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Earliest Documented Burlington Postmark: 1767



The above cover, with a Burl^{ton} manuscript postmark, is datelined July 7, 1767 at Burlington, marked 2 pennyweight, and bears a Bishop mark on back. For more information, go to page [115](#).

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PRESIDENT’S MESSAGE

Once again, both Bruce Mosher and Larry Lyons return to these pages with updates on New Jersey express delivery and New Jersey local stamps, respectively. The Siskins write about the discovery of an early colonial marking from Burlington. I have contributed an article on the three reported towns in New Jersey that used county postmarks during the stampless period. We welcome Dennis Buttacavoli and his article on New Jersey Civil War soldiers’ letters. Don Chafetz has graciously provided an article picturing the first installment of his exhibit on New Jersey’s Air Mail Week that took place in 1937.

Doug D’Avino has authored the popular Hometown Post Office series from its beginning. He contributed his last article in the May issue of *NJPH*, in which I noted that it would be his last because of his health issues. He has since passed away. He will be missed as a contributor to these pages and as a colleague who always lent his support to this Society. Jean Walton steps in this issue with Green Village in Morris County. If there is anyone willing to take on this column on a regular basis, we would welcome hearing from you, and can offer any help and support needed. All members are invited to contribute to the Hometown Post Offices at any time.

Our webmaster, Warren Plank, provides an update on the internet usage of the Society’s website. The large number of “hits” is truly startling—these pages are being read all around the world! Take a look at the website’s many features: www.njpostalhistory.org.

Finally, on a personal note, on August 1st of this year I retired after 40 years in the practice of law and am looking forward to having more time to devote to our wonderful hobby. Note my new contact address above, and my regular email below.

Enjoy the rest of the summer!

ROBERT G. ROSE
robertrose25@comcast.net

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**FOR THE FALL 2014 ISSUE OF THE HILITES, THE TOPIC IS:
SPORTS IN NEW JERSEY**

Featuring sports related New Jersey Post Cards.

AN EARLY BURLINGTON POSTMARKED COVER

By Ed & Jean Siskin

Burlington, New Jersey was founded by two Quaker groups in 1677, five years earlier than Philadelphia. It was a planned community and the original draft map of the town prepared in 1678, contains many of the same street names that exist today. In 1681, when New Jersey was divided into two providences, East Jersey and West Jersey, Burlington was named the Capital of West Jersey. As Capital, it became a significant port city. Sometime shortly thereafter, a post office must have been established to receive and distribute incoming mail. The exact date is uncertain. In 1693, Andrew Hamilton functioning as Postmaster General under the Neale patent, identified two post offices in New Jersey, Burlington and Amboy. This identification in 1693, is often considered the establishment date of these two post offices, although almost certainly they had existed earlier.

From 1693 until 1776, there are only a few instances of official recognition of a post office in Burlington. The only recognitions we have been able to find are mentions in the Queen Anne Act of 1710, which established British responsibility for a postal system in the American colonies, and in the rate charts of 1764, 1766, and 1775. There are also newspaper references to a Burlington post office in 1743 and 1754, but no other official recognition of this post office's existence has been found.

Until 1754, the Burlington post office apparently was fairly active since it was directly part of the path for letters traveling between Philadelphia and New York. In 1754, Benjamin Franklin, who had become co-Deputy Postmaster General in October 1753, rerouted the Philadelphia-New York mail to travel via Trenton rather than Burlington, which substantially reduced Burlington's postal importance. The reason for this change was that the Burlington route required five ferry crossings, while the Trenton route could make do with two. Reducing the number of ferry crossings was crucial since each ferry crossing represented a potential for a significant delay to the mail. Ferries were required by law to carry mail for free, therefore they tended to wait until a crossing was to be made for a paying customer before taking the mail across.

Burlington's post office continued to function until about November 1776. At that time, the depredations of the British army chasing General Washington's rebels across New Jersey resulted in the collapse of the postal system in New Jersey. Apparently, the Burlington post office was not reopened until October 18, 1797 with the appointment of Thomas Douglass as its first postmaster under the new United States Post Office.

There are few covers recorded which traveled through the Burlington post office during the Colonial period. The earliest dated September 25, 1699, traveled from Burlington to The Falls (Trenton). This cover, shown in *Figure 1*, was sold in our collection in 2006. That cover and other early covers have no town post mark. Our records had indicated that the earliest Burlington postmark was dated August 1774. That cover was sold in Richard Frajola's Auction Number 26.

EARLY BURLINGTON POSTMARKED COVER ~ Ed & Jean Siskin



Fig. 1: Cover sent from Burlington to The Falls (Trenton) datelined September 25, 1699. It has no town marking.

Ex Siskin Collection

Chris Records has brought to the Society's attention a new find. This cover is shown in *Figure 2*. The cover has a "Burl^{ton}" townmark, a 2 pennyweight rate (the correct rate from Burlington to New York) and a July 15 Franklin Mark. The cover is endorsed by Lawrence Sweeny, a New York attorney to whom the letter had been shown. The cover contains a dateline of July 7, 1767, shown in *Figure 3*.



Courtesy Chris Records

Fig. 2: Newly discovered cover datelined July 7, 1767, showing a town marking of Burl^{on} and rate of 2 pennyweight (see overlaid enlargement of townmark).



Courtesy Chris Records

Fig. 3: Showing dateline of July 7, 1767.

This cover is now established as the earliest documented Burlington postmark.

The content is a letter from James Kinsey (1731-1803) to a client in New York. At this time Kinsey was a prominent attorney in Burlington who had succeeded his father John Kinsey Jr. and a brother John Kinsey III as chief counsel to the West Jersey Proprietors. Later, James Kinsey would be a delegate to the Continental Congress (1774-1775) and would become Chief Justice of the New Jersey Supreme Court (1789-1803). The addressee, William Bayard (1727-1804), was a New York City merchant. He was a member of the Stamp Act Congress in 1765. During the Revolutionary War, he sided with the Loyalists and raised a provincial regiment for the British Army. His lands were confiscated and he died in England in 1804.

The contents, provided below, concern the efforts to discourage people from stealing timber from lands possibly owned by the West and East Jersey Proprietors.

Note: Transcribing this letter proved to be a real challenge, but hopefully the authors with significant help of Jean and Bill Walton rose to the occasion.

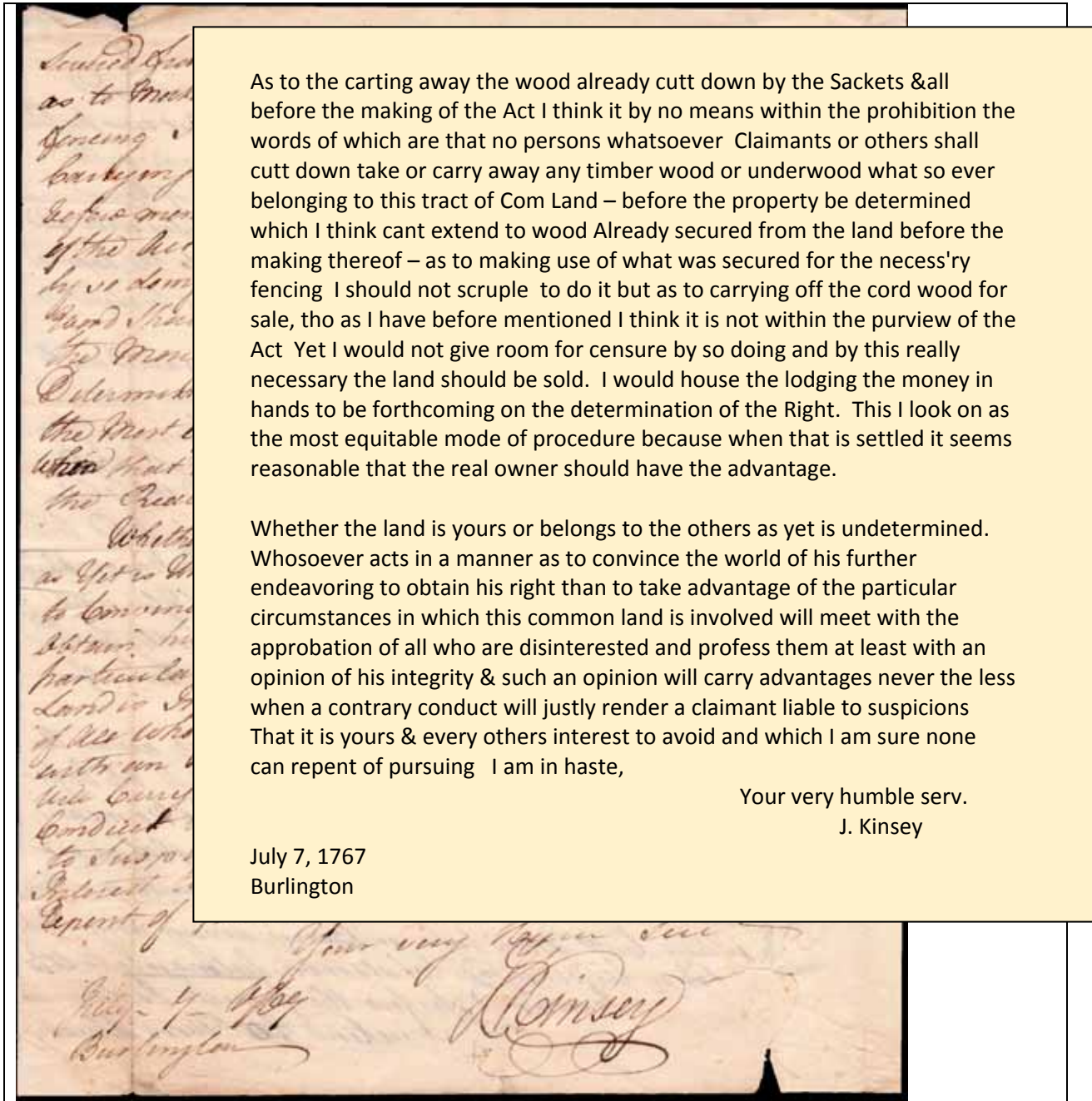
Dear Sir

I just recd yours of 29 instant and in answer thereto inform you that the act now passed is only a continuation of the former law made in the Yr 1765 – 5 GEO 3 with which Mr. Stevens or many of your acquaintance at New York can furnish you with and render it unnecessary for me to put you to the expense of a Copy from the Clerk of Assy of whom at present it is only to be had.

I am glad you have enabled me to contradict an assertion that was current with us at the time of the Bills passing the House of Assy that there was many thousands of cord destroyed since the expiration of the last Act and that you was amongst the number of those who had been allow continuing that practice and it was observed by some of the house that you acted as if you were conscious of your claim & being unjustly founded in so doing I think it best not to leave room for observations of this kind.

By the time you receive this Mr. Parker probably will have the copies of the Law to

EARLY BURLINGTON POSTMARKED COVER ~ Ed & Jean Siskin



This cover was found amongst a number of old papers and material contemporary to this period which is now in Chris's hands. Anyone wishing to contact him may do so at therecords5@gmail.com. A nice find!

NEW JERSEY'S STAMPLESS MAIL: COUNTY POSTMARKS

By Robert G. Rose

Only three handstamped town postmarks that include the county name have been reported on mail posted during the stampless period that ended in 1855.¹ These county postmarks are from Greensburg in Mercer County, Newton in Sussex County and Middletown Point in Monmouth County.

The Greensburg post office was established on January 5, 1854. Its name was changed to Wilbutha on April 16, 1883. Coles records fewer than 10 covers with this marking. However, the author has seen only two examples in the last 35 years. Illustrated below in *Figure 1* is a cover to Schuylerville, in Saratoga County, New York with a PAID 3 in a circle.² Though undated, the second cover known to the author contained a letter dated September 9, 1855,³ at the end of the domestic stampless mail period. Thus, the use of this postmark would have been restricted to little more than a year and a half.



Fig.1: Prepaid single letter rate not over 3,000 miles.

The Greensburg postmark is most probably a handstamp attributed to Edmond S. Zevely. He was a significant supplier of wooden postmarks to those post offices which failed to meet the \$200 minimum revenue required for government furnished handstamps.⁴ Below is a cut from a Zevely advertising circular that was mailed to small post offices which included the same town and county design as used in the Greensburg postmark with its paid marking.⁵



Fig. 2: Zevely county postmark on 1850's advertising circular.

NJ'S STAMPLESS MAIL COUNTY POSTMARKS ~ Robert G. Rose

Newton, in Sussex County, used a three-line handstamp in red from 1824 to 1827.⁶ Coles states that the “strikes are all poor” as evidenced on the cover below.⁷ Fewer than ten examples have been recorded.⁸



Fig. 3: Ten Cents single letter rate, unpaid, 30 to 80 miles, on April 7, 1824 folded letter from Newton to New York City.

The third county postmark, and perhaps the most interesting of New Jersey’s county postmarks, are those from Middletown Point in Monmouth County. The first use of this handstamp was in 1846. Illustrated below in *Figure 4* is the postmark in red with the “1846” date struck lightly at the bottom of the handstamp.



Fig. 4: Ten Cents single letter rate over 300 miles to Chicago with “1846” in red postmark and matching “Paid” and “X” rate marking.

In 1847, the year date was removed from the handstamp. Illustrated below in *Figure 5* is the only recorded cover of the red handstamp without the year date.⁹ This folded letter was postmarked on August 26th and is marked “*FREE*” in red italics to the postmaster in Sharon Springs, New York. Coles records a single copy of the postmark with the 1846 crossed out and a manuscript “1847” written in, but the author had never seen this cover.¹⁰



Fig. 5: Red postmark used in 1847 with year date removed and matching “FREE” to postmaster in Sharon Springs, New York.

From 1848 to 1854, this handstamp postmark was used in black, without a year date.¹¹ Below in *Figure 6* is an 1848 folded letter dated March 15 with a black postmark and matching “Free” and the postmaster’s frank “W.C. Little P.M.”



Fig. 6: Black postmark used in 1848 without year date in handstamp and matching “FREE” with postmaster’s frank to Newark.

The most unusual of the Middletown Point/Monmouth County markings, is the only recorded copy of a printed postmark illustrated below in *Figure 7*.¹² The 1846 year date has been altered with a manuscript “7” to indicate its September 29, 1847 usage. The cover is marked with a printed “PAID—2 Cts.” and “PRINTED CIRCULAR.” Because the postal rate was increased on July 1, 1847 from two to three cents for a one-page, prepaid circular, the postal rate was altered with the “2” inked over in manuscript to read “3 Cts.”¹³

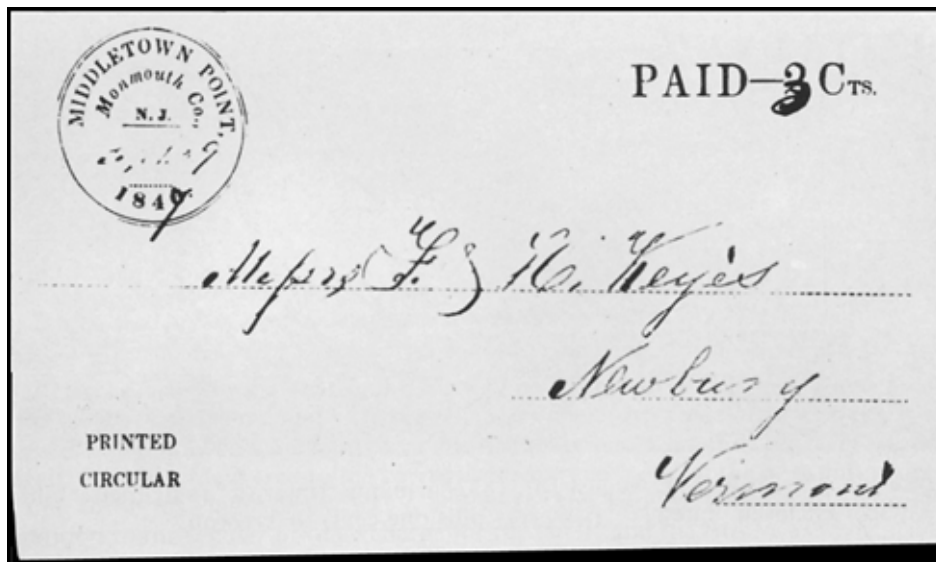


Fig. 7: Printed postmark with 1846 year date altered to reflect 1847 usage and altered rate marking for printed circular mail to indicate one cent increase from two to three cents.

ENDNOTES:

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- ¹ William C. Coles, Jr., *The Postal Markings of New Jersey Stampless Covers* (The Collectors Club of Chicago, 1983) p. 63 (hereinafter "*Coles Book*").
- ² *Coles Book*, Figure 91, Robert G. Kaufmann, The William C. Coles, Jr. Collection, Sale 33, March 8, 1984, lot 771; Robert A. Siegel Auction Galleries, Inc., Brad Arch Collection, June 27-29, 2000, Sale 825, lot 738.
- ³ Robert A. Siegel Auction Galleries, Inc., Brad Arch Collection, June 27-29, 2000, Sale 825, lot 739.
- ⁴ *Coles Book*, pp. 7-8 (Greensburg not listed as qualified for government handstamp for the year ending June 30, 1853); Scott R. Trepel, editor, *U.S. Postmarks and Cancellations*, The Philatelic Foundation Seminar Series, Textbook, No. 3, Frank Mandel, "*The Development of Handstamped Markings in the United States to 1900*" (The Philatelic Foundation, 1992) pp. 14, 20-21.
- ⁵ Frank Mandel, *ibid.*, p. 20; James W. Milgram, *E.S. Zevely Makes Postmasters' Handstamps*, *The Chronicle of the U.S Classics Postal Issues*, No. 58, May 2006, pp. 109, 117.
- ⁶ *Coles Book*, p. 63.
- ⁷ *Ibid.*
- ⁸ Donald A. Chafetz, *The Postal Marking of New Jersey Stampless Covers: An Update* (New Jersey Postal History Society, 2004) p. 18.
- ⁹ *Ibid.*, p. 14; William A. Fox Auctions, Inc., December 16, 1980, lot 59; Robert A. Siegel Auction Galleries, Inc., Brad Arch Collection, June 27-29, 2000, Sale 825, lot 752.
- ¹⁰ *Coles Book*, p. 210.
- ¹¹ *Ibid.* Although frequently described as "scarce," this postmark in black is seen often, many from the Samuel Maris correspondence, New Jersey's state treasurer at the time. The Brad Arch auction sale included over 16 covers with this marking, including a large lot (lot 753) that included a dozen covers.
- ¹² *Coles Book*, Figure 24, p. 89; Samuel Paige Auction, December 7, 1963, lot 63, Robert A. Siegel Auction Galleries, Inc. Hugh J. Baker Collection, May 5, 1970, Sale 374, lot 15; Robert G. Kaufmann, Sale 42, November 22, 1985, lot 1485.
- ¹³ James W. Milgram, *County and Postmaster Named Postal Devices 1792-1869*, *The Chronicle of the U.S Classics Postal Issues*, No. 43, August 1991, pp. 166, 167.

NEW JERSEY SOLDIER LETTERS IN THE CIVIL WAR

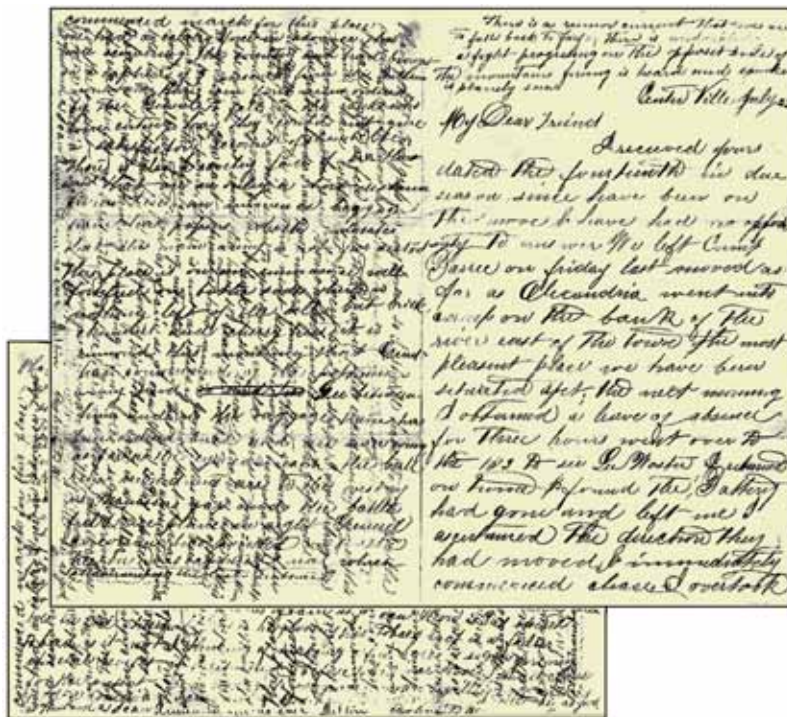
By Dennis A. Buttacavoli



The common soldier, clad in either blue or gray, believed in a cause; whether it was preserving the Union or protecting their homeland from an invading foe. As a first hand eye witness account, a soldier's letter related in vivid detail the revulsion of battle, sights that they could never have imagined and sometimes struggled to put into words. They included the rigors of campaigning, or the camaraderie among the men in his company, and often his unsolicited opinions of his superiors. When reading these letters, one can get a sense that the author is writing personally to you, and you can easily begin to feel a connection.

Spelling and grammar were not standardized in the United States until after 1870 and soldiers from many regions wrote phonetically in a comparable fashion. This again illustrates how similar these opponents were, especially those from the rural regions where few received any formal education. If one did not know the origin of a letter prior to its examination, it could be difficult to ascertain whether the soldier was from the hills of New Jersey or the mountains of North Carolina as the styles generally would be analogous.

After the early months of the war and stationery supplies dwindled, soldiers from New



Jersey began to face many obstacles. Writing paper was a scarce commodity, especially when in the field. It is not uncommon to find a letter written on pages of various sizes and shapes or on the backs of captured letters or documents of his enemy. When he ran out of room on his pages the creativity of the soldier would emerge. Letters would often contain many lines that would be cross written in the spaces between the earlier sentences or sometimes the final sentences would run along the edges of the leaves of paper, making it necessary for recipients to be constantly turning the letter to read the thoughts and information conveyed from their loved ones.

Fig. 1: A typical example of a letter written in both directions, to make maximum use of paper. When the letter is turned 90°, it becomes possible to read the script written in the other direction.

Locating paper and envelopes wasn't the only obstacle. Once the writer's ink well ran dry replenishing his supply was extremely difficult especially when on campaign and sutlers¹ were not available. Many letters contain apologies for being written in pencil. Finding a place to write was also difficult. Only officers had field desk or tables. The enlisted man wrote his letters propped up against a tree, on a log or sometimes lying on the ground and if he wasn't dodging shells, he might be warding off swarms of flies or mosquitoes.

Sometimes letters would be started, and then interrupted suddenly, to break camp or to be drawn up in line of battle, sometimes not being able to continue until days later. Many times letters would be hurriedly ended as the soldier would notice the mail carrier was about to leave or noting that the carrier was standing by waiting for him to finish so his letter could make its way home without further delay.

At the start of hostilities, the United States Post Office Department continued operations in the Confederate States until June 1, 1861 when the Confederate service took over its function. New postal rates were established and it now became much more difficult for the Confederacy to send or receive letters to and from the North.

Union Post Master General Montgomery Blair, of the famous Kentucky Blair family, and his Confederate counterpart, John Henninger Reagan of Texas were two of the most efficient cabinet members in their respective governments. In fact Reagan cut expenses by eliminating costly and little-used routes and forced the railroads that carried the mail to reduce their rates.

Despite the problems the war caused, his department managed to turn a profit, and was the only post office department in American history to pay its own way.

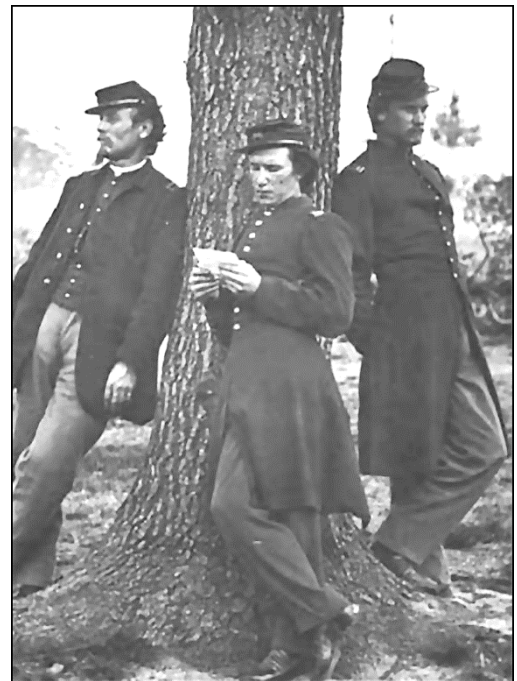


Fig. 2: Officer reading a letter.

Library of Congress

By a postal act of July 22 1861, noncommissioned Union soldiers were allowed to send mail postage due if the envelope was marked as soldier mail; the soldier's regiment was specified on the envelope and the envelope was signed by a designated commissioned officer. Many soldiers did not wish to burden their loved ones with due payments or wait for the military bureaucracy to process their letters, so often soldiers requested postage stamps from home.



Library of Congress 31975v & 31979v

Fig. 3: Two soldiers' letters, both marked as such and signed, with Due 3 markings.



Library of Congress 34647r.

Fig. 4: This cover to Metuchen, New Jersey is signed by Charles Henry Van Wyck of the NY Volunteers. Van Wyck was an active member of Congress and franked the cover as such. Van Wyck was one of a number of congressmen who would meet newly arrived soldiers and frank their letters home, particularly to mothers and girlfriends. It was a "condoned" violation of his franking privilege.²

During the War both governments enacted postal censorship and as the number of soldiers in the prisoner of war camps grew, the daunting task of inspecting mail going to or leaving camps became overwhelming. Mail crossing enemy lines was only allowed at specific locations.

The U.S. Postal Service was the main source of delivery for the soldiers in the field. Service was reliable in the best of conditions and railroads were used where available. War time logistics sometimes caused unavoidable delays and often cavalry detachments were used to escort the mail.

Camp 5th N. J. Volunteers
Brandy Station, Va.,
December 7, 1863

My Dear Father:

12. M. I have just rec'd & opened the box sent me on the 26th. I find all in good order- only that the bottle of wine was broken & had diffused itself through snaps, papers, &c.,-

The bouquet is in good order - and look odd, here. Snaps are a little damp, and nearly all the papers and tracts are wet- but will soon dry & furnish reading for some time. ³

Butter is good- and I am sure most officers would like to mess with me while it lasts, I shall enjoy a good dinner today, and think of the kindness of those who have sent me so much and so varied an assortment- as evidences of their individual love. Each article, in itself, shows the giver- and reminds me that I am often thought of and prayed for, which to me, is of most value than all else, as evidence of the daily care and interposition of God for my safety & continued protection in the midst of great dangers.

I beg to return my sincere thanks for all these favors and act of kindness. Last night was very cold- but today the sun shines warm, & the ground thaws. The weather has been, during the last month, and is now, very favorable for campaigning- with the exception, that, perhaps, it is too cold, at night- enough so to quite freeze where fires are not allowed- as in the case in the immediate presence of the enemy.

Much censure is cast upon Gen Mead [sic] for the apparent failure of the late campaign, Those who were more closely connected & interested in that affair, are satisfied that it terminated as it should have done, after they say what they had first to overcome- considering, that there was a chance that the army might be repulsed- in which case a route [sic] would, almost, have been a certain thing. Today there are 15,000 men living, & of service, if properly used. In the case contemplated, that number of men would have been lost to the enemy & country, with a great chance of defeat.

The army was well moved, and in 24 hours, commencing on the 1st Dec., marched from 30 to 35 miles. Of course it was much fatigued, & toward the afternoon of the 2d there was much straggling- but it arrived at its old camps, entire & was in good condition, again, in less than 24 hours.

The army is being a little better provisioned since its return, than at any time since it left Falmouth, last spring. During the entire spring & summer & fall campaigns, its subsistence has been Hard Bread, Coffee, sugar, Fresh & Salt Meats. The supply of Beans, Rice, Potatoes, Onions, Mixed Vegetables & fresh bread, has been very limited- and, as a consequence, the men cannot stand as much fatigue as they did in the march to Gettysburg, & I think, that the fact must have been discovered by the army commanders. There is an improvement. Fresh Bread, Potatoes, & dried apples have been issued during the last few days.

The only thing that has kept the army from scurvy & other diseases, has been its frequent and hard marching. It is never in better spirits than when moving.

We are still under orders to move- but if we do so will depend much on that of the enemy's. A rumor is current that this Div. will go to Manassas to guard the R. R. & the 8th army corps take our place. It is doubtful if it be true.

Give love to all at T. and believe me

Yours Truly

M. S. Austin,

2d Lt. 5th N. J. Vols.

Fig. 5: Typical soldier's letter, this one written by Matthew S. Austin of Trenton, New Jersey⁴ to his father. Regrettably the envelope is not present.

Often private companies would be used to send mail but were especially favored by families to send boxes and packages to the soldiers. The most popular and reliable company was Adams Express. Founded by Alvin Adams, Adams and Company was one of the many express companies that sprang up by 1850. At the outbreak of the Civil War, Adams Express was the foremost express company in Washington, which resulted in them gaining very lucrative contracts. The company split into three divisions, one each with the Army of the Potomac, the Army of the Tennessee and the Army of the Cumberland. Vast amounts of supplies and mail, both public and private, were sent through Adams Express. So good was their reputation that even official documents were often sent by Adams Express rather than military couriers. The most important service provided, however, was the receipt and delivery of mail to and from the soldiers in the field; packages were shipped at half price to the men and those families who could afford it had the remains of soldiers who died shipped home by Adams Express. Soldiers also used the service to send items home and Adams made it easy by having a representative in camp every day. Another private company was the New Jersey Express Company which was probably a subsidiary of Adams Express. Unfortunately, because they often used consignors, they were more costly and not as quick and dependable, so they became less preferred.

In reading these letters, one will notice there are three things soldiers from New Jersey almost always wrote about. A majority of letters began by asking why the addresses have not been written, and request them to continue sending letters and newspapers with news from home. Sometimes the letters from home had been sent but mail delivery could be inconsistent, especially when regiments were constantly on the move as in the field. In a later letter the soldier will relate that he has received a number of letters at once. Mail was much more consistent when the army was in camp but surprisingly, except in extreme cases, troops of both armies while in the field received mail at a remarkably timely manner. Sometimes due to weather conditions or during an engagement it took days for the mail service to catch up to the units. But foremost, obviously of greatest importance, he is pleased at not being forgotten with letters from home.

The next topic prevalent in letters was the weather conditions. The oppressive heat and the heavy rains were almost always mentioned. The spring of 1862 was an unusually wet one and it added greatly to the misery of both armies.

Camp 5th N. J. Volunteers
Dec 12, 1863

Dear Father,

I enclose a letter which I wish you would mail as I have not a 24 stamp & cannot attain one and do not like to use 3 cent ones to pay.

Your letter with stamps was rec'd- you forgot to pay the postage as it was marked 6 cents due. But we have no one to receive unpaid postage so U. S. is out that much.

I hope I shall be able to get home by 1st January from present appearances I may do so if no move interferes.

I have written home tonight acknowledging receipt of small package from mother.

The box I have also acknowledged.

There is not much that is new.

All building winter quarters.

Will probably send home my pants to be washed for use if I get home as I hope.

Truly Yours,
M. S. Austin

Fig. 6: Another letter from Matthew S. Austin of Trenton to his father. Again no envelope has been preserved.

The letters included here are in the author's collection, and have no envelopes or covers, as these were sadly destroyed by the former owner.

M.S. Austin, 5th NJ Volunteers, was from Trenton, New Jersey. He was born in Wyoming County New York on June 14 1830 and died in Trenton Jan 13 1904.

Austin began his enlistment at Trenton as a Private in Company G and was promoted to Commissary Sergeant in the 5th New Jersey shortly after in 1861. He was later promoted to 2nd Lieutenant of Company I in 1862

He was wounded at Chancellorsville in the right hip (the ball was never removed) and again more severely at Spotsylvania, Virginia May 12 1864 in his right elbow. This wound almost cost him his life and the amputation of his arm but he lost neither. However he never regained full use of the arm. He did not return to the field and was mustered out with the regiment) on 07 Sep 1864 at Trenton, NJ.⁵ After the war, he married and had 4 children. He is buried in Mercer Cemetery in Trenton, New Jersey.

Finally, letters to home more often than not contained information about the surrounding landscape. Impressive farms and plantations⁶ were described in detail. Fruit trees, orchards and crops were pointed out, particularly if the soldier was himself a farmer. The existence and condition of roads was explained, especially their state following the havoc that one of those driving rainstorms would create, turning these roads into quagmires.

We may find it odd today that many soldiers, in letters home to loved ones, (their wives, mother, sisters, etc.) would sign their name fully, often with middle initials and in many cases with full rank or title.

Unfortunately today, many groupings of these soldiers' letters are being broken up and sold by individuals who have no regard for the historical integrity of keeping these collections intact after all these years, and the wonderful legacy they provide, seeing them only as a way to make a quick buck. These collections as a whole tell a compelling story with invaluable insights that become lost when the individual letters are scattered about. Friends and relatives that are mentioned in full detail in some letters may only be referred to by a first name in others. The same is true about officers, events, camps, towns and battles that might be described fully in some letters, but slighter references are impossible to discern in others. Some of these letters are signed with only a first name, so when they are fractured and distributed among the masses, the writer's identity becomes lost forever. Some of these groupings originally contained a Carte de Viste⁷ of the soldier and many times that photo is sold separately without any identification. That image, that was once known, now becomes one of the many obscure, generic, unknown faces that we see staring back at us in books and magazines. Preservation of these historic collections is an important issue that is too often ignored.

These wonderful letters provide a window for us to observe what life was like for these men, through their own words, during this harrowing time in their lives. Today, soldiers' letters are virtually non-existent. Advances in technology in communication; email, cell phones and Skype have made the written letter obsolete. Except in a few rare cases, the Vietnam War will be the last conflict where there is an abundance of soldiers' letters.

The United States Postal System played an important part in sustaining soldiers' morale by making sure that letters from home were delivered to troops in as timely a manner as possible.

Mail call was important and except for maybe mess call, was the most important part of the soldiers' day.

Dennis A. Buttacavoli is working on a book on M.S. Austin titled A Passion for Honor, and has written articles for the Civil War Times Illustrated, and many other historical journals. He has lectured at Lambert Castle and at Civil War roundtables in New Jersey & New York and at many schools throughout Bergen and Hudson Counties. Our thanks to him for sharing.

A VIEW OF THE MAILS DURING THE CIVIL WAR



Fig. 7: Headquarters Post Office at Falmouth, Virginia Library of Congress #34237v



Fig. 8: 2nd Corp Mail Wagon at Brandy Station, Virginia.

Library of Congress #34235v

ENDNOTES:

- ¹ Sutlers were private entrepreneurs who sold goods in camps, usually of a poor quality and at over inflated prices.
- ² Our thanks to Ed Siskin for the explanation of this cover.
- ³ Religious *tracts* or small pamphlets were popular in both armies.
- ⁴ These letters are in my possession.
- ⁵ Register of Officers and Men of New Jersey in the Civil War 1861-65, accessed through Ancestry.com.
- ⁶ The difference between a farm and a plantation is that a plantation focused in one cash crop only.
- ⁷ A Carte de Visite was a small photograph the size of a visiting card and was popular with soldiers and their families during the Civil War.

**RECENTLY DISCOVERED PRIVATE EXPRESS MEMORABILIA
USED IN NEW JERSEY: Part IV (N to W)**

By Bruce H. Mosher

A significant quantity of mostly paper artifacts and relevant historical information has been recorded in previous *NJPH* issues, all of which involve the numerous private express companies that operated in New Jersey between 1842 and 1918.¹ Since those *NJPH* articles were published, many additional express items have surfaced that are documented in this and previously related reports. This installment covers the recent express memorabilia attributable to some of the lesser-known railroad and wagon express companies that operated during that era within New Jersey, and is the last installment of this series.

Newark Express Company

The earliest reference to the Newark Express Company (134 Market Street) was found in the 1865 *Newark City Directory*. Coincidentally, Budd’s Express is also listed at 134 Market in a different 1865 Newark directory. *Figure 1* depicts a payment receipt from this Company that is dated October 2, 1866 and it contains the owners’ names along its left side. Samuel L. Buck, Ira Budd and C. W. Pomeroy are the three cited Company proprietors. A Newark address is not stipulated, only New York City offices are recorded. This receipt documents the payment of \$2.90 for transport of 29 kegs from New York to Newark plus an additional \$9.40 in previous charges.

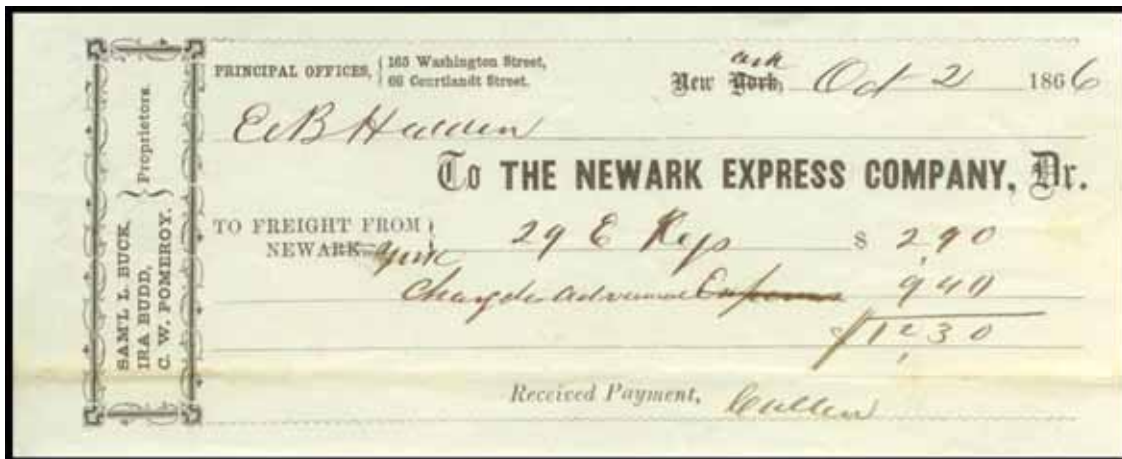


Fig. 1: October 2, 1866 payment receipt for express shipping.

The 1867 *Newark Directory* lists the ‘Buck, Budd & Pomeroy Express’ at the corner of Market and Broad Streets. This title could have been used as a synonym for the Newark Express Company as the three-named expressmen were also proprietors of that Company. The Directory also cites “The Newark City Express” as residing at the same address. Was this a typographical error that should have been recorded as *The Newark Express Company*? On today’s Newark maps, 134 Market is located a block away from the Broad and Market Street intersection, but this may not have been the case in 1867.

In 1868, The Newark Express Company is directory-listed at 134 Market Street. The presence of this entry makes one suspicious that the 1867 directory entries should be interpreted as suggested in the previous paragraph. No additional recognition of the Newark Express Company was found in any other annual Newark Directories.

New Jersey Express Company

The New Jersey Express Company began in 1854 and continued until the late 1880s. An early 1860 advertisement for this Company is shown in *Figure 2*. This ad documents that the New Jersey used Adams Express offices in New York City and Philadelphia. This liaison is not surprising since Adams Express owned the New Jersey Express. The following New Jersey towns and cities maintained New Jersey Express service in 1860—Bordentown, Burlington, Elizabeth, Freehold, Mount Holly, Newark, New Brunswick, Princeton, Rahway, plus others—according to this ad. J. Van Rensselaer was the President and Superintendent of the New Jersey Express Company in 1860, presiding from the Company’s office in New Brunswick.



**NEW JERSEY
EXPRESS
Company,**

FORWARD

Parcels, Packages, Valuable Articles, Merchandise, Bank Notes, Specie, &c.

Either by their own, or in connection with other responsible Express Companies,

TO ALL PARTS OF THE ACCESSIBLE WORLD,

AND
Collect Notes, Bills, Drafts, &c.

PRINCIPAL { Ferry Building, foot of Cortlandt Street, New York.
Adams' Express Co.'s Office, 287 Canal St., "
No. 168 Broadway, "
OFFICES: { 320 Chestnut St. (Adams' Express Co.'s Office), Philada.
162 Market Street, Newark.
Broad Street, Elizabeth.

*Rahway, New Brunswick, Princeton, Trenton, Bordentown, Burlington, Freehold,
Mount Holly, &c. &c.*

J. VAN RENSSELAER, Pres't & Sup't.

NEW BRUNSWICK, N. J.

Fig. 2: 1860 advertisement for the New Jersey Express Company.

Two similar, black on orange, New Jersey Express office labels are illustrated in *Figure 3*. The left-side label was used in New York City and its outside box frame measures 57.5x40 mm. The other slightly larger label was used in Cookstown (northeastern Burlington County) and exhibits a 57.5x45 mm outer box frame. Additionally, there are text spacing, font capitalization and frame line-width differences that distinguish these two label types.

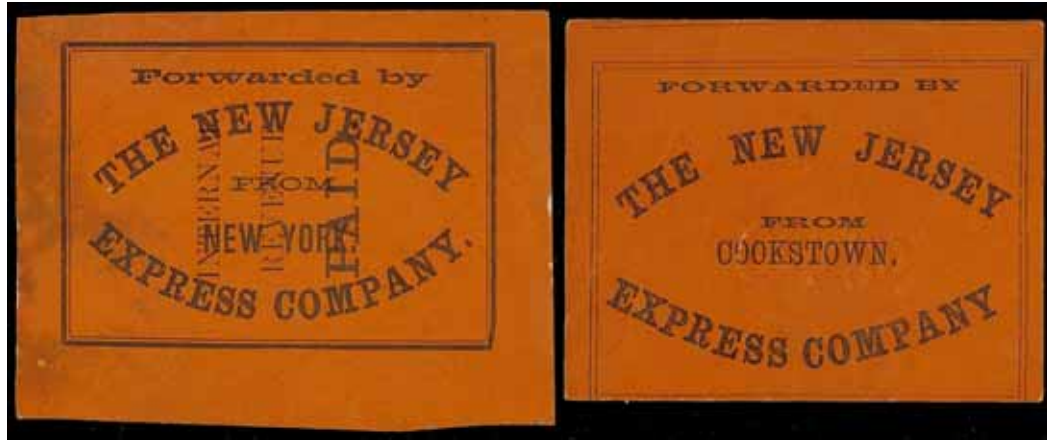


Fig. 3: Similar New Jersey Express office labels.

New York Terminal Express Company

The New York Terminal Express Company was a corporation created under the laws of the State of New Jersey whose business was primarily conducted in New York City. Its New Jersey corporate authorization was filed as an amended certificate of organization on March 29, 1892. Research of pertinent New York and Brooklyn city directories produced the following agency addresses:

- 1893 NYC Directory: N. Y. Terminal Express Co. 11 E. 14th St.; 432 Broome St.; 37 W. 3d St. & 59 W. 125th St.
- 1893 Brooklyn Directory: New York Terminal Express Co. 584 Atlantic av.
- 1894 NYC Directory: N. Y. Terminal Express Co. 1 Rector St.; 11 E. 14th St.; 37 W. 3d St.; 7 Varick St. & 143 Bowery.
- 1894 Brooklyn Directory: New York Terminal Express Co. 584 Atlantic av.

No relevant entries were found in the 1892 (or earlier) or 1895 and later directories. From the directory information it seems that the Company had gone out of business by 1895.

A rare Company advertisement was published in the 1892 *Express Gazette* and is reproduced in *Figure 4*. It appears that the Company may have supplied mostly baggage express service, but it also delivered other express matter. Any railroad or steamer affiliations are not named in the ad. Express delivery (and probably pickup) service was provided in New Jersey to Jersey City and Hoboken and perhaps other unnamed Jersey towns. No 1892–94 city directories from these New Jersey towns are available to the author for New York Terminal Express agency lookup.



Fig. 4: Advertisement in the Express Gazette, April 10, 1892 issue.

A single surviving artifact is shown in *Figure 5*, and appears to be a corner card image from Company pre-printed envelopes. Regrettably, no hosting Company covers have been seen. Additional information concerning this Company has not been found.



Fig. 5: Dark blue corner card image that measures 37 mm square.

J. J. Oliver Express

The J. J. Oliver, New York & Newark Express organization conducted a daily express business between the named cities. The only vintage remnant that is known from this firm is its advertising express label depicted in *Figure 6*. Oliver's express vehicle (probably a wagon) left its 346 Broad Street (in Newark) agency at 8:30 in the morning, and again at 1:30 in the afternoon. The morning vehicle also stopped at its 166 Broad Street agency at 9:00 AM and the afternoon run visited at 2:00 PM. The Company's New York office was at M. W. Dodd's Brick Chapel opposite City Hall. Internet searches produced dated references ranging from 1840 to 1856 for "M. W. Dodd, Brick Church Chapel, opposite City Hall." This may provide a clue to the time frame when Oliver's Express was operational. An educated guess is circa 1850 for this express. No additional information has been found relating to Oliver's New York & Newark Express.

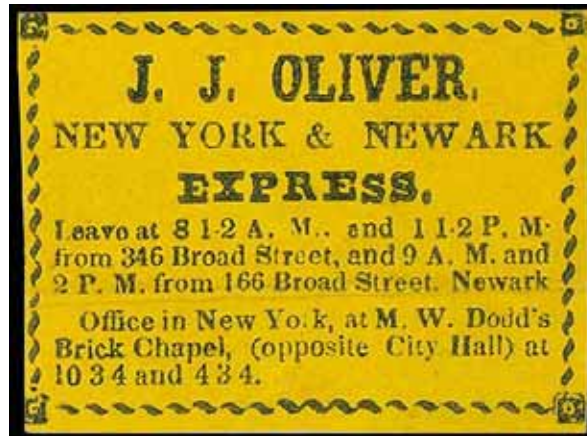


Fig. 6: Black on yellow, 43x32 mm advertising label (enlarged)..

Paterson Express Company

The Paterson Express Company was incorporated by the New Jersey Legislature on February 17, 1857. A partial record of this action is reproduced in *Figure 8*. The founders were Moses S. Crane, Nathaniel Lane, E. R. Mason, Samuel Pope and William H. Quackenbush. This Company was capitalized at \$25,000, which was divided into shares of fifty dollars each. The Company was authorized to commence operations after stock subscriptions reached \$10,000. The actual inauguration date and longevity of this Express Company are unknown at present.

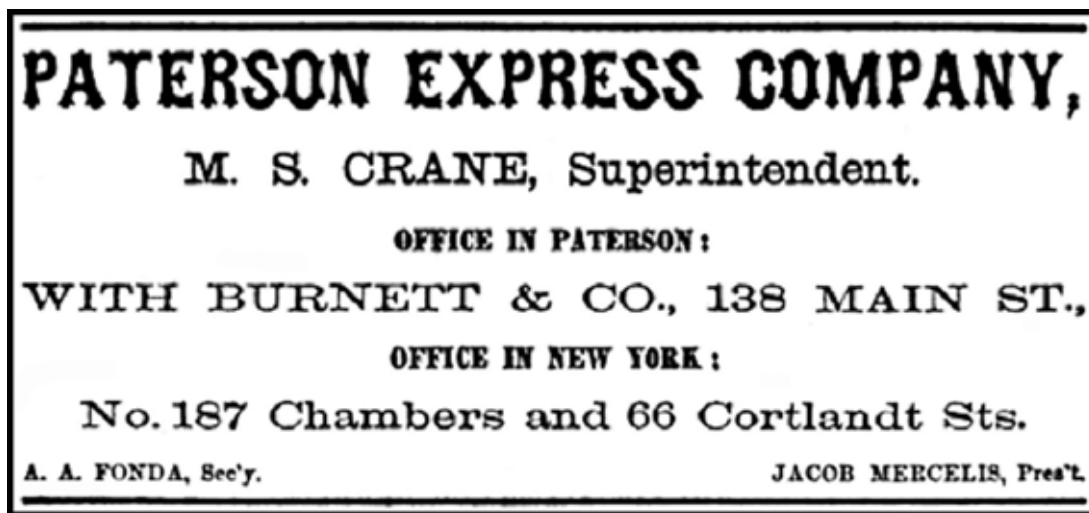


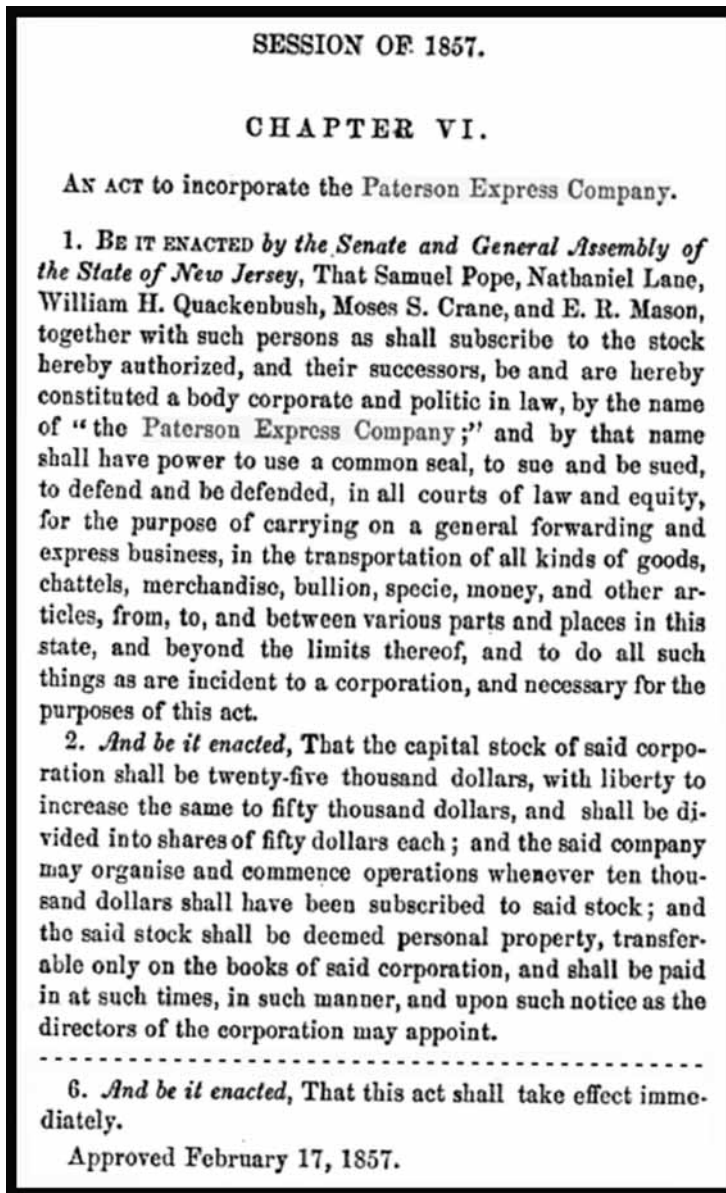
Fig. 7: 1866 Paterson Express Company advertisement.

The advertisement shown in *Figure 7* was published in an 1866 state business directory and may indicate that Paterson Express operations began around that time. Research of 1858, 1859, 1860 and 1863 New York City directories reveal no mention of the Paterson Express

Company; in fact, other express firms are listed as providing express service between Paterson and the City. In 1867, however, the Trow's *New York City Directory* does list Paterson Express offices at 187 Chambers Street, 271 Washington Street and 66 Cortlandt Street in the City. Other pertinent Paterson and New York City directories or business directories are not presently available for researching this Company's existence.

It is interesting to note that Moses S. Crane, one of five founders of the Paterson Express Company had become its Superintendent in 1866, and perhaps he held that position since the Company began operations sometime prior to 1866.

Fig. 8: Recorded Act of the 1857 New Jersey State Legislature.



Reinhard's City Express Company

The *Figure 9* cover from this Company contains the most information concerning it that has been uncovered so far. The cover was postally canceled in Newark on August 2, 1892. The corner card ad states the Company maintained an express office at 5 Fair Street and stables at 287 Halsey Street, both locations in Newark, N.J. The ad indicates that Reinhard moved large and heavy items (i.e., safes, machinery and boilers) while the illustrated express wagon shows transport of a load of thirteen wooden barrels.

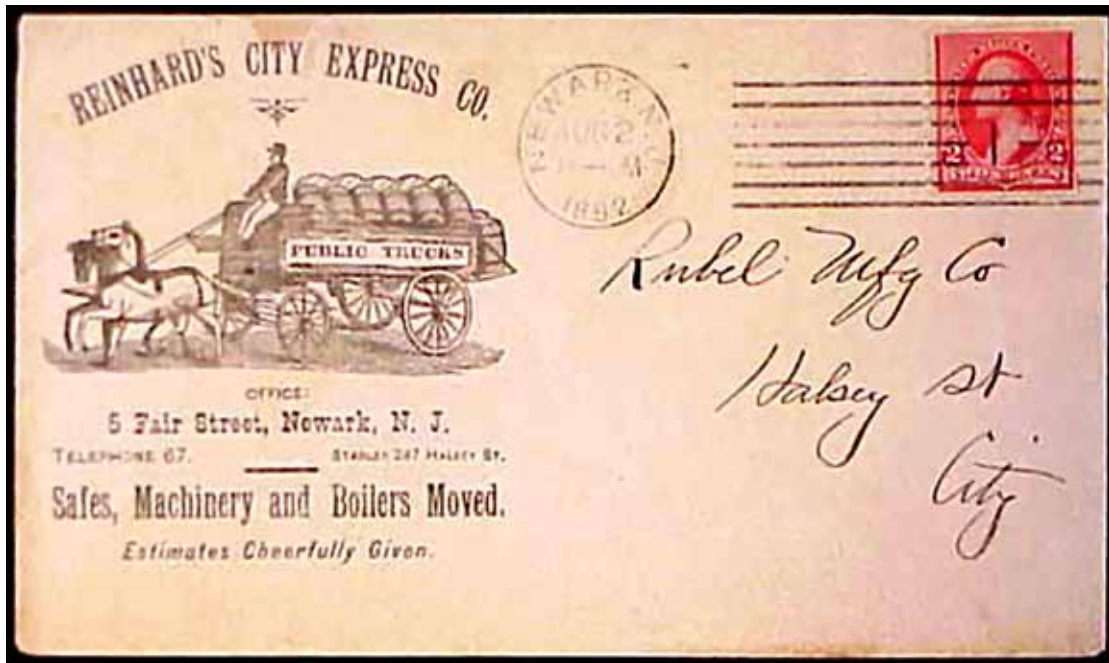


Fig. 9: 1892 Reinhard's City Express advertising cover.

Reinhard's Express is listed in the 1885, 1897, 1920 and 1923 (and very probably in other years) *Newark City Directories*. In 1885, Henry S. Reinhard is listed as proprietor, then Gustave S. Reinhard in 1897, and finally John A. Reinhard in the 1920's. The Company name was simplified to 'Reinhard's Express' in the 1897 and 1920s directories.

Stiles' Express

Jacob Stiles was the proprietor of this express company that operated between the Monmouth County towns of Asbury Park, Ocean Grove and West Grove, N.J. The earliest citation found for this company is in April 1892 (probably not its starting date) and the latest encountered is 1915. The later reference is shown in *Figure 10* and comes from a 1915 Asbury Park, Chamber of Commerce pamphlet. The depicted Stiles' moving van is assumed to be representative of the Company's motor vehicle assets that it employed in 1915. Official opening and closing dates for Stiles' Express are unknown. The reference to a *stage line* in the ad may indicate there was a very old startup date for this organization, perhaps sometime in the 1850s to 1870s.

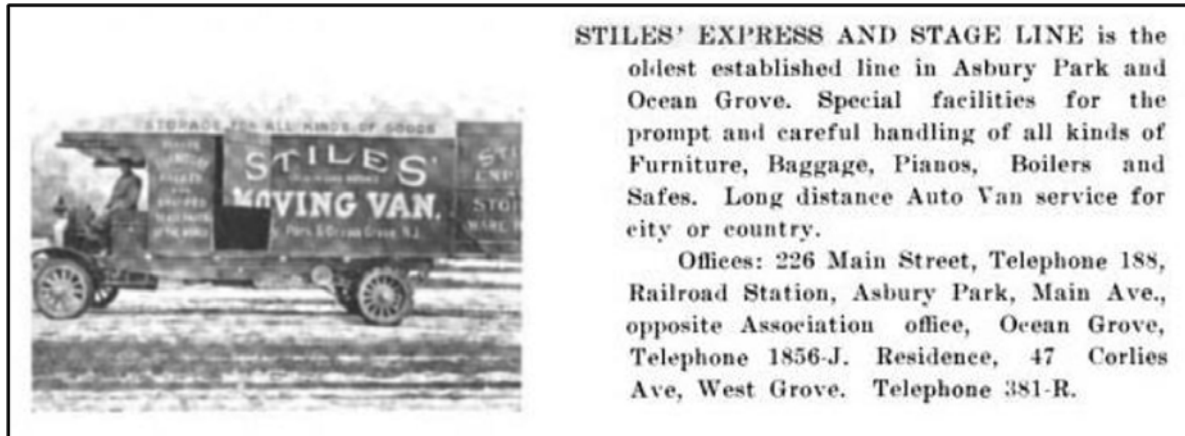


Fig. 10: Concise 1915 Stiles' Express 'advertisement'.

One postal cover, made from rose-colored paper, is known from Stiles' Express and is depicted in *Figure 11*. It was postally canceled on May 10, 1901 in Asbury Park and bears a corner card illustration of an older-style, Stiles' Express wagon.



Fig. 11: 1901 pictorial cover from Stiles' Express in Asbury Park, N.J.

Van Rensselaer Rail Road Baggage Express

This company provided baggage pickup and express delivery to/from steamboat and railroad depots in New York City plus the Hoboken and Jersey City areas. The company's messenger issued baggage checks (example illustrated in *Figure 12*) for each article consigned for delivery. The depicted baggage check is the only presently known surviving item from this company. Details about the company's beginning and demise are unknown.

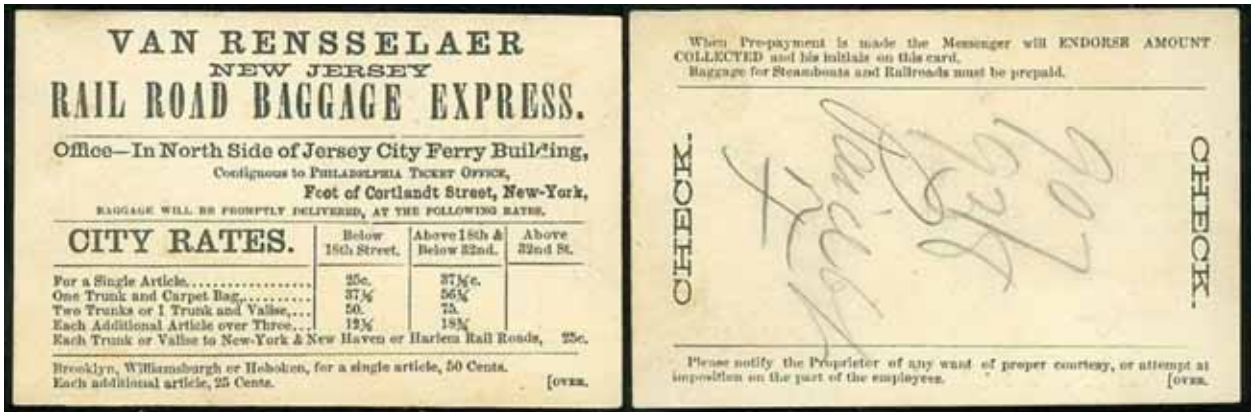


Fig. 12: Both sides of a baggage check from Van Rensselaer's Baggage Express.

Note that this company's proprietor name (i.e., Van Rensselaer) was cited above as the 1860 President's surname for the New Jersey Express Company (identified in *Figure 2*). These two individuals may be the same person (unlikely?), or were probably related to one another. No additional information has been found regarding this express business.

Ware's City Express

Ware's City Express, Inc., was operated by its President, Roy N. Ware, in Vineland, N.J.

A vintage 1913 cover from the company is depicted in *Figure 13*. It contained the Progressive Club's bill for \$2.50 in services, shown in *Figure 14*. Based on the information printed on Ware's invoice, it appears that this firm was



Fig. 13: October 11, 1913 canceled cover that exhibits Ware's City Express' illustrated corner card.



primarily a furniture moving and storage company. The company office was located on Landis Avenue in Vineland and perhaps its warehouse was located at Eighth Street and Chestnut Avenue in that city. Nothing else has surfaced about this express.

Fig. 14: The 1913 express invoice enclosed inside this envelope.

West Jersey Express Company

The West Jersey Express Company began in the early 1860s and continued for over forty years until 1908.² The initial Philadelphia listing for this Company's office is found in its 1862 *City Directory*. The Express Company was subsequently incorporated by the New Jersey Legislature on April 14, 1864. The West Jersey Express Company was a subsidiary of the West Jersey Railroad, which through mergers eventually became the West Jersey & Seashore Railroad (part of the Pennsy Railroad system) in 1896. On October 1, 1908 the Pennsylvania Railroad sold the West Jersey Express to Adams Express.

In the May 2004 *NJPH* we observed that express office labels were probably issued by this Company, but were then unknown.³ Now we have the pleasure of reporting the emergence of a unique example of a West Jersey Express office label from Manumuskin, N.J. (see *Figure 15*). This express label is affixed to the back of the expressed cover shown in *Figure 16*. The postage stamp on this cover is privately canceled with a blue double oval railroad handstamp carrying the inscription "W[EST JERS]EY & S. R. R. Co." around the top and "MANUMUSKIN, N.J." at the bottom. The date stamp in the center is "MAY/?/1901" where the single-digit day-number is not absolutely discernable. This cover was part of the late Calvet M. Hahn's collection sale in December 2010 by Siegel Auction Galleries (Sale 1002, Lot 4051).



Fig. 15: Black on yellow, 66x41 mm, express office label.

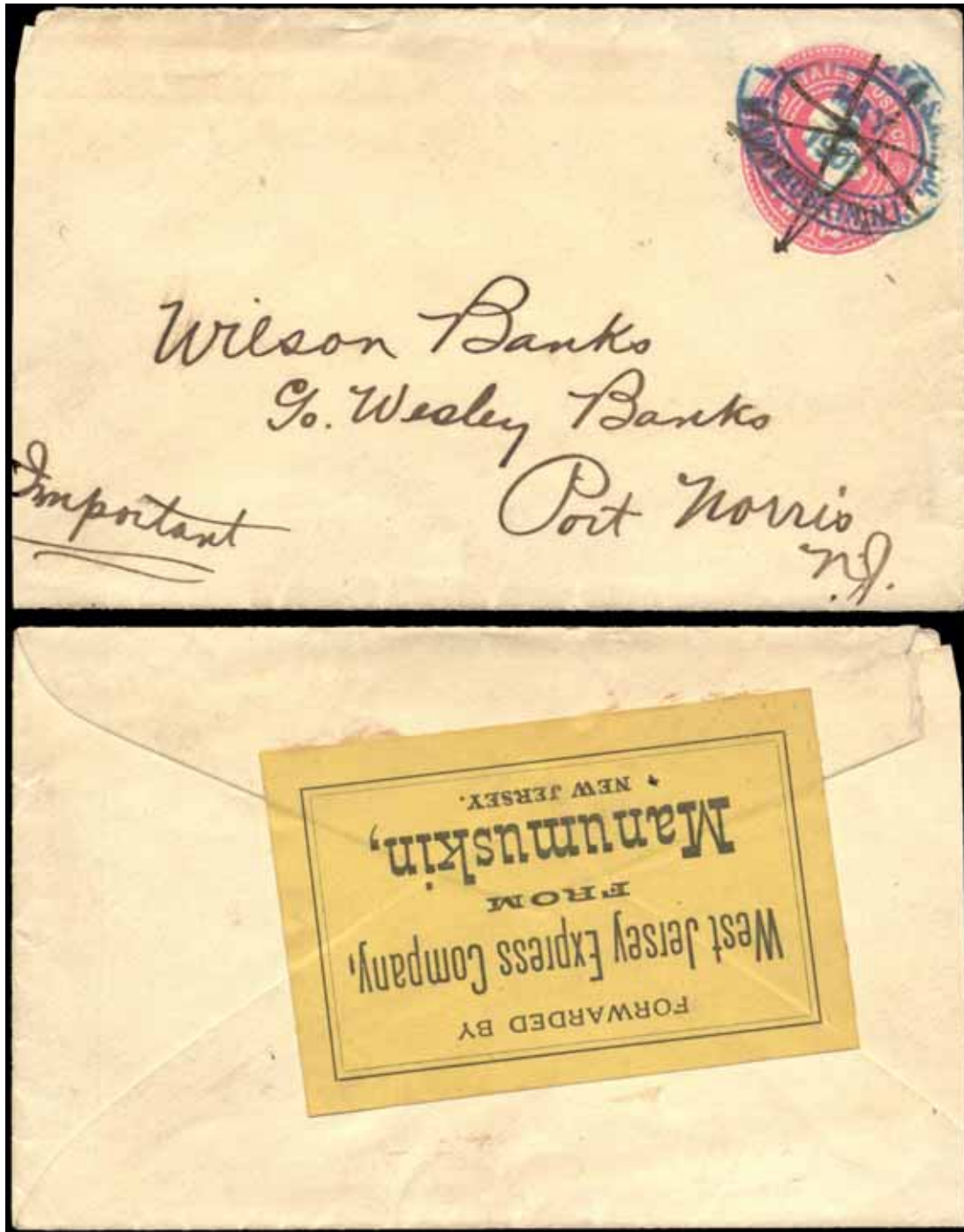


Fig. 16: 1901 expressed cover from Manumuskin, N.J. to Port Norris, N.J.

The illustrated cover was transported from Manumuskin to Port Norris in New Jersey. Port Norris was located less than ten miles to the southwest of Manumuskin and these towns were connected via the Maurice River Branch of the West Jersey & Seashore Rail Road lines. Both places were in Cumberland County and both hosted West Jersey Express agencies in 1901-02 (see *Figure 17*).

| LIST OF POINTS REACHED BY WEST JERSEY EXPRESS COMPANY. * Express Agency. | | | | |
|---|--|---|---|---|
| am, | *Fishing Creek, *Forest Grove, *Freeman, *Franklinville, *Friesburg, | Malby, Marinora, Marshalltown, Salem, *Maurice River, *Mauricetown, *Mays Landing, *Manumuskim, | *Port Norris, Pomerania, Pole Tavern, Porchtown, *Port Elizabeth, *Point Aler, *Pomona, | *Waterford, Weymouth, Weekstown, Welshville, *Westville, *Wanoush, *West Berlin |

Fig. 17: Abbreviated list of West Jersey Express Agencies, issued May 6, 1902.

A number of 1900-era West Jersey Express consignment receipts that were issued for cigar shipments from Millville, N. J. are known. Two examples are shown in *Figures 18 and 19* and both shipments were from cigar manufacturer Charles F. Kurtz. The first receipt was issued in Millville on June 11, 1900 for delivery of “One Package Cigars” to Alfred M. Pierson in Vineland, N. J. The affixed one-cent, battleship documentary stamp is canceled with a very clear “PREPAID/W. J. EX.” double circle handstamp that has not been seen before. This handstamp was applied with violet ink and its outer circle measures 43 mm in diameter. The prepaid fee for this express delivery was 25 cents.



Fig. 18: June 1900 receipt for a package of Kurtz cigars that was expressed from Millville to Vineland, N.J.

The second receipt was issued Sept. 4, 1900 for a similar delivery of cigars to Leslie Champion in Cape May Court House, N. J. A different, unique hand cancelation was used on its battleship revenue stamp, of the type shown in *Figure 20* (from an August 4, 1900 express receipt that is not illustrated). This handstamp was also struck using violet ink and its unevenly boxed border (approximating trapezoidal shape) measures approximately 32.5 x 13.2 mm.



Fig. 19: September 1900 receipt for a package of Kurtz cigars that was expressed from Millville to Cape May Court House, N.J.



Fig. 20: West Jersey Express 'trapezoidal' handstamp cancel.

At the turn of the Century, Charles F. Kurtz (see *Figure 21*) managed a cigar manufacturing plant in Millville that voluminously produced cigars bearing his name. Charles was the 1900-era owner and he was a descendent of others in the Kurtz family who preceded him at this vocation. Charles also operated a cigar and tobacco store in Millville, which hosted the statue of a cigar-store Indian maiden atop its advertising plinth base that is illustrated in *Figure 21*.

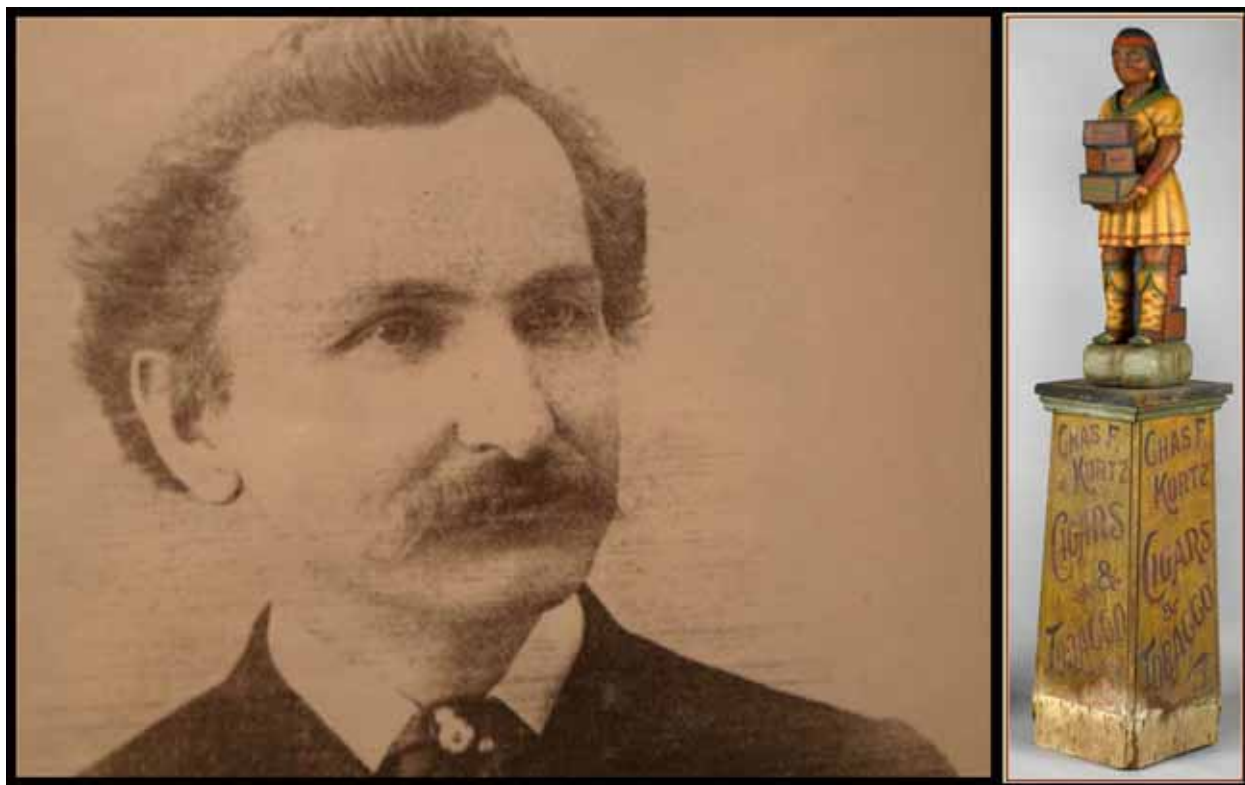


Fig. 21: Charles F. Kurtz and the Indian statue that fronted his Millville cigar store.

ENDNOTES:

¹ Mosher, Bruce, "New Jersey Private Express Companies, Part I through Part 10B," *NJPH*, May 2003 through May 2007. These are together online in one document, available to members at <http://njpostalhistory.org/media/pdf/bmosherexpress8.pdf>. (31MBs).

² Mosher, "New Jersey Private Express Companies, Part 4," *NJPH*, May 2004, pp 72–82

³ *Ibid*, p. 82.

N.J. LOCAL POSTS: Bradway's Despatch, Millville, N.J.

By Larry Lyons

This is the second of a series of articles on New Jersey's local stamps. Local Posts were established as early as the 1840's by enterprising private individuals and companies who carried letters within city limits – including to and from Post Offices. They flourished for a number of years until they were finally outlawed by the government. The author, Larry Lyons, is a noted authority on United States local stamps, and is the editor-in-chief of "The Penny Post," the prize winning journal of The Carriers and Locals Society. We appreciate his contributions.

The Bradway's Despatch stamp can be found in the *Scott Catalogue* in the local post section under 21L1. Little is known about this local post. Millville is located in Cumberland County in southern New Jersey, about ten miles east of Bridgeton and 40 miles southeast of Camden and Philadelphia. The proprietor is presumed to be Isaac Bradway. There are four recorded examples on cover and no off cover examples have been found. Three of the four known covers were brought to the post office and one was locally delivered in Millville. The three covers which went to the post office are dated January 15, January 17 and March 27. The year has been established as 1857. One can conclude that this was a very short lived local post which operated from January through March in 1857.

The Stamp

The Bradway's Despatch stamp was printed in gold ink on lilac paper. The gold ink tarnishes and appears blackish after over 150 years of exposure to air. The lilac paper looks gray probably due to dirt and exposure.

Cover Destinations

The three recorded covers which were brought to the post office were sent to Phoenix, RI (Jan. 15), Philadelphia (Jan.17) and Bridgeton, N.J. (March 27).

Frequency of Appearance

The Bradway's Despatch covers are very rare with high *Scott Catalogue* values. Since 1991 the cover dated March 27 to Bridgeton has appeared twice at auction. The cover dated January 15 to Phoenix has appeared once and the locally addressed cover has also appeared once. The January 17 cover to Philadelphia was in the Boker collection and has not appeared at auction. The March 27 cover was in a Herst auction in 1962 (Lot 98, June 7-8, 1962). The locally addressed cover also made an appearance in 1967.

Provenance

The January 15 cover is ex. Caspary and Middendorf. The January 17 cover is ex. Boker. The March 27 cover is ex. Golden and Kuphal. The locally delivered cover is ex. Ferrary and Golden.

Certification of Authenticity

The locally used example was certified in November 1999 (345,594).

Final Comments

A Bradway's Despatch cover appears only on rare occasions with only two chances for acquisition in the last 15 years.

Here are images of three of the four recorded examples.



Fig. 1: January 15 (ca. 1857) to Phoenix, RI, Frajola, Middendorf sale, May 1991, Lot 428.

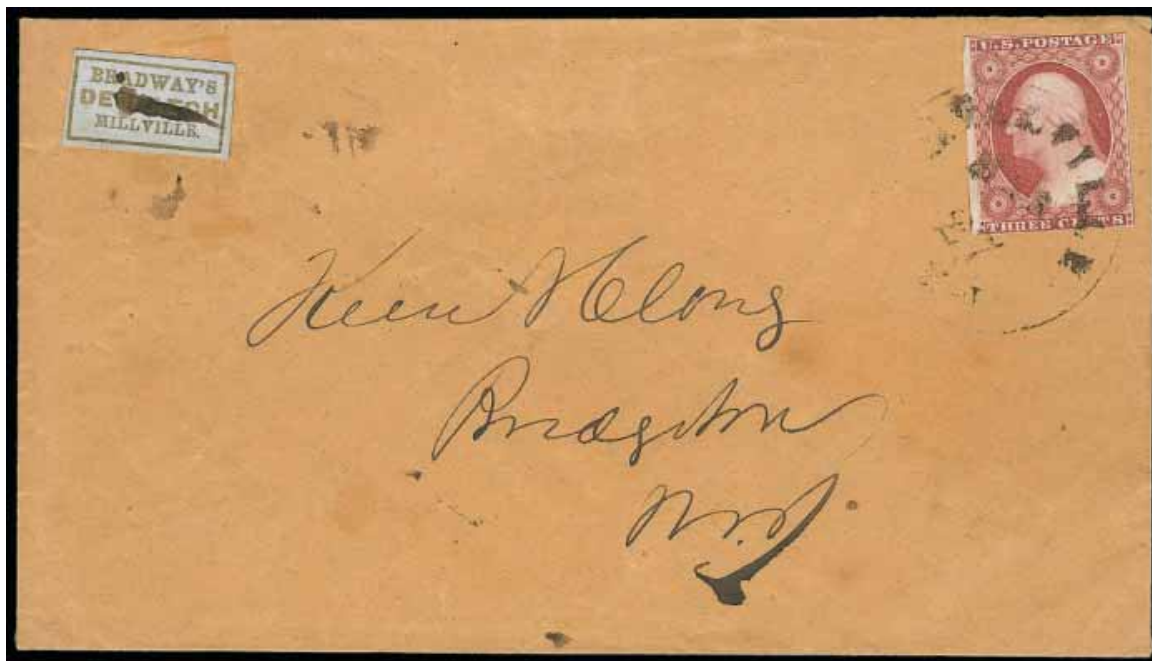


Fig. 2: March 27 (ca. 1857) to Bridgeton, N.J. Siegel sale, Nov. 15-16, 2006, Sale 925, Lot 1413.



Fig. 3: The only locally used example. Siegel sale, November 15-17, 1999, Sale 817, Lot A774.

WE NEED ARTICLES NOW!

Articles on items in your collection, studies you are doing, or other material pertinent to

New Jersey postal history are always welcome.

PLEASE submit these to your Editor: Robert G. Rose

at 18 Balbrook Drive

Mendham, NJ 07945

or robertrose25@comcast.net

1937 FIRST ALL NEW JERSEY FLIGHTS

By Don Chafetz

This was an exhibit at NOJEX this year, and Don has graciously allowed us to include it in the pages of NJPH. It has been formatted to fit these pages.

Eastern Airlines — *The Great Silver Fleet*



Fig. 1: Medal of Honor Recipient Eddie Rickenbacker, Manager of Eastern Air Lines.

This two frame **illustrated mail cachet cover** exhibit traces the air mail service promotion flights during the 1937 New Jersey Air Mail Week observance from November 15 to 20. The week was “created” by proclamation of Governor Hoffman in coordination with the United States Postal Service.

The promoter of the event was Eastern Air Lines and its manager, the World War I hero, Eddie Rickenbacker. Eastern Air Lines sponsored similar “weeks” during the year in Georgia (August), Florida (August), North Carolina (October) and Texas (December).

Fifteen New Jersey municipalities having acceptable landing facilities had their outgoing air mail picked up by one of the two planes flown on November 16 and taken to Newark Airport for mail processing. A unique feature was that one of the planes was a sea plane carrying mail from Belmar (Shark River) to Jersey City/Newark Airport. The models of planes flown is unknown.

Eastern Air Lines provided the basic cachet frame and company advertising while each community provided its own unique promotional design and slogan for inclusion within the frame. Postal employees applied the cachets by hand on either the front or back of the cover depending on space available. The cachet inks used were the standard post office magenta or black.

An additional 14 communities provided cachet covers even though they did not have an airfield. Their cachets were either the Eastern Airlines standard type, self-promotional preprinted commercial cachets or stamp club cachets. These covers were forwarded to a community on the approved route and flown to Newark airport for processing.

To my knowledge this exhibit contains **all recorded** cachet covers for this event. To add to the challenge, Postmaster signed covers are shown when available. A black border line highlights covers of special interest. The airmail postage fee was 6 cents.

Per the editor, Dan Barber, of the **American Air Mail Catalog**, the flights and covers are not listed as they do not represent an important souvenir event. Accordingly, all information in this exhibit is based on original research.

To clarify terminology, we begin with the anatomy of a cachet, as used for these air mail covers.

ANATOMY OF A CACHET:

Fig. 2a: Community slogan



Fig. 2b: Promotion design



Fig. 2c: Eastern Airlines provided cachet frame



Fig. 2d: Typical cachet, combining all 3.



Fig. 3: Princeton cacheted cover



SLOGAN BEING SOUGHT FOR AIR MAIL WEEK
Princeton to be Distinguished
by Slogan on Specially Prepared Envelopes

PLANE STOP HERE SCHEDULED AT AIRPORT ON
NOVEMBER 16

Designated as one of the eighteen stops that will be made by the Eastern Air Line air plane during "Air Mail Week," which will run from November 15 to 20 inclusive. Princeton and its vicinity is planning an enthusiastic reception for the plane on its first visit here.

Specially prepared envelopes, which will be furnished by the Eastern Air Lines, will carry the slogan of Princeton on the first mail flight from this city. Because of the fact that this city does not have any slogan, a contest is being directed in the local schools in an attempt to acquire one before that date. Pupils in all of the schools are participating in formulating the six word slogan that will distinguish Princeton in the "First All New Jersey Air Mail Flight."

PAPERS OF PRINCETON

Princeton Periodicals – Local Express - 21 October 1937
Local Express, Volume 2, Number 1, 21 October 1937

SURVEY FLIGHT- NOVEMBER 8, 1937

Prior to the actual flight on November 16, a survey flight was made on November 8. The purpose was to check the route, the airports and coordinated with local postmasters, airfield managers and local dignitaries.

There are no reported mailed covers from the survey flight.

Sinnott Flies to 14 Fetes To Herald Air Mail Week
Special to THE NEW YORK TIMES.
New York Times Nov 9, 1937.

***Sinnott Flies to 14 Fetes
To Herald Air Mail Week***

Special to THE NEW YORK TIMES.

NEWARK, N. J., Nov. 8.—John F. Sinnott Jr., Newark Postmaster, traveled 351 miles in an airplane today to promote interest in New Jersey Air Mail Week, which will be observed Nov. 15 to 20. As a feature of the observance, air mail will be picked up on Nov. 16 at the airports of sixteen municipalities and brought to Newark in Eastern Air Lines planes for distribution.

Mr. Sinnott visited fourteen of the airports and addressed civic groups at each. He was accompanied by Daniel L. Sinkler, traffic representative for Eastern Air Lines. They traveled in a cabin monoplane piloted by William Griffith, a former air mail flier.

The plane left Newark Airport at 9:15 A. M. and returned at 2:35 o'clock this afternoon.

RED BANK CACHET OF NOVEMBER 8, 1937 SURVEY FLIGHT

Fig. 4: Souvenir cachet of the survey flight, mailed on Nov. 16.



SOUVENIR CACHET Compliments of
THE RED BANK STANDARD and
THE POST NEWS
Largest Circulation in Red Bank, N. J.
"River Sports Center of the East"

Cachet image depicts actual scene at First Air Mail Survey Flight on November 8, 1937

Fig. 5: A section of the reverse of the above cover, showing cachet on back. This cover was mailed on Nov. 16, 1937 from Newark to Red Bank.



Red Bank cachet Newark AMF cancel
November 16, - 3:00 pm

Cover flown on November 16 Red
Bank received hand cancel
November 17, - 7:00 am

AIR MAIL WEEK OPENS IN N. J. SCHEDULED FLIGHTS

NEWARK (AP) – Air mail week opened today with special mail hookup in 14 communities by an airplane and a seaplane.

A land (Eastern Airlines) plane left Newark and stopped at 14 municipalities and a sea plane from Jersey City following along the coast, picking up mail at Shark River at Belmar. It returned to Port Newark, adjoining the Newark Airport.

Postmaster Sinnott, chairman of the committee of Postmasters who arranged the

celebration...estimated 100,000 letters were carried today.

The mail was routed throughout the country from Newark. The land plane stopped at Bendix, Boonton, Caldwell, Westfield, Hadley Field, Princeton, Trenton, Clementon, Camp Dix, Cape May Naval Station, Ocean City, Atlantic City, Lakehurst, and Red Bank, returning to Newark.

The Daily Record, Morristown, NJ, Vol 38, no. 2,
Tuesday November 16, 1937.

PURPOSE OF FLIGHTS

Extract From 1980 Private Letter to Exhibitor

They were part of an experiment conducted by Eastern Air Lines in various states during late 1937 and early 1938 (Florida, North Carolina, Texas, and New Jersey) to test the feasibility of using small single-engine planes to provide airmail service to communities' with smaller airports that could not accommodate the larger transport planes.

Samuel S. Goldsticker, Jr.

SCHEDULED FLIGHT PATH

Newark Airport is the starting & ending point for the counterclockwise flight.



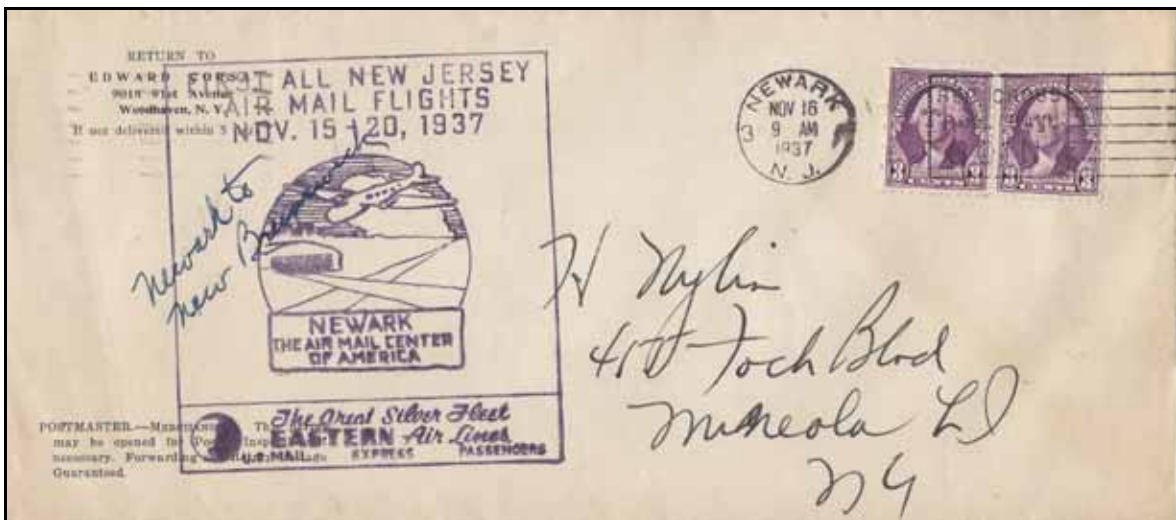
- | | | |
|---------------|------------------|-------------------|
| 1. Newark | 6. New Brunswick | 11. Ocean City |
| 2. Hackensack | 7. Princeton | 12. Atlantic City |
| 3. Boonton | 8. Trenton | 13. Lakehurst |
| 4. Caldwell | 9. Clementon | 14. Asbury Park |
| 5. Westfield | 10. Cape May | 15. Red Bank |

Fig. 6: Map of flight path.

Red Line - Route flown in destination order
 Numbers - Cities where mail was picked up

Stop 1 – Newark

Fig. 7: The originating and ending point of these flights



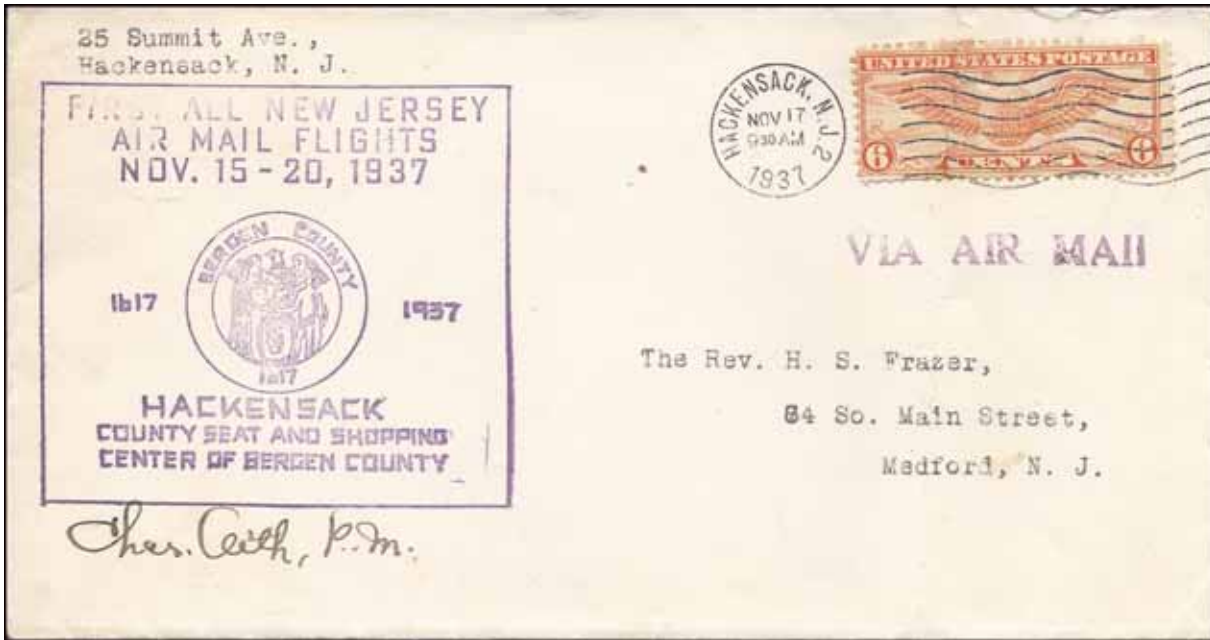
Cachet:
 NEWARK
 THE AIR MAIL CENTER
 OF AMERICA

November 16, 1937 - 9:00 am
 Slogan machine cancel:
 Red Cross/Roll Call/Join

THE FIRST ALL NEW JERSEY AIR MAIL FLIGHTS ~ Don Chafetz

Stop 2 – Hackensack

Fig. 8: Hackensack. Based on the November 17 cancellation date the cover was NOT picked up and carried on the flight from Hackensack. Reverse has no Newark AMP machine cancel.

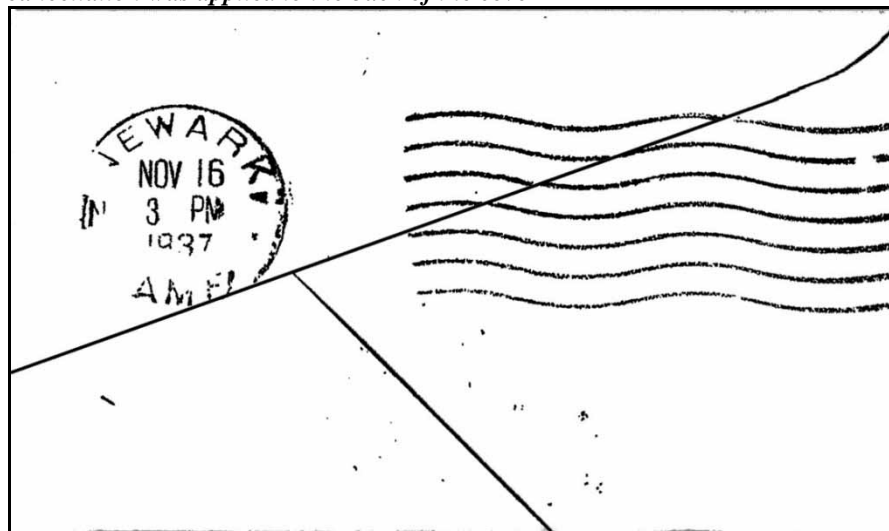


Postmaster signature

Machine cancel
November 17 – 9:30 am

Cachet
HACKENSACK
COUNTY SEAT AND SHOPPING
CENTER OF BERGEN COUNTY

Fig. 9: All mail was processed at the Newark mail center. The machine cancellation was applied to the back of the cover



AMP - Airmail Facility - 3:00 pm

Stop 3 – Boonton

1981 LETTER FROM CACHET DESIGNER to EXHIBITOR

On Nov 16 about 2:30 PM a plane landed at the Aircraft Radio Corp. field. I was there with a sack of mail, and remember the roll of toilet paper hanging from the trees to mark the runway. This mail was stamped with a CACHET designed by me and contained the seal of the Town of Boonton. No CACHETS were sold but all mail was stamped commemorating the event.

Yours truly,
James M. Bowden, Boonton, N.J.

Fig. 10: Boonton cachet



Boonton cachet

Cachets were applied by postal employees in a “clear” location either on the front or back of the cover.

The cachets are either black or magenta depending on post office ink available.

Fig. 11: Aircraft Radio Corporation Lab, Factory, and Airfield, Boonton – Photo 1953



THE FIRST ALL NEW JERSEY AIR MAIL FLIGHTS ~ Don Chafetz

Fig. 12: Stop 3 – Boonton.



Postmaster signature

cachet

Machine cancel - 8:00 am

BOONTON, N. J.
GEM OF THE MOUNTAINS

Stop 4 – Caldwell

Fig. 13: Caldwell.



cachet

Machine cancel – 10:00 am

1837 - 1937.
GROVER CLEVELAND BIRTHPLACE
CALDWELL, NEW JERSEY

Stop 5 – Westfield

Fig. 14: Westfield.



Postmaster signature

cachet

Machine cancel –
9:30 am

WESTFIELD, N. J
THE BEAUTIFUL TOWN OF HOMES

Stop 6 – New Brunswick

Fig. 15a & b: New Brunswick.



cachet

Machine cancel Newark AMF – 3:00 pm

cachet
NEW BRUNSWICK, N. J.
A CITY
Where You'll Want To Linger
Healthy (sic), Stable, Neighborly,
Educationally boundless, Industrially unexcelled

Cachet applied on back/no room on front



Only recorded post card usage

Middlesex Duplex cancel
November 15 - 4:30 pm

THE FIRST ALL NEW JERSEY AIR MAIL FLIGHTS ~ Don Chafetz

Stop 7 – Princeton

Fig. 16: Princeton.



Postmaster
handstamped
signature

cachet
PRINCETON, N. J
TOWN OF WORLD RENOWN

Machine cancel – 9:30 am
Plate number stamp

Stop 8 – Trenton

Fig. 17: Trenton.



Sent to Liverpool, England
2¢ postage added to make
International air mail rate of 8 cents
Only recorded cover sent overseas

Cachet
TRENTON MAKES -
THE WORLD TAKES

hand cancel – 10:30 am
Machine slogan
Buy U.S. Savings Bonds

Stop 9 – Clementon

Fig. 18: Clementon.



Postmaster signature

cachet

Machine cancel- 11:30 am

CLEMENTON
WHERE CHAMPIONS SWIM

Stop 10 – Cape May

Fig. 19: Cape May.



cachet

Machine cancel- 12:00 pm

SOUTHERN TIP NEW JERSEY -
COLONIAL CITY BY THE SEA
VACATION LAND

THE FIRST ALL NEW JERSEY AIR MAIL FLIGHTS ~ Don Chafetz

Stop 11 – Ocean City

Fig. 20: Ocean City.



cachet Machine cancel- 12:00 pm
OCEAN CITY, N. J.
AMERICA'S FINEST FAMILY RESORT

Stop 12 – Atlantic City

Fig. 21: Atlantic City.



cachet Hand cancel- 11:00 am
ATLANTIC CITY
WORLDS PREMIER HEALTH
AND PLEASURE RESORT



cachet: Souvenir Cachet of the Red Bank Register "The Home Newspaper"
Hand cancel – 2:30 pm
Air mail 6¢
Special Delivery 12¢
Special Delivery service performed in Chicago

Fig. 26a: A section of the reverse of this cover, showing special delivery routing.



Newark AMF November 16, 3:00 pm
Chicago November 16, 11:30 pm
Chicago Garfield Park Sta. November 17 6:30 am rec'd
Chicago Garfield Park Sta. November 17 8:00 pm
Red Bank November 18 7:00 am

Additional Communities

There were a number of communities which provided "Official/Unofficial" style cachet covers, but had no airport. The covers were part of this exhibit and will be covered in our next issue, along with the seaplane flights.

TO BE CONTINUED.

HOMETOWN POST OFFICES: Green Village, NJ

By Jean Walton, with help from Don Chafetz

Green Village, just off the Shunpike in Morris County, was settled long before the founding of Chatham Township (which it currently inhabits as well as Harding Township, both in Morris County). It had existed for many years before it first had a post office in 1862. It was known originally as Greenvillage,¹ but by 1860 this had been changed to Green Village, and this was the first post office name.

The town is located southeast of Morristown and southwest of Madison, in a rural area just north of the Great Swamp. Land here once owned by William Alexander, Lord Sterling, was bought by Elias Boudinot in 1780. The Boudinot residence there dates from 1760 (according to its historical marker) & still exists at 461 Green Village Road. Another marker, also on Green Village Road, commemorates the Cockrem farm – Philip Cockrem, a wagon maker and farmer, was Green Village’s second postmaster, and was the 2nd generation of Cockrems to inhabit the house at 486 Green Village Road.

In 1895, along with other post offices whose compound names were consolidated down from two words to one², it became Greenvillage – but as many others of these renamed post offices, it soon reverted back to Green Village.

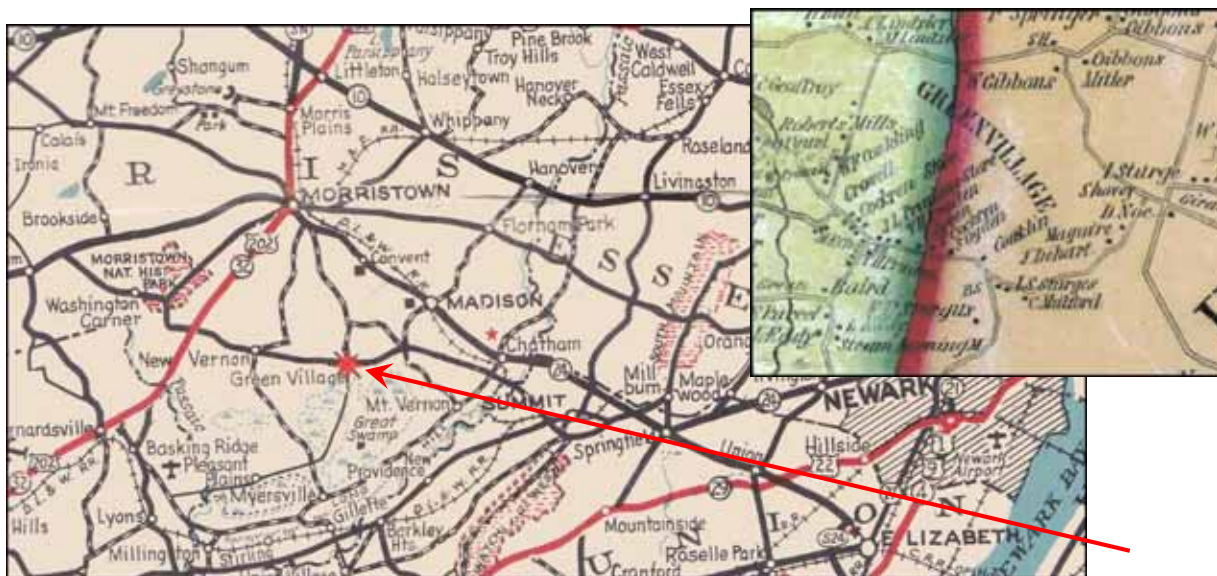


Fig. 1: A 1939 map from the WPA Federal Writers Project (NJ volume), showing Green Village, near the intersection of the Shunpike and Green Village Road. The overlaid inset is from an 1853 map, and shows the original spelling as Greenvillage. A close look will find the Cockren (sic) store and home on either side of the township line. Philip Cockrem was Green Village’s 2nd postmaster in 1863, and the store was the likeliest location of this office at that time.

This area was known for the rose farming which took place from the late 1850s, making nearby Madison famous as the “Rose City.” Much of this farming took place on the Noe Farm, just north of Green Village.

An 1885 advertisement in the New Vernon Review³ reads:

REGULAR STAGE LINE
Running from New Vernon to Madison, stopping in Green Village, carrying the U.S. Mail.
Leaving New Vernon at 6:30 AM, arriving in Madison at 8 AM.
Leaving Madison at 5 PM, arriving at New Vernon at 6 PM
S. Hathaway, Proprietor
No. 4 Main St.

REGULAR STAGE LINE,
Running from New Vernon to Madison, stopping at Green Village; carrying the U. S. Mail.
Leaving New Vernon at 6:30 A. M., arriving at Madison at 8 A. M.
Leaving Madison at 5 P. M., arriving at New Vernon at 6 P. M.
S. HATHAWAY, Proprietor,
No. 4 Main St.



Illustration courtesy Don Chafetz

Fig. 2: A February 10, 1886 cover, sent from Green Village to New York City, with a nice Madison fancy star cancel on the reverse.

One other item of particular interest took place in the late 1950s, when the Port Authority eyed the Great Swamp as an ideal location for a new expanded metropolitan jetport. This caused a large furor, and the local population raised a concerted effort to block this from happening. This was centered in Green Village, and resulted not in an airport, but in the preservation of the Great Swamp as a wildlife refuge.

HOMETOWN POS: Green Village, NJ ~ Jean Walton



Illustration courtesy Don Chafetz

Fig. 3: This 1903 cover, sent from Green Village to River Edge, NJ has a cancel that is hard to read, which may or may not be truly a Greenvillage cancel. The corner clearly retains the Green Village (2 word) name.



Illustration courtesy Don Chafetz

Fig. 4: A registered cover on a postal stationery envelope, with a 15¢ stamp to cover the registration rate, sent from Green Village to Arlington, NJ, bearing nice back stamps dated Oct. 20, 1932.

A table of postmasters follows:

| | |
|--|----------------------|
| Green Village | 12/23/1862-1/10/1895 |
| John M. Moore | 12/23/1862 |
| Philip Cockrem | 5/8/1863 |
| Charles Dittler | 4/12/1869 |
| Mrs. Mina Dittler | 4/17/1876 |
| William C. Frost | 5/4/1881 |
| Henry B. Topping | 9/18/1885 |
| Helen A. Topping | 3/23/1888 |
| Arthur R. Lum | 7/31/1889 |
| Thomas E. Smith | 10/21/1890 |
| Fred Veader | 6/23/1894 |
| Changed briefly to Greenvillage | 1/10/1895 |
| Thomas E. Smith | 1/10/1895 |
| Robert L. Wadsworth | 8/7/1899 |
| Samuel Veader | 4/4/1900 |
| Changed back to Green Village | |
| Thomas Rawsthorne | 11/26/1907 |
| John S. Camusat | 11/19/1914 |
| Thomas Rawsthorne | 3/8/1918 |
| Katherine Maloney | 11/24/1922 |
| Anna H. Bielefeld | 10/11/1930 |
| Mary A. Dickson | 10/1/1935 |
| Luther Headley | 9/1/1942 |
| Mrs. Louesa M. Headley | 8/31/1957 |
| Georgeanne O. Bigelow | 8/31/1963 |
| Alberta J. Stoddard | 3/4/1966 |
| Wanda L. Younger | 12/20/1986 |
| Amel M. Bontempo | 8/28/1999 |
| Joseph Mydosh | 2/5/2005 |

Despite the length of its existence, Green Village has maintained its rural nature, despite the burgeoning populations around it. From 1942 to 1960, the post office was located in the living room of the Headleys – both Luther and then his wife Louesa served as postmasters. When they retired in 1960 and a larger post office was needed, Luther Headley raised \$7500 to build the current post office, and then rented it to the Federal Government. Originally attempts to preserve the Headley house were made, but when it was deemed futile in 2000, the land was turned over to the Morris County Park Commission. Their home, demolished in 2001, stood next to the current post office, pictured below. ⁴

Our heartfelt thanks to the current Officer in Charge for her help and additional historic information.



Fig. 5: The current Green Village post office at 372 Green Village Road, Green Village NJ 07935 (see sign in window).

ENDNOTES:

- ¹ See Rutgers Cartography maps from 1842 & 1853, where the Greenvillage name persists. By 1860 however, it was changed to Green Village on the contemporary maps.
- ² The Post Office Department made a concerted effort to simply names of post offices during the 1890s, largely fruitless in the end. Kay & Smith, *NJ Postal History*, Quarterman Publications, Lawrence, MA, 1977, pp 5-7, citing Post Office directives.
- ³ Arch, Brad, "New Vernon (Morris County) Postal History," in *NJPH* Whole Number 48, Summer 1982, p. 32.– an illustration from *The New Vernon Review*, Vol. 1/#1, July 17, 1885.
- ⁴ Grody, Rod, in one of the New Jersey Hills Media Group papers (probably the Madison Eagle), "Historic House demolished Was Home to post office," April 27, 2001. http://newjerseyhills.com/historic-house-demolished/article_36089e7d-656b-5bd5-9009-7bce16635c51.html (Aug 2, 2014)

WEBSITE UPDATE - AUGUST 2014

Warren Plank, Webmaster NJPHS

Since January 1, 2014 our website has been visited nearly 13,000 times! Can you believe that over 6,500 unique visitors used our website this year through August – viewing more than 21,000 pages throughout our site?

The five most popular pages visited after our landing page were 1) Exhibition Hall, 2) About the Society, 3) Galleries, 4) Links, and 5) Free Library. Although not in the top five, visitors spent the most time on our Journals page, where our New Jersey *Postal History Journals* (older than five years) are viewable and downloadable to all interested visitors. It seems our November 2011 and November 2013 Featured Covers were the most interesting articles for visitors, with 287 and 222 page views respectively.

The top five countries where our visitors reside were 1) The U.S. with 7,183 page views; 2) China with 3,965; 3) Japan with 2,749; 4) Ukraine with 1,647 and Romania with 1,002; followed by Germany, France, Turkey, Russia and Netherlands to round out a top ten list. Interestingly, the second highest number of “hits” came from an Oriental search engine called Baidu. Google unsurprisingly ranked first, sending more than 655 “hits” our way. Saudi Arabia finishes a list of the top 25 countries bringing us more than 65 visitors.

If you are interested in this sort of thing, Google Chrome has moved up to second place (at 22%) as the browser of choice among viewers. MS Internet Explorer remains the number one browser at 28%. Naturally with the advent of smart phones, we are seeing more people viewing our site on their devices such as Android and Samsung phones and tablets, as well as nearly 8% of viewers using the Safari browser in an iPhone or iPad (over 1,000 “hits”).

I would be remiss at this point not to mention and honor the memory of Doug D’Avino, recently passed and longtime contributor to our website. I had the pleasure of working with Doug on the NJ Post Office postcards gallery and frequently corresponded to “get the site right.” Doug was a stickler for details, and I will miss working with him, and our Society will miss his frequent contributions.

All of which raises a perfect segue into my appeal for members who may want to share in our galleries – please contact me and we can work on getting your collection on-line either anonymously or credited to yourself. I do work full time and travel often – so the process can take a few months. But, if you want I am willing to work with you. Please drop me an email at webmaster@NJPostalHistory.org today!

Warren Plank, Webmaster NJPHS

Remember to visit our web site often at www.njpostalhistory.org, to see featured articles, our galleries, old issues of *NJPH* online, and a long list of articles available to you and to the public, as a service to philately and genealogy.

Other files are available to members only, and a list of these is on the following page. Clicking the links (if you are online) will take you to these. We have included the size on those which are especially large) so that you know how large a download you are making. Once opened on your computer, you can save them. These files include more recent *NJPH* issues, not yet available to the public.

FILES AVAILABLE TO MEMBERS ONLY

FILES AVAILABLE TO MEMBERS [CLICK TO FOLLOW LINK]: (Large files will take time to download. Be sure they are fully downloaded before saving or searching them)

[Burlington County Post Towns](#) (Jack Edge's serialized articles from 2005-2007 – 14.5MBs)
and the accompanying list of [Burlington County Postmasters](#), by town:

[Cape May Postal History](#) (Mary Law's serialized articles from 1993-94 – 3.2MBs)

[Hunterdon County Postal History](#) (Jim Walker's serialized articles, 2007-2010 – 18MBs)

[Essays on Sussex County and New Jersey Postal History](#) (Len Peck, 2004-2009 articles – 4MBs)

[Development of Morris County Mail Service – 1760-1850](#) – and exhibit by Don Chafetz of Morris County covers from the stampless period – 19.5 MBS

[NJ Stampless Era Post Offices](#) (compiled from Coles & Kay & Smith) as a zipped file with an explanatory Word doc & excel file

Individual files for those who don't like zipped files

[EXPLANATORY DOCUMENT](#) (Word file) & [NJ STAMPLESS ERA POs](#) (.xls)

[Coles Update](#) (by Don Chafetz, 2004 - updates William Coles classic reference on NJ Stampless Markings, 900kbs)

[NJ Manuscript Marking Database](#) in pdf format (maintained by Steve Roth, and updated regularly - 1.5MBs)

[Brad Arch's DPO List](#) – a zipped file with an Introduction in Word, and List and index of illustrations in xls

Or for individual download if a zipped file does not work for you:

[DPO Intro](#) (Word doc)

[DPO List in .xls](#)

[Index to DPO Illustrations in .xls](#)

[Philatelic Morris Canal](#) by Don Chafetz, in pdf format, a study of the Morris Canal in postcards & other items.

[New Brunswick's Stampless Postal Markings](#) by Robert G. Rose, in pdf - 1.5MBs

[NJ Doane Cancels](#) – a link to an online site

[NJ Summer Post Offices](#) – a pdf of Arne Englund's list of New Jersey seasonal post office

[New Jersey-built Fast Air Craft Carriers](#) – a long series by Larry Brennan with many covers- 12.5MBs

[List of Southard Letters](#), in member hands and published in *NJPH*

NJ Free Franks – Ed & Jean Siskin: [A List of NJ Legislative "Free" Franks](#) in pdf format, and [Legislation regarding Legislative Franking](#), also pdf.

[NJ Private Express Companies](#) – Bruce Mosher: material & memorabilia of NJ Express Cos., in pdf format, 30MBs

[Women and the Ballot in New Jersey, 1776-1807](#)– An account by Lucy Stone & H.B. Blackwell, ca. 1867

[Mather, Margaret G – "I Was on the Hindenburg"](#). Harper's 1937 article

Journals: (earlier journals are online in the [Free Online Library](#) (Journals run between 4-6MBs)

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NEW JERSEY POSTAL HISTORY SOCIETY. INC.
NOJEX 2014 - SECAUCUS, NJ – JUNE 1, 2014



NOJEX this year was not held over Memorial Day weekend, but the weekend following, so the 41th Annual Meeting of the New Jersey Postal History Society was called to order at noon by President Robert G. Rose on Sunday June 1, 2014. Other officers present were Jean Walton, Secretary, and Auction Manager Arne Englund. Bob conducted a short business meeting, commenting on our financial standing (good, but our covering our journal costs depends heavily on contributions as well as dues), and the need for articles for *NJPH*. Other members present were George Crawford, Hugh Merritt, John Trosky, and Larry Brennan.

Again this year, the meeting was Show and Tell, with most members participating. Arne showed several elusive cancels he had recently acquired, including Cutoff in Sussex, a cancel long sought by Len Peck, as well as other DPOs of short-lived post offices. Larry Brennan brought us some ship covers, of ships built in New Jersey. John Trosky showed some World War I censored covers, Bob Rose shared some Paterson cancels, and other members also participated. We see each other so seldom, that this type of meeting gives us some chance to share ideas and interests. It was a pleasant and informative meeting.

The meeting was adjourned at 12:50PM.

Respectfully submitted,
 Jean Walton, Secretary



MEMBER CHANGES:

| |
|--|
| WELCOME TO NEW MEMBERS: |
| George Martin, 844 Anthony Road, Atco, NJ 08004, canoethepines@comcast.net . |
| Joseph F. Seliga, 15 Windswept Drive, Trenton, NJ 08690-1111, seliga1@optonline.net , Civil War |
| CHANGES: |
| From: Robert G. Rose, 1 Jefferson Road, Parsippany, NJ 07054-2891, rose@daypitney.com To: Robert G. Rose, 18 Balbrook Drive , Mendham, NJ 07945, robertrose25@comcast.net |
| GOODBYE TO OLD FRIENDS: Deceased: |
| Doug D'Avino, 1636-44 Rte 38, Suite 153, Lumberton, NJ 08048, davinod@earthlink.net |
| James E. Kenney, 436 Colfax Rd., Havertown, PA 19083-1315 |
| James T. Rozmus, 92 Pheasant Meadow Dr., Galloway, NJ 08205-3130 |

Errata:

Vol. 42, No. 2, Whole No. 194, p. 97: In “The Valley, a Tale of Three Post Offices,” in the middle paragraph, the previous post office to the current one should read “In 1958, the Long Valley post office received its first dedicated location, next to the railroad, in a small brick building which currently serves as the Lakeland Bank” – not Somerset Hills Bank.

MEMBER NEWS: OBITUARIES

DOUGLAS STEPHEN D'AVINO, age 64, of Eastampton, NJ passed away from lung cancer on Thursday, June 19, 2014 at the Samaritan Hospice Inpatient Unit in Mt. Holly, NJ. He is survived by his wife of 44 years, Sheila (Esposito); father Ralph and brother Carey (Mary Lou) D'Avino, both of Moorestown; and stepsisters Barbara Ann Rosko of Florida, Laura (James) Fogarty of Virginia, and Roberta (James) Carter of California. He grew up on Long Island, NY. After graduating college, he served four years in the U.S. Air Force, primarily in Germany. This was followed by a long civilian career as a software systems engineer. His last employment was at NAVMAR Applied Sciences Corp. in Warminster, PA.

Doug earned a B.S. degree in Electrical Engineering from Rensselaer Polytechnic Institute (where he met and married his wife) and an M.S. in Management from the University of Arkansas. His interests ranged from the love of animals to the history of New Jersey post offices. He was an enthusiastic supporter of the New Jersey Postal History Society, and in addition was also a member of APS, The United States Stamp Society (where he was on the Board of Governors, and Chaired the Marginal Markings Committee), the American Plate Number Single Society, the South Jersey Postcard Club, and the Washington Crossing (NJ) Card Collectors Club. He was continually on the lookout for new additions to his large collection of New Jersey post offices on post cards which graces our web site, making it available to all of us for research and image use, a treasured resource.

He graciously accepted the assignment of writing out Hometown Post Offices feature, and his research abilities increased out knowledge of many small post offices around New Jersey. Those will be hard shoes to fill, and we miss him terribly. He was eager to help at any point, and sent me a Long Valley post office view after the last issue in May, one which had not made it online yet.

Jean Walton

We regret that less is known about the members below, and would welcome more information from members who knew them:

James E. Kenney, Jr., 91, of Havertown, passed away on March 14, 2014. Born in Philadelphia, he was the son of the late James E. Kenney, Sr. and Anna M. (nee Kline) Kenney. He was a U.S. Navy veteran of World War II.

He was the owner of Kenney's Plumbing and Heating in Havertown. He was a former officer of the Local, State and National Plumbing Heating Association and a member of the Philadelphia Suburban Plumbing Association. He was a lifetime member of 56 years of the Elks organization and a 4th Dougherty Assembly.

He was predeceased by his wife Mary R. Kenney (nee Shannon) and his sister Lillian Cobaugh. Survivors: His children, Elizabeth J. "BJ" (Bob) Wright and James E. (Rosemarie) Kenney, III; six grandchildren; seven great-grandchildren; and his sister Ruth Weinstein.

James T. Rozmus, of Galloway, NJ 08205-3130 as born in 1943 and retired from Depe Div of Parks & Forestry on 07/02 after serving 39 years.

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.

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.

LOOKING FOR OLDER SUSSEX COUNTY LETTERS AND CARDS. Contact Edwin Black, 61 Nestor Rd, W. Orange NJ 07052

SAMUEL SOUTHARD CORRESPONDENCE ALWAYS WANTED! Always interested. Please contact Jean Walton, 125 Turtleback Rd, Califon, NJ 07830, 908/832-9578 or e-mail with scan to jwalton971@aol.com.

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.

Any **postal material relating to STEVENS INSTITUTE OF TECHNOLOGY** in Hoboken? Post(al) cards, return address covers, et al. As a professor there, these could make for an interesting exhibit by me. All inquiries answered. Contact Prof. Mark Sommer, 1266 Teaneck Road #10A, Teaneck, NJ 07666

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

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.

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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 Woodbury, NJ stampless to present. **NEED BASSETT PO** (DPO GlouCty 1891-1920) Warren Plank, 625 Singley Ave., Runnemed, NJ 08078 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: COVERS, ETC PERTAINING TO THE BLAWENBURG POST OFFICE 08504. Contact; John J. Best, 65 Sycamore Lane, Skillman, NJ 08558. jjbest@comcast.net

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

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.

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.

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, Robert G. Rose, 18 Balbrook Drive, Mendham, NJ 07945 or e-mail robertrose25@comcast.net.

VISIT MAPLEWOOD'S HISTORIC HOUSE MUSEUM, DURAND-HEDDEN HOUSE for exciting monthly programs like an anti-suffrage satire on March 30. Check our website: www.durandhedded.org. Durand-Heddon House, 523 Ridgewood Rd., Box 206, Maplewood, NJ 07040, info@durandhedden.org, 973-763-7712.

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@hotmail.com.

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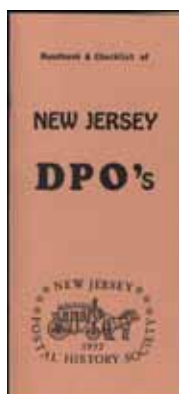
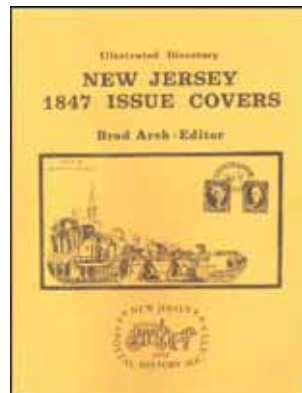
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