



NJPH

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

Vol. 42

No. 1

Whole Number 193

February 2014

1694 Cohanzy (Bridgeton), NJ Cover



A cover dated 1694 from John Thomas Bridge in Cohanzy (now Bridgeton) – one of the oldest US Colonial covers known with postal markings. See page 3 for more information on this Bridgetown forerunner, or visit our Featured Cover on our website.

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NEW JERSEY POSTAL HISTORY SOCIETY, INC.

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

Annual Membership Subscriptions \$15.00 *** Website: www.NJPostalHistory.org/

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HAVE YOU PAID YOUR DUES?

If a dues reminder is included with this issue of *NJPH*, it means that your dues payment for 2014 has not yet been received. We encourage you to mail this right away, so it is not forgotten. Dues are still \$15 a year. Again this year you have the option of paying your dues online by Paypal (no extra fee), by going to our web site [www.NJPostalHistory.org] where you will find a link for membership renewal in the column at left. You can also donate to the Society at the same time, if you would like. We are happy to accept your dues and donations in whatever form you find comfortable paying. We are also very grateful for the many donations received with dues paid. With postal costs continuing to rise, we couldn't meet our expenses without you!

PRESIDENT'S MESSAGE

It's been a long tough winter with still more to come. Almost reminds me of my days as a college student who made it through four winters of snow in Buffalo, New York! The nasty weather has slowed all of us down a bit, so I apologize for the somewhat belated mailing of this issue of *NJPH*. That said, the articles that are presented will provide an interesting and enjoyable evening of reading about our State's postal history.

First, we welcome to our pages, Gail Safian, a new member and first-time author, for her article on the development of the post office in my own hometown, Maplewood, New Jersey. Ed and Jean Siskin return with two articles. The first, the story of a 1694 letter from Cohanzey, now Bridgeton, to London, the second oldest reported cover used from the American colonies with postal markings, and the second, on the Beemersville post office in Sussex County. Don Chafetz provides the second and final installment on the Philatelic Morris Canal. Frequent contributor Professor Mark Sommer provides us with a short story about the *U.S.S. Ling*, a World War II vintage submarine that is berthed in Hackensack. Doug D'Avino returns with another of his series on Hometown Post Offices, this article on Griggstown in Somerset County. John Dowd contributes an article on the Paulsboro post office. Finally, Jean Walton provides another article in the long running series addressing the many aspects of postal history associated with one of this State's leading political figures of the first half of the 19th Century, Samuel L. Southard.

For those of you who are procrastinators, and who haven't yet paid their 2014 membership dues, you will find a notice reminding you to pay up! When you make payment, please consider adding a tax deductible contribution to the Society. The cost of postage and printing our Journal has again increased with this issue. If you would like to receive *NJPH* via email, primarily in color instead of hard copy in black and white through the mail, please let Jean Walton know. It will save the Society nearly \$5 for the cost of printing and mailing each copy of the Journal to our membership.

ROBERT G. ROSE

BRIDGETON FORERUNNER, 1694

By Ed & Jean Siskin

The excellent articles on the Bridgeton Post Office and its postmasters by Doug D'Avino started with its first United States post office in 1792. As a prequel to those articles, it is worth discussing a letter from the Bridgeton area a century earlier.

The first European settlers to the Bridgeton area arrived about 1686. At that time it was called Cohanzy or Conhansey, after the river. As was the norm, the Proprietors, who owned the land, attempted to establish a religious structure for the community. They enticed Rev. Thomas Bridge to immigrate to the area and set up a church. Bridge was born in Hackney, England in 1657, emigrated to Massachusetts, graduated from Harvard, returned to England to be ordained a minister and then settled in Bermuda. At the urging of the West Jersey Society of England, he arrived in the Cohanzy area on May 17, 1692. As part of his enticement, he came with a deed for "a 1,000 acres of land wherever he should please to take up the same."



Fig. 1: Stampless folded letter from Thomas Bridge in Cohanzy to London in 1694.¹

BRIDGETON FORERUNNER, 1694 ~ Ed & Jean Siskin

Figure 1 shows the cover sheet of a folded letter Reverend Thomas Bridge sent to England, the dateline of which is "Octobr 2n 1694." The letter traveled to England by a merchant ship captain, probably leaving from Philadelphia and entered the English postal system on its arrival at a port more than 80 miles from London. It was charged one penny for ship fee and three pence for postage. For many years, this cover was believed to be the earliest cover originating in America which received postal markings. It no longer has this distinction since a 1691 letter from Boston is now known with postal markings.

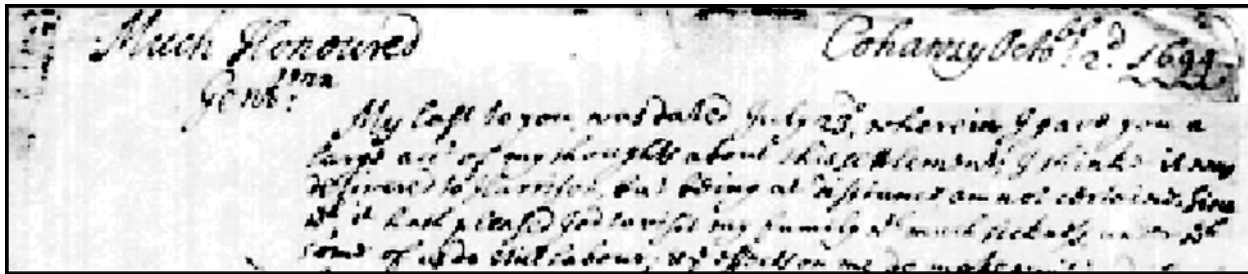


Fig. 2A. The salutation on the enclosed letter.

A transcript of this letter is as follows (the meaning of common abbreviations are indicated in parentheses, and spellings have not been altered):

Cohanzy October 2d. 1694

Much Honored
Gentmn:

My last to you, was dated July 23d, wherein I gave you a large acct of my thoughts about this settlement; I thinke it was delivered to Harrison, but being at disstance, am not certain. Since which it hath pleased god to visit my family with much sickness, under which some of us do still labour, & those effects on me, do make writing difficult; however I think it necessary to give a short, & imperfect account of what hath happened since; I say imperfect, because I have seen neither of yr Agents since, nor have had from them acct of their proceedings; yet what I write is beyond disspute, though your goods being arrived at Yorke, were conveighed safe to Burlington, whose being devided between those Agents, Mr. Basse immediately sold his half, excepting glass, iron work, & I thinke some Cordage to two merchants of Philadelphia, & one of Burlington, to the value of more than a 1000 lb, under pretence of paying for the ship, which is now launched. Mr. Westland hath sold most, if not all his part, I think to Philadelphia, & Burlington; sure I am that neither Cape May, nor this part of the cuntry, hath any benefit thereby, to their great dissatisfaction; saying Philadelphia is made rich, and they kept poor, they being still forced to go higher with theis commodities, which is both chargeable, & hazardous, besides loss of time, & a double advance on those goods they buy; this being contrary to the good of this Province, & we judge to your intentions, I cannot let it pass wh-out (without) expressing a discomfort of it. This doth also tend to the overthrow of what I proposed, viz that you might have the produce of this cuntry, & the people a supply from your cargo, wh-out (without) which they will not respect you as they ought; In short I cannot approve the mannagemt of affairs. I hear you ordered Mr. Westland to this River, designing this to be the chief seat of your factory; his reasons of refusal I know not, but if he insists on there not being a house to entertain him, I think he is so far excusable, for I being with my family at Mr. Basse's, this house being but 30 feet long, a story, & halfe high, with a small cooke room, cannot entertain both, with any tollerable conveniency; if wt (what) they propose last winter, had been effectually mannaged, yet excuse had been invalid. Gentlemen I wrote two letters to you from Bermuda, and since from this place,

& have no answer, wch (which) doth not a little offend me. I only hear that you recd one from me, wh-out (without) any further notice of what was therein contained, yet am I not so disscouraged, but am willing to hope I may hear in a little time, sure I am yet I hope to promote this interest, & the good of the people, wch (which) if not regarded I might think of other measures, for my present condition is very undesirable, I am useless, & uncomfortable in tending to the raise of my family. But I still pray that you may be directed to such measures, as may render you a blessing to the province, & that you may have wife, & faithfull person to act under you, that the people may rejoyce under your shaddow, & the the father of mercies may abundantly bless you, wch (which) wld (would) a sender of respects, & service is all at present from

Gentlmm

Your Hunble, Ready Servant

Tho Bridge

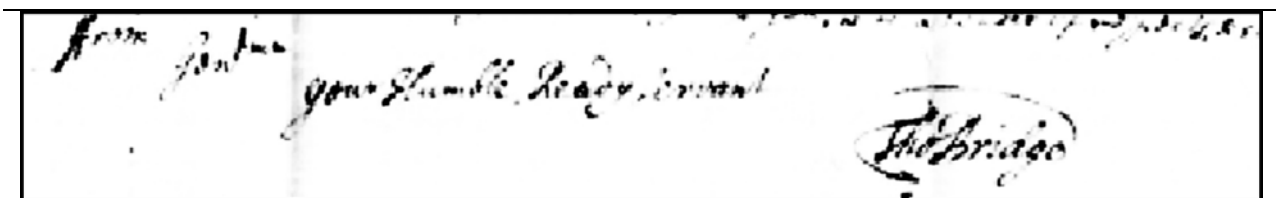
A photograph of a handwritten signature on a folded letter. The signature is written in cursive and reads "your Hunble, Ready Servant" followed by "Tho Bridge" in a circular flourish.

Fig. 2B: Signature of Thomas Bridge on this folded letter.

The persons mentioned in the letter are:

1. Sir John Moore: one of the proprietors of both East and West Jersey. He was a major force in encouraging settlement in what are now Salem, Cumberland, and Gloucester Counties.
2. Edmond Harrison Esq., Vice President of the West Jersey Society.
3. Jeremiah Basse, Agent for the West Jersey Proprietors and Governor of both Jerseys from April 1698 to November 1699. Basse was a controversial character caught in disputes between the Proprietors and the British Government. He was also involved in religious disputes.
4. Nathaniel Westland was a member of the Governor's Council.

In 1694 this area was known as Cohanzey and consisted of about a dozen farms. In 1716 a bridge was built across the Cohanzey River and for many years thereafter the town was called Cohanzey Bridge. This was the first bridge in New Jersey and became a key point in the trail between Philadelphia and the southern Pinelands and Cape May. About 1765, the name of the town was changed to Bridgetown, although the name Cohanzey Bridge lingered for many years.

The map below shows the location of Cohanzy (now Bridgeton).

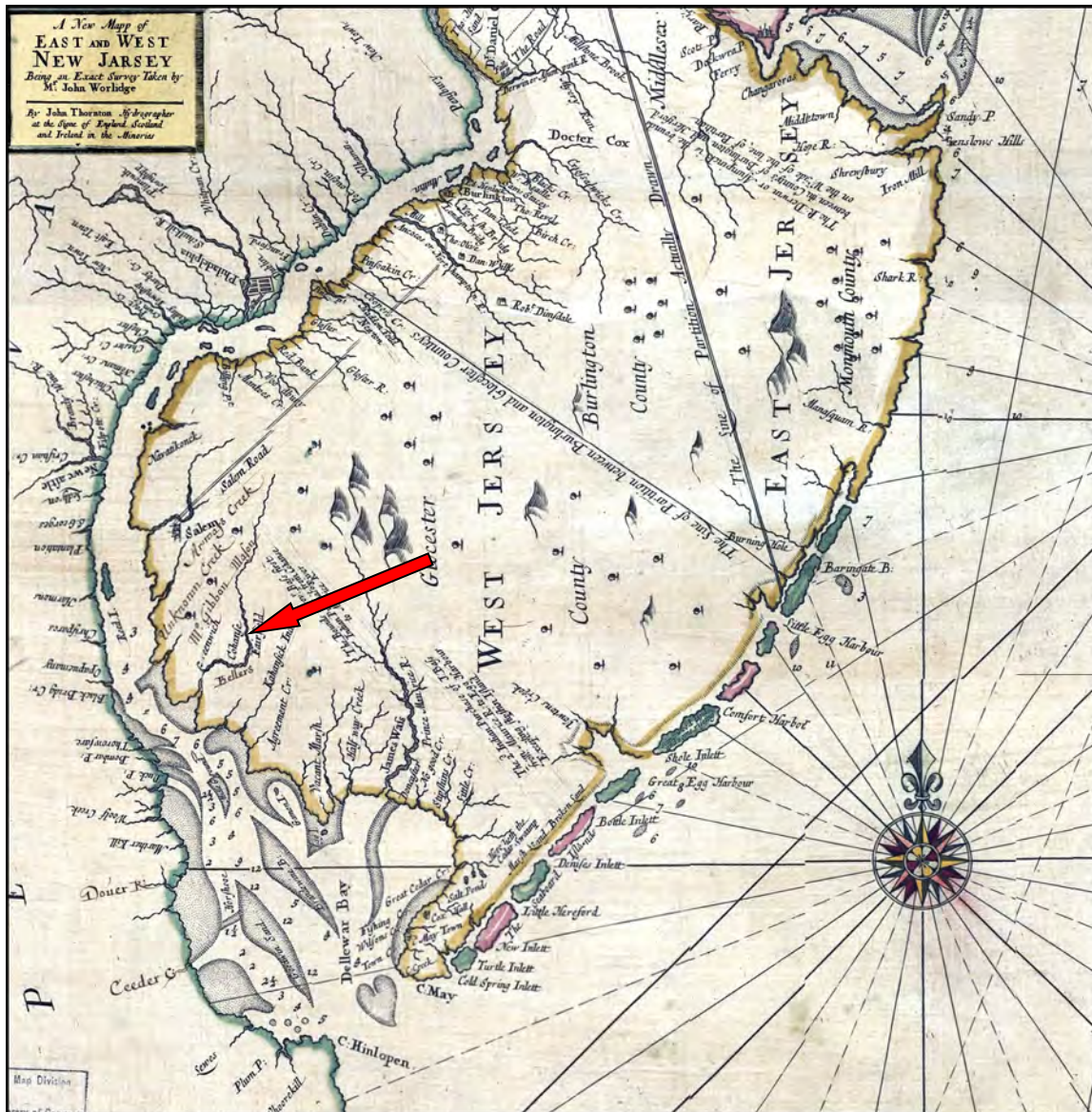


Fig. 3: A New Mapp of East and West New Jarsey (sic), survey by John Worlidge, published by John Thornton, Hydrographer.²

When the authors were researching this cover about fifteen years ago, Scott D. Peters and John Fea were of considerable help. Their assistance is gratefully, although tardily, acknowledged.

ENDNOTES:

¹ This cover was sold in the Matthew Bennett, Siskin Collection Sale 290, October 7, 2005, Lot #6.

² Library of Congress http://memory.loc.gov/cgi-bin/map_item.pl (Feb.. 19, 2014).

WHERE CAN I MAIL A LETTER? The History of Postal Service in Maplewood

By Gail R. Safian

This article is based on research done for an exhibit developed by the Durand-Hedden House, Maplewood's historic house museum. Durand-Hedden trustees Marilyn White and Susan Newberry (who is also the Township Historian) found a vast trove of postal history in old newspapers, books, the National Archives, the National Postal History Museum, and the US Postal Service website, and discovered invaluable resources in the persons of Robert G. Rose, President, and Jean Walton, Secretary, of the New Jersey Postal History Society.

Like many conveniences of modern life, the daily mail is something we take for granted, noticing only when letters are slipped through the mail slot unusually late in the day, or perhaps after a major hurricane, when they don't come at all.

But postal service in Maplewood has had a long journey over some rough roads. Maplewood today is a town of 3.9 square miles with a population of some 24,000, nestled on the eastern slope of South Mountain between South Orange and Millburn, six miles west of Newark and about 20 miles west of Manhattan. Most development occurred between 1900 and 1930, and more than 80 percent of the town's houses retain the graceful Queen Anne, Craftsman, and Colonial and Tudor Revival architecture of that period. At least a dozen houses date to the mid-to-late 18th and early 19th centuries. At the center of town is a four-block long commercial area called Maplewood Village, far from major through-roads, with a pleasant small-town feeling in its collection of stores, restaurants, cinema and a train station, the far side of which faces a 24-acre park of tall trees, meandering paths and gentle hills designed by Brinley and Holbrook, who had designed the New York Botanical Gardens, and the Olmsted Brothers.

The designation and determination of the boundaries of the community have changed seven times since the area was first settled by a group that had come to Newark from Connecticut with Robert Treat in 1666.

The 3.9 square miles that is now Maplewood had been divided up in many different ways between 1693 and 1904, and this may have been a factor in the difficulty the town had in achieving the status of a First-Class Post Office. The area was part of Newark Township from 1693 to 1794, and over the next half-century was variously divided between Newark and Springfield Townships, Orange, Millburn and Clinton Townships until 1863, when it was wholly within South Orange Township. South Orange Village broke away in 1904, and in 1922 Maplewood officially gained the name its western portion had been called locally for more than a century.

From its beginnings, the area that is now Maplewood had two major sections that remained independent in many respects into the 20th century. The western section of the present town was named Jefferson Village by official proclamation in 1798 and later referred to as Maplewood Center (now Maplewood Village). The eastern section of town was called North Farms in the late 18th century, then Middleville (c. 1830) and, in 1880, Hilton. Its postal service was always separate from Maplewood Center, and to this day there is a branch of the post office, called Maplecrest Station, on its main thoroughfare, Springfield Avenue.

WHERE CAN I MAIL A LETTER? Maplewood, NJ~ Gail R. Safian

Currently, the townspeople are concerned about the imminent closing of the 1958 Post Office building on Maplewood Avenue (in the Village) because a continued postal presence in the Village in the future is not yet determined. The property will be redeveloped for retail and residential use.

Looking back, the story of Maplewood's postal service has always been one of change. Over the past 250 years, area residents have gone to a bewildering number of places for their mail. From time to time over 132 of those years, beginning c. 1815, the town campaigned to be a first-class post office, but this wish was not granted until 1947.

Heading North, South and East for mail

From the late 1600s until the early 19th century, the settlers of this then-rural locale had to travel on horseback or ox cart to Newark or Elizabeth-Town to get their mail. The mail provided critical links with distant family members and business associates, and access to newspapers. By 1691, six post offices, established under grants from the English Crown, had opened between New York and Philadelphia.¹ In the Revolutionary period, c. 1776, mail received at New York addressed to people in New Jersey was sent to the post office at Elizabeth-Town, the State capital.² One of the new Congress's first official acts, in 1788, was to create a national Post Office and by 1790, there were five official US Post Offices in New Jersey: Newark, Elizabeth, Brunswick, Princeton and Trenton.³

Population growth and the public's clamor for more and better postal service led to the establishment between 1808 and 1812 of post offices in Orange, Springfield and Camptown (later Irvington). Mail for Jefferson Village residents might be found in any one of these local post offices, with no discernable consistency or rationale, and if people did not pick them up, they could check the local newspapers like *The Centinel of Newark* and the *New-Jersey Journal* to find out if there were letters waiting for them – and where they might be. According to published Lists of Letters between 1804 and 1818, neighbors on Ridgewood Road might be directed to Elizabeth-Town, Springfield, or Orange to pick up their mail.

Seeking a Closer Post Office

The western part of Maplewood had been named Jefferson Village in 1798, according to an article in *The Centinel of Freedom*:

A short time previous to the 4th of July, the Citizens of North Springfield and those living in that part of South Orange adjoining thereto, met at Mr. John Lyon's and unanimously Resolved That those said places be hereafter called and known by the name of JEFFERSON'S VILLAGE.

By 1815, Jefferson Village, the area between the east branch of the Rahway River and the crest of South Mountain, had grown to a community of about 30 families that included a factory, a blacksmith shop and a sawmill. Around that time, the residents of Jefferson Village decided to petition the US government for their own post office. A map of the settlement, dotted with the names of the inhabitants, was created, reportedly by Cyrus Durand. The map was an important source of information because it showed the location and number of dwellings in the area at a time when there were no directories. The process for establishing post offices was very political, and postmasters' income was based in large part on the dollar value of receipts collected for postage. Jefferson Village did not pass the test, and the village began a wait of 132 years.

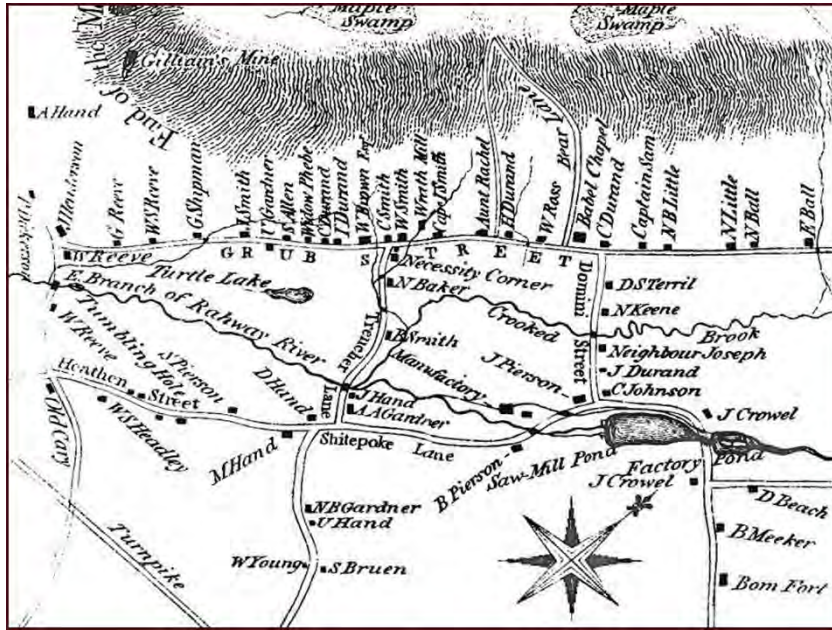


Fig. 1: 1815 Map of Jefferson Village drawn by Cyrus Durand

Source: Durand-Hedden House & Garden Association Local History Center, Maplewood, NJ

Jefferson Village did make its mark on the Postal Service, however. The renowned Hudson River School painter Asher B. Durand, who started his career as an engraver of bank notes, was born on present Ridgewood Road, then Grub Street. In 1847 the U.S. Post Office selected Durand’s engravings of George Washington and Benjamin Franklin for its first postage stamps.

Cracker Barrel Post Offices: The Era of the General Store c 1840 - 1910

In the early 1840s, Aaron Crowell, who owned Crowell’s Cider Mill (a local gathering place), built the Clinton Valley Store on what is now Park Road at Valley Street, near the present Maplewood Town Hall.

Fig. 2: Clinton Valley Store on (now) Valley St and Park Rd served as a branch post office of South Orange from about 1860 to 1889. It was built by Aaron Crowell on the Crowell Farm.



Illustration courtesy John Crowell Bausmith Family Collection

WHERE CAN I MAIL A LETTER? Maplewood, NJ~ Gail R. Safian

“The store was also the informal post-office center for the surrounding area. All mail-matter that belonged to families in this section was put into a special box at the South Orange Post Office and anyone coming down would pick up the mail and bring it to the store.”

Charlotte Crowell Salter⁴

Harry J. Baker worked there as a clerk and bought the business in 1884. Four years later, his father, Thomas C. Baker, Township Assessor, built him a new store with a residence above, on Baker Street in Maplewood Center. The elder Baker was well connected politically and Harry was appointed Postmaster in 1889, a position he held until 1909. Postal records are not clear as to whether this was a Presidential appointment.

Harry Baker kept the one general store in Maplewood where you could buy anything from a needle to an elephant. He was also a postmaster and the post office was located in his store where each resident had his private post office box and picked up his mail when he came to purchase groceries or other merchandise.

Warren S. Gulick⁵



Fig. 3: Harry Baker's general store on Baker Street in Maplewood. It served as the post office for Maplewood from 1889 to 1910.

Illustration from an unnamed magazine c. 1900, Source Durand-Heddon House Museum and Garden Association Local History Center, Maplewood, NJ

Fig. 3a: Another view of Baker's General store – on Baker Street, looking east toward the train overpass near Maplewood Avenue.



Illustration courtesy Doug D'Avino, POs of NJ, A History told Through Post Cards⁶

According to a magazine photo caption from the early 1900s, Baker's store provided "abundant opportunity for all necessary family supplies. The post office is located in this store and your delayed letter was usually found back of the sugar barrel six months later."

The eastern side of town, first called North Farms, became Middleville in 1830, but in 1880 the name was changed to Hilton.

For fifty years the town jogged along comfortably under the practical if somewhat unoriginal name of Middleville. Then in 1880 a request of the town for a post office was granted, and Middleville was unexpectedly confronted with the necessity of choosing a new name, since there turned out to be already another Middleville Post Office in the state. 'Hilton' was the new name chosen, for reasons not now clear. Mr. Bataille, urging his horse on to the Irvington Post Office with the out-going Hilton mail deep in his saddle-bags, must have added a breath of pony express to the staid Hilton streets during the early 1880's.

Mary Oakley Dawson ⁷



Illustration courtesy Doug D'Avino, *POs of NJ, A History told Through Post Cards*

Fig. 4: Stewart's General Store on Springfield Avenue, Hilton, which served as a post office from 1879 to 1916.

Charlie Stewart, owner of the general store on Springfield Avenue at Burnett Avenue, was postmaster of Hilton from 1879 to 1897, followed by other postmasters. In 1916, when Hilton delivery was stopped, letters had to be called for at Newark or Irvington.

Charlie Stewart's...store was all a country store of the time should be. It had everything: farming implements, hay, saddles, nails, groceries, candy, the wax forerunner of chewing gum, coal, wagon scales, cloth, blue jeans, chicken feed and the post office. It was heated by the largest pot-bellied stove I had ever seen....That store in the early days was more of a gathering place than any of the saloons. Mail came in twice a day. Kids, including myself, were there to meet it, and we waited until Charlie or his clerk, Jim Gavin, had sorted it. It arrived, in the earliest days that I recall, by horseback, from Irvington. There usually wasn't a great deal, but it was a good excuse for the gathering of the clan. While waiting, we kids used the triangle at Academy Street, Burnet and Springfield Avenues, as a playground. But once the mail was sorted and given out, you should have seen the kids streak in all directions for home as though the devil were after them. That was all a part of the 'go-get-the-mail' ritual.

G. Clifford Jones ⁸

On the Move: Maplewood Village’s “Traveling” Post Office 1910 - 1958

As the general store-as-post-office era was coming to a close, William Van Iderstine succeeded Harry Baker as Postmaster in 1909, in an appointment made by the President and approved by the Senate. In 1910 the post office was moved to 170 Maplewood Avenue, on the main street of Maplewood Village, as a standalone operation on the ground floor. The title of Maplewood Postmaster was discontinued in 1912 when Maplewood’s post office became a substation of South Orange.



Illustration courtesy Doug D’Avino, POs of NJ, A History told Through Post Cards

Fig. 5: This building at 170 Maplewood Avenue served as the post office from 1910 to 1926 (photo - 1911).

In most major cities, free home and business delivery began in 1863, but it was not until 1912 that service was extended to Maplewood and other small towns and cities across the nation. The iconic concept of the mailman walking the streets of town, bringing mail and news, became a local reality. Parcel post service began in 1913, allowing people to receive not only their Sears catalogues, but also the merchandise they ordered from them.

Maplewood had been part of South Orange Township since 1863, but in 1904, South Orange Village seceded, leaving Maplewood (then including Hilton) on its own. It finally took the official name of Maplewood in 1922.

Nevertheless, Maplewood was still a “third-class substation” of the South Orange post office. This did not sit well with residents especially since Maplewood was more populous than South Orange, and periodically they raised concerns about it. It wasn’t only pride -- lack of first-class post office status meant that mail delivery was delayed by a day or two, and it also meant that Maplewood, unlike neighboring Millburn and South Orange, did not appear on maps.

On Dec. 21, 1923, a letter to the editor of the *Maplewood Record* headlined “New Post Office Maplewood Need, Says Resident,” noted that “with the stacks of mail in view, it would seem apparent that a much larger office is needed.”

A new post office opened in a storefront at 92 Baker Street in April 1926, and moved to bigger quarters across the street in 1937 (adjacent to the lot where Harry Baker’s store had been). Citizens and organizations began to complain more vociferously, urging Township officials to push for Maplewood to be granted the status of a first class post office.

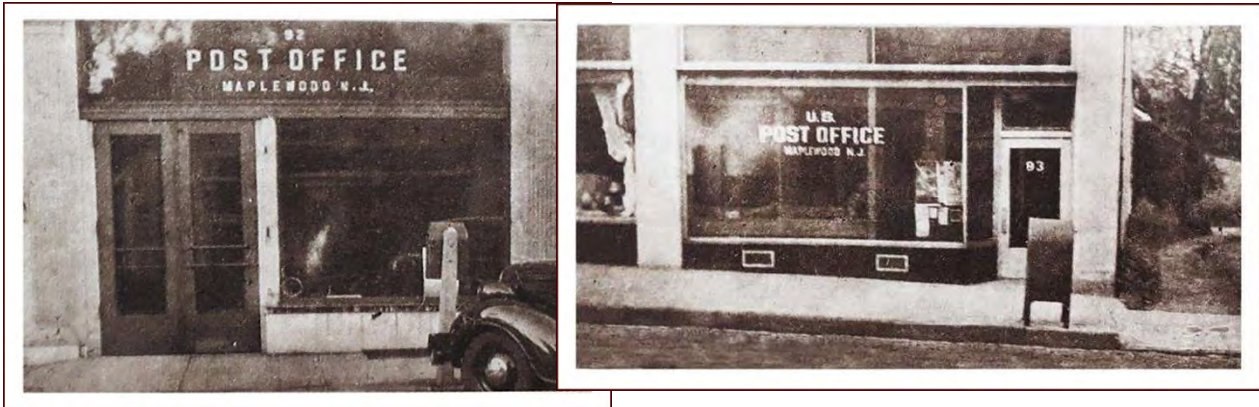


Fig. 6: The Post Office moved to 92 Baker Street in 1926, and in 1938 it moved across the street to 93 Baker – to a building adjacent to the lot where Harry Baker’s store and post office had been.

The campaign began in earnest in 1938, when the Woman’s Club of Maplewood passed a resolution to start petitions to push for a new post office building and separation from South Orange. An article in the *Maplewood News* noted,

Mail deliveries are slow and frequently are a day behind the deliveries in neighboring town. ...The present post office is terrible....It’s a reflection on a system which gives Maplewood, a community of 25,000 people, a third class post office.

The Woman’s Club’s initiative was supported by the Maplewood Civic Association, the Lions Club and other local groups. In early 1939 a petition signed by 4,133 residents was sent to the U.S. Post Office Department, only to be denied, with no reason given.

Newly elected Congressman Robert Kean then joined the campaign, and discovered that the Post Office Department had all sorts of misinformation about the town, including the assertion that Maplewood had no self-government and was run by a committee from several towns. In 1941, Rep. Kean introduced a bill in Congress to seek first-class status for the town, but the war caused it to be tabled for several years. A new appeal by the Congressman in 1945 also was turned down, with no reason provided. He tried again in 1947, working with the Appropriations Committee. This time a local resident recruited a friend, a Congressman from North Dakota, to help Mr. Kean gain the Congressional Committee support he needed to have the funds appropriated for a first-class post office and postmaster. Finally, in July 1947, Rep. Kean announced that the request was granted, and Maplewood would have a First Class post office at last. Before the end of the year, O. Vincent McNany was appointed Acting Postmaster, and in June 1949, he became the first official Maplewood Postmaster since 1912. It had taken only 132 years from the first petition by the citizens of Jefferson Village.

WHERE CAN I MAIL A LETTER? Maplewood, NJ~ Gail R. Safian

Then the campaign began for a new free-standing post office building that would reflect the importance of this First Class town.

Maplewood's Post Office – Present and Future

Beginning in 1949, the General Services Administration (GSA), through the Office of the Supervising Architect, was responsible for public buildings. The GSA relied heavily on private architectural firms to design new post office buildings. The GSA provided utilitarian designs and specifications that emphasized efficiency in plan and a lack of ornament and extraneous elements. In 1954, Post Office projects were transferred to the U.S. Post Office Department, which continued the use of standardized plans that epitomized the “form follows function” dictates of the International Style.

Alfred O. Pollitt (1892-1958), a Maplewood architect, was selected to design the Maplewood Post Office in 1949. It took nine years, but finally in 1958 a new 16,000-square-foot facility opened to great fanfare – including a parade attended by 4,000 people -- at 160 Maplewood Avenue. The rectangular form of the building and the broad expanse of windows set into a grid of aluminum covering much of the façade reflect the influence of the International Style in post-World War II public buildings. Nothing projects from the plane of the building—there are no moldings or sills. Originally there were not even exterior steps at the entrance. Elements of the building are reduced to a grid and panels. The warm beige color of the brick and the blue-green granite trim soften the effect of the hard lines of the building's design. The Maplecrest branch of the post office, on Springfield Avenue, which was designed by Pollitt at the same time, echoed the International Style on a smaller scale in its façade.



Fig. 7: This dedicated post office building was designed in 1949 and opened with a grand parade in 1958 to mark Maplewood's achievement as a First Class Post Office. It will be torn down in the next year or two to make way for a mixed retail and residential structure.

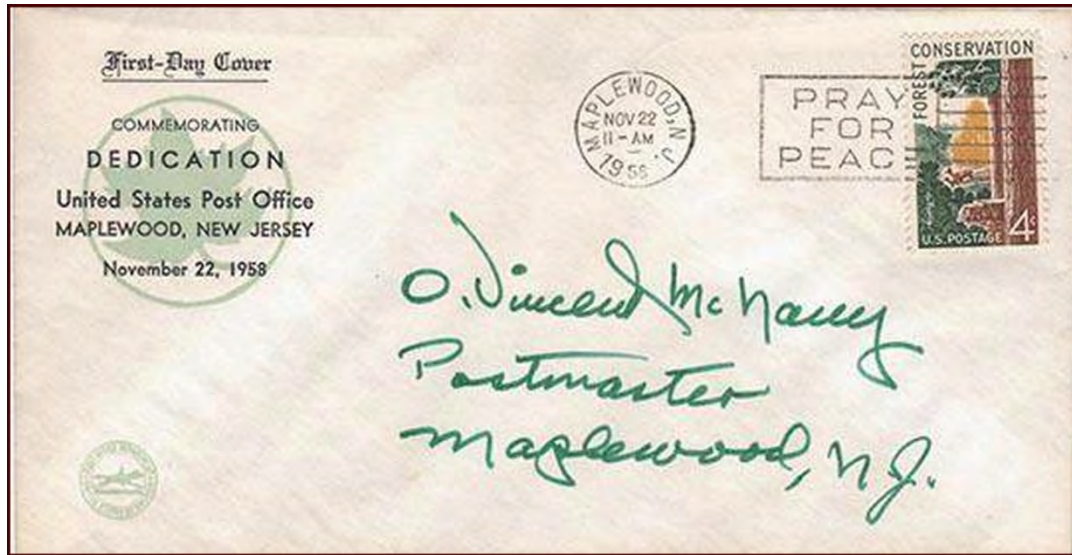


Fig. 8: First Day Cover from the Dedication of the Maplewood Post Office, November 1958.

Between 1910 and 1958 the post office in Maplewood Village had moved three times before coming to rest for more than 50 years in its current location. And now it is about to move again. The USPS lease on the property has run out and the Postal Service has decided that the building is too large for its current needs. (The Maplecrest branch will remain for now.) A decision on a new location for, perhaps, a storefront operation, has not yet been made. The town plans to demolish the building and develop the site, which is adjacent to the Maplewood train station, as a multi-use site with retail below and apartments above.



Fig. 9: Entrance to the Maplewood Post Office at 160 Maplewood Avenue, as it appears today in 2014.

WHERE CAN I MAIL A LETTER? Maplewood, NJ~ Gail R. Safian

Postmaster lists for Maplewood, Hilton, & Branch of South Orange

MAPLEWOOD Postmasters 1889-1912			List of Postmasters, HILTON, NJ		
Postmaster	Title	Date			
Harry J. Baker	Postmaster	Jul 15, 1889	Charles H. Stewart	Postmaster	Dec 16, 1879
Wm. K. Van Iderstine	Postmaster	Jun 28, 1909	Charles S. Carpenter	Postmaster	Nov 3, 1897
Discontinued 9/15/1912 - service to South Orange			James Gavin	Postmaster	Oct 28, 1898
			William Tack	Postmaster	Oct 19, 1899
			Elmer C. Brown	Postmaster	Jan 8, 1900
			Discontinued 31 Aug 1916		

Postmasters	BRANCH OF SOUTH ORANGE	
Frederic B. Taylor	Postmaster	Orig. appt May 19, 1898
John J. O'Hanlon	Postmaster	Jun 18, 1914
Stanley B. Van Iderstine	Postmaster	Feb 10, 1923
Nicholas A. Chasse	Acting PM?	Feb 11, 1925
Nicholas A. Chasse	Postmaster	Feb 12, 1929
John J. O'Hanlon	Acting PM	Sep 6, 1933
John J. O'Hanlon	Postmaster	Apr 27, 1934-Dec 10, 1935
Rose O'Hanlon	Acting PM	Jun 22, 1935
Rose O'Hanlon	Postmaster	Oct 14, 1940 - Jul 31, 1965
William Robert Lally	Acting PM	Aug 13, 1965

MAPLEWOOD	Re-estab. Nov. 1, 1947	
Owen V. McNany	Acting PM	Nov 1, 1947
Owen V. McNany	Postmaster	Jun 10, 1949
William L. Krieger	Acting PM	May 25, 1962
William L. Krieger	Postmaster	May 25, 1965
Ralph J. Avallone	OIC	Jan 31, 1979
Stanley J. Haber	OIC	Jul 27, 1979
Harold V. Tiemann	Postmaster	Jan 26, 1980
John McBryan	OIC	Feb 28, 1983
Charles W. Faas	Postmaster	Aug 6, 1983
Henry Kochut	OIC	Jul 18, 1988
Tony Rosario	Postmaster	Dec 17, 1988
Steven Kubala	OIC	Nov 24, 1992
Stewart M. Kaslow	Postmaster	Apr 17, 1993
Jeff B. Gannon	OIC	Sep 11, 1996
Jeff B. Gannon	Postmaster	Jul 19, 1997
Terry Ruane	OIC	Nov 30, 2000
Gino Perri	OIC	May 31, 2001
Nick Iarossi	OIC	Oct 9, 2001
Richard J. Firstmeyer	OIC	Jan 16, 2002
Joseph A. Iannacone	Postmaster	Jun 29, 2002
Frank Buscaino	OIC	Sep 8, 2004
Altemir R. Barbosa	OIC	Sep 29, 2006
Jane Walsh	Postmaster	May 12, 2007
name?	OIC	
Ronald J. Berry	Postmaster	Aug 30, 2008
Raymond Santana	OIC	
Paul M. Wells	Postmaster	Jul 16, 2011

MAPLECREST (Sta. Maplewood) established 1957 (no separate PM)

OIC: Officer-In-Charge

Data from Kay & Smith⁹, 1947 to date from the USPS Postmasterfinder at <http://webpmt.usps.gov/pmt003.cfm>



Fig. 11: Two covers addressed to the same person, one in 1909 from Niagara Falls to Hilton, NJ, and the other from the UK in 1947 to Maplewood, showing a Princess Elizabeth & Prince Philip wedding bells cancel.

ENDNOTES:

- ¹ Konwiser, Harry M., *Colonial & Revolutionary Posts*, Dietz Printing Company, 1931, p. 18.
- ² *Ibid.*, p. 46.
- ³ *Ibid.*, p. 61.
- ⁴ Bates, Helen, ed., *Maplewood Past & Present, A Miscellany*. Princeton University Press, 1948, p. 148.
- ⁵ *Ibid.*, p. 161.
- ⁶ D'Avino Doug, *Post Offices of NJ, A History told Through Post Cards*, an online exhibition on the New Jersey Postal History Society web site at www.njPostalHistory.org, in its galleries.
- ⁷ Bates, op cit., p. 102
- ⁸ *Ibid.*, pp. 136-137.
- ⁹ Kay, John L, & Smith, Jr., Chester M, *New Jersey Postal History*, Quarterman Publications, Lawrence, Mass, 1977.

PAULSBORO NJ via PHILADELPHIA TRANSIT

By John D. Dowd

Paulsboro is a borough in Gloucester County, created from Greenwich Township by an act of the Legislature on March 3, 1904. However, it first came to notice in William Penn's historic settlement of competing claims to the West Jersey colony. Penn considered the Paulsboro site in 1681 as the location for the city that would become Philadelphia, rejecting it eventually because of the close proximity of marshes. The borough comprises 1.89 sq. miles of land and 0.71 sq. miles of water. The borough has experienced long term population decline from its peak in 1950 to the 2010 census report of 6,097 inhabitants.



Fig. 1: Front of a July 31, 1900 cover to Trenton from Paulsboro.

The illustrated cover dates from the pre-incorporation period. The community received its name from the Paul family, one of the early settlers in the 1700s. Fort Billingsport nearby was the first property acquisition of the United States government in 1776. The post office was established in 1844 with John Price as first postmaster. The area first received rail service in 1876 by the Delaware-Shore Line, later taken over by the DuPont Company and eventually folded into the Pennsylvania-Reading Seashore Line. Today, rail service is provided by Conrail's Greenwich Secondary, which uses the same rail route. The railroad runs from below Greenwich, through Paulsboro in close proximity to the post office, and thence to Woodbury. Mail would have been carried then to Camden and eventually to Philadelphia, as evidenced by the PHILADELPHIA TRANSIT machine marking on the reverse of the cover. Mail would have been transferred to the mainline of the Pennsylvania Railroad for transit and dropoff at Trenton.



Fig. 2: Reverse of the same cover, showing a Philadelphia transit marking.

In 1900 Paulsboro was the site of a major amusement park. The railroad provided sixteen trains daily in the summer for excursionists. Ferry service had been provided from Philadelphia dating from 1890, with two ferries and five steamboats. The area began to industrialize in the first decade of the twentieth century. A manufactured gas plant was built in 1906 and operated until 1953. The Vacuum Oil Company built a major refinery (actually located in adjacent Gibbstown but using the Paulsboro address) in 1916 to supply petroleum products for export to Europe. Vacuum, a subsidiary of Standard Oil of New York (soon known as SOCONY-Mobil), operated the refinery until the 1990s when Mobil sold the complex to Valero Energy Corporation. Valero operated from 1998 until 2011 when it sold the refinery to PBF Energy. Paulsboro has been identified as a potential omniport to be positioned opposite the Philadelphia Airport, and initial work has been completed to support the manufacture of wind turbines for the offshore wind energy industry.

REFERENCES:

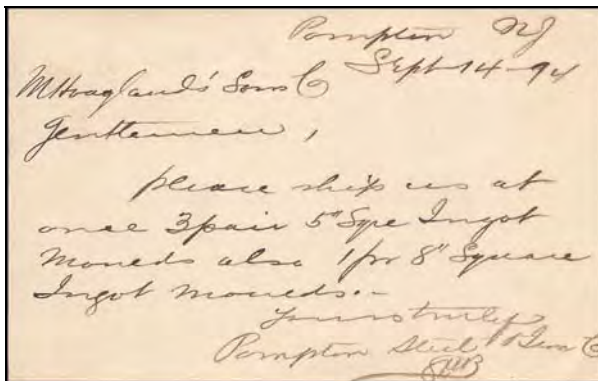
Gill Memorial Library, Paulsboro NJ

PHILATELIC MORRIS CANAL: Part 2

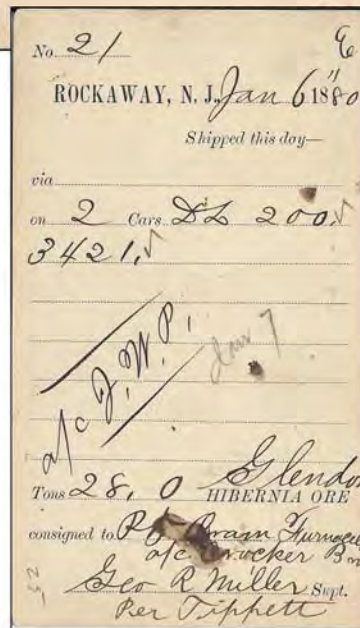
By Donald A. Chafetz

This continues an article begun in our last issue of *NJPH*, Vol. 41, No. 4, November 2013

Railroads Kill the Canal, but Steel & Iron and Mining Companies Continues



Figs. 47 & 48: Postal card UX12 Pompton Steel & Iron Company requests shipment of ingots. At this point in time, the railroad had replaced the canal boats as haulers even though this was a "local delivery." (Misshapen hand cancel Pompton NJ, September 14, 1894.)



Figs. 49 & 50: Postal card UX5 Shipping 28 tons of Hibernia Ore by 2 railroad cars. At this point in time, the railroad had replaced the canal boats as haulers even though this was a "local delivery." (Hand cancel Rockaway NJ, January 6, 1880 to Port Oram Furnaces, Port Oram, NJ.)

The Taylor Iron & Steel Co. traces its roots to the Union Iron Works, established at what is now High Bridge, N.J., in 1742 by William Allen and Joseph Turner of Philadelphia. The works consisted of a charcoal blast furnace and a pre-existing forge. Robert Taylor, an Irish immigrant, became works manager in 1769 and purchased control in 1803. His grandson, Lewis H. Taylor, greatly enlarged the works after the Central Railroad of New Jersey was built past the site in 1852 and began the manufacture of railroad car and track fittings. The firm imported the first Nasmyth steam hammer into the U.S. in 1854.

From 1860 to 1868 the works were operated as the partnership of Taylor & Large, and for two months in 1868 as the Lahlang Iron Works. The Taylor Iron Works was incorporated in 1868 and reorganized as the Taylor Iron & Steel Company in 1891.¹



Fig. 51

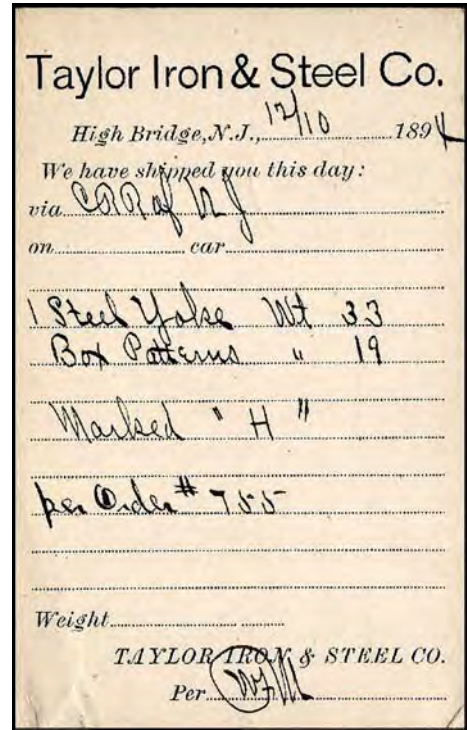


Fig. 52

Figs. 51 & 52 Taylor Iron & Steel form on postal card UX12 (Indistinct cancel, Rockaway receive cancel December 11, 1894.)

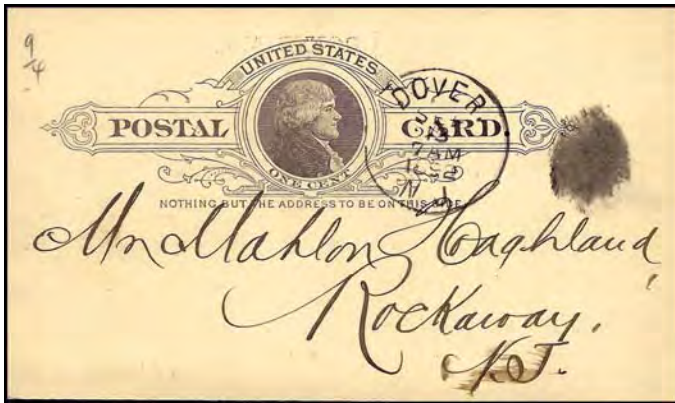


Fig. 53

Figs. 53 & 54: Postal card UX9 used by the Morris Co. Mach. & Iron Co. (Hand cancel Dover NJ, September 12, 1892.)

The Morris Co. Mach. & Iron Co. requests shipment of rusher plates and toggle bearings. "The company was organized in 1868 and erected a foundry and machine shop.... Much of its work is for the mines in the vicinity of Dover, building pumps, engines, air-compressors, etc."²

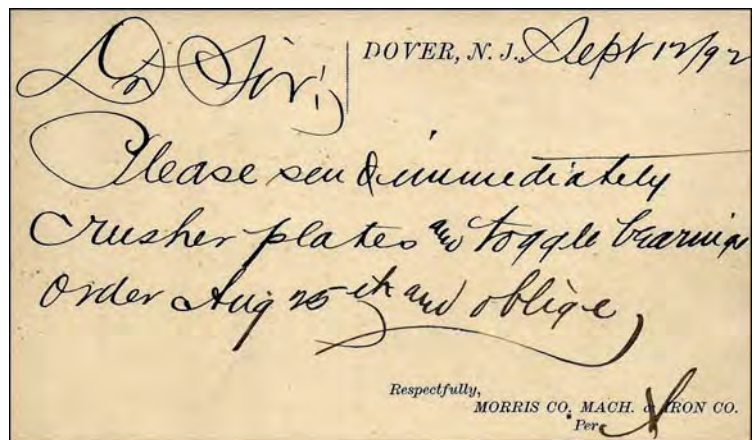


Fig. 54

Revenue Stamps



Fig. 55: Revenue stamp R15; Morris Canal & Banking Co., Sep, 19, 1868 (and with color removed to show cancel).



Fig. 56: Revenue stamp R48; Morris Canal & Banking Co., Apr 25, 1866 (and with color removed to show cancel).

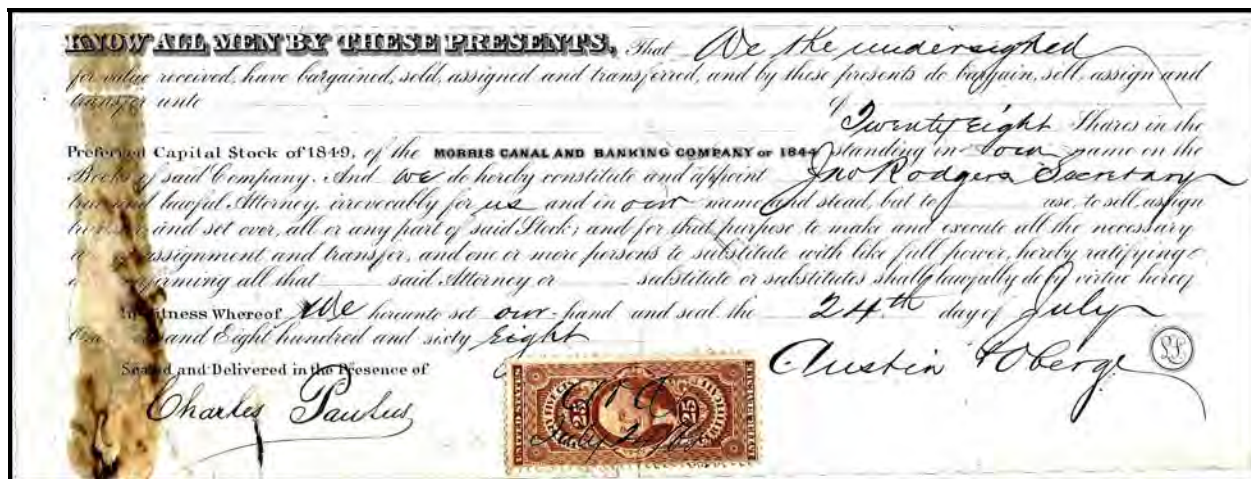


Fig. 57: R44 25 cents Certificate Transfer 28 shares preferred Capital Stock of 1840 of the Morris Canal and Banking Company of 1844, July 24, 1868.

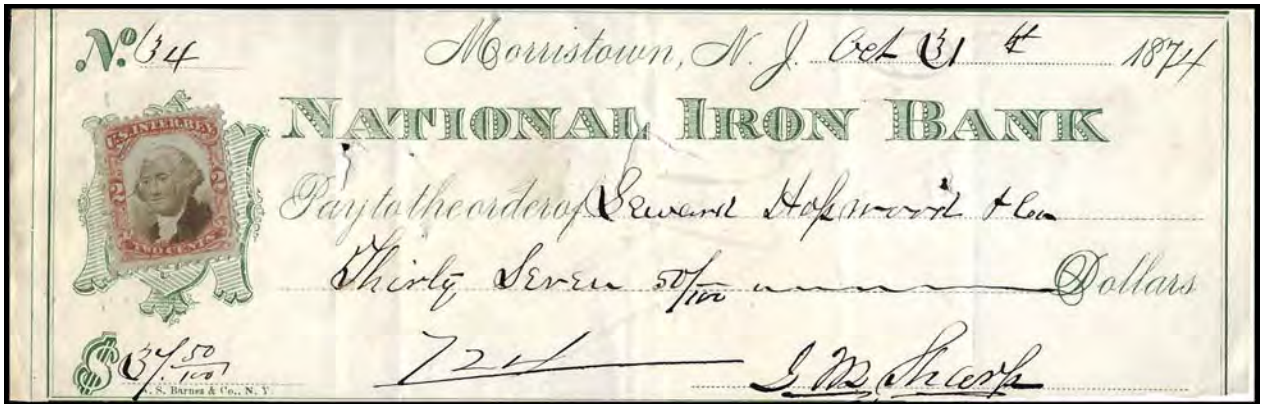


Fig. 58: Documentary Revenue Stamp, Third Issue R135

Morris County was doing a lot of business with the iron industry which was rapidly growing. A large amount of commerce was flowing through the county over the Morris Canal, the turnpikes and the recently completed railroad. In 1855 a group of citizens organized the “Iron Bank of Rockaway which took its name from the industry it was intended primarily to serve. three years it moved from Rockaway to Morristown. In 1865 the Iron Bank was re-charted as the “National Iron Bank.”³

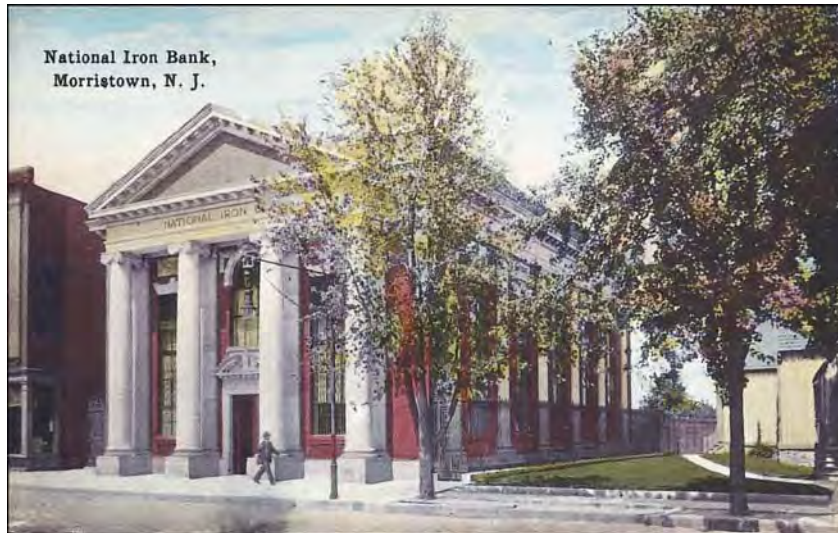


Fig. 59: National Iron Bank, Morristown, NJ (mint)

Miscellaneous Items



Fig. 60: Port Morris, Trans Mississippi 2 cents stamp
(Hand cancel - December 1, 1893; Deficiency Address Supplied N.Y.P.O. handstamp, various cancels on the back.)



Fig. 61: Port Oram, 1869 3 cents stamp
(Green double circle hand cancel September 18, 1869.)

Port Morris is a historic community in Roxbury Township, in Morris County, New Jersey, United States. Despite its name, Port Morris is in the hills of the Skylands Region, on the shores of Lake Musconetcong. Port Oram, also in Morris County and now Wharton, was another such “inland port.”

In the 1820s, George P. Macculloch envisioned a canal that would transport Pennsylvania coal to New York City. The plan was to construct a canal from Phillipsburg, New Jersey at the confluence of the Delaware and Lehigh Rivers, near the coal fields, to Newark, Jersey City or New York City. The section of the Morris Canal was completed to Newark in 1831, and Port Morris become one of the major stops established along the route of the Canal.⁴

In 1831, the Morris Canal was completed from Newark to Phillipsburg, New Jersey across the Delaware River from the terminus of the Lehigh Canal. On the way, it passed through Boonton, Dover and Port Oram all connected with iron. On this route it tapped the Morris County ore fields and became a carrier for both ore and pig iron. Its main purpose, however, was as an extension of the Lehigh Canal to furnish a route for anthracite coal from the Pennsylvania mines to seaboard. Any local traffic was a gain to supplement the through anthracite freight and iron ore and its products soon became important sources of revenue. Sites on the canal were selected for docks and industry, including iron works.⁵

Iron brought the first white settlers and it was the iron forges that surrounded the lake that resulted in the need for the first dam, in the 1770s, which raised the level of the lake by six feet. There was a need for a lot of water for the Morris Canal so a second dam was constructed in 1820 as the canal was being built. The third and final dam came in 1840.

The canal itself was a quarter mile from Lake Hopatcong, but a feeder canal ran along Lakeside Boulevard and joined the main canal at Landing. A lock raised canal boats into the lake. The canal transported iron ore. There was a rich vein in what is now the Weldon Road area of the township, but the ore was brought out of the hills by horse and wagon.

William Wood had a steamboat at Wood's Port (later shortened to Woodport) that took the ore across the lake to the canal. As railroads became more sophisticated and when the country needed more and more iron for the Civil War, the mine owners wanted a railroad to serve their mines. The first railroad was constructed from Ogdensburg down the Weldon Road area to Nolan's Point, the deepest point in the lake. Huge steamboats carried the ore to the canal from 1866 to 1882 except for times when the canal was frozen.⁶

1866 – the Morris Canal connected twice with Jefferson, first at Woodport and then at Nolan's Point. Iron was transported from the Ogden (Edison) Mine in Sparta and other Jefferson Township mines to the shores of Lake Hopatcong at Woodport. Some of the other mines were Schofield, Dodge, Ford, and Weldon Mines.⁷



Fig. 62: UX1 Woodport (Hand cancel May 25, 1880; reverse Dover, NJ Transit cancel May 25.)

Railroads and the End

“On the 4th of May 1871 the Morris Canal Company made a perpetual lease of the canal and work to the Lehigh Valley Railroad Company, a Pennsylvania corporation that desired it as an outlet to tide water (at the Hudson River).”⁸

The most profitable period for the Morris Canal & Banking Company was during the 1860s. “Its tonnage (as appears by the reports to the stockholders) had increased from 58,259 tons in 1845, when only open part of the year, and 109,505 in 1846, to 707,572 in 1870. Its receipts for tolls and other sources in 1845 were \$18,997.45; in 1846 \$51,212.39; in 1870 \$391,549.76.”⁹

Through the years the canal boats had been enlarged so they could carry 70 tons of cargo whereas originally they only could handle 25 tons. The inclined plains were rebuilt to handle the large boats and then deepen and widened. Unfortunately this was not sufficient to overcome the advantage the railroads had. Whereas the canal boats took 5 days to travel from the Delaware River to the Hudson River, the railroads could carry a significantly large load the same distance in a day. By the end of the 1860's the canal had passed its peak and was in a significant decline. It managed to remain existence under 1923 but it was just a skeleton of itself.



Fig. 63: Bethlehem, Pa., September 7; stamp missing perforation on the left top side.



Figs. 64 & 65: Registered mail March 20, 1923 from New York City. The person could not be found so the letter returned to New York City on March 31, 1923. The letter was sent to home owners informing them of the impending filling in of the Morris Canal.



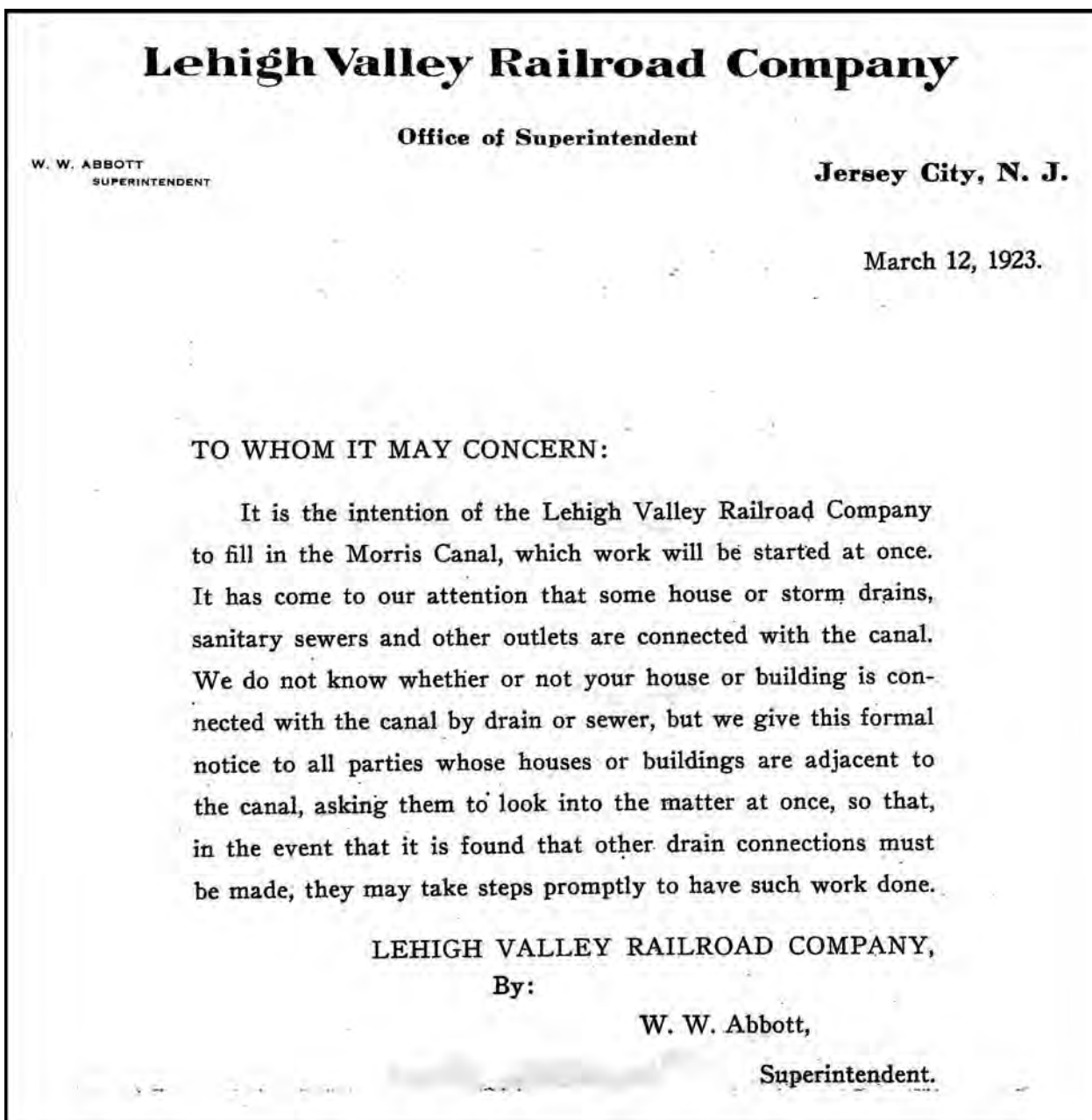


Fig. 66: Letter informing home owners of impending work to fill in the Morris Canal.

Philatelic Covers

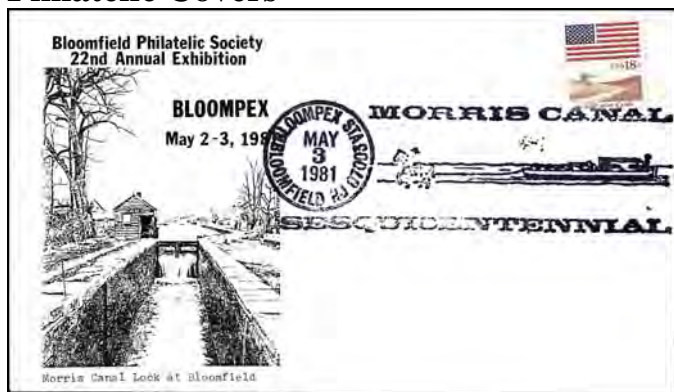


Fig. 67: Morris Canal Lock at Bloomfield, Morris Canal Sesquicentennial (Lock 15E 84.80 miles).

(Hand slogan cancel, BLOOMPEX Sta, Bloomfield, NJ, May 3, 1981.)

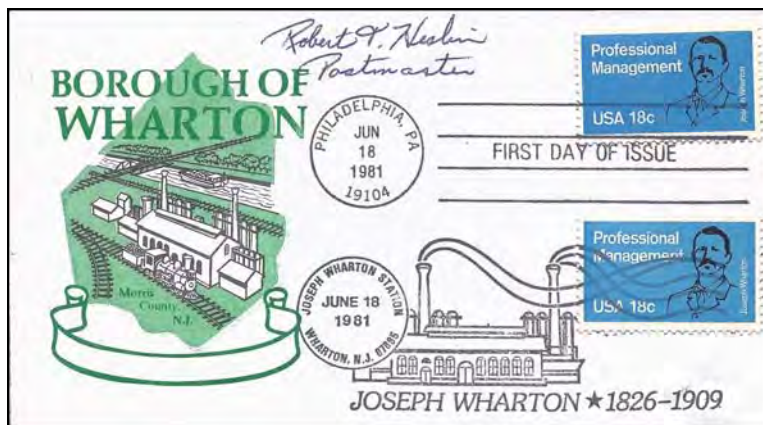


Fig. 68: First Day Cover of Joseph Wharton Professional Stamp. Wharton purchased the Port Oram Furnace Co, enlarged, modernized and operated the furnaces from 1877-1911. The area became known as Wharton Furnace and by petition of the citizens to the NJ Legislature changed the name of the Borough from Port Oram to Wharton on March 27, 1902).

(Machine cancel Philadelphia, PA June 18, 1981; Joseph Wharton Station, Wharton, NJ June 18, 1981.)

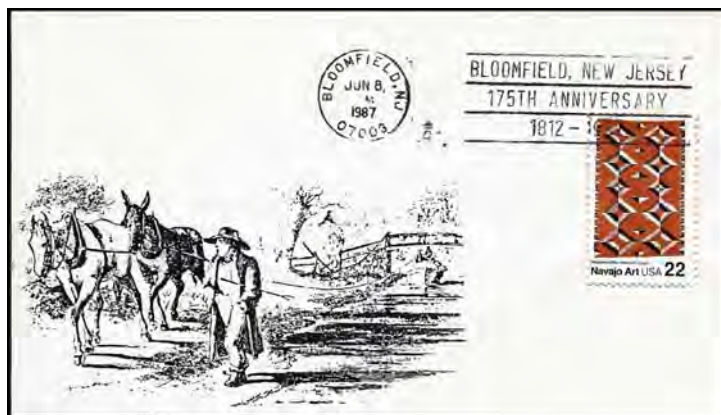


Fig. 69: Bloomfield 175th Anniversary.

Cachet: Mule driver leading mules pulling canal boat.

(Machine slogan cancel, Bloomfield, NJ, June 8, 1987.)

ENDNOTES:

- ¹ Source: http://invention.smithsonian.org/resources/mind_repository_details.aspx?rep_id=205
- ² Source: Munsell, W. W., *History of Morris County, New Jersey, 1739-1882*, p.63
- ³ Source: Historic Morris County, NJ 1739-1882, The First National Iron Bank booklet.
- ⁴ Source: Wikipedia http://en.wikipedia.org/wiki/Port_Morris,_New_Jersey.
- ⁵ Source: Wikipedia http://en.wikipedia.org/wiki/Wharton,_New_Jersey).
- ⁶ Source: <http://jefferson.patch.com/groups/around-town/p/looking-back-the-history-of-lake-hopatcong>).
- ⁷ Source: <http://www.nynjctbotany.org/njhltofc/jeffersontwn.html>).
- ⁸ Source: Munsell, W. W., *History of Morris County, New Jersey, 1739-1882*, p. 69).
- ⁹ Source: Munsell, W. W., *History of Morris County, New Jersey, 1739-1882*, p. 69).

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USS LING, SS 297, New Jersey Memorial Submarine

By Prof. Mark Sommer

Professor Mark Sommer sent along this cover, and a flyer with some additional information on the *USS Ling*, which is docked in Borg Park in the Hackensack River in Hackensack. For those with an interest in naval history, this submarine is open weekends for tours.



Fig. 1: A commemorative cover from the USS Ling, cancelled October 14, 1973. By this point in time, this submarine was no longer in service, and was being used a memorial as part of the New Jersey Naval Museum in Hackensack.

The *USS Ling* (named for a fish of the same name, also known as a cobia) was commissioned in June of 1945, and is the last of the Balao class fleet type submarines that protected our American coastlines in World War II. She had a short life in active service, being decommissioned in October 1946. Under her Commander G.G. Molumphy, she made only one patrol of the Atlantic in World War II. While on active duty, she had a complement of 95 officers and men and an armament capacity of 24 torpedoes.



Fig. 2: A post card view of the Link at its berth in Hackensack.

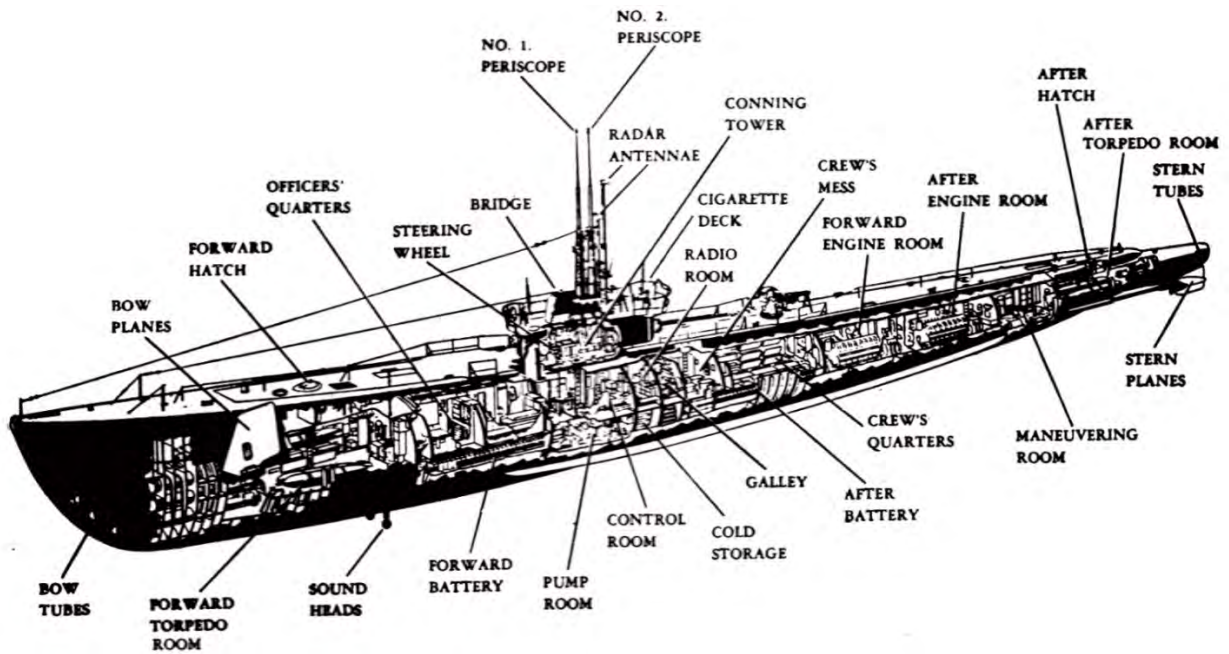


Fig. 3: Showing the interior layout of the Ling.

Built at Cramp Shipbuilding Company, Philadelphia, Pennsylvania

Length: 311 feet, 8 inches

Beam: 27 feet, 2 inches

Draft: 17 feet (surface trim)

In 1962, she was converted to AGSS – Auxiliary Submarine Assigned Special Duties – and served as a training vessel, for the Naval Reserve until 1971. Those who trained aboard were trained in all her equipment, and that training included diving and surfacing. She was stricken from the Naval Register in December 1971, and donated to the Submarine Memorial Association, and took up residence in the Hackensack River in January 1973.

This cover found on Ebay and shown in *Figure 4* shows a usage during the period when the *USS Ling* (AGSS 297) was a training ship, and is sent by the Officer in Charge on August 10, 1967. It is certainly possible that covers from the *Ling* exist from 1945 & 1946, but they must be very scarce.



Fig. 4: Cover from the USS Ling (AGSS 247) while serving as a training vessel for the submarine Naval Reserve. Note however that the cachet implies an atomic submarine of an entirely different configuration.

Directions to the *Ling*: Adjacent to the New Jersey Naval Museum: (Note that while the Naval Museum, housed in a trailer, was flooded in Superstorm Sandy and has remained closed since then, the *USS Ling* is open.)

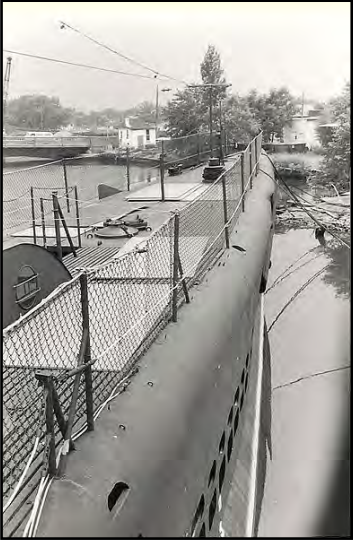
Address: 78 River St., Hackensack, NJ.

Directions: New Jersey Naval Museum. I-80 exit 66. From west: At end of ramp, left onto Vreeland Ave. At stoplight, left onto Hudson St., then turn left and go under I-80. At first stoplight, turn right (E. Kennedy), go one block, turn left at light onto River St./Hwy 503. Head north for less than a mile. Driveway on right, just before Heritage Restaurant. From east: Straight off ramp (E. Kennedy), past first light (Hudson St.), then left at second light onto River St./Hwy 503. Head north on River St./Hwy 503 for less than a mile. Driveway on right, just before Heritage Restaurant.

Hours: Sa-Su 10 am - 4 pm (last tour at 3:15) (Call to verify)

Phone: 201-342-3268

For submarine aficionados, also on this site are a Japanese Kaiten "manned torpedo" and a German Seehund midget submarine.



Wikipedia, *USS Ling*:
<http://en.wikipedia.org/wiki/File:USSLing1975.jpg>

BEEMERSVILLE, 1841

By Ed & Jean Siskin

Beemerville, a community within Wantage Township in Sussex County, New Jersey was founded about 1790 by Henry Beemer, a veteran of the Continental Army during the Revolutionary War. When he moved to Canada, shortly after 1800, he left his large tract of land to his son, Henry Jr. who lived on the property until his death at the age of 108. Henry Beemer, Jr. opened a tavern sometime before 1820 and continued to operate that tavern for the rest of his life. At some point Henry Jr. succeeded in opening a post office in the tavern. The History of Sussex and Warren Counties¹ indicates that mail was distributed at his tavern as early as 1820. Interestingly, the History states Henry Jr. was the first postmaster and was succeeded by his son Henry III and then by grandson Horace I. Beemer.² Kay & Smith³ list Jacob H. Beemer, Henry Jr.'s younger brother as first postmaster.

According to Kay & Smith the post office was commissioned April 12, 1825, under the name of Beemersville. From 1830 until 1837 it operated under the name of Wantage. On February 18, 1837, the name was changed to Beemerville. The post office functioned under that name until it was discontinued on March 15, 1915. Helbock⁴ rates Beemersville and Wantage as Scarcity 7 and Beemerville as Scarcity 3.

It is not surprising that the post office changed the name to drop the possessive form. Starting in 1827, the post office periodically reassessed post office names. Its initial objective was to avoid having two post offices within the same state having the same name. It expanded to the standardization of post offices names which generally disregarded the preferences of the local community. This culminated in a formal policy on naming post offices, issued in 1895, which is still in effect today. As reported in Kay & Smith, the first principle is "(a) The avoidance, so far as seems practicable, of the possessive form of names."

Given this background, we were pleased to acquire a folded letter with a Beemerville postmark dated 1841, four years after the post office directed the name change. This cover is pictured in *Figure 2*. Docketing is shown in *Figure 3*. It is clearly not a year-date error. The cover is addressed to the "Ioway Territory." The Iowa Territory wasn't formed until 1838. Further, the contents of the letter refer to "recent flooding." The floods of January 1841 are considered the second worst in New Jersey's history.

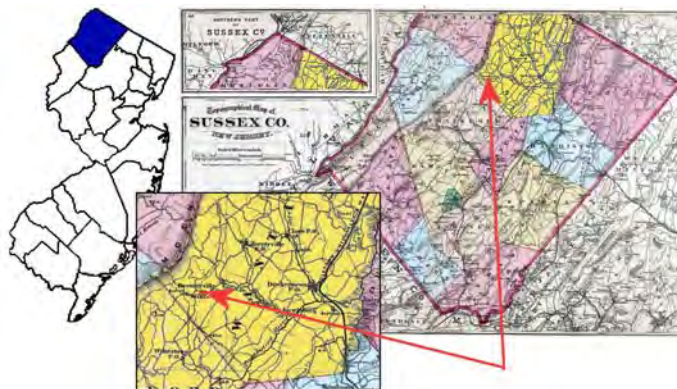


Fig. 13: Showing the location of Beemerville/Beemerville, in Wantage Township, on an F.W. Beers Sussex map from 1872.

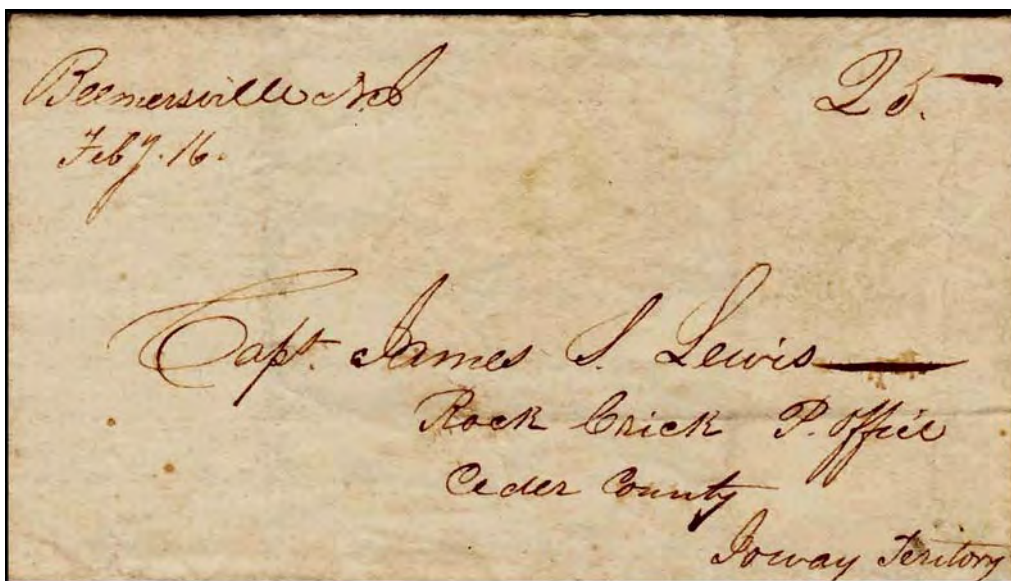


Fig. 2: 1841 Beemersville stampless folded letter, still showing the version with the possessive form with "s."

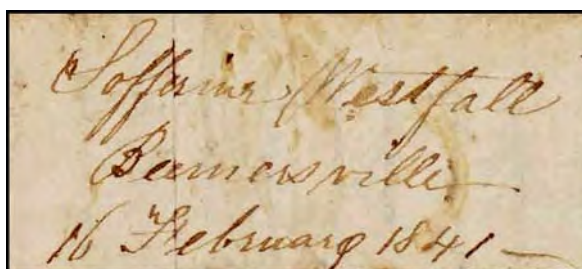


Fig. 3: Docketing on this cover, noting the February 16, 1841 date.

Apparently, Postmaster Henry Beemer, Jr. felt a nostalgic fondness for the possessive form of his community's name. The letter and transcription are shown on the following page in Figure 4.



Deckertown, from Barber & Howe, 1845

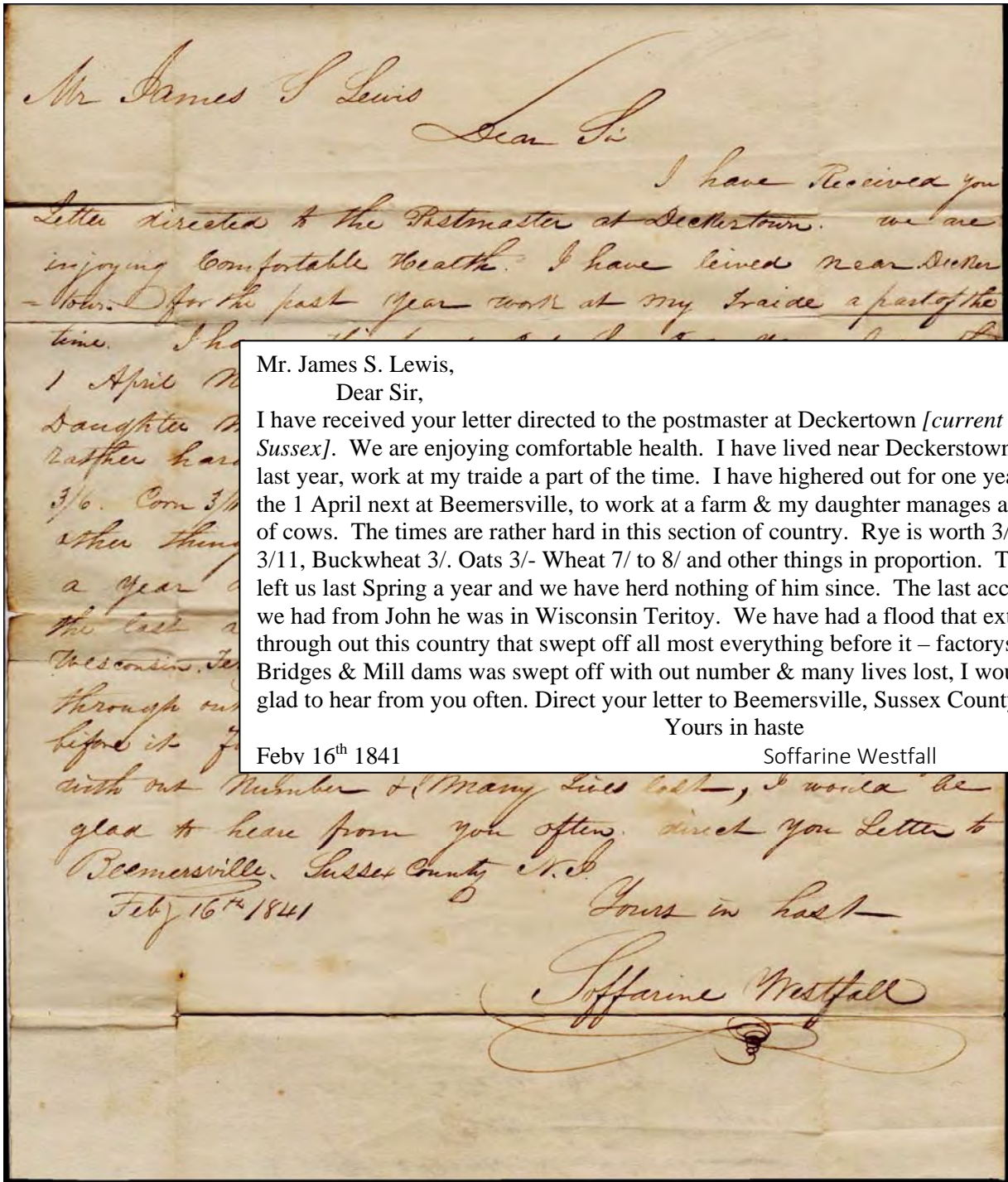


Fig. 4: The contents of this letter make reference to the floods of 1841 in New Jersey.

ENDNOTES:

- ¹ The History of Sussex & Warren Counties, James P. Snell, Everts & Peck, Philadelphia, 1881
- ² National Archives show this name as Horace J. Beemer, appointed Aug. 24, 1841, serving until July 6, 1843. National Archives lists of Postmaster Appointments. 1832-1971, Microfilm roll M841/Roll 83.
- ³ New Jersey Postal History, John L. Kay & Chester M. Smith, Jr., Quarterman Publications, Inc. , 1977
- ⁴ United States Post Offices Volume IV - The Northeast, Richard W. Helbock, LaPosta, Scappoose, Oregon, 2001

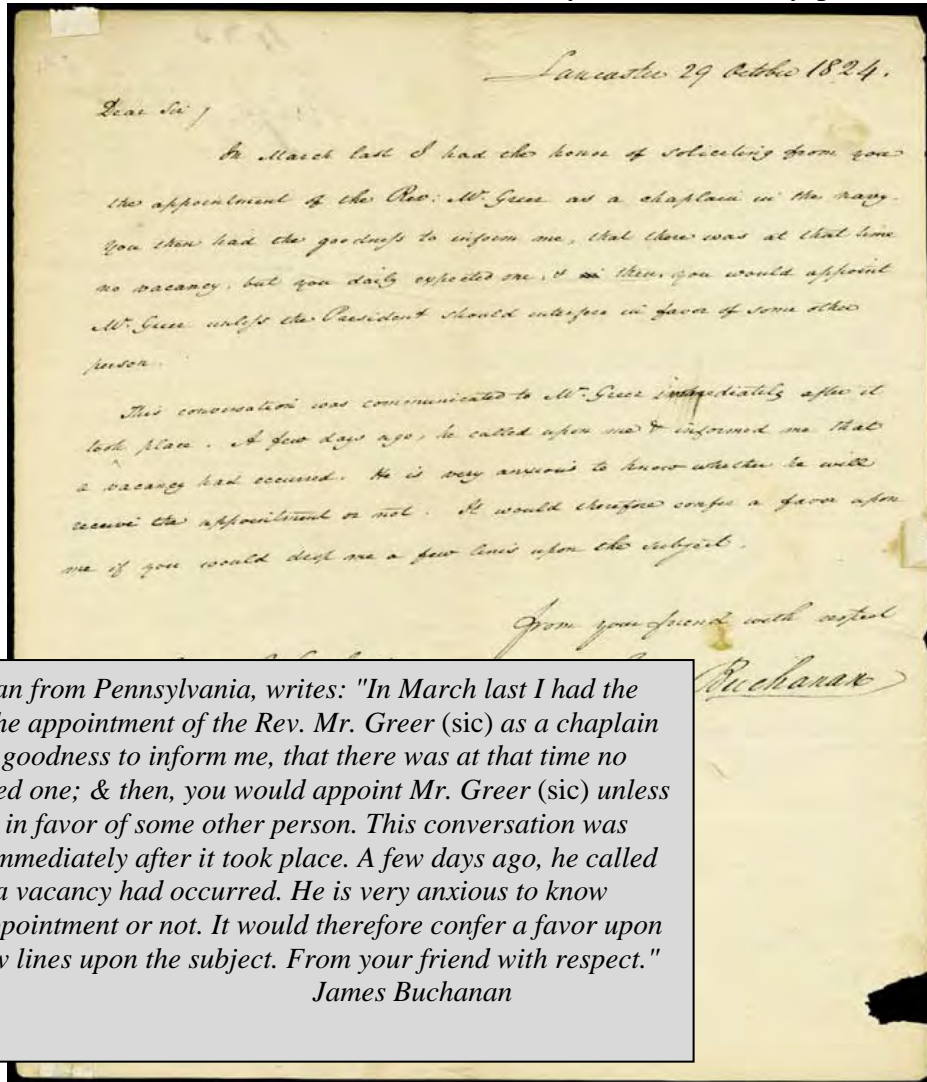
COMMUNICATIONS with SECRETARY of the NAVY SOUTHARD

By Jean R. Walton

Another article in the long continuing saga of New Jersey's favorite son, Samuel L. Southard, 1787-1843, Senator and Secretary of the Navy, and the source so of much New Jersey Postal History. This article treats on his two terms as secretary of the Navy (1823-1829), and while less pertinent to NJ philately, these certainly contribute an important part of the picture of the man.¹

There are any number of pieces of Southard correspondence in collectors' hands that we have not included in the pages of *NJPH*, from the period when he was Secretary of the Navy from 1823 to 1829, in two different administrations – Monroe and J.Q. Adams. These were perhaps the most important and vital years of Southard's life. Much of this correspondence however is less accessible, located in places such as the Naval Archives or Presidential Papers. When they are available, these sometimes are shared with a Presidential signature, and autograph sellers have put a high price on many of these (sometimes selling only the signature lines from documents) -- for example a J.Q. Adams/ Samuel Southard on Ebay for \$300, or my personal favorite, a letter from James Buchanan to Samuel Southard in 1824, for which the Ebay seller has put a price of \$11,999!

Fig. 1: The letter at right has been on Ebay for some time, and is from James Buchanan to Samuel Southard in 1824, about an appointment of a chaplain in the Navy. It has no outer sheet, so lacks the postal information we would like as postal history collectors. Was that sold separately? Or just discarded?



Buchanan, then a Congressman from Pennsylvania, writes: "In March last I had the honor of soliciting from you the appointment of the Rev. Mr. Greer (sic) as a chaplain in the Navy. You then had the goodness to inform me, that there was at that time no vacancy, but you daily expected one; & then, you would appoint Mr. Greer (sic) unless the President should interfere in favor of some other person. This conversation was communicated to Mr. Greer immediately after it took place. A few days ago, he called upon me & informed me that a vacancy had occurred. He is very anxious to know whether he will receive the appointment or not. It would therefore confer a favor upon me if you would drop me a few lines upon the subject. From your friend with respect."
James Buchanan

Another such piece – an appointment of Benjamin J. Totten as Midshipman in March 1826, bears both Southard’s signature as Secretary of the Navy and John Quincy Adams’s Presidential signature, J.Q. Adams.

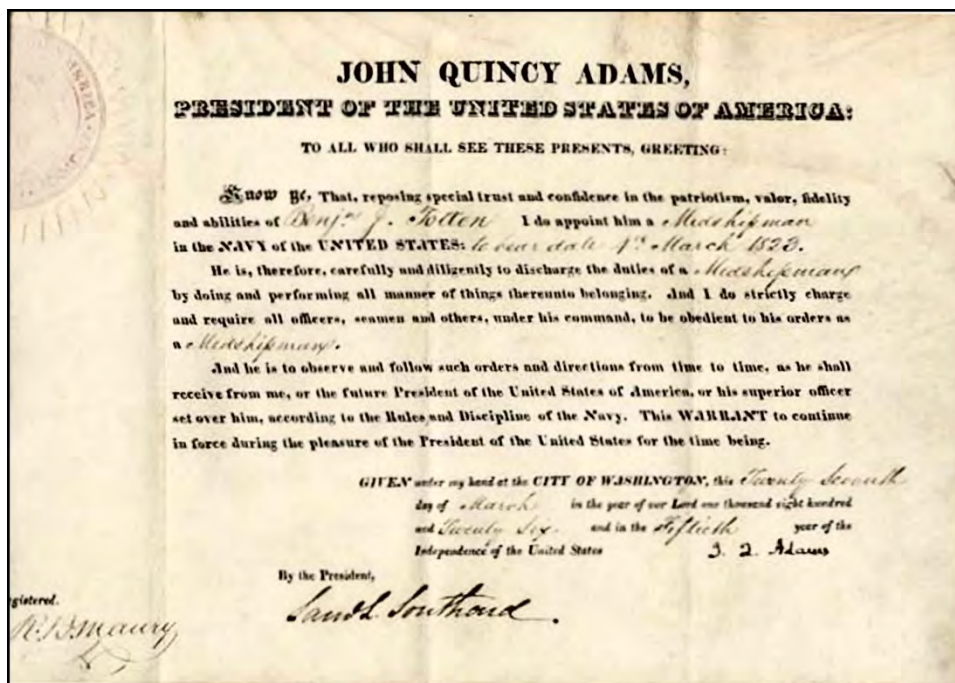


Fig. 2: Another unpurchased Ebay lot – in this case I neglected to record its listing (or selling) price, bearing a J.Q. Adams signature along with Southard’s.

This is not to indicate that as Secretary of the Navy, Southard’s mail travelled only by couriers or outside the regular mails. His free frank, pictured below, is from a cover shown in our August 2013 issue,² and shows his signature on a Navy Department 1826 communication.

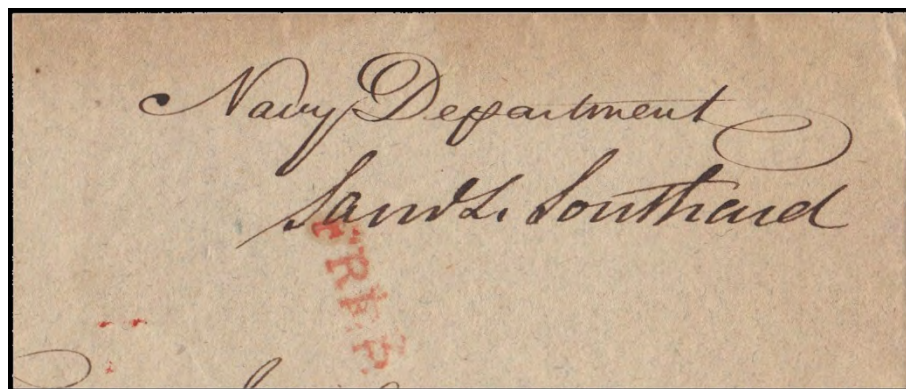


Fig. 3: An example of Southard’s free frank on Naval business, Nov. 7, 1826.

Other covers exist in collectors’ hands from this period, addressed to Samuel Southard as Secretary of the Navy. Southard’s franking privilege included not only his outgoing mail, but incoming mail as well.³ The public felt quite free to make use of this privilege, as stampless folded letters on the following page show.

COMMUNICATIONS with NAVAL SECRETARY SOUTHARD Jean R. Walton

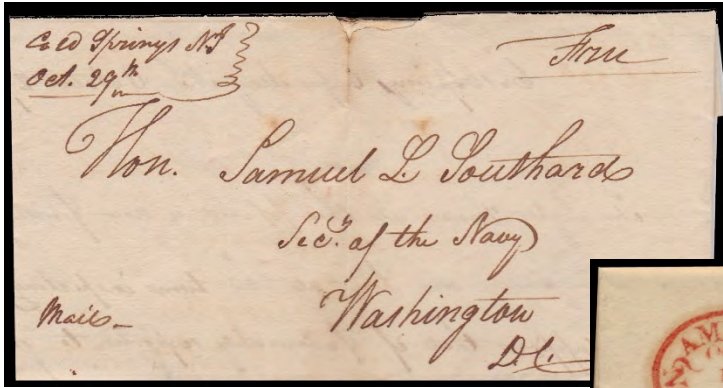


Fig. 4: An 1823 (Oct. 29th) cover from Cold Springs, Cape May, NJ to the Secretary of State. Although it concerns an appointment as lighthouse keeper, the writer is asking only for a recommendation, as this appointment is a matter for the Secretary of the Treasury.

Fig. 5: An 1826 (Oct. 18) cover to Secretary Southard with an Amboy Oval cancel and FREE markings.

Illustration courtesy Robert G. Rose

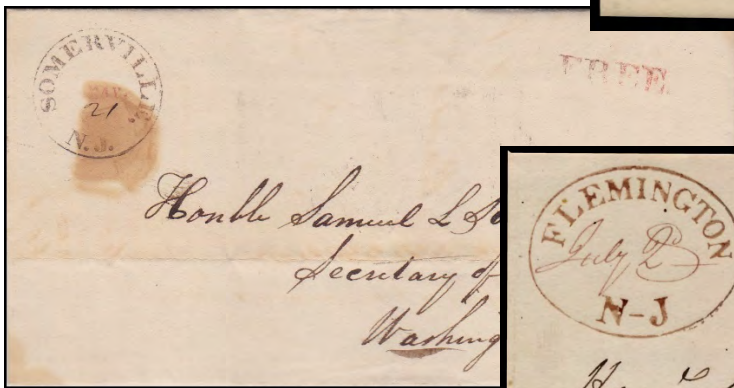
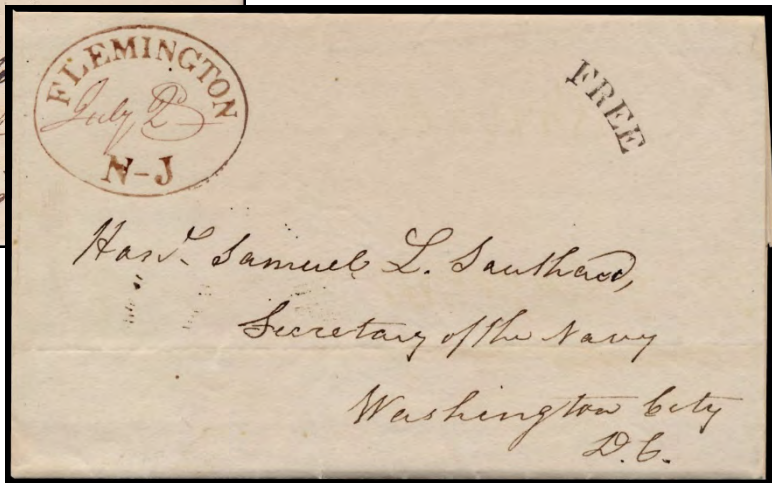


Fig. 6: An 1827 (May 21) cover from Southard's brother Isaac in Somerville.

Fig. 7: An 1828 (July 2) Flemington Oval cancel and FREE marking on a cover to the Secretary of the Navy.

Illustration courtesy Robert G. Rose



To restrict ourselves only to true philatelic items, however, would mean missing some important pieces of history, which contribute to a fuller picture of Southard's tenure as Secretary of the Navy, and some of those in my own collection follow.

When Southard became Secretary, the Navy's shortcomings were many. There was as yet no Naval Academy, and midshipmen were appointed largely on the basis of their personal and political pull. Very little science was required of even higher ranking officers. Under Southard's guidance, first steps were taken to establish a full-fledged academy. During this time, only four schools were available to train potential naval officers – The Philadelphia Naval Asylum School, and three other schools, in Norfolk, New York, and Boston.

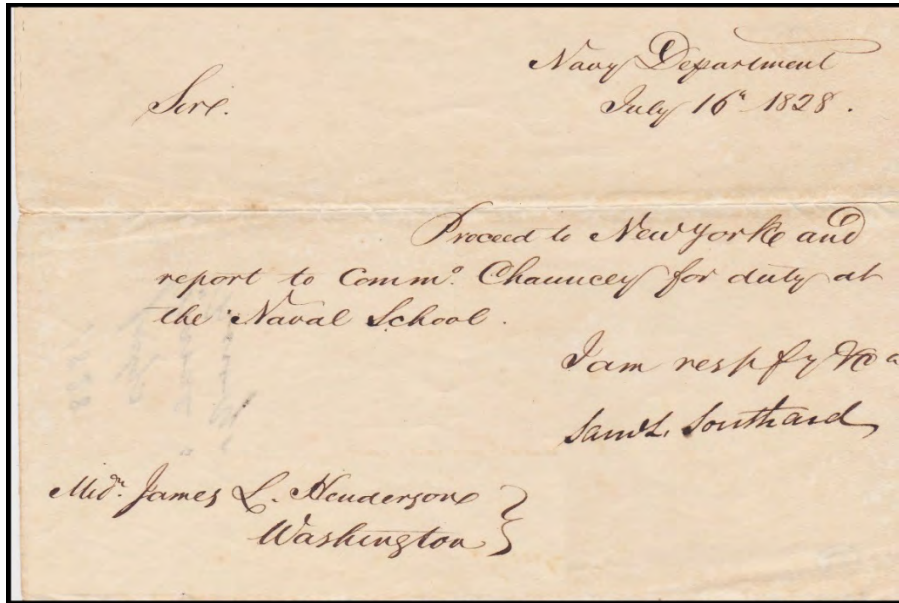
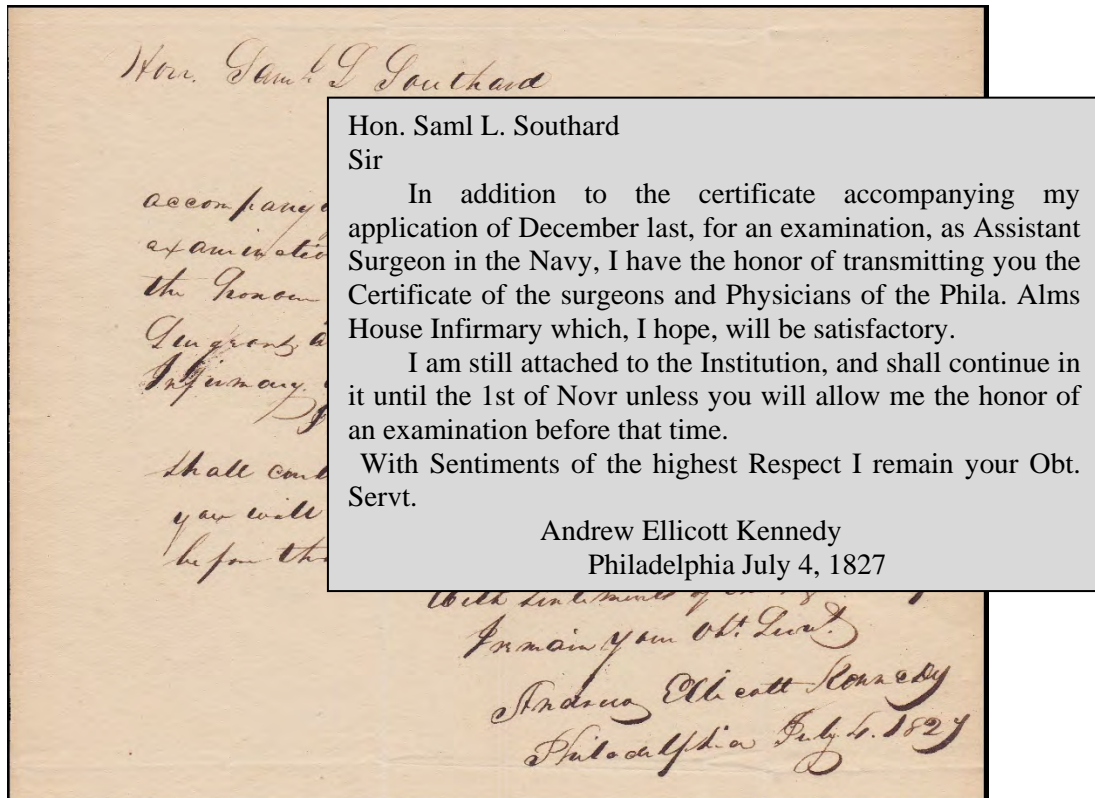


Fig. 8: A letter to James L. Henderson, in Washington City, on July 16, 1828, advising him to proceed to New York for duty at the Naval School there. No outer sheet. Written by a clerk with Southard's signature.

There had been no standard for the naval medical corps, and naval doctors' qualifications were often questionable. Another letter, again with no outer sheet, regards a medical appointment and indicates improvement in that area, with necessary examinations of medical appointees:



Hon. Saml L. Southard
 Sir
 In addition to the certificate accompanying my application of December last, for an examination, as Assistant Surgeon in the Navy, I have the honor of transmitting you the Certificate of the surgeons and Physicians of the Phila. Alms House Infirmary which, I hope, will be satisfactory.
 I am still attached to the Institution, and shall continue in it until the 1st of Novr unless you will allow me the honor of an examination before that time.
 With Sentiments of the highest Respect I remain your Obt. Servt.
 Andrew Ellicott Kennedy
 Philadelphia July 4, 1827

Fig. 9: A letter from Andrew Kennedy, July 1827, indicating examinations for surgeons for the Navy. Kennedy became a Surgeon's Mate, January 3, 1828.

COMMUNICATIONS with NAVAL SECRETARY SOUTHARD Jean R. Walton

This circular, signed by Southard in 1825, indicates the increasing search for naval officers with skills and talents, instead of the previous pattern of political patronage.

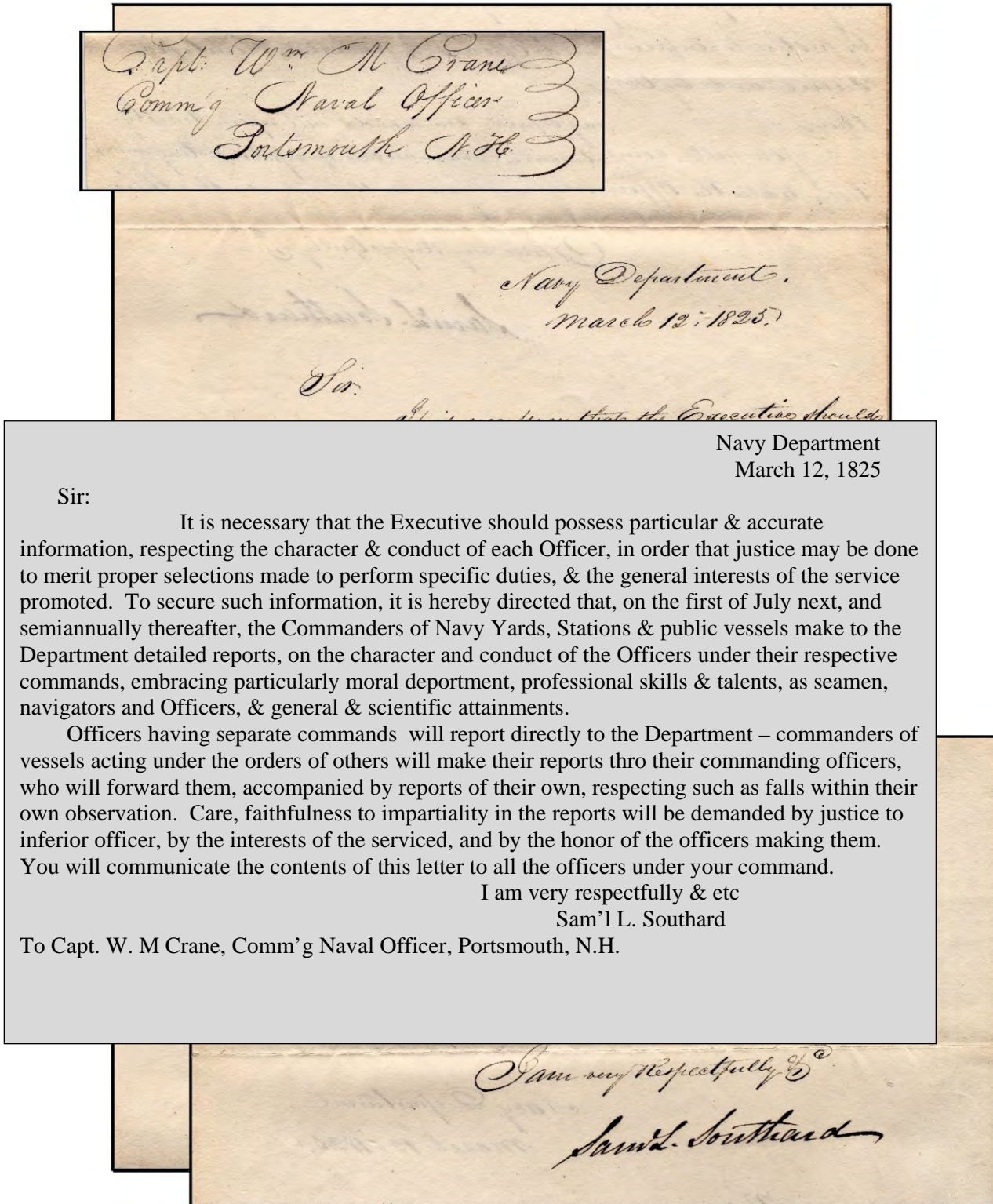


Fig. 10: A communication sent from the Secretary of the Navy to commanders in the field – this one sent to Capt. W. M Crane at the Navy Yard at Portsmouth, New Hampshire. No postal markings.

A more interesting part of Southard's job involved the pomp and ceremony of political visits. We previously documented Lafayette's return visit to the United States in 1825,⁴ and the many preparations that were made for this occasion. Another visitor was a Baron Huygens from the Netherlands aboard the Eagle, and the Duke of Saxe-Weimar on the Dutch corvette Pallas, as this letter from the Department of State to the Secretary of the Navy indicates.

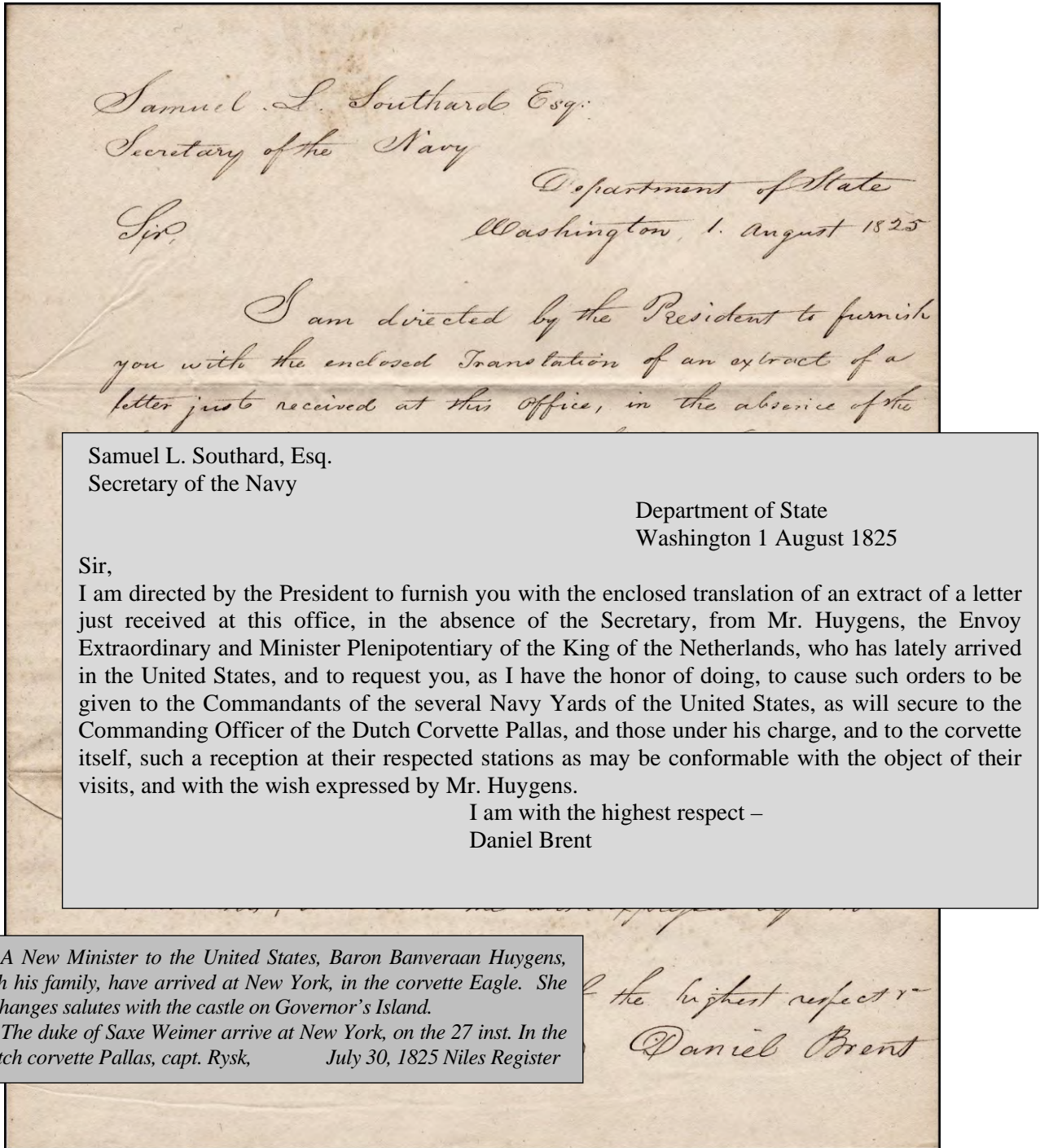


Fig. 11: A letter to Southard from the Department of State, asking him to make preparations for the visit of a new Emissary to the United States.

COMMUNICATIONS with NAVAL SECRETARY SOUTHARD Jean R. Walton

One cover in my collection (again without postal markings) bears on the court martial of a favorite American hero, Commodore David Porter, and the Foxardo (also Fajardo) Affair. This now long forgotten story includes pirates, and high seas adventure, and the unfortunate but necessary court-martial of one of Southard's highest ranking naval officers.

Porter was some years older than Southard, and of a very different temperament. His exploits in the War of 1812 in Chile, while a loss, earned him the respect and admiration of a young nation. He was not unlike Andrew Jackson – free and easy, disliking the constraints, happiest when free from encumbrances. Southard was intellectual, stolid, a worrier, - and in 1825, he was, short of the President, the person to whom Porter reported.

The origins of the Foxardo event are in the Caribbean, off the coast of Puerto Rico – then under Spanish rule. Pirates had been a problem in this area, and Porter was sent to patrol the waters for the U.S.

Porter stepped in on hearing of the mistreatment of an American envoy at Foxardo, who had been thrown in jail attempting to recover some stolen property. He took matters into his own hands, and without orders, put a force on the ground at Foxardo, threatening the local mayor and the citizens with military action if no apology was forthcoming. While this situation ended without incident, for this act against a friendly government which might have led to a larger conflict, and for taking it upon himself to establish U.S. policy, Porter was relieved of his command, and ordered before a Court of Inquiry by Secretary of the Navy, Samuel L. Southard, to investigate what the Secretary called the “extraordinary transactions at Foxardo.” A series of acrimonious and very public letters then issued from Porter's pen to the President and to the Secretary of the Navy, creating bad feeling all around.

The letter in my collection is but a small part of the court martial, and was sent to William Seaton (of Gales and Seaton, publisher of Senate debates). Seaton was the editor of the *National Intelligencer*, and was – it seems – giving testimony at the trial in question. He apparently felt constrained to not divulge a letter he had received from Southard, and Southard attempts to make clear he should feel no such constraint.

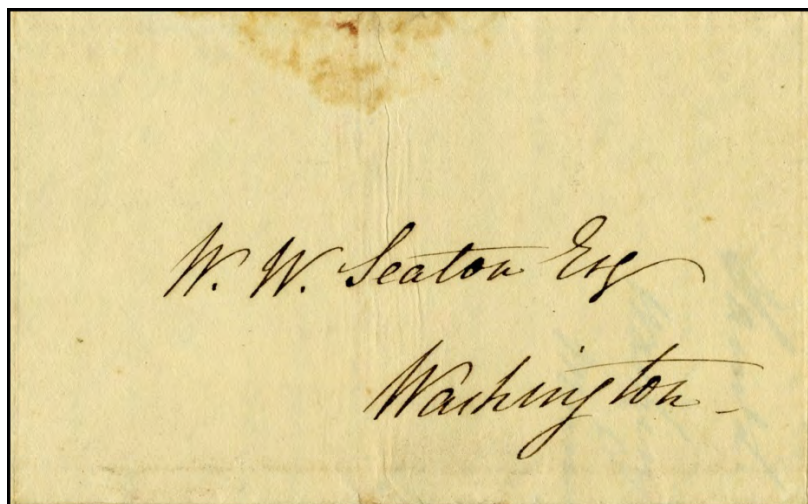


Fig. 12: Addressed to W.W. Seaton from Samuel Southard, during the court martial of David Porter. The smudge at top is a transfer of sealing wax, not a cancel. This was likely carried by messenger.

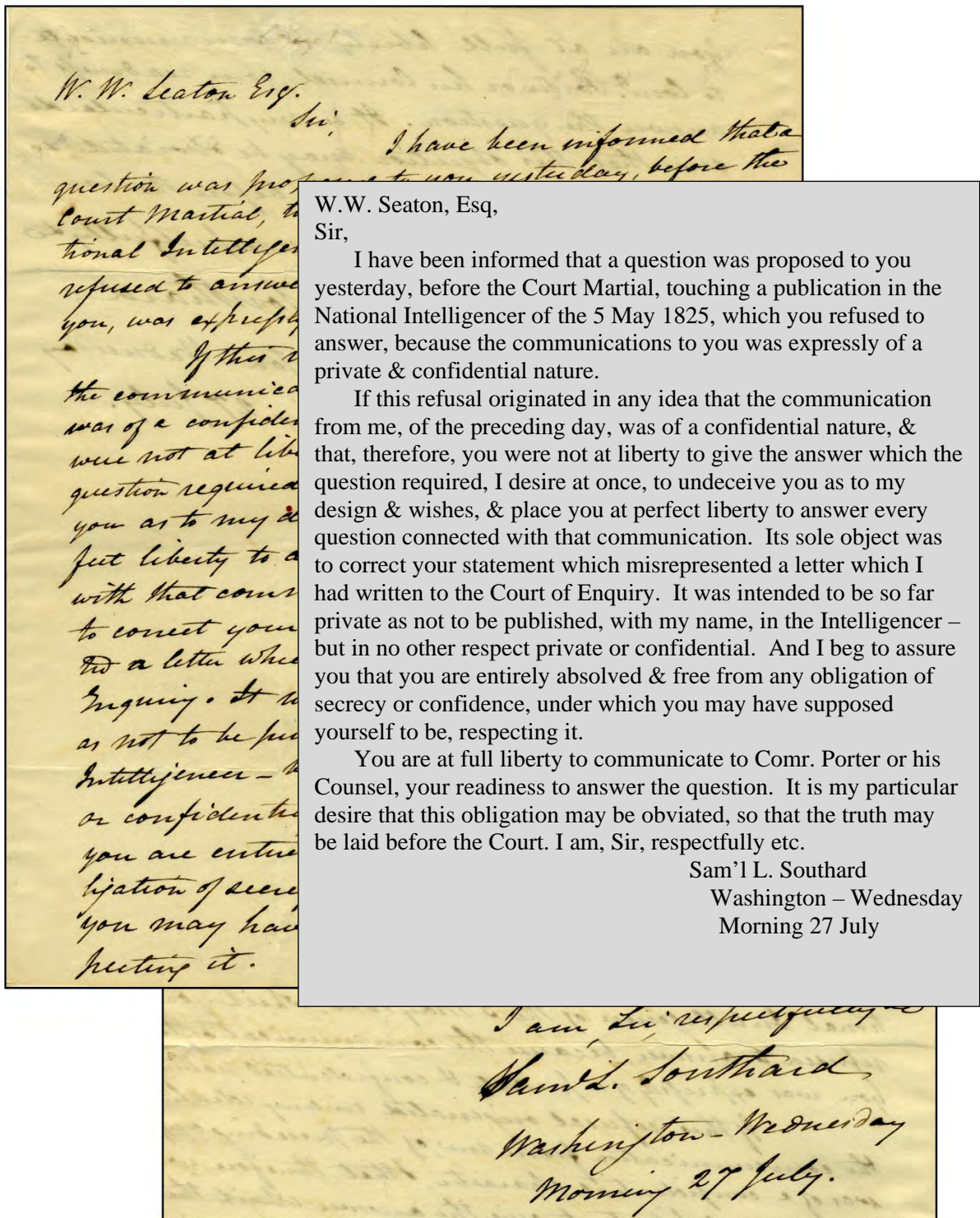


Fig. 13: The letter enclosed (July 27, 1825) absolves Seaton from regarding a communication he received from Southard two days previous, as confidential, and frees him to disclose its contents to the Court.

COMMUNICATIONS with NAVAL SECRETARY SOUTHARD Jean R. Walton

The story is well-told in the pages of the *United States Naval Institute Proceedings*, Volume 33, Part 2, where Lieutenant Commander Edward L Beach, U.S. Navy, describes the court-martial of David Porter.⁵; and extracts are below.

Porter ... attacked the competency of the court on the ground that two of its three members were his juniors in rank. His plea was overruled, and he left the court in high dudgeon. He wrote a number of trenchant letters to the Secretary of the Navy, and caused to be published an account of the Foxardo affair, to which he appended his correspondence with the Secretary, and the record of the proceedings of the court of inquiry.

On July 7, 1825, he was brought to trial before a naval court-martial on charges of disobedience of orders, insubordinate conduct, and conduct unbecoming a naval officer. The specifications were that he landed in the dominions of the King of Spain in a forcible and hostile manner and in military array, and did there commit acts of hostility, in contravention to the Constitution of the United States, the laws of nations, and his own particular instructions. That he had written sundry disrespectful letters to the President of the United States, and to the Secretary of the Navy. That he had caused to be published the proceedings of the court of inquiry before the latter had been transmitted, or the government had acted on them.

The court-martial met daily from July 7 until August 13. An enormous mass of evidence was presented to the court....His entire defense was the orders he had received from the Secretary of the Navy. These orders ... directed Porter to repress piracy, to afford protection to the person and property of citizens of the United States. He was authorized to pursue pirates into desolate uninhabited islands, where the active authority of government did not extend, and to pursue them into settled islands to aid the local authorities to capture them, giving previous notice this was his whole object. When a local government existed he was to act only in aid of and in co-operation with it, and the local authorities in all instances were to be respected. Porter's orders were as strong in their requirements that in every instance he should respect the local government, wherever or whatever it might be, as that he should destroy pirates.....

Throughout the trial the court treated Porter with great tenderness. They were in full appreciation of the greatness of his past services, and his eminence and fame as a naval officer. But from the evidence produced before them, and the very nature of Porter's defense, any other verdict than that of "guilty as charged," was utterly impossible.To have justified Porter would have given the power to make war, or bring the country into war, to every naval officer acting in independent command....To his dying day Porter never accepted the justice of this verdict. He was sentenced to six months' suspension from duty.

He resigned and spent four years as commander of the Mexican Navy. ...Porter returned to America in 1829. Two weeks after Andrew Jackson had been inaugurated President, he sent to Porter, offering him diplomatic service. It is evident that Porter was a man after Jackson's own heart. Porter was sent to Constantinople as consul general, and later raised to the rank of minister resident, remaining there till his death, in 1843. ...

Southard survived this unpleasant experience and accomplished a great deal as Secretary of the Navy. He served six years in the same office - a longer term than most Secretaries of the Navy - under two Presidents, Monroe and John Quincy Adams, from 1823-1829. His job brought him all manner of responsibilities, guiding the Navy through these years. He seemed, in these years, devoted to his job - spending long hours at the old War Department which housed the Naval offices, and working through the summers - something not done by his predecessors. He turned out - in spite of no previous maritime experience - to have been an able administrator of the Navy.

The items shown here, while largely non-philatelic in nature, contribute to the story of the Samuel L. Southard, and give us a broader picture of the contacts and responsibilities of the office of the Secretary of the Navy in the 1820s.

ENDNOTES:

¹ **NOTE:** The Collected Letters to and from Samuel Southard is a long-running series in *NJPH*, the last of which was published in Aug. 2013 (Vol. 41 No. 3 Whole number 191). Other articles are below (see our Free online Library to access these, if the below links do not work for you:

109*	Sep 1994	121	Jan 1997	146	Jul 2002
110	Nov 1994	122	Mar 1997	147	Sep 2002
111	Jan 1995	123	May 1997	148	Nov 2002
114	Sep 1995	142	Jun 2001	169	Feb 2008
115	Nov 1995	143	Sep 2001	180	Nov 2010
116	Jan 1996	144	Nov 2001	182	May 2011
117	Mar 1996	145	Mar 2002	191	Aug 2013

² For the full cover, see Walton, Jean, Free Franks of Samuel Southard, [August 2013 \(Vol. 41 No. 3 Whole number 191 August 2013\)](#), p. 159.

³ Siskin, Ed & Jean, *Legislative Franking Laws*, online at <http://www.njpostalhistory.org/media/pdf/njfflaws.pdf>, published by NJPHS, 2012. Note “.to or from.” in the wording of the laws.

⁴ Voorhees, Ralph, reprinted from the Proceedings of the New Jersey Historical Society, [NJPH, Jan 1997, Vol. 25, No. 1 \(Whole Number 121\)](#). P/. 12.

⁵ Beach, Lieut. Commander Edward L., *The Court-Martial Of Commodore David Porter* , United States Naval Institute Proceedings, Volume 33, Part 2, on Google Books, http://books.google.com/books?id=Q2pJAAAAYAAJ&pg=PR1&lpg=PR1&dq=United+States+Naval+Institute+Proceedings,+Volume+33,+Part+2&source=bl&ots=U_xSHijvgu&sig=LvdwsonLADN5YY43ktBfUxAUbs8&hl=en&sa=X&ei=bv4TU_vFHqPy0wH-yIHwDA&ved=0CC8Q6AEwAQ#v=onepage&q=david%20porter&f=false 2/26-2014

HOMETOWN POST OFFICES: Griggstown, NJ

By Doug D'Avino

In 1947, a post office was established in Griggstown, Somerset County (See map in Figure 1) with Abraham Veghte selected as the first postmaster, as listed in Table 1.

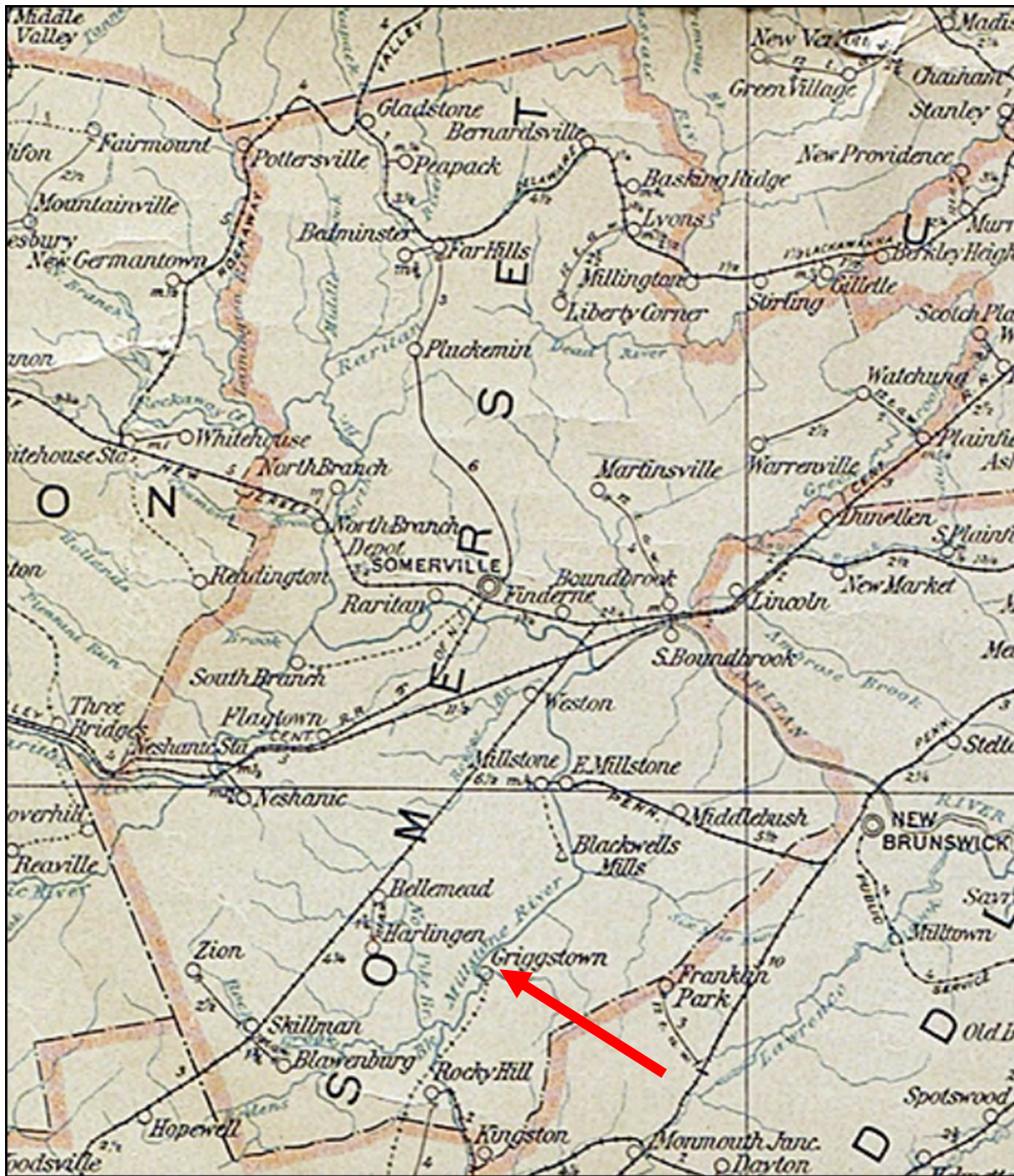


Fig. 1: This Post Office route map was engraved in 1913.

The post office in Griggstown was located in the Mule Tender's Barracks, property owned by postmaster Veghte. The building is shown in *Figure 2*, alongside the Delaware and Raritan Canal. For about 25 years, the property served as both a store and post office.

Table 1. Griggstown Postmasters - Somerset County		
Name	Position	Date Appointed
Abraham Veghte	1st Postmaster	March 15, 1837
Lewis H. Mosher	Postmaster	September 17, 1847
Jaques Cortelyou	Postmaster	April 16, 1855
William H. Oppie	Postmaster	June 2, 1862
Thomas Shilliday	Postmaster	May 14, 1887
William H. Oppie	Postmaster	March 30, 1889
Harvey Boice	Postmaster	October 15, 1904
Discontinued on March 15, 1920, Mail to Princeton; stamps and stamped paper and postal-account book to Newark; other supplies and records to Philadelphia.		



Fig. 2: The post office was located in the Mule Tenders barracks for over 25 years. In the mid-19th century the property belonged to the Abraham Veghte family who operated both a store and post office from the building. It was eventually converted into an apartment building, then became the location of the Griggstown Museum until sustaining considerable flood damage in 1999. Image circa 1950.

HOMETOWN POS: Griggstown, NJ ~ Doug D'Avino

A store, located at the intersection of Canal Road and the Griggstown Causeway Road since about 1850, was bought by William H. Oppie in 1854. Oppie became postmaster in June, 1862, and served until May, 1887. He served again from March, 1889, until October, 1904.

Each family in Griggstown had a pigeonhole behind the counter and a postal clerk handed out the mail. In November, 1904, the office was authorized to handle money orders. Later, locked boxes were installed. *Figure 5* shows a September, 1907, Griggstown postmark cropped from a postcard.

The Boice store burned in 1920 and the post office moved temporarily into the home of Charles Cheston until rural free delivery began. The Princeton post office still delivers mail to some Griggstown residents; there is no longer a post office in Griggstown.



Fig. 3: The site of Harvey Boice's general store and post office, located at the intersection of Canal Road and the Griggstown Causeway Road. Boice had a telephone installed in the store which improved his door-to-door butcher business. A store on this site dates back to before 1850; after 1854, the Oppies owned the store and post office until they sold the store to Boice.

Harvey Boice bought the former Oppie store (shown in *Figure 3*) in 1904 - 1905; Boice became postmaster in October, 1904. *Figure 4* shows postmaster Boice and his family around 1910.



Fig. 4: Boice family and friends circa 1910 in a REO automobile. Henry Boice (Harvey's brother) is the driver with Wm Hill sitting next to him; postmaster Harvey Boice is in the rear seat with his wife, Sadie, and daughter, Ethel; Harvey's son, Daniel R. Boice, is standing next to the car.

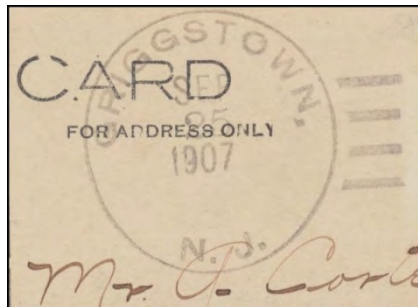


Fig. 5: 1907 Griggstown postmark

REFERENCES:

1. The Digitized US Postal Bulletins and PL&Rs, 1880 - 2013, <http://www.uspostalbulletins.com/pdfsearch.aspx?pid=1&Group=48&id=48>, Copyright © 2012 US Postal Bulletins Consortium.
2. Jeanette K. Muser, *Images of America, Rocky Hill, Kingston, and Griggstown*, Arcadia Publishing, Copyright © 1998, http://www.arcadiapublishing.com/mm5/merchant.mvc?Screen=VPROD&Product_Code=9780738557779, p. 62.
3. Griggstown, <http://thegriggsfile.com/Griggstown/index.html>.

MEMBER NEWS:

MEMBER NEWS

Many thanks for the many contributions received with dues payments!

WELCOME TO NEW MEMBERS:
Evan Kalish, 217-15 47 th Rd, Bayside, NY 11361, postmarks, PO photos and viewcards Maintains web site called Going Postal at http://colossus-of-roads.blogspot.com/
Gail R. Safian, 31 Hickory Drive, Maplewood, NJ 07040
CHANGES:
Paul Schumacher, change email from pschumac@holmanauto.com to pschumac1@verizon.net
Steve Washburne, change email from stevewashburne@gmail.com to stevewashburne@hotmail.com
GOODBYE TO OLD FRIENDS: Art Desimine, resigned.

A SISTER SOCIETY INVITATION: A LETTER FROM PMCC

Greetings from the Post Mark Collectors Club

January 23, 2014

This correspondence is to make your organization aware of what we have to offer as a club with the goal and responsibility of collecting the nations pieces of printed history so that anyone can access and learn about our country's postal history. We encourage you to visit our website to see the work we do and what we do to accomplish that task at [Postmark Collectors Club](#) or www.postmarks.org.

On the website you will find post office pictures, by state, as well as interesting articles about the postmarks and offices of the area focused on. We encourage and advise on how to start and maintain collections among the many other resources available on the website.

In the early 1940s, Charles Strobel of Cleveland, Ohio, wrote a regular philatelic column for The Cover News (later known as The Southern Philatelist). Through his column, Strobel made contacts all over the United States, and realized that some readers were avid postmark collectors, as was he. A small group was formed based on this common interest and was called "The Post Mark Collectors Club."

The club numbers approximately 500 members and provides services to many areas of postal history and postmark collecting. The Museum houses the world's largest collection of postmarks and a research library with references in postal history. The PMCC [Directory](#) of Post Offices lists open and operating post offices as a service to anyone.

The PMCC maintains a National Museum, The [Margie Pfund Memorial Postmark Museum and Research Library](#) (also known as the *National Postmark Museum* or *PMCC Museum*) is located near Bellevue, Ohio in the Historic Lyme Village. The museum and library is available to club members for postal history research. The Post Mark Collectors Club is organized to encourage postmark collecting and the study of postal history, and to provide support for the Museum and Library. We now have over 2 million postmarks archived.

We also publish the *PMCC Bulletin* for our members as well as make it available to subscribers on the website (www.postmarks.org).

Articles from the Bulletin

- [A U.S. Four-Bar Postmark Reference](#) • [Tales from the 'Hit List' \[2011\]](#) • [What's a Star Route?](#)
- [What's a Highway Post Office?](#) • [Notes on '12 M' Postmarks](#) • [To Cut or Not to Cut? \(To 2x4.\)](#)

We hope you will check us out and make any of the clubs that you are involved with aware of us.

Mrs. Nancy Hinshaw, songbird734@yahoo.com

**MEMBER ADS: YOUR AD MISSING? LET US KNOW AT
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 AHLFELDS@aol.com.

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

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

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.

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

ALWAYS DESIRED: FISH HOUSE, COVERS, BURLINGTON COUNTY advertising covers and corner cards; Burlington County DPOs. Email Paul W. Schopp at pwschopp@comcast.net.

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

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.

WANTED; STAGE COVERS BEFORE 1860. All Eastern states. Also wanted: Confederate fakes and forgeries. Contact Steven M. Roth, 1280 21st Street, NW, Suite 209, Washington, DC 20036, 202/293-2563 or email 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, 616/399-9299.

THE CRABBY MILKMAN is always BUYING Pre-1960 U.S. Postcards, 973-338-9224. Robert J. DeTrolio, 110 Garner Ave., Bloomfield, NJ 07003, r.detrolio@comcast.net.

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 jjwalker@comcast.net.

WANTED: BLOOMFIELD NEW JERSEY Postcards and Ephemera. Please call with all details. . Robert J. DeTrolio, 110 Garner Ave., Bloomfield, NJ 07003, r.detrolio@comcast.net.

PATERSON, NJ WANTED INTERESTING COVERS. Contact George Kramer, P.O. Box 2189 Clifton, NJ 07015, or email 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

MEMBER ADS: YOUR AD MISSING? LET US KNOW AT

SECRETARY@NJPOSTALHISTORY.ORG OR BY MAIL TO 125 TURTLEBACK RD, CALIFON, NJ 07830

LIQUIDATING MY COLLECTION OF STAMPLESS LETTER & COVERS from all states. Please send want list. Many New Jersey manuscripts & post marks. Contact Ken Hall@oldletters.com.

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

WANTED: UNUSUAL PICTURE POST CARD of TEANECK, WEST ENGLEWOOD, BOGOTA, NEW BRIDGE, NORTH HACKENSACK, NJ. Contact Bill Berdan, 475 Forest Ave., Teaneck, NJ 07666, 201-310-1156 or by email at 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.

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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.

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.

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., stampfinder47@gmail.com.

WANTED: JERSEY CITY POSTAL HISTORY, including stampless, advertising, postal, covers, post cards with local views and unusual usages or cancellations, prior to 1940. Contact John A. Trosky, 2 St. Clair Ave., Rutherford. NJ 07070-1136/201-896-8846/, or email 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.

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.

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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.

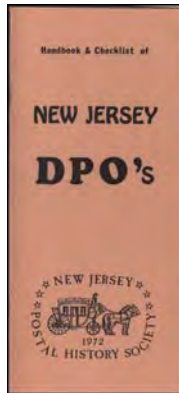
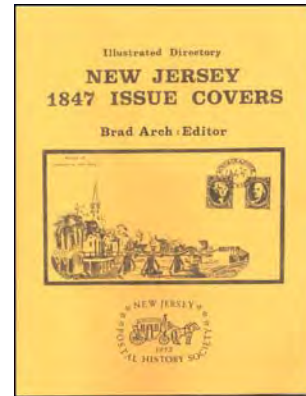
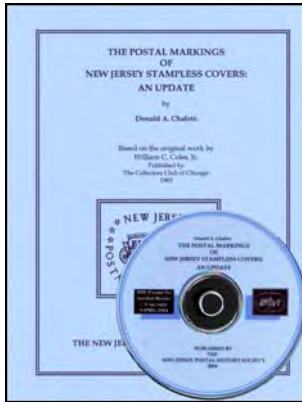
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