Guide* (1836; 1843; 1848; 1853); *Tanner’s American Traveller* (1839; 1844); *Holley’s Travel Guide* (1844); *Thompson’s Traveller’s Guide* (1845); *Appleton’s Railroad And Steamboat Guide* (1847; 1849; 1859); *Mitchell’s Traveller’s Handbook* (1849; 1857); *Colton’s Traveller’s Guide* (1850;); *Conklin’s Guide To Travel* (1850); *Ensign, Bridgman & Fanning’s Travel Guide* (1857); *Trow’s New York City Directory* (1859).



AN ARRIVAL IN THE OLDER TIME.

## HEAVEN, HELL OR CRESSKILL?

### A Jersey City/Cresskill Connection to the A.E.F. Mobilization in World War I By John Trosky

“Heaven, Hell or Hoboken!” Most students of the Great War recognize this simple phrase as the rallying cry of the American Expeditionary Forces as they boarded steamers in Hoboken, NJ headed for Europe and the conflict that had been raging there since August of 1914. The United States was not prepared for the vast mobilization that was needed to move thousands of troops and material to the front in 1917. It was not long after the United States declared war on Germany on April 6, 1917 that the government realized the importance of the German properties along the Hudson River in Hoboken that housed the US base for the North German Lloyd and Hamburg-America lines. German assets in the United States were subject to seizure by the Federal Government and on the evening of April 18, 1917, the 1<sup>st</sup> Battalion of the 22<sup>nd</sup> Infantry based at Fort Totten seized the piers in Hoboken. This deep water port would provide an ideal place for the shipment of troops and supplies to the battle in France as quickly as possible. The seizure of ships in port was also a coup. One of the largest German steamers, *Vaterland*, was refitted as a troop transport and renamed the *Leviathan*.

With the piers secured, the Army would next need an assembly point for the troops and supplies boarding in Hoboken. Insufficient land was available nearby in either Jersey City or Hoboken to feed, house and prepare upwards of 50,000 soldiers at a time. Plans had been in the works to use land in northern Bergen County for just such a purpose during the Spanish-American War but that conflict did not last long enough before any action was taken to see it built.

With America’s entry into the Great War, plans were revived for an embarkation camp as close to Hoboken as possible. The 770 acres largely in Cresskill, NJ and including parts of Demarest, Haworth and Dumont originally of interest during the Spanish-American War looked like the best location. Sitting on a ridge between the West Shore, Northern and Erie Railroads and with access to the Alpine Ferry, it would allow troops to be carried easily to the Hoboken piers.

General William Wright, Commanding General of the Port of Embarkation oversaw the land acquisition and the awarding of a \$5,000,000 contract for the construction of the camp. The first troops arrived at the site for preparation to ship out in August 1917 and actual construction on the camp buildings began in September 1917 as announced in the New York Times edition of September 7th. The camp was dedicated to General Wesley Merritt, a hero of both the Civil War and the Spanish-American War. Materials were brought in by rail and 1,302 buildings were constructed on the site to house train and feed over 50,000 troops.

Among the buildings constructed to support such a large influx of military were 611 wooden barracks, 189 lavatories, seven tailor shops, a 2500 seat theater, a 2500 bed hospital, 4 fire stations, 15 warehouses, several officers’ and enlisted men’s clubs as well as 15 exchanges, and a post office. This was truly a city.

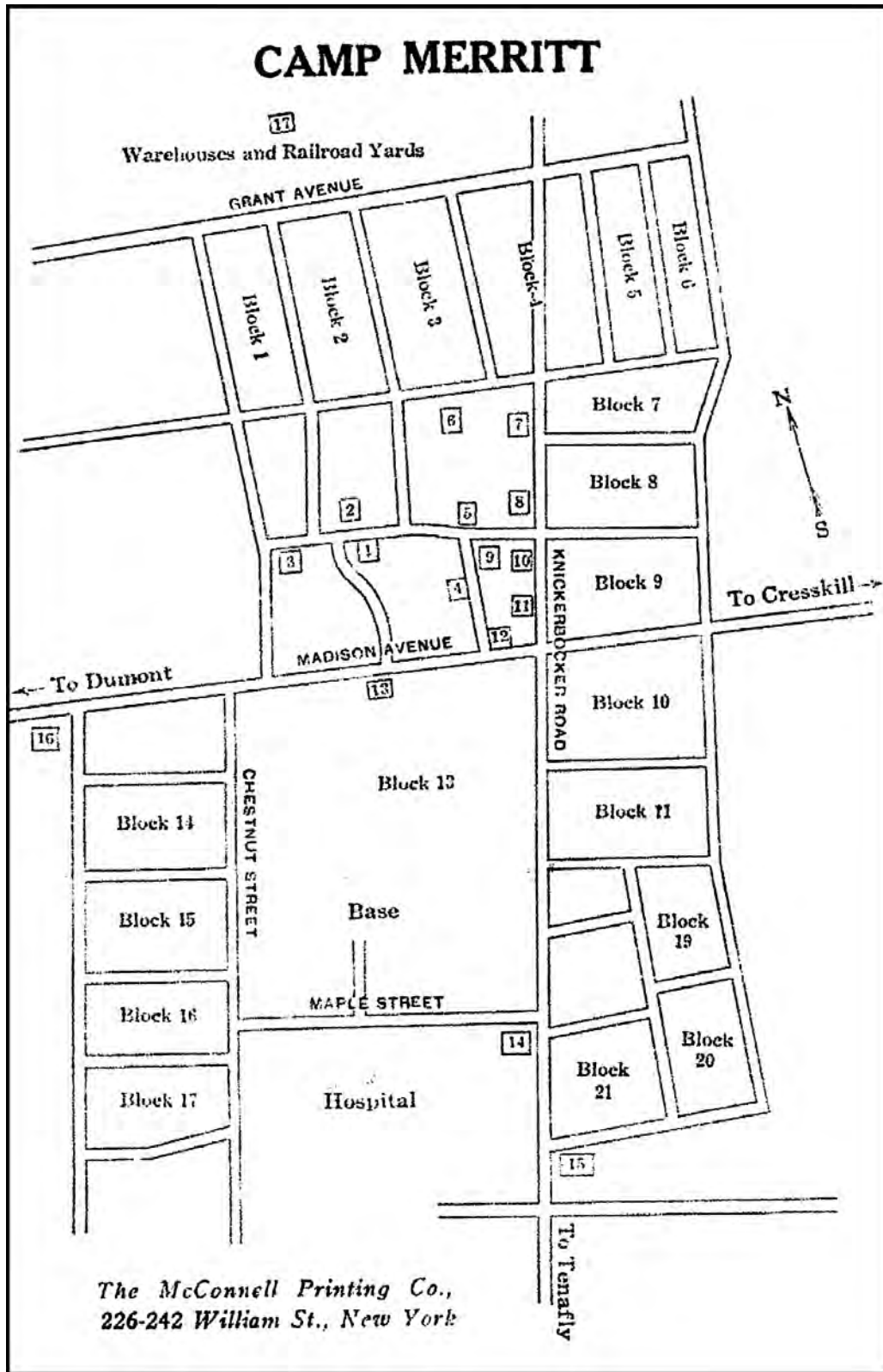


Fig. 1: Map of Camp Merritt from a 1924 Memorial Dedication pamphlet, *Camp Merritt, The Camp Beautiful.*



Troops leaving for the front generally went to Hoboken by ferry, however, many also went by rail, either on the West Shore line or the nearby Erie line. Camp access to the rail lines afforded camp administration the ability to provide timely mail service to the troops housed at Camp Merritt. Most soldiers sent to Camp Merritt were trained at other facilities around the country and moved to Camp Merritt for embarkation. The average stay could be as little as one day or up to two weeks before shipping out.

The Post Office Department, recognizing the importance of mail to the troops, proposed providing service through the nearest large city with direct rail access to the camp in lieu of using the much smaller Cresskill and Dumont offices. The choices were the New York, Western and Erie line with a direct link to their terminal in Jersey City near the southern Hoboken border or sending it on the West Shore Railroad at Dumont and down to Weehawken. The decision was made that Jersey City would cancel and sort all mail dispatched from Camp Merritt. Special machine cancelling devices were ordered to indicate both Camp Merritt Branch and Jersey City, NJ in the circular cancel.



*Fig. 2: Official Mail envelope used for a soldier's letter sent from Camp Merritt in Oct. 1917 just after the camp opening. Mailed prior to the introduction of the war rate on November 3, 1917. Cancelled with a duplex canceller in Jersey City prior to the Camp Merritt Jersey City Branch machine cancelling die introduction.*

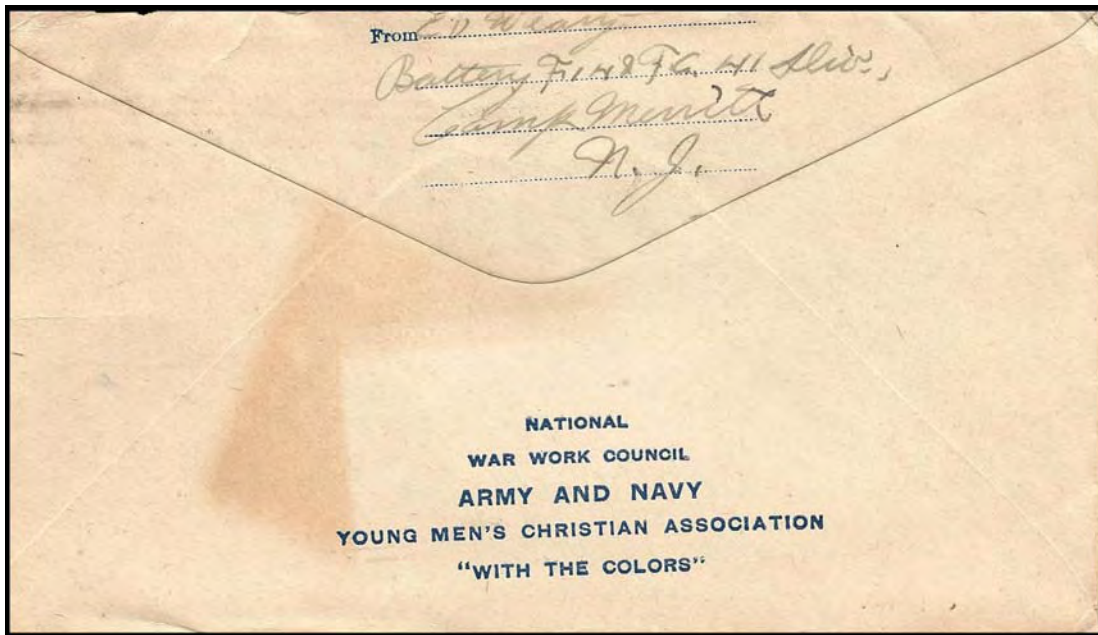
With possibly 50,000 men stationed at Camp Merritt heading to war shortly, the expected mail volume from departing troops was considerable and far too much for the small Cresskill and Dumont offices to handle. In fact, the Camp Merritt post office handled 9,415,000 letters dispatched and letters received 13,771,000 during its existence, for a total of more than 23 million pieces of mail during its short existence, from October 1, 1917 to January 31, 1920.

**HEAVEN, HELL OR CRESSKILL: WWI ~John Trosky**

The main post office in the camp was located at the corner of Madison Avenue and Broadway from which mail would be distributed to all of the transient organizations within the camp. Mail was dispatched beginning at 8:01AM followed by four additional dispatches with the sixth dispatch of the day at 6:00PM. Mail was taken via truck to Tenafly for loading onto trains heading into Jersey City. Mail was received by the camp post office six times per day. Obviously, great thought may have gone into this decision since any letters from home or sent by a soldier could possibly be the last one a soldier or a family might get.



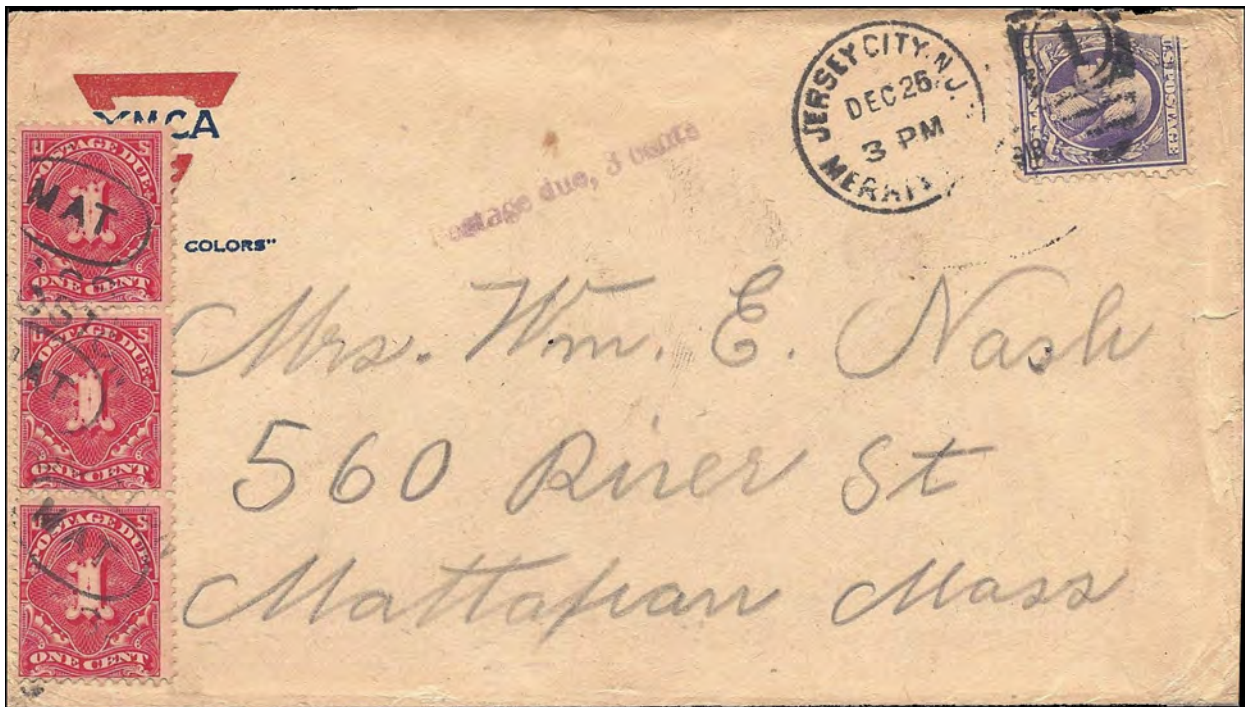
*Fig. 3a: Patriotic envelope mailed Jan. 1918 from Camp Merritt. Note the introduction of the Jersey City, NJ Merritt Branch machine cancel. Three cent war rate paid.*



*Fig. 3b: Reverse of the Flag cover above, showing it was likely provided by the YMCA.*

Troops were advised in their camp handbooks that public transport to New York City was available through bus service to the Fort Lee Ferry, West Shore trains to the Weehawken Ferry or Erie trains to Jersey City and the Hudson Tubes. Arriving troops were encouraged to take the Erie trains to camp from Jersey City. A full list of service clubs in New York City for both officers and enlisted men was provided in the camp handbook. Some of the clubs mentioned were The Soldiers' and Sailors' Service Club, Seward Park Canteen, Comrade Club, Bryant Square Club and the Jewish Welfare Building.

Many service organizations also maintained buildings at or near the camp to provide food, recreation and some of the needs of everyday life to the departing troops. The YMCA, Knights of Columbus, The Junior Women's Club, Hostess House and the Visitors House. Many of these organizations provided the opportunity for a soldier to write a last letter home before departing by making plenty of patriotic stationery available as can be seen in the examples below.



*Fig. 4: Another Camp Merritt YMCA envelope for soldiers' mail. The use of the duplex cancel instead of the Camp Merritt machine cancel suggests that this was a Dec. 1917 usage. Surcharged 3¢ postage due at the Boston/Mattapan branch, MA. Proper 3 cent war rate paid for 1 Oz letter. Postage due for possible 2 Oz. overweight letter? (See Figure 2 above, and Figure 5 below for comparison.)*

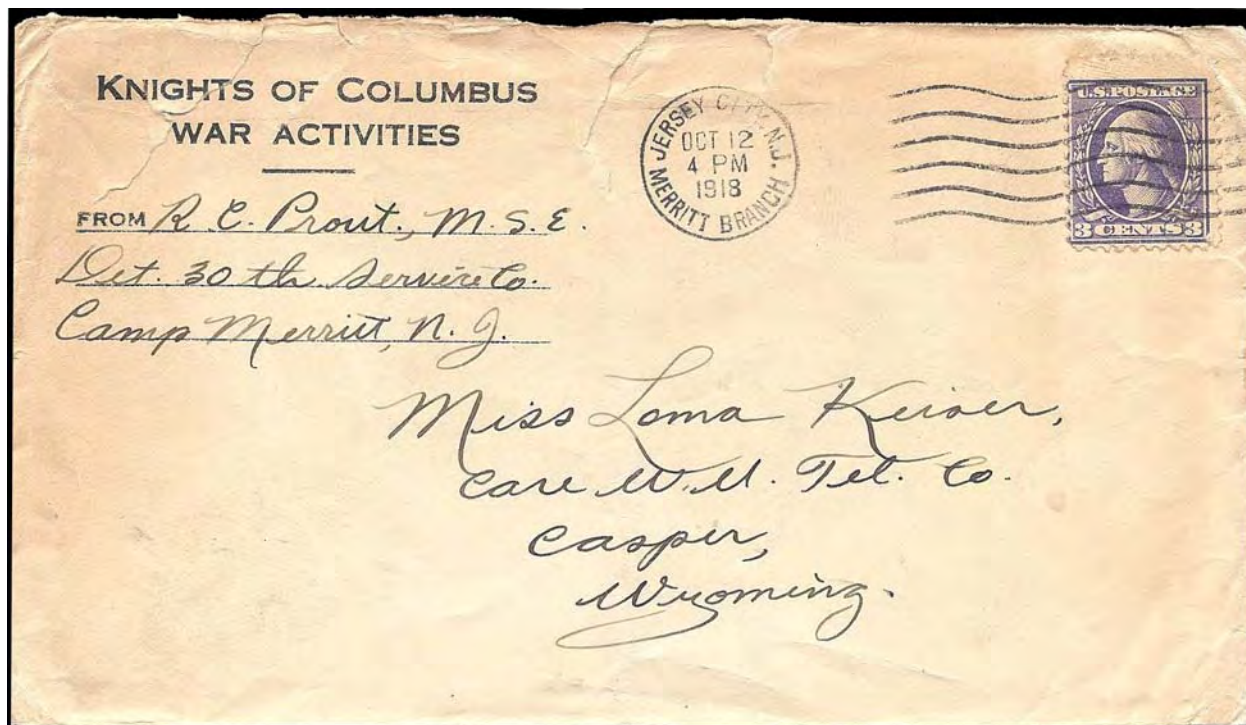


Fig. 5: Camp Merritt Knights of Columbus envelope mailed Oct. 1918. Three cent war rate paid. Merritt branch machine cancel.



Knights of Columbus Building. Camp Merritt, N. J.

Fig. 6: A post card view of the Knights of Columbus building at Camp Merritt..

As the U.S. mobilization began to ramp up on the American side of the Atlantic, Camp Merritt began to show signs of the Great Influenza Epidemic beginning in March of 1918. By the fall of that year the medical staff at the camp faced an epidemic of cases like they had never seen before. Men would sicken and die in a day or two. Medical staff begged superiors to delay troop embarkations until the worst of the epidemic had passed. By September of 1918 the number of cases in camp would peak. Officers in charge, however, ignored these requests. They were under enormous pressure to continue to supply troops for the western front.

The last straw came on the night of September 27th, 1918 when many troops heading for the Hoboken piers fell by the wayside sickened with flu. Volunteers helped to return the troops to Camp Merritt and helped to weed out additional infected troops from getting on board the *Leviathan*. Many soldiers who lost their lives to flu on board heading to Europe were buried at sea. There have never been any estimates as to the number, in spite of policies that troops be returned home for burial. Shortly after this incident, the camp was placed on quarantine and remained so until after the Armistice on November 11, 1918.

With the end of the war, the need for a camp was moot. Camp Merritt was decommissioned one year later in November 1919. A contract was awarded shortly thereafter by the government to dismantle the entire complex. The final act for Camp Merritt was the erection of a column on Memorial Day in 1924. General John "Black Jack" Pershing, Commander of the American Expeditionary Forces during the war headed the list of dignitaries attending the dedication. The monument still stands to this day at the intersection of Knickerbocker Road and Madison Avenue in Cresskill and is inscribed with the names of 15 officers and 558 enlisted men, 4 nurses and 1 civilian who died at the camp.



Fig. 7: Rare New York National Guard envelope mailed at Camp Merritt, May, 1918. Three cent war rate paid.



Fig. 8a: A soldier's postcard home with Merritt Branch machine cancel June, 1918. Two cent postcard rate paid.

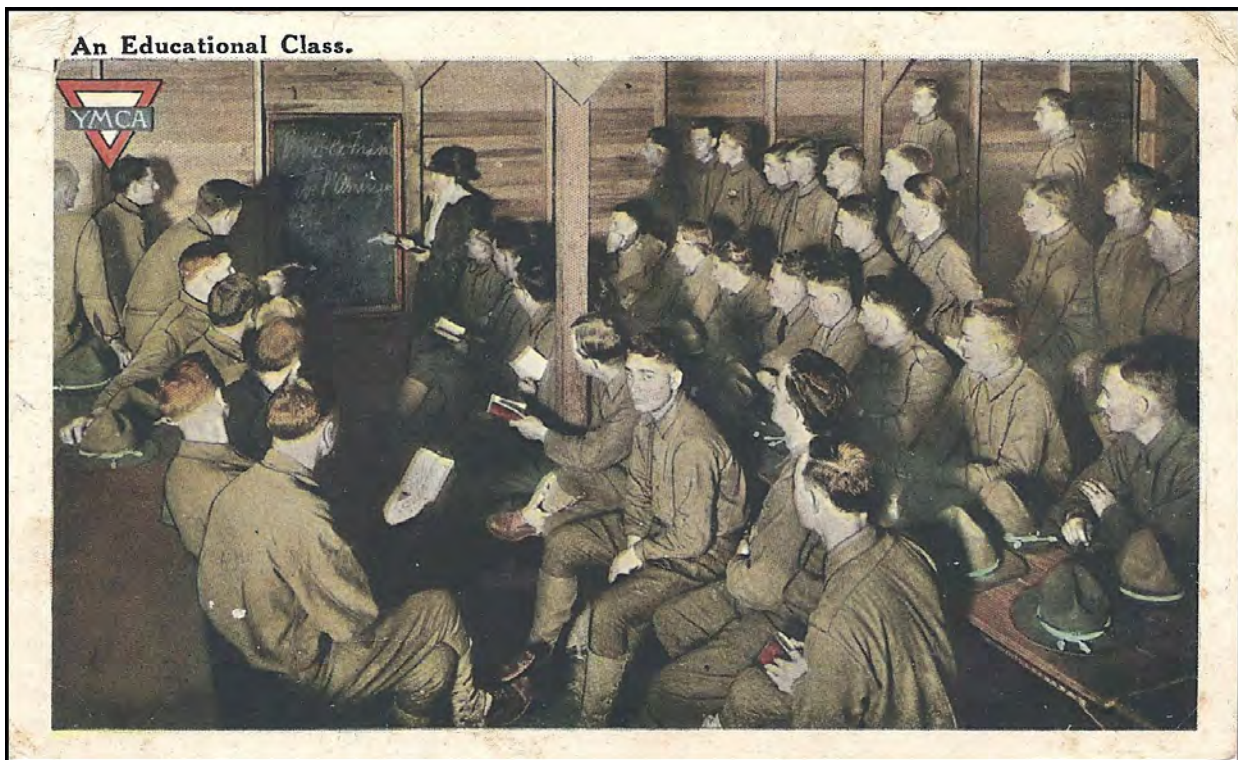
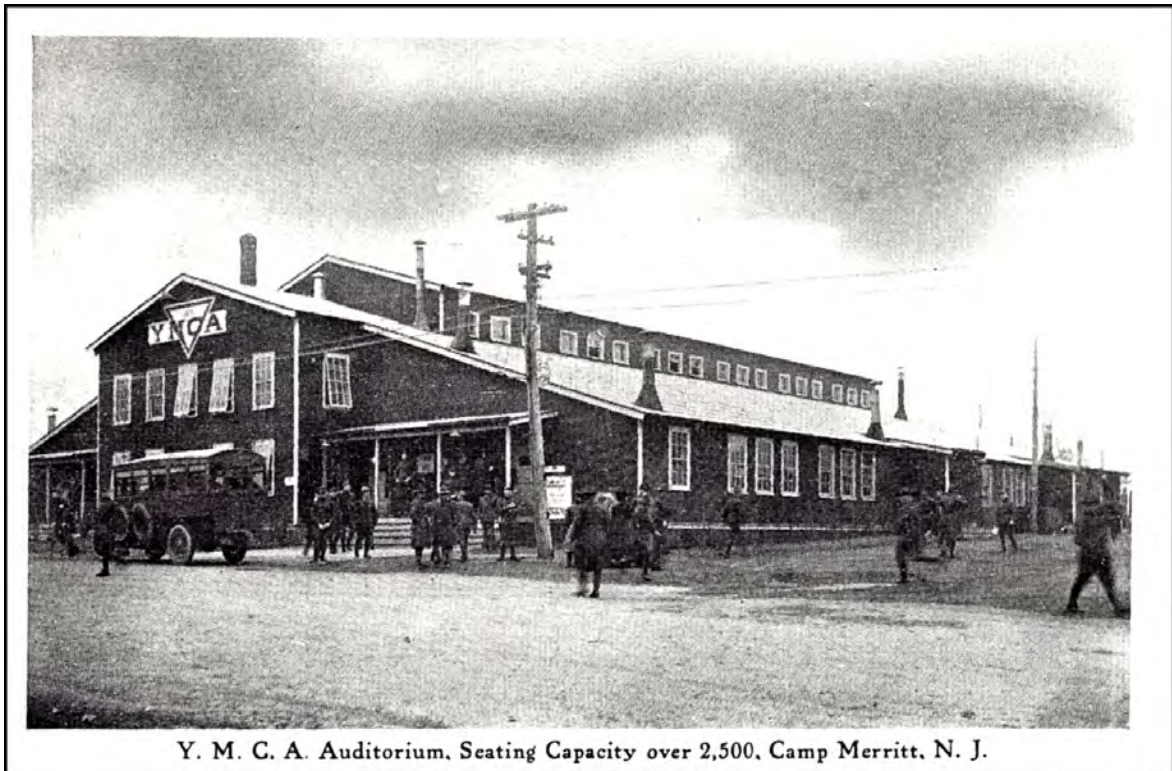


Fig. 8b: The reverse of the above card that was supplied by the YMCA service organization at the camp.



*Fig. 9: Post card view of the Entrance to Camp Merritt.*



*Fig. 10: Post card view of the Y.M.C.A. auditorium at Camp Merritt.*



Fig. 11: Post card sent from Camp Merritt in June 1918.

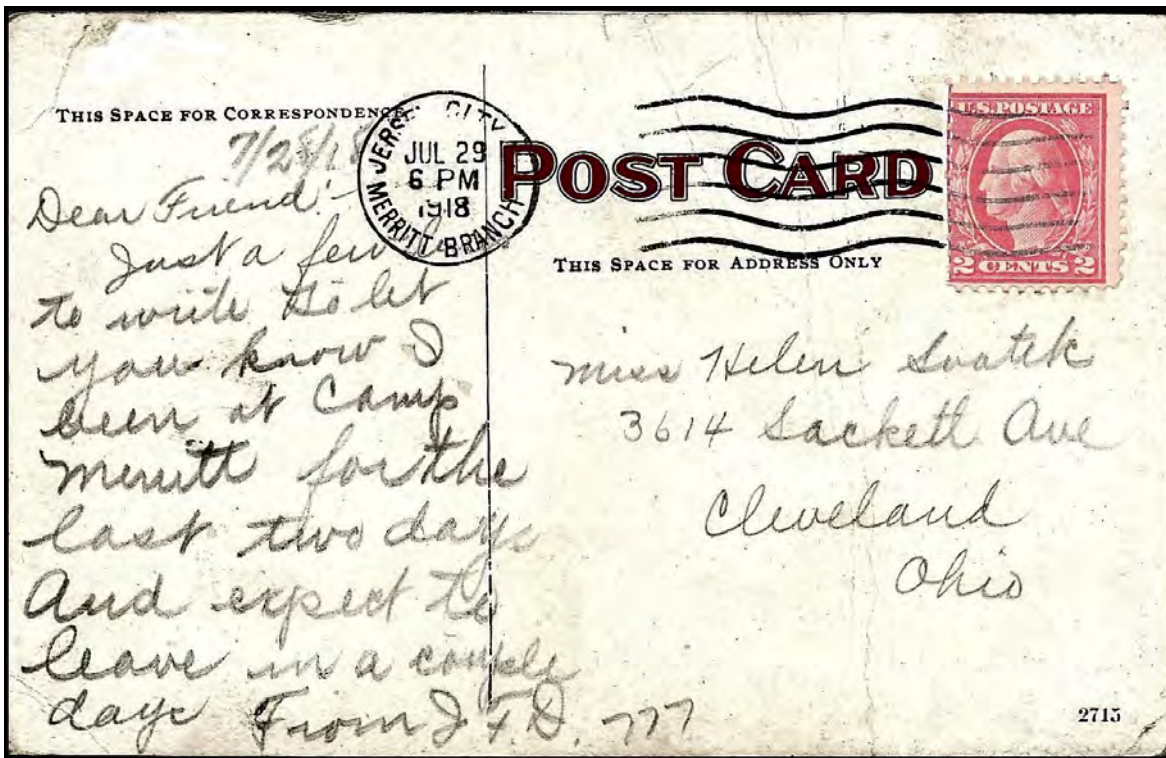
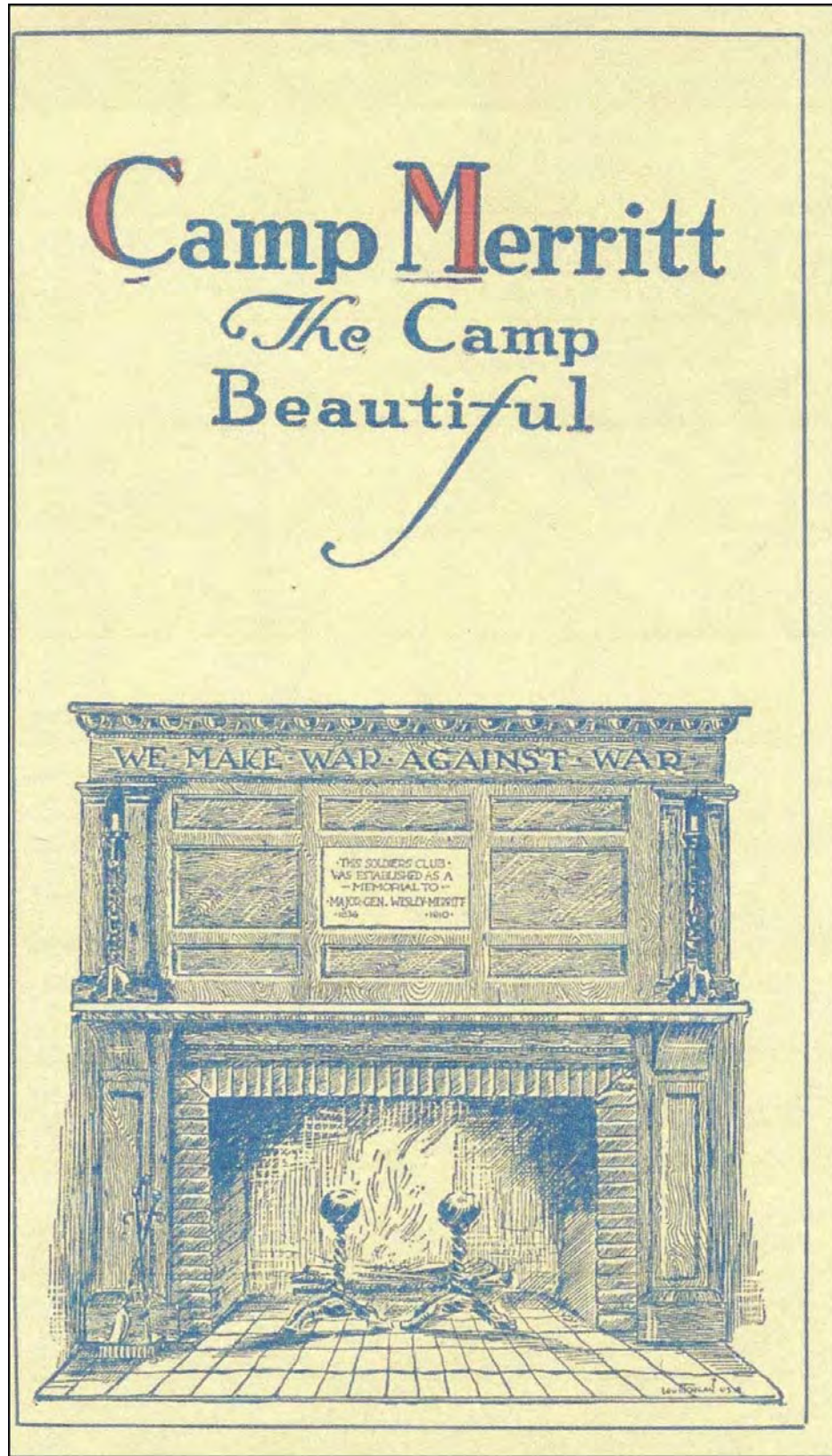


Fig. 12: Post card sent from Camp Merritt in July 1918.





*Fig. 13: Original cover page of the Camp Merritt soldiers' handbook for the camp. This handbook is in the collection of the Bergen County Historical Society.*

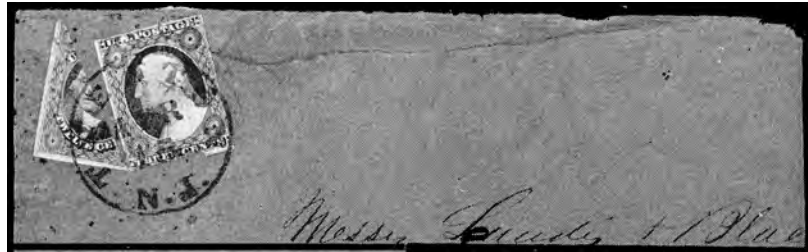
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- Bergen County Historical Society, *Camp Merritt, The Camp Beautiful* (property #00473) and available online at <http://www.bergencountyhistory.org/Pages/campmerrittphamplet.html> (text only) or at <http://sites.bergen.org/ourstory/Resources/ww1/sources/CampBeautiful.pdf> (the original pamphlet with pictures). (5/19/2013)
- Bergen County Historical Society, *Remembering Camp Merritt* by John Spring
- Bergen County Historical Society, *March Of The Forgotten* by John Spring
- [http://en.wikipedia.org/wiki/Camp\\_Merritt,\\_New\\_Jersey](http://en.wikipedia.org/wiki/Camp_Merritt,_New_Jersey)
- <http://www.bergencountyhistory.org/Pages/campmerritt.html>
- <http://www.cresskillboro.com/Cit-e-Access/webpage.cfm?TID=91&TPID=9136>
- <http://www.railroad.net/forums/viewtopic.php?f=127&t=84518>
- <http://archinte.jamanetwork.com/article.aspx?articleid=533244>
- <http://www.co.bergen.nj.us/bcparks/CsCampMerritt.aspx>
- <http://www.loc.gov/pictures/item/2007664145/>
- New York Times, September 7, 1917 *Big City For Army Begun in Jersey*
- New York Times, September 8 1917 *Start Work On New Camps*
- New York Times, August 6, 1918 *Army Is Hampered By Sick Soldiers*
- New York Times, October 6, 1919 *To Give Up Camp Merritt: Returning Troops From Overseas To Be Sent To Fort Dix*
- The Bergen Record, August 19, 1967 *Last Stop For 578,566 Doughboys On The Way To War*

**TWELVE CENT 1851 ISSUE USAGE IN NEW JERSEY: REVISITED**

By Robert G. Rose

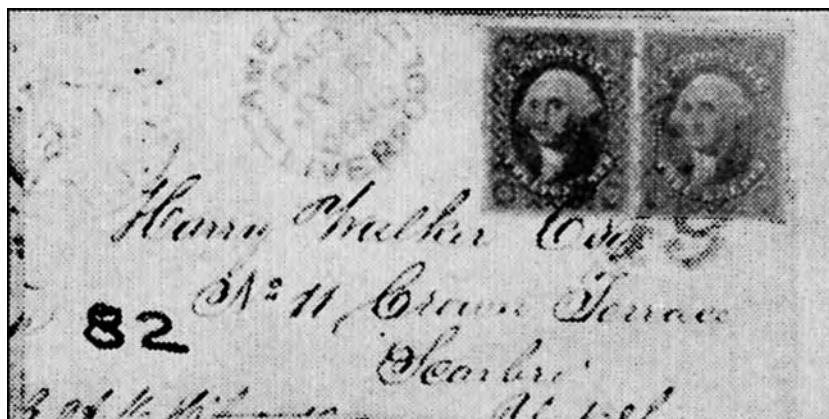
Writing in *NJPH* in 2008, I commented on the absence of reported usages of the 12 cent 1851 Issue (Scott 17) in New Jersey.<sup>1</sup> I illustrated the article with the only 12 cent usage I had been able to then locate, a bisect used together with a 3 cent red (Scott 11) paying the triple three cent domestic rate on a cover from the famed Alfred Caspary Collection that was sold at auction in 1956 as seen in *Figure 1*.<sup>2</sup>



*Fig. 1. 12 cent bisect with 3 cent red (Scott 11) paying triple (9 cents) domestic rate.*

Recently, I had occasion to review an article by David Petruzelli, a long time student of the 1851-61 Issues in New Jersey, which appeared in these pages back in 1986.<sup>3</sup> In the article, the bisect usage is mentioned,<sup>4</sup> as well as a cover with a pair of the 12 cent stamp used on an 1856 cover from Mount Holly to England that was once in the Henry Gibson Collection.<sup>5</sup> I was fortunate in having a copy of the 1944 auction catalog of that sale. The Gibson sale included a number of what have become iconic US classics covers including the incredible strip of six of the ten cent 1847 Issue on a cover to Richard Rush in Paris, the son of Benjamin Rush, the American Minister to France.<sup>6</sup> The “Rush Cover,” as it has come to be known, brought a then eye opening price in 1944 of \$4,000. When the Rush Cover was sold at public auction in 2006, it sold for an astounding \$1,380,000!<sup>7</sup>

The Mount Holly cover with the pair of 12 cent stamps that was sold in the Gibson auction is illustrated in the rather poor partial cut from the 1944 auction catalog in *Figure 2*.<sup>8</sup>



*Fig. 2: Pair of 12 cent imperforate 1851 Issue paying 24 cent rate from Mt. Holly to England.*

The cover is postmarked from Mount Holly on June 21, paying the 24 cent rate to England with a credit of 19 cents to Great Britain as indicated by the red rate marking, with 5 cents to the United States for its domestic portion of the postage. The cover arrived by way of American packet in Liverpool on July 5, 1856 as indicated by the transit handstamp on the face of the cover.

Further research uncovered a second cover, *Figure 3*, with a pair of the 12 cent, from Burlington to Liverpool. Like the Mount Holly cover, the Burlington usage pays the 24 cent rate to England, with a credit of 19 cents to Great Britain and 5 cents to the United States for domestic postage. The cover was also carried by American packet, with a red Liverpool August 15, 1860 receiving date stamp.<sup>9</sup> With the “re-discovery” of these covers, there are now two reported uses of “complete” 12 cent imperforate stamps on New Jersey covers.<sup>11</sup>



Fig. 3: Pair of 12 cent imperforate 1851 Issues from Burlington to Liverpool.

Other examples of New Jersey usages of this and other stamps from the classic period are eagerly sought for study. Please contact me at [rose@daypitney.com](mailto:rose@daypitney.com).

### ENDNOTES:

- <sup>1</sup> Robert G. Rose, “Twelve Cent 1851 Usage in New Jersey,” *NJPH*, Vol. 36, No. 2 (May, 2008), pp. 91-92.
- <sup>2</sup> H.R. Harmer, Inc., “The Alfred H. Caspary Collection,” Sale 2, United States General Issues 1847 to 1857-61, January 16-18, 1956, lot 569.
- <sup>3</sup> David Petruzelli, “The 1851-61 Issue in New Jersey: A Preliminary Survey,” *NJPH*, Vol. 14, No. 3 (May 1986), p. 34.
- <sup>4</sup> *Ibid*, p. 40.
- <sup>5</sup> *Ibid*, p. 42.
- <sup>6</sup> Philip H. Ward.
- <sup>7</sup> Robert A. Siegel Auction Galleries, Inc., “The Rush 1847 Cover,” May 13, 2006, Sale No. 912, lot 501, the only lot in this single cover sale.
- <sup>8</sup> Philip H. Ward, Jr., “The Henry C. Gibson Collection of United States Postage Stamps on Original Covers,” June 14-15, 1944, lot 34.

<sup>9</sup> Robert A. Siegel Auction Galleries, Inc., “The Rush 1847 Cover,” May 13, 2006, Sale No. 912, lot 501, the only lot in this single cover sale.

<sup>10</sup> Philip H. Ward, Jr., “The Henry C. Gibson Collection of United States Postage Stamps on Original Covers,” June 14-15, 1944, lot 82. The cover sold for \$45.00

<sup>11</sup> Robert A. Siegel Auction Galleries, Inc. Sale No, 845, May 15, 2002, lot no. 610. The cover described as having “edgeware” affecting the stamp at the right edge of the cover, brought only \$120. The cover bears two Burlington postmarks. The pair of stamps appears to have been placed over the first postmark, perhaps because it was the original intention of the sender to mail the letter unpaid, as a stampless cover, as then permitted for foreign mail. The second postmark ties the stamps to the cover.

## **WE NEED ARTICLES NOW!**

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pertinent to New Jersey postal history  
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or [rrose@daypitney.com](mailto:rrose@daypitney.com)**

## A STAMPLESS COVER to NJ showing PREPAID TRANSCONTINENTAL RATES OF 1851

By James W. Milgram, M.D.

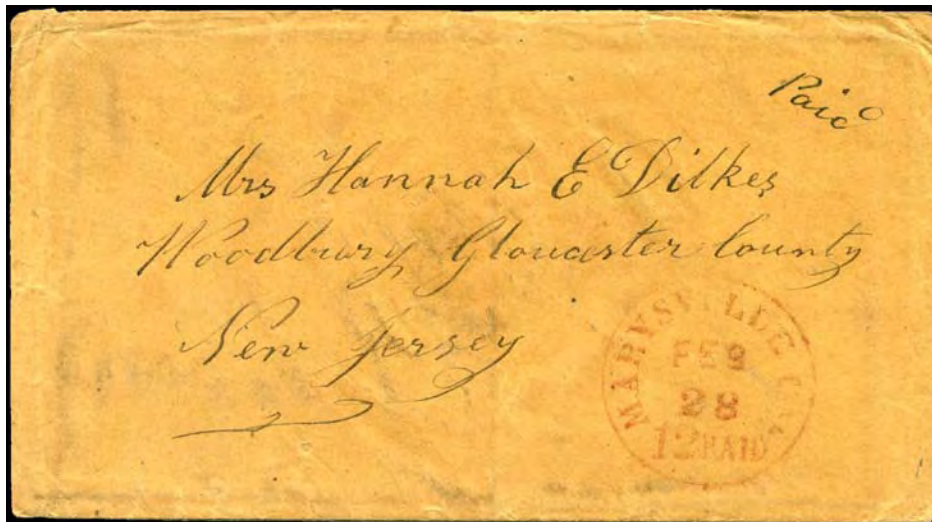
*[In a recent issue to The Chronicle – the journal of the U.S. Philatelic Classics Society – Jim Milgram published an article on stampless prepaid transcontinental rates. He showed one attractive cover from Maryville, California to Woodbury, NJ, and has graciously given us permission to reprint it here.]*

The Act of March 3, 1851 established different rates for paid and unpaid mail. This was the preliminary action by the Post Office Department to have all persons prepay their mail. From the earliest colonial period it was common practice to send one's letters unpaid with the addressee paying the postage. With the availability of postage stamps in 1847 it became possible to require postage to be prepaid. The period of July 1, 1851 to April 1, 1855 was the transitional period both to use stamps and to require the prepayment of postage. The regular domestic rate during this five year period was three cents for prepaid mail and five cents for mail sent postage due up to 3,000 miles. Over that distance the rates were six cents for prepaid mail and 10 cents for mail sent postage due. This article shows examples of prepaid transcontinental rates on stampless letters.

The transcontinental usages described in this article are not overland usages in either direction at this time (1851-1855). Letters at this time were dispatched by ships from New York to Panama and then a second ship to San Francisco. Reverse direction usages from California took the same route. The steamship lines had mail contracts to carry the mail, and such mail received no specific postmarks at New York or San Francisco.

### West to East Double 12 Cent Rate

The illustration in *Figure 1* is of an integral rated PAID 12 from Marysville, California to Woodbury, NJ, which represents a double weight letter. This must be a very scarce usage. This town also used an integral PAID 6 postmark 1853-1855.



*Fig. 1: A stampless envelope sent prepaid from Marysville, CA to Woodbury, NJ. The postmark shows the paid 12 rate at the bottom, indicating that this was a double-rate cover. Sent between 1851 and 1855.*

## CIVIL WAR LETTERS: A Soldier's Letters from Camp Ruff

By Richard Micchelli

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

While many collectors are drawn to the colorful patriotic covers of the Civil War, even more interesting and of greater interest are covers, either illustrated or not, that are written by soldiers actually involved in the war. I have several of these in my collection, all from Camp Ruff, near Camden.

Camp Ruff was a recruitment camp, and as such, was one of the first experiences of soldiers entering into battle. The cover below is addressed to Mrs. Eve Gundrum in Annville, Lebanon County, Pennsylvania – from her husband who had enlisted with other Pennsylvanians. His letter shows some of his first experiences in September of 1862 in the Civil War.

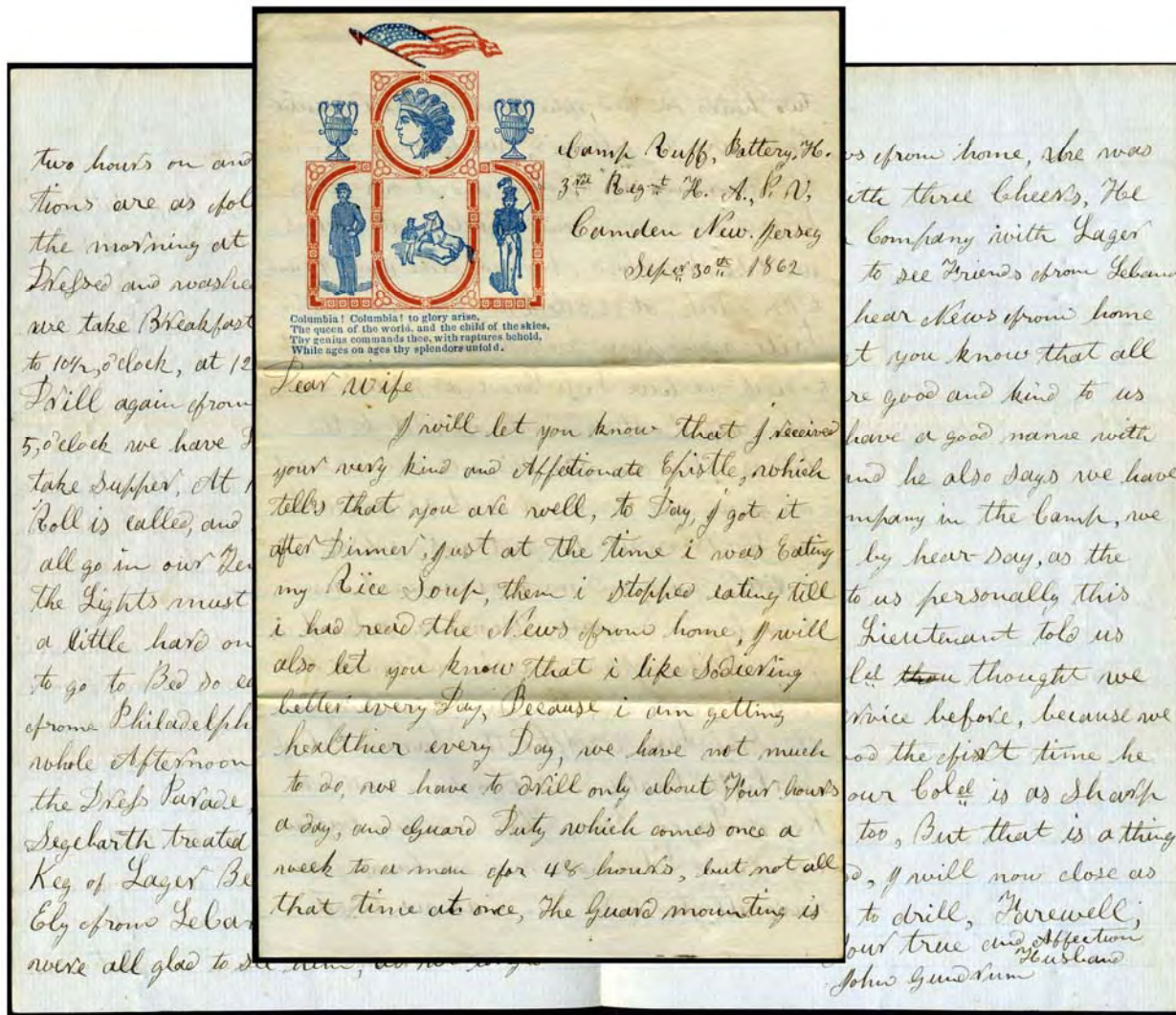
Gundrum was the son of Jacob and Susanna Gundrum, and the 1860 census shows him as 24 years old, employed as a carpenter, and married to Eve. So his recruitment in September of 1862 must have made him one of the older recruits from Lebanon. It appears from his letter that he did not yet have any children. Like many enlistees, the promise of a bounty was likely an important inducement to join up. Gundrum enlisted as a member of the Pennsylvania Volunteers 3<sup>rd</sup> Regiment Heavy Artillery, Company H, as a Private, for three years.



*Fig. 1: A Civil War patriotic cover addressed to Mrs. Eve Gundrum, Annville, Lebanon County, Pa. Her husband John enlisted in September of 1862 for three years, and this is one from a correspondence continued over time. Cancelled Camden, September 30, 1862, with paid killer over the 3¢ stamp,*

**CIVIL WAR LETTERS: A SOLDIER'S LETTERS from NJ ~ Richard Micchelli**

The letter below in *Figure 2* was written on a matching letter sheet:



**Fig. 2: Showing the enclosed letter, written on a matching illustrated letter sheet.**

A transcript of the letter follows:

Camp Ruff, Battery H  
 3<sup>rd</sup> Regmt, H.A., P.V.  
 Camden, New Jersey  
 Sept 30<sup>th</sup>, 1862

Dear Wife,

I will let you know that I received your very kind and affectionate Epistle, which tells that you are well, to-day I got it after Dinner, just at the time I was eating my rice soup, then I stopped eating until I had read the news from home. I will also tell you that I like soldiering better every day Because I am getting healthier every day. We have not much to do, we have to drill only about four hours a day, and Guard Duty which comes once a week to a man for 48 hours, but not all that time at once. The Guard mounting is two hours on and four hours off. Our regulations are as follows: we have to rise in the morning at 5 o'clock, and get our-selves dressed and washed until 6 o'clock, at 7 o'clock we take breakfast. And we drill from 9 o'clock to 10½ o'clock, at 12 o'clock we take dinner,



and drill again from 2 o'clock to 3½ o'clock, at 5 o'clock we have Dress Parade, at 7 o'clock we take supper. At 15 minutes off 9 o'clock the Roll is called, and after the roll call we must all go into our Tents, and at 9 o'clock the Lights must be put out, which is a little hard on me as I am not used to go to Bed so early.

Yesterday a Band from Philadelphia was in our camp the whole afternoon, that gave us music at the Dress Parade. After the Parade, Colonel Segebarth treated each Company with a Keg of Lager Beer. This morning Captain Ely from Lebanon was in camp. We were all glad to see him, as we longed to hear news from home. He was welcomed with three Cheers. He treated our Company with Lager Beer. We are to see Friends from Lebanon County, and to hear News from home. I will also let you know that all our officers are good and kind to us. And we also have a good name with our Col'el, and he also says we are the Best Company in the Camp. We have it not by hear-say, as the Col'el said it to us personally this morning. Our Lieutenant told us that the Col'el thought we were in service before, because we drilled so good the first time he saw us. But our Col'el is as Sharp as he is kind, But that is a thing that is something good. I will now close as it is time to Drill. Farewell,

Your true and affectionate Husband  
John Gundrum

The picture below was taken not at Camp Huff, but at Fort Monroe, and shows the 3<sup>rd</sup> Pennsylvania Artillery on parade, but Company H's preparations, as described in Gundrum's letter, would not lead him to Fort Monroe.



*Fig. 3: 3d Pennsylvania Heavy Artillery on parade.*<sup>1</sup>

## CIVIL WAR LETTERS: A SOLDIER'S LETTERS from NJ ~ Richard Micchelli

A second envelope from Gundrum contained a series of letters, as by January, he had discovered the cost of postage could set him back if he wrote daily letters. Letters ended and then began again on the same letter sheet. The dates included are January 10, 1863 and January 11, January 15, 16, 17, January 22, 23, 24, and 25, written on three different illustrated letter sheets. The envelope that carried these letters is postmarked January 26 at Camp Ruff, NJ, and is endorsed "Double Quick." It was sent with a 3¢ stamp, so it is possible that wife Eve saved them in one envelope, and that they were not sent together in one envelope.

Soldiers never had the privilege of sending mail without postage during the Civil War. Rates were the same for soldiers as for everyone else. There was a special provision that let them send letters collect without penalty, providing an officer endorsed the letter.<sup>2</sup> It seems clear from Gundrum's comments however that stamps were sold at a premium, and that soldiers at Camp Ruff found themselves paying 4¢ for a 3¢ stamp.



*Fig. 4: An envelope which contained multiple letters from John Gundrum to his wife, covering most of the month of January. It does not seem to be a double-weight envelope, so it is possible that the letters were simply kept in a single envelope. This letter is cancelled January 26, 1863, with an inverted year date, and has a 3¢ stamp, for which Gundrum apparently had to pay 4¢. He requests that his wife send him stamps.*

The enclosed letter is transcribed below:

Jan. 10th, 1863

Dear Wife,

As I have nothing to do this evening, I thought it proper to avail some of my time in writing to you to let you know that I am well, with the exception that I have a pain in my left shoulder and breast which is from Cold, that I got when I was on Guard last. This evening I once got a notion to have a change in my meal, I bought a quart of milk for which I paid eight cents, and then I made me a cup full of cold milk soup, and I relished it with an (sic) good Appetite. Indeed I liked it better than a roasted Turkey, as it was the first time that I tasted milk since I am in Camp. I bought the milk from an Irish woman, she comes in Camp every morning and evening with milk and pies. I will let you know that it is raining here since dinner, without ceasing. This afternoon I sent one Book and one News Paper with a Breast Pin in it that I Drawed in a package of Paper, by mail, and next Monday I

will sent another Book, and paper with a Breast Pin and some tracts. I wrote a letter to Henry Bowman last night.

Some of the Boys say our whole Regiment will go to Philadelphia, to a funeral, a Major will be buried and that some more Regiments are to be present. I will let you know that a good many of our Boys are drunk all day, and Kochenberger is among that number, he lies low this evening, but just as I thought that, that will be the case again with him, when he come in Camp again and gets his money, and I guess he will again keep on Spreeing until his money is all gone. You shall keep this to yourself, and tell it to no person. I will also let you know that I received a letter from P. W. Boltz this evening. It is raining fast while I am writing this to you. As I know no more to write, I will cease writing for this evening and bid you my dear wife good night.

From your true Husband  
John Gundrum

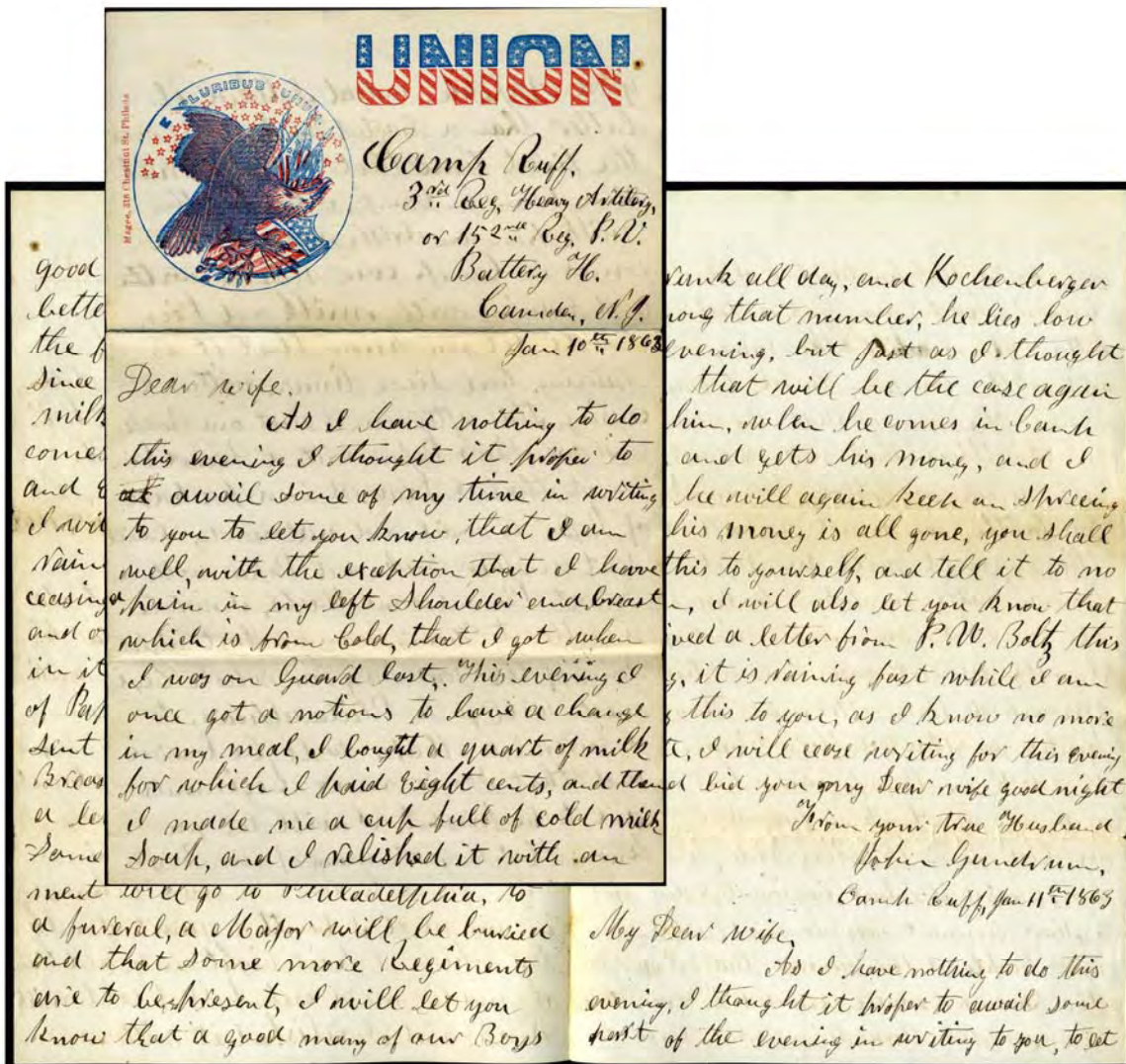


Fig. 5: The first enclosed letter sheet is illustrated with "UNION" and an eagle in a circle. It was printed by Magee, 316 Chestnut St., Philada

The following letter begins right after the closing above, on the same sheet:

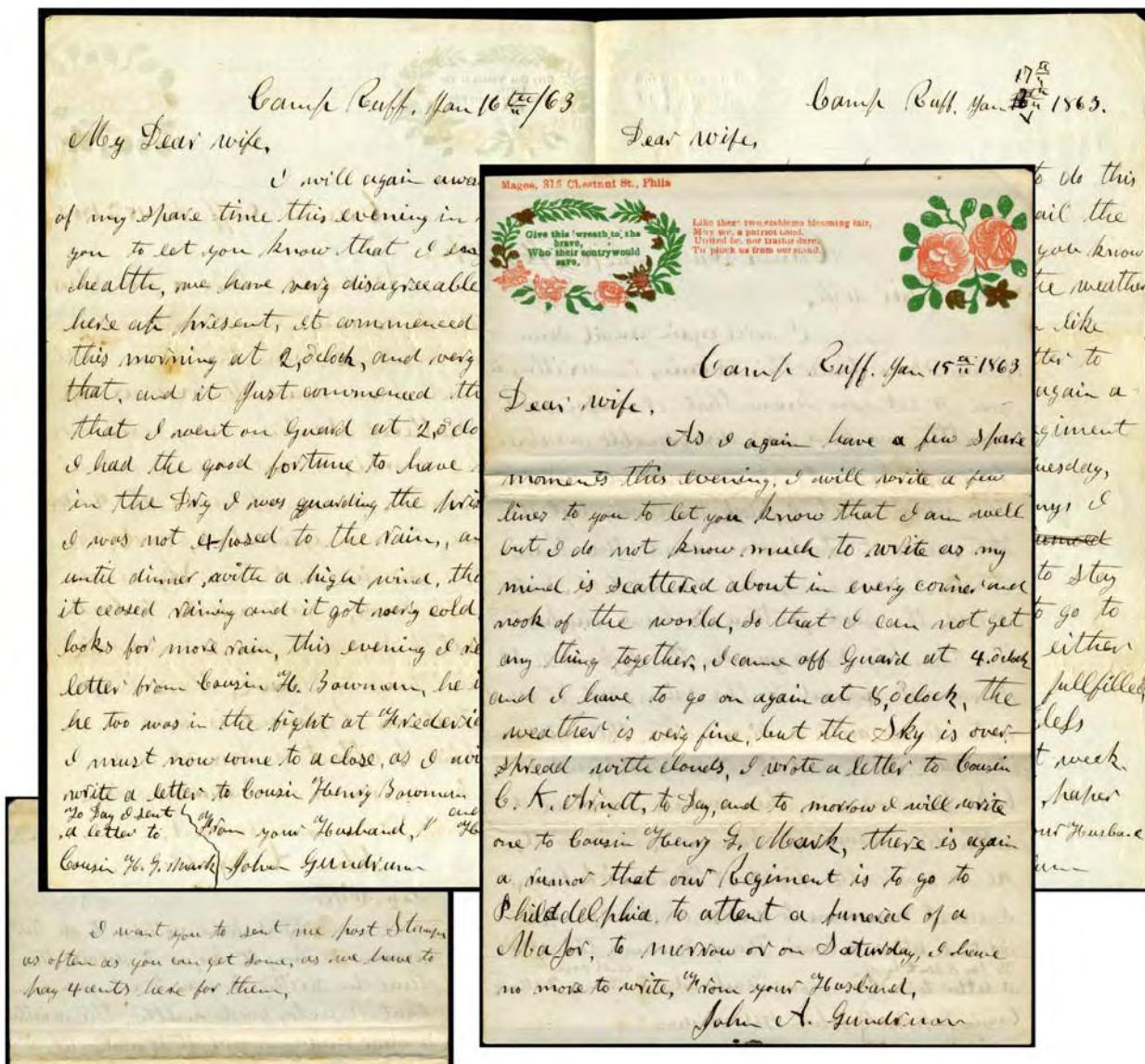
**CIVIL WAR LETTERS: A SOLDIER'S LETTERS from NJ ~ Richard Michelli**

Camp Ruff, Jan. 11, 1863

My dear wife,

As I have nothing to do this evening, I thought it proper to avail some part of the evening in writing to you, to let you know the particulars of this Day. This morning each man got a pair of white cotton gloves, the money was taken out of the Company funds, to buy them or from the money that the company gets for things that we do not use all, such as Coffee, Sugar, Soap and so forth. We do not use all these things, so it will be sold, and the money will be taken to buy such things that we are in need of. I will also let you know that we marched this afternoon about 20 miles. We started this Dinner at 12 o'clock in Camp, our whole Regiment and we went to a funeral in Philadelphia, or on the other side. A Major was buried, of what Regiment I did not. Another Regiment was along yet, and I saw more people at this funeral than I ever seen, the pavements were crowded in every [place] that we marched through.

The next letter sheet beings on the 15<sup>th</sup> and runs through the 17<sup>th</sup> of January, 1863.



**Fig. 6: Gundrum combines three letters on one letter sheet, from Jan. 15, 16, and 17, 1863. On the back of this letter sheet (see lower left corner above) is a request for stamps, which cost him 4¢ at Camp Ruff.**

The letter sheet above is illustrated with a wreath and flowers, and again is printed by Magee, 316 Chestnut St. Phila. The wreath encloses the words, "Give this wreath to the brave, who their country would save." Here is poem at right:

Like these two emblems blooming fair  
May we, a patriot band  
United be, nor traitor dare  
To pluck us from our stand.

Abbreviated transcriptions of the letters on this sheet follows:

Camp Ruff, Jan. 15, 1863

Dear Wife,

... I came off Guard at 4 o'clock and I have to go on again at 8 o'clock. The weather is very fine, but the Sky is overspread with clouds. ... There is again a rumor that our Regiment is to go to Philadelphia to attend a funeral of a Major, tomorrow or on Saturday, I have no more to write.

From your Husband

John S. Gundrum

Camp Ruff, Jan. 16, 1863

My Dear Wife,

... We have very disagreeable weather here at present, it commenced raining this morning at 2 o'clock, and very fast at that, and it just commenced the time that I went on Guard at 2 o'clock, but I had the good fortune to have my post in the Pvy I was guarding the prisoners, so I was not exposed to the rain, and it rained until dinner, with a high wind. This afternoon it ceased raining and it got very cold, and it looks for more rain. This evening I receive a letter from Cousin H. Bowman, he is well. He too was in the fight at Fredericksburg....

From your husband  
John Gundrum

On same sheet, right hand side:

Camp Ruff, Jan. 17th, 1863

Dear Wife,

As I have nothing to do this forenoon I thought proper to avail the time in writing to you, to let you know that I enjoy good health. The weather is clear and very cold. It is again like winter. ... There is again a report that 4 Companys of our Regiment are going away next Monday or Tuesday but whereto, and which Companys, I did not learn, and it is also the talk that our Company is to stay here yet 4 week, when we are to go to Washington. But I do not believe either of these rumors until they are fulfilled, as there are too much of worthless rumors heard in our Camp. ..., your Husband

John A. Gundrum

*[on the back]* I want you to send me post Stamps as often as you can get some, as we have to pay 4 cents here for them.

The third and final sheet shows Washington in a wreath, with the lines, "Sound the praise of Heroes gone, sound the praise of Washington." No printer is indicated. Partial transcriptions follow the sheet, shown in *Figure 7*:

CIVIL WAR LETTERS: A SOLDIER'S LETTERS from NJ ~ Richard Michelli

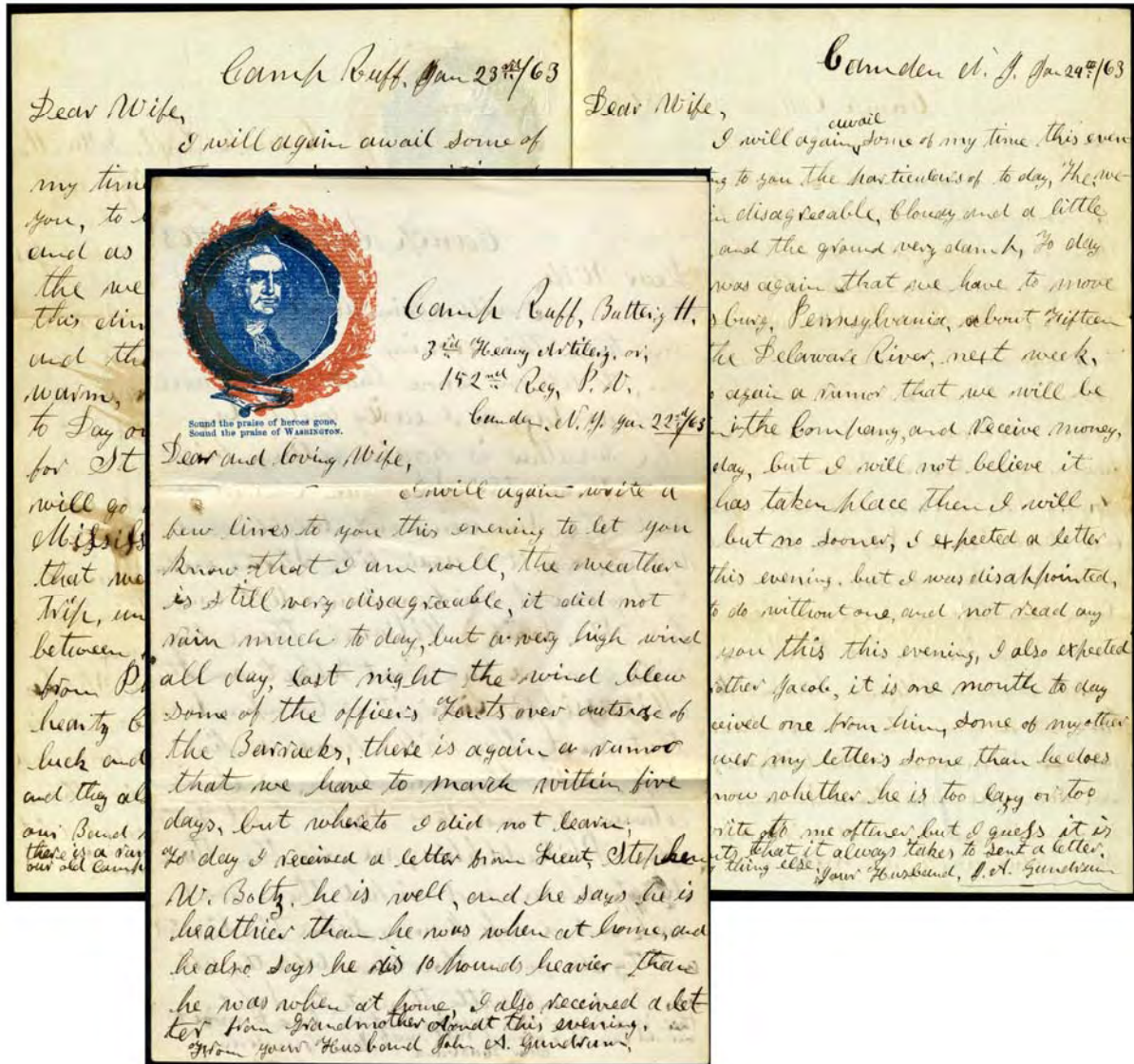


Fig. 7: The letter sheet with Washington's image, has three letters, written Jan. 22, 23, & 24 on the same sheet.

Camden, N.J. Jan. 22nd, 1863

Dear and loving Wife,

... a very high wind all day. Last night the wind blew some of the officers Tents over outside of the Barracks. There is again a rumor that we have to march within five days, but whereto I did not learn. ...

From your Husband John A. Gundrum  
Camp Ruff, Jan. 23rd, 1863

Dear Wife,

To Day one of our Companys left Camp for St Louis, Missouri. There they will go on a Gun Boat Fleet on the Mississippi River. It is Company C that went, they will have a fine trip until they come there, as it is between 1400 and 1500 miles to St. Louis from Philadelphia. We gave they (sic) three hearty Cheers and wished them good luck and a safe journey before they left. Our Band went with them to the Depot. There is a rumor this evening that we have to move to our old Camping Ground next week. Your Husband, John Gundtum

On the right side of same sheet:

Camden, N.J. Jan. 24th, 1863

Dear Wife,

...To day the rumor was again that we have to move to Holmesburg, Pennsylvania, about fifteen miles up the Delaware River, next week. There is also again a rumor that we will be mustered into the Company, and receive money next Monday, but I will not believe it until it has taken place then I will believe it but no sooner. I expected a letter from ... Brother Jacob. It is one month to day that I received one from him. Some of my other friends answered my letters sooner than he does. I do not know whether he is too lazy or too stingy to write to me oftener but I guess it is the three cents that is always takes to send a letter, more than any thing else.

Your Husband, J.A. Gundrum

Camp Ruff, Jan. 25th, 1863

Loving Wife,

... The sun shone clear and warm, and it reminded me again to a day in the month of May so fair was the day. ... This morning we had Company inspection, and this evening we had Dress Parade, and there were again a large crowd of Citizens present to take a look at us, and after Dress Parade, the Camp was swarming with Citizens, to morrow we will be mustered in and receive money. If we will get money I will again sent to you some this week. It makes very rough again ....

The history of Company H, 3<sup>rd</sup> Regiment Heavy Artillery, of the Pennsylvania Volunteers, is somewhat different from the others in the Heavy Artillery, who spent their time at Fort Monroe:

Company H was sent to Fort Delaware from Camp Ruff, in Camden, under arrest for insubordination, due to a fraud practiced upon the men in connection with their bounties, an offence finally resulting in the discharge of Major Segebarth from the service.<sup>3</sup> By March 1863, H. Segebarth, major, is listed as absent without leave, and understood to be in the hands of the civil authorities in Philadelphia. PA.<sup>4</sup>

Lieutenant Colonel D. D. Perkins, commanding Fort Delaware, was credited with over hearing their grumbling, ordering an investigation, and reporting the findings to his superior, General Robert C. Schenck who commanded the Middle Department headquartered at Baltimore. The battery was soon released from the charge of mutiny and transferred to Baltimore where, except for being sent to the front during the Gettysburg crisis, it remained on duty for the balance of the war.<sup>5</sup>

This may have disappointed those who hoped to enter the fray; however this lack of active service probably contributed to Gundrum's return home in 1865 when Company H mustered out, and to his relatively long life with his wife and two children in Ohio. He died in 1894.

*[If you have other NJ Civil War soldiers' letters you would like to contribute, please contact [Secretary@NJPostalHistory.org](mailto:Secretary@NJPostalHistory.org).]*

## ENDNOTES:

<sup>1</sup> From a web site entitled only "Old Pictures" at <http://www.old-picture.com/civil-war/Pennsylvania-Artillery-Monroe-parade.htm> (5/17/2013)

<sup>2</sup> Information courtesy of Ed Siskin.

<sup>3</sup> "Old Baldy", Civil War Round Table of Philadelphia, newsletter May 8, 2008 at <http://www.oldbaldycwrt.org/obwp/wp-content/uploads/2013/01/May2008Newsletter.pdf>

<sup>4</sup> National Archives and Records Administration (NARA); Washington, D.C.; *Returns from U.S. Military Posts, 1800-1916*; Microfilm Serial: *M617*; Microfilm Roll: *30*, accessed at [www.Ancestry.com](http://www.Ancestry.com) ,

<sup>5</sup> <http://www.fortdelaware.org/Union%20Units.htm>

## ON THE AUCTION SCENE: Five Cent 1847 Issue with Trenton Star Cancel

By Robert G. Rose

A record price was recently paid at auction for a classic period New Jersey cover, the five cent 1847 issue (Scott #1) used on an 1849 folded letter to Baltimore with the stamp cancelled by a fancy blue hollow star. This cover, shown in *Figure 1* below, was included in the Siegel Auction sale of a portion of the collection formed by PIMCO owner William H. Gross, the proceeds of which he donated to charity.<sup>1</sup> Combining both the beauty of a sheet margin copy of our nation's first postage stamp with the rarity of this fancy cancel, against a pre-sale estimate of \$10,000 to \$15,000, this iconic cover sold for a hammer price of \$47,500, and a total of \$54,625 including the 15% buyer's commission.



*Figure 1. Trenton fancy blue hollow star on 1849 folded letter to Baltimore.*

This cover has had a long and distinguished provenance, first appearing in the 1937 auction sale of the U.S. classics collection formed by Judge Robert S. Emerson.<sup>2</sup> A little over 30 years later, it reappeared in the incredible collection formed by Katherine Matthies that was sold in a 1969 Siegel action.<sup>3</sup> Against a pre-sale estimate of \$500 to \$750, the cover sold for \$1,600, one of the highest prices paid in a sale that included 231 five cent 1847s used on cover. Just 8 years later, in 1977, the cover was sold in the Siegel auction of the classics collection formed by Paul Rohloff.<sup>4</sup> Against an estimate of \$2,000 to \$4,500, the cover sold for \$5,750. The cover was next sold in one of the greatest sales ever of the 1847 Issue, the collection formed by Dr. Leonard Kapiloff that was featured in a 1992 Siegel auction.<sup>5</sup> This time around, against an estimate of \$7,500 to \$10,000, the cover sold for \$7,500. The cover then passed through the collection of John Boker, Jr., before being acquired through a private sale by William Gross.





Fig. 2: Trenton fancy blue hollow star on cover to Philadelphia.

The only other recorded cover with the Trenton blue hollow star fancy cancel is shown in Figure 2. Included in a 1957 Siegel auction,<sup>6</sup> against an estimate of \$300 to \$500, it sold for \$325, a strong price back in the day. One can only wonder what it would bring at auction today!

#### ENDNOTES:

- <sup>1</sup> Robert A. Siegel Auction Galleries, Inc., "The William H. Gross Collection, 1847 & 1851-56 Issues," Sale 1041, April 9, 2013, lot 156. (<http://stampauctionnetwork.com/y/y104118.cfm> - 5/8/2013)
- <sup>2</sup> Daniel F. Kelleher, Emerson Collection "US Issues of 1847 to 1888 on Original Covers," Sale 394, October 19, 1937.
- <sup>3</sup> Robert A. Siegel Auction Galleries, Inc., "Miss Katherine Matthies United States Postal History Covers," Sale 353, May 20-21, 1968, lot 160.
- <sup>4</sup> Robert A. Siegel Auction Galleries, Inc., "Paul Rohloff Collection of 19<sup>th</sup> Century Stamps and Covers", Sale 512, May 18, 1977, lot 103.
- <sup>5</sup> Robert A. Siegel Auction Galleries, Inc., "The Award Winning Kapiloff Collection 1847 Issue Stamps and Covers," Sale 743, June 9, 1992, lot 39.
- <sup>6</sup> Robert A. Siegel Auction Galleries, Inc., "1847 Issue on Cover," Sale 204, October 31, 1957, lot 38.

## HOMETOWN POST OFFICES: Sergeantsville, NJ

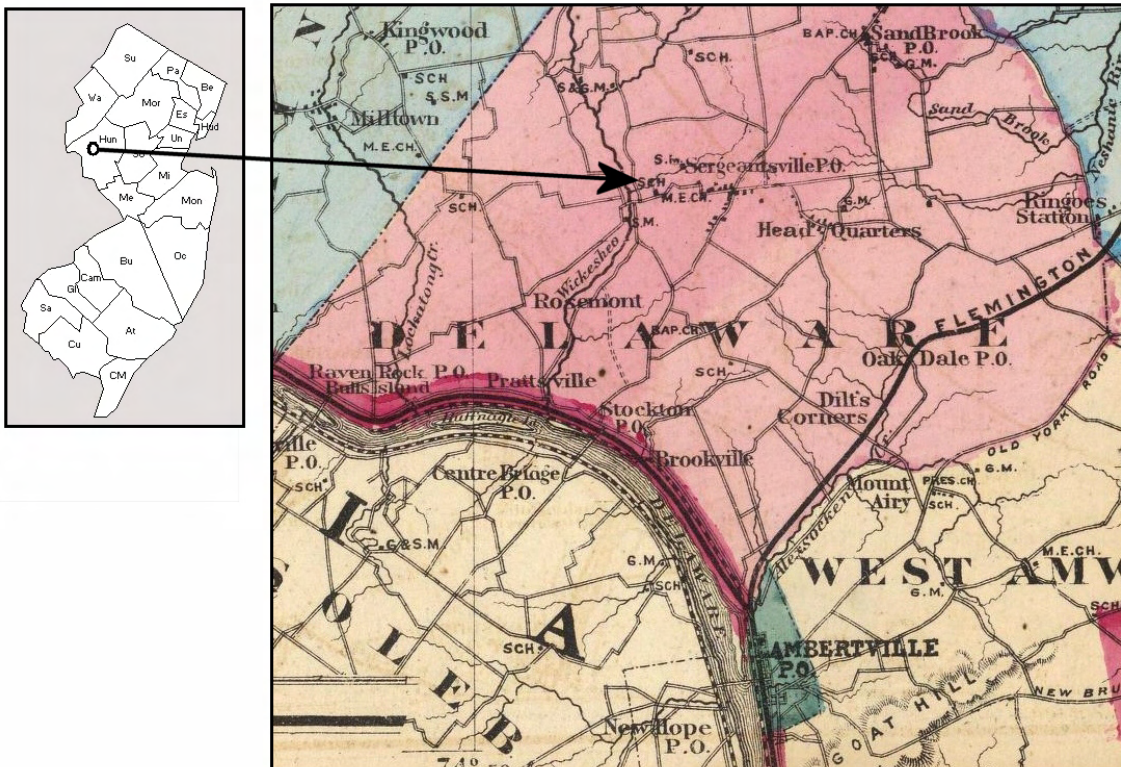
By Doug D'Avino

The Sergeantsville Inn began as a private residence in the early 1700's in a small town called Skunktown. When the town's post office was established in 1827, the Post Office Department would not accept the name of Skunktown (frequented at certain seasons of the year by skunks) and it was renamed Sergeantsville, after the well known Sergeant family. *Figure 1* shows the town's location in Delaware Township, Hunterdon County.

The first postmaster was Jonas Thatcher, as listed in *Table 1*. Thatcher's store, shown in *Figure 2*, housed the post office for many years. When Amos Wilson owned the store in 1926, the postmaster was Newton V. Myers, who was also a schoolteacher. The building now houses the Sergeantsville Inn.


In 1893, the post office was moved to Joseph G. Moore's store, shown in *Figure 3*. Moore served as postmaster from 1893 to 1897, then again from 1906 to 1912. That store was then sold to Jacob G. Stryker, who served as postmaster from 1912 to 1926. The post office returned to the Thatcher/Shepherd/Wilson store in 1926.

At some point, the post office was moved to the Venable Store, and later on it moved into the old butcher shop which is the current post office, as shown in *Figure 5*.



*Fig. 1. The arrow shows the Sergeantsville post office on an 1872 map of Delaware Township, Hunterdon County, NJ.*


<b>Table 1. Sergeantsville Postmasters - Hunterdon County</b>		
<b>Name</b>	<b>Position</b>	<b>Date Appointed</b>
Jonas Thatcher	1 <sup>st</sup> Postmaster	March 15, 1827
Henry H. Fisher	Postmaster	Feb. 24, 1831
Samuel Case	Postmaster	Nov. 24, 1834
Amos Hogeland	Postmaster	Oct. 26, 1838
John C. Fisher	Postmaster	July 23, 1840
Amos Hogeland	Postmaster	June 21, 1842
Samuel R. Smith	Postmaster	Dec. 23, 1842
Jeremiah Smith	Postmaster	Feb. 5, 1845
John Quick	Postmaster	Feb. 17, 1849
Joseph W. Gano	Postmaster	March 5, 1854
John C. Laban	Postmaster	April 10, 1851
Joseph W. Gano	Postmaster	April 29, 1854
Charles H. Haines	Postmaster	April 11, 1856
David Jackson	Postmaster	June 16, 1859
Henry T. Quick	Postmaster	Aug. 21, 1862
John F. Shepherd	Postmaster	March 23, 1864
George W. Mason	Postmaster	March 22, 1866
David Jackson	Postmaster	May 5, 1868
Harriet Jackson	Postmaster	Feb.25, 1878
Asher B. Williamson	Postmaster	May 17, 1881
George H. Fisher	Postmaster	Sept. 16, 1885
Joseph Lewis	Postmaster	Oct. 5, 1887
Louis L. Higgins	Postmaster	June 8, 1888
Asher B. Williamson	Postmaster	April 6, 1889
Joseph G. Moore	Postmaster	July 12, 1893
William L. Dobbins	Postmaster	June 18, 1897
Isaac Haines	Postmaster	July 6, 1900
Joseph G. Moore	Postmaster	April 12, 1906
Jacob G. Stryker	Postmaster	April 24, 1912
Newton V. Myers	Postmaster	Nov. 30, 1926
Lillian J. Myers	Postmaster	Feb. 15, 1946
Edna M. Johnson	Postmaster	May 17, 1957
Lawrence H. Emmons	Postmaster	July 24, 1958
Anne C. Errico	Postmaster	Nov. 26, 1982
Lorraine S. Jones	Postmaster	Feb. 2, 1991
Charles E. McGill	Postmaster	April 22, 2000
Patricia A. Greaves	Postmaster	September 15, 2007



Circa 1904


**SERGEANTSVILLE.** This village in what is now Delaware Township of Hunterdon probably takes its name from the crossroads store of Joseph, John, and Charles Sergeant, established about 1825. The name of Sergeantsville became official in 1827 when a postoffice was established at the store. A description in Barber and Howe in 1844, reads as follows: "It contains a store, tavern, and a few mechanics; a neat Methodist Church, lately erected, of stone, and stuccoed, and about a dozen dwellings." An 1881 description called it "a pleasant village located in School District No. 95, close to the center of the township." It had 139 people at that time.

**IN HISTORICAL HUNTERDON**



Produced by M. Ciovolino, Jr., Flemington

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**The Pittore's  
Sergeantsville Inn**  
Sergeantsville, New Jersey

The Pittore's Sergeantsville Inn located at the intersection of Rt. 523 and the Ringoes-Rosemont Rd. one mile east of New Jersey's last covered bridge.

609-397-3286

Luncheon served every day except Tuesday 11:00 AM – 2:00 PM. Dinner served Wednesday through Saturday 5:00 PM – 10:00 PM. Sunday 2:00 PM – 10:00 PM. Featuring Prime Ribs, Steaks, Seafood and a selection of Italian Dishes. Packaged store on premises.

PLACE  
STAMP  
HERE

*Had lunch here with Fr. Canavan S.J. after ... meeting*






Fig. 2. Sergeantsville Inn, Sergeantsville, New Jersey. "... The name of Sergeantsville became official in 1827 when a post office was established at the store." This folding postcard shows the building as a 1904 Tavern (top left), 1827 store and post office (line drawing, bottom left) and as The Sergeantsville Inn (color photo circa 1970, bottom right).



Fig. 3. Postmaster Joseph G. Moore's store & post office, and a postmark cropped from a postcard mailed August 30, 1906. Moore served from 1893 - 1897, then again from 1906 - 1912. The store was sold to Jacob G. Stryker, who served as postmaster from 1912 - 1926.



Fig. 4. Sergeantsville postmark from September 16, 1972 on event cover celebrating the centennial of the Green Sergeants Covered Bridge.



Image courtesy of Bill Wolfe

*Fig. 5. Current Sergeantsville post office, formerly a butcher shop.*

**REFERENCES:**

1. Jim Walker, Hunterdon County New Jersey Postmaster Lists.
2. The Sergeantsville Inn, <http://www.sergeantsvilleinn.com/history.htm>.

**NOJEX ANNUAL MEETING!**

We hope to see as many as possible of you at the NJPHS Annual Meeting, to be held on Sunday, May 26 at NOJEX. It will be held in the Ruby Room at 12PM sharp. Note that while the name of the hotel has changed, the venue is the same.

This year we are inviting members to bring one or several pieces of material they thing are of interest, to share with other members in a Show and Tell meeting. So if you have some special piece, or collection you would like to share, please bring it along so that it can be passed around to other members for their input and enjoyment. We have not done this for many years, and it does require member participation, but we think it may be a useful and enjoyable experience. **PLEASE COME!**

**DUES REMINDER! IF YOU HAVE NOT PAID YOUR \$15 DUES FOR 2013, YOU WILL RECEIVE A REMINDER WITH YOUR MAY NJPH! It is your last one before being dropped for non-payment of dues!**

Your donations always welcome, and necessary for covering our printing and mailing costs. Many thanks to those members who have send along a donation with their dues.

<b>THANKS TO DONORS SINCE OUR LAST ISSUE!</b>			
Ellen Jackson	Benson	Robert J.	DeTrolio
Elliott	Idoff	William H.	Johnson
Roger S.	Brody	Richard	Micchelli
Maurice	Cuocci	Ed	Murtha
Art	Desimine		

**NEW MEMBERS & CHANGES:**

<b>WELCOME TO NEW MEMBERS:</b>
Vernon R.Morris, Jr. MD, 128 South Huckleberry Lake Dr., Sebring, FL 33875, <a href="mailto:vmorris48@earthlink.net">vmorris48@earthlink.net</a> - collects pre-1800
<b>CHANGES:</b>
Charles Di Como: Change From <a href="mailto:charlesdicomo@optonline.net">charlesdicomo@optonline.net</a> to <a href="mailto:charlesdicomo@gmail.com">charlesdicomo@gmail.com</a>
Donald Jones, change address from 4 Vosburgh M.H.P., R.R.#2, Mechanicville, NY 12118 to Vosburgh M.H.P, Lot #11, Henry Blvd, R.R #2, Mechanicville, NY 12118
<b>GOODBYE TO OLD FRIENDS</b>
Edwin J.Andrews, 278 Serenity Hill Circle, Chapel Hill, NC 27516-0389, resigned
Frederick C. Skvara, P.O. Box 6228, Bridgewater, NJ 08807, resigned

**THANKS!** A nice letter received from Rae Miller relating to “Who is Sam Miller?”

To the New Jersey Postal Historical Society, c/o Robert Rose, President

I would like to thank Jean Walton and Mark Sommer of the New Jersey Postal Historical Society, for the outstanding work they collaborated on, for the piece, "Samuel Miller - Missing Person", published in the February, 2013 NJPHS Journal. It was a pleasure to work with Jean and Mark. They were responsive to the information and suggestions I gave them, and I am very happy with what was written. Samuel Miller was my grandfather; any information regarding him would be greatly appreciated. Contact: NJPHS with information or leads re: Samuel Miller, who resided at North Virginia Avenue, Atlantic City, NJ until 1914.  
Rae Miller

**MEMBER NEWS: Treasurer's Report**

**TREASURER'S REPORT – JANUARY 1, 2012 THROUGH DECEMBER 31, 2012**

BALANCE BROUGHT FORWARD	January 1, 2012	\$8,651.12
<b>INCOME</b>		
	DUES x 113*	\$1,695.00
	DONATIONS x 52	\$1,000.00
	CD & LITERATURE SALES	\$ 94.50
	TOTAL INCOME	\$2,789.50
<b>EXPENDITURES</b>		
	PAYPAL FEES	(\$19.56)
	JOURNAL	(\$2,369.50)
	TOTAL EXPENDITURES	(\$2,389.06)
<b>BALANCE YEAR END</b>	12/31/2012	\$9,051.56
NET CHANGE		\$ 400.44

**Journal Expenses By Issue**

Month	Printing	Mailing	Total
February 2012	\$310.50	\$253.00	\$560.50
May 2012	\$350.00	\$253.00	\$603.00
August 2012	\$350.00	\$253.00	\$603.00
November 2012	\$350.00	\$253.00	\$603.00
TOTAL	\$1,360.50	\$1,009.00	\$2,369.50

The only expense the Society incurs is the printing and mailing of the Journal, and costs remain nearly identical since 2008.

The two important jobs that must be completed to even have a Society are producing the Journal and getting the members to renew their memberships. Jean Walton and Bob Rose are the two people who complete those jobs. Thank you Jean and Bob.

The asterisk next to the number of dues received reflects the one member who paid through 2016 so we only had 110 paying members in 2012. We have one life member and one member who previously paid for 2012 so our total for 2012 was 112 -- three more than the 2011 total.

Last year we had 45 donors who gave \$952, and this year I am thrilled to report that we had 52 donors – over half of the membership -- who generously gave an even \$1,000 this year. Considering the state of our economy, this is very impressive. It marks the fourth consecutive year of donation growth, starting with \$775 in 2009. The donors' kind contributions allowed the Society to once again transform a significant loss into a significant increase, and to hold dues at the very reasonable \$15 annual rate yet again, which it has been for at least a decade. I thank the 52 Society members who contributed beyond their dues, and hope that the membership will continue to donate in 2013.

**Andy Kupersmit, Treasurer**



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**SAMUEL SOUTHARD CORRESPONDENCE ALWAYS WANTED!** Always interested. Please contact Jean Walton, 125 Turtleback Rd, Califon, NJ 07830, 908/832-9578 or send scan and e-mail to [jwalton971@aol.com](mailto:jwalton971@aol.com).

**GLASSBORO OR GLASSBOROUGH N.J. covers wanted: stamped or stampless.** Send price desired and photocopy to Bill Whiteman, 402 North Harvard Road, Glassboro, NJ 08028, Call 856/881-8858 or email [BillWhit3@juno.com](mailto:BillWhit3@juno.com).

<b>NJPHS LITERATURE AVAILABLE POSTPAID from Robert G. Rose, NJPHS, One Jefferson Road, Parsippany, NJ 07054-2891, or email <a href="mailto:Secretary@NJPostalHistory.org">Secretary@NJPostalHistory.org</a> for Paypal invoice.</b>	<b>Member price</b>	<b>Non-members</b>
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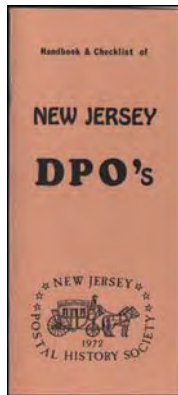
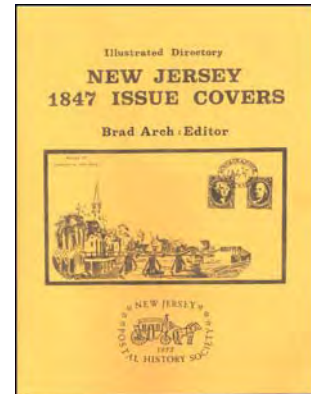
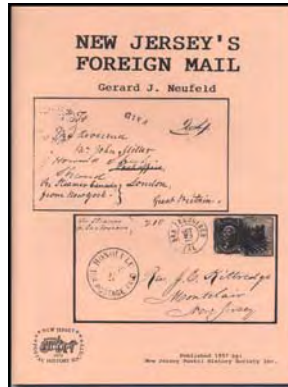
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Edge, Jack, <i>Postmasters of Burlington County</i> . List of Burlington County postmasters from in Jack's Burlington series, in PDF format.	<b>FREE</b>	4.99
Englund, Arne, <i>New Jersey Summer Post Offices</i> – seasonal POs of NJ, in PDF.	<b>FREE</b>	
Law, Mary E., <i>The Postal History of Cape May County, NJ</i> including postmaster list, published in <i>NJPH</i> between March 1993 through May 1994, PDF format.	<b>FREE</b>	8.99
Peck, Len, <i>Essays on Sussex County &amp; New Jersey Postal History</i> , articles 2004-10, pdf	<b>FREE</b>	9.95
Roth, Steve – NJ Stampless Markings Database – an ongoing study of known NJ SFLs	<b>FREE</b>	
Siskin, Ed & Jean – A List of NJ Legislative "Free:" Franks -2012	<b>FREE</b>	4.99
Walker, Jim, <i>Hunterdon County Postal History</i> , serialized articles 2007-2010, pdf	<b>FREE</b>	

\* see our web site at [www.NJPostalHistory.org](http://www.NJPostalHistory.org) for other files available free to the public in our Free Online Library ~  
Includes information of early postal legislation, Revolutionary and Civil War covers, and postmaster lists from the stampless era (1789-57), and for various NJ counties which have been researched, of interest to postal historians and genealogists as well.

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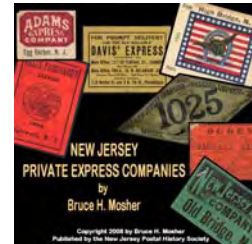


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<b>CD:</b> Bruce Mosher’s <i>NJ Private Express Companies</i> ..... <ul style="list-style-type: none"> <li>• 10 compiled articles by Bruce Mosher on many aspects of private express mail in New Jersey</li> <li>• Many color illustrations</li> <li>• Previously unpublished material in lengthy postscript</li> <li>• Alphabetical index</li> </ul>	\$10.00	\$15.00
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