



# NJPH

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

Vol. 43

No. 2

Whole Number 198

May 2015

## ***Mourning Cover for President Lincoln***



***The Civil War ended on April 9, 1865, and only one week later, our 16<sup>th</sup> President was dead from an assassin's bullet. This mourning cover for Lincoln, part of the Richard Micchelli Collection, was sent unpaid to Switzerland from Newark on May 26, 1865, with deficiency markings. For our last entries commemorating the 150<sup>th</sup> Anniversary of the Civil War, see Lincoln's Funeral Train, and the story of J. Theodore Calhoun, pps 68 and 101.***

### ~ CONTENTS ~

|  |                                       |     |
|--|---------------------------------------|-----|
| President's Message .....  | Robert G. Rose .....                  | 66  |
| NOJEX and Annual Meeting .....   |                                       | 67  |
| Lincoln Funeral Train Passes Through New Jersey .....                    | Jean Walton .....                     | 68  |
| All Points West: The Railway Post Offices of Jersey City .....           | John A. Trosky .....                  | 70  |
| Early Post Offices in the Lambertville Area .....                        | Jim Walker .....                      | 79  |
| N.J. Local Posts #5: Faunce's Penny Post, Atlantic City, New Jersey .... | Larry Lyons.....                      | 87  |
| New Jersey-Built Fleet Tug <i>USS Sonoma</i> .....                       | Capt. Lawrence B. Brennan, USN (Ret.) | 91  |
| On the Auction Scene: NJ First Day Covers and \$1 Columbian .....        | Robert G. Rose .....                  | 99  |
| J. Theodore Calhoun ~ A NJ Civil War Surgeon.....                        | Jean R Walton .....                   | 101 |
| Jersey to New Jersey ~ New Jersey's 350th Anniversary .....              | Prof. Mark Sommer.....                | 110 |
| Webmaster Update .....   | Warren Plank.....                     | 112 |
| Member News: NOJEX, New Member, and Thanks to Donors.....                |                                       | 113 |
| Hometown Post Offices: Brotzmanville, NJ .....                           | Arne Englund & Len Peck.....          | 114 |
| Member Ads & Literature Available .....                                  |                                       | 121 |

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

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

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

**OFFICERS**

President: Robert G. Rose, 18 Balbrook Drive, Mendham, NJ 07945 [President@NJPostalHistory.org](mailto:President@NJPostalHistory.org)  
VP & Ed. Emeritus: E. E. Fricks, 25 Murray Way, Blackwood, NJ 08012 [VicePresident@NJPostalHistory.org](mailto:VicePresident@NJPostalHistory.org)  
Treasurer: Andrew Kupersmit, 143 Woodbridge Ave., Metuchen, NJ 08840 [Treasurer@NJPostalHistory.org](mailto:Treasurer@NJPostalHistory.org)  
Secretary: Jean R. Walton, 125 Turtleback Rd., Califon, NJ 07830 [Secretary@NJPostalHistory.org](mailto:Secretary@NJPostalHistory.org)  
Webmaster: Warren Plank, 625 Singley Ave, Runnemede, NJ 08078 [webmaster@NJPostalHistory.org](mailto:webmaster@NJPostalHistory.org)  
Editor-in-Chief/*NJPH*: Robert G. Rose, 18 Balbrook Dr., Mendham, NJ 07945 [President@NJPostalHistory.org](mailto:President@NJPostalHistory.org)  
Layout Editor: Jean R. Walton, 125 Turtleback Rd., Califon, NJ 07830 [NJPostalHistory@aol.com](mailto:NJPostalHistory@aol.com)  
Auction Manager: Arne Englund, P.O. Box 57, Port Murray, NJ 07865 [auctionmanager@NJPostalHistory.org](mailto:auctionmanager@NJPostalHistory.org)  
\*\*\*\*\*

**DUES REMINDER**

If a dues reminder is included with this issue, it means your dues are still unpaid. Dues are still \$15 a year and payment can be by mail to Jean Walton – address above - or by Paypal at [www.NJPostalHistory.org](http://www.NJPostalHistory.org). Those not paid by June 30 will be removed from our membership list.  
\*\*\*\*\*

**PRESIDENT’S MESSAGE**

This issue of *NJPH* contains a variety of articles covering a broad range of New Jersey postal history. We conclude the 150<sup>th</sup> Anniversary commemoration of the end of the Civil War, with a Lincoln Mourning cover, sent abroad, from Richard Micchelli’s collection. Jean Walton’s short piece outlining the route of the Lincoln Funeral Train across New Jersey, and “J. Theodore Calhoun: A New Jersey Civil War Surgeon” are the last articles for now on the Civil War. John Trosky, a specialist of Jersey City postal history, returns to these pages with an article detailing its railway post offices. Jim Walker returns with the history of early Lambertville area post offices. Captain Lawrence Brennan contributes another in his long-running series on New Jersey-built naval ships, this article tracing the postal history associated with the USS SONOMA. Larry Lyons adds another New Jersey local to his series, his article detailing Faunce’s Penny Post in Atlantic City. Professor Mark Sommer gives us a short piece on New Jersey’s 350<sup>th</sup> Anniversary Commemoration by the Isle of Jersey. Warren County specialist Arne Englund adds to the Home Town Post Office series, his article outlining the history of the Brotzmanville post office. I have contributed another in the “On the Auction Scene” series. Our Society webmaster, Warren Plank, provides an update on our website.

The Society will hold its annual meeting at NOJEX 2015 on Sunday, May 31<sup>st</sup> at noon. We will have a table near the entrance to the Show which will be held this year in the hotel’s Grand Ball Room and Crystal Room, as a result of the closing of the exhibition center due to the partial collapse of the adjacent parking deck from the winter’s snow. Stop by and say hello. For our meeting, this year we will again hold a popular “Show and Tell.” Please bring one or two of your favorite covers and spend a few minutes in an informal discussion about your particular interest in collecting them. I have enclosed a free pass for the Show. Complete show information, including a Parking Advisory at the hotel, can be found at [www.nojex.org](http://www.nojex.org) and on page 113.

Finally, we have entered Volume 42 of *NJPH* in the APS StampShow 2015 literature competition that is to be held in Grand Rapids, Michigan in August. I will be attending the Show and my exhibit, “New Jersey Stampless Covers: Handstamp Postal Markings 1775-1855” will be included in the Champion of Champions competition, having received the Grand Award at the March Party Show in Cleveland.


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

**Robert G. Rose**

**Come to the  
New Jersey Postal History Society Annual Meeting!  
Sunday, May 31 – 12: Noon  
Show and Tell!**

**Bring along something you'd like to share with others!**

**\* SEE PARKING NOTE BELOW**



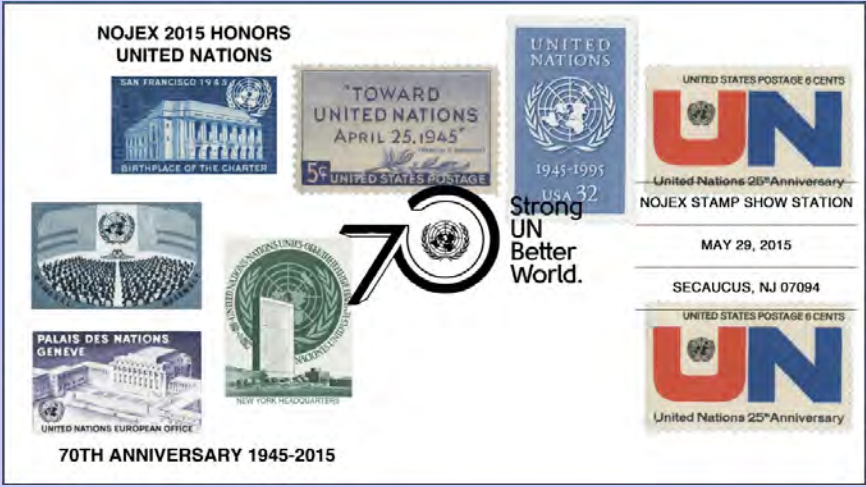
# NOJEX

Annual Exhibit of the North New Jersey Federated Stamp Clubs, Inc.  
APS Chapter 508

## 52<sup>th</sup> ANNUAL STAMP EXHIBITION

A World Series of Philately Exhibition  
**FRIDAY MAY 29 – SUNDAY MAY 31, 2015**

This year commemorating the 70th Anniversary of the United Nations



NOJEX 2015 HONORS UNITED NATIONS

70<sup>th</sup> ANNIVERSARY 1945-2015

**At the**  
[Empire Meadowlands Hotel](#)  
(Formally Meadowlands Crowne Plaza )  
Two Harmon Plaza  
Secaucus, NJ 07094  
201-348-6900

Visit [www.nojex.org](http://www.nojex.org)  
for directions and more information

**CONVENING SOCIETIES**  
[American Helvetia Society](#)  
[Society of Israel Philatelists](#)  
[New Jersey Postal History Society](#)

**REGIONAL MEETINGS**  
[Canal Zone Study Group](#)  
[British North America Philatelic Society](#)  
[Palestine Study Group](#)

**\*IMPORTANT! See PARKING instructions on the [www.NOJEX.org](http://www.NOJEX.org) site!!!**

LINCOLN FUNERAL TRAIN PASSES THROUGH NEW JERSEY

(See Lincoln Mourning Cover, p. 65)

One hundred fifty years ago, President Lincoln’s death overwhelmed this country with grief. He died on April 15, after having been shot by Booth at the Ford Theater the evening before – a story familiar to most Americans.

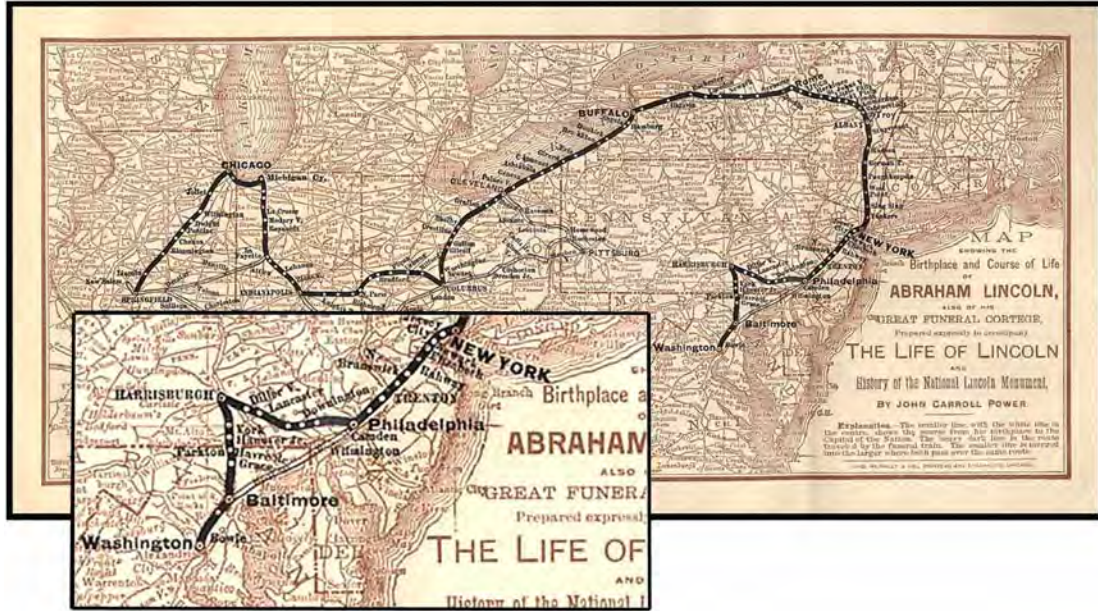


Fig. 1: Route of the original Funeral Train on its journey back to Springfield. It passed through New Jersey between viewings in Philadelphia and New York, on April 24, 1865.

The funeral arrangements were made quickly, and a plan was made to carry Lincoln’s body by train, to be returned to Springfield, Ill. for burial. His body would accompany that of his son, Willie, who had died in 1862, to be reinterred with his father. A specially designed car was prepared for this trip, which would follow the same route that Lincoln had taken as President-Elect when he came to Washington, D.C.

The train left Washington on April 21, passing through Baltimore, Harrisburg, and Philadelphia. After a viewing in Philadelphia, the President’s remains were put aboard the nine-car train at the Kensington Station between 1 and 4 AM on the 24<sup>th</sup>. The train travelled the Philadelphia and Trenton RR tracks to Trenton, where it arrived at 5:30 AM. It was met by a large crowd of mourners, despite the hour. It was changed to the New Jersey RR (forerunner of the PRR), and Governor Joel Parker and others came aboard to accompany the train across the state. It proceeded across the state to New Brunswick and Newark, and then to Jersey City, where the special train car was put aboard a ferry around 10 AM, to cross the Hudson from the NJRR depot at Exchange Place to the foot of Desbrosses St. (just below the present Holland Tunnel) to lie in State at City Hall in New York City.



Fig. 2: At left, the funeral car with mourners, as it travelled from Washington, DC to Springfield, Illinois.

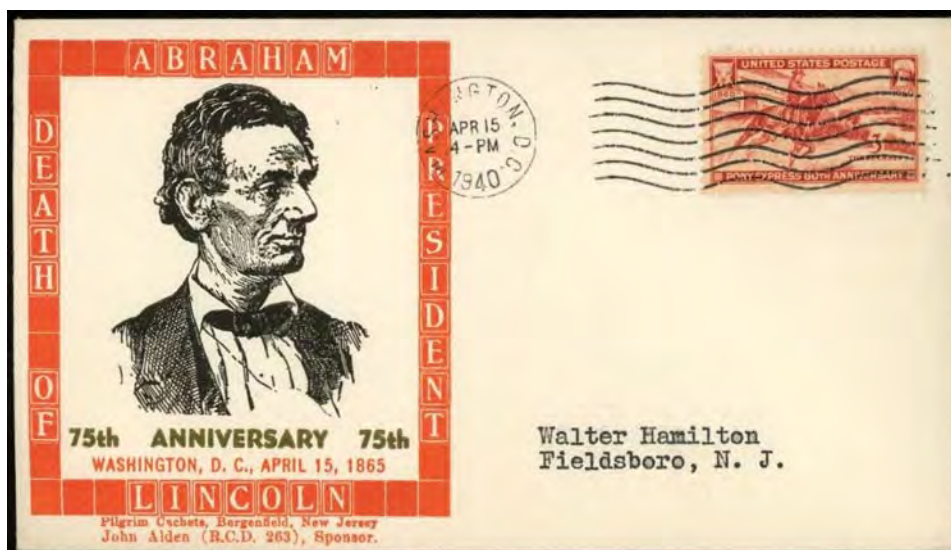
Leslie’s Illustrated, May 13, 1865, Library of Congress LC-USZ62-6937 <sup>1</sup>

## LINCOLN FUNERAL TRAIN PASSES THOROUGH NJ

*Fig. 3: This view shows the funeral train car on the ferry Jersey City, as it travelled across the Hudson from Jersey City to Manhattan Island. As the car was carried from the train to the ferry, German choirs sang a dirge, and mourners (those able to get tickets) gathered on the balconies of the NJRR depot to pay their last respects.*



NYC Corrections web site<sup>2</sup>



*Fig. 4: 75 Years ago, this New Jersey created cacheted cover was sent to Fieldsboro, NJ, commemorating Lincoln's death. No covers seem to have been created for the 150<sup>th</sup> Anniversary.*

Ebay item listed by Trenton Stamp & Coin, 5/17/2015.

This year, for the 150<sup>th</sup> anniversary of this first mournful voyage, it was hoped to recreate the funeral car and have it follow the same route back to Springfield. While the funeral car was created, the planned journey did not happen, at least not in the East, because of lack of funds.

Very little was done in the State of New Jersey to commemorate this past event. However, the Lincoln Association of Jersey City, in conjunction with the City of Jersey City, marked the 150th anniversary of the date Lincoln's funeral train stopped in Jersey City with a plaque installed on Owen Grundy Pier at the foot of Montgomery Street, commemorating the four times Abraham Lincoln was present in Jersey City. The area was a rail and water terminus at that time, and is where New Jersey said its last goodbyes to our 16<sup>th</sup> President.<sup>3</sup>

### ENDNOTES:

<sup>1</sup> Library of Congress Prints and Photographs Division Washington, D.C. 20540, LC-USZ62-6937 (b&w film copy neg.), from Frank Leslie's illustrated newspaper, vol. 20, no. 502 (1865 May 13), p. 116.

<sup>2</sup> History of Mayor Gunther at <http://www.correctionhistory.org/html/chronicl/gunther/gunther06.html>.

<sup>3</sup> For more information about the Lincoln Association of Jersey City, the oldest continuously operating organization in the country honoring the 16th President, visit the website [www.thelincolnassociationofjerseycity.com](http://www.thelincolnassociationofjerseycity.com).

## ALL POINTS WEST: The Railway Post Offices of Jersey City

By John A. Trosky

“Ferry to New Jersey and all points west!”.... this was one of the directions given to new immigrants processed at Ellis Island heading into America to reunite with family or sponsors and to find a new life, if not choosing to take the ferry to New York City. Similarly, if you found yourself on the island of Manhattan prior to the completion of the Hudson & Manhattan Railroad tunnels in 1908 or Pennsylvania Railroad tunnels under the Hudson River in 1910 and wished to head anywhere west you most likely caught a ferry on the west side of the city along the Hudson River and sailed to one of several railroad terminals on the western shore, mostly in Jersey City. They were all called *terminals* for a very specific reason, for this was where service ended for the major railroads coming east to New York City.

The terminals along the west bank of the Hudson River also serviced freight lines that supplied the mighty metropolis across the shore with food, coal, lumber and other goods. Commuter lines and long distance rail lines provided an extraordinary amount of passenger service. Of the four major terminals along the river, three were located in Jersey City. They were the Pennsylvania Railroad, the Jersey Central Railroad and the Erie Railroad terminals. The Delaware, Lackawanna & Western terminal was located at the very southeast corner of Hoboken with most of the actual yard being in Jersey City. The Lehigh Valley Railroad was primarily a freight line.

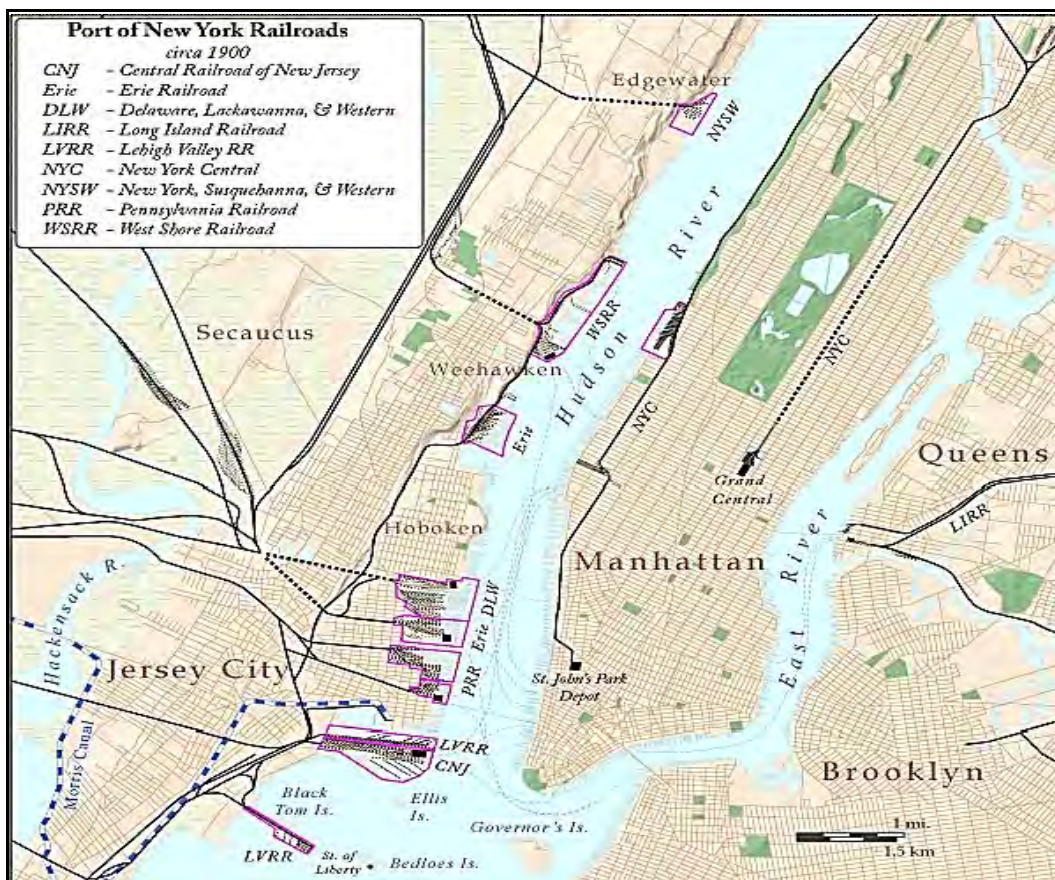


Fig. 1: Port of New York Railroads circa 1900 showing the major termini of lines in Jersey City.<sup>1</sup>

Looking at the map in *Figure 1*, it is quite easy to see that a large portion of eastern Jersey City abutting the Hudson River was covered in iron rails. One very major reason for this was the New Jersey Palisades, which ended in Jersey City. Rail lines attempting to reach the river from the west anywhere north of Jersey City would have had to blast expensive tunnels through the Palisades. The southeastern part of the city provided the easiest access to the Hudson without building long tunnels through solid rock. However, the Delaware, Lackawanna & Western built a tunnel in the Jersey City Heights to reach Hoboken and the Pennsylvania Railroad used the less expensive, above ground “cut” near what is now Journal Square to reach the river. The Jersey Central had to do neither since it was all flat terrain to their terminal.



**Fig. 2:** Approaches to Jersey City through and around the end of the Palisades, using both tunnels and cuts.

All of the facilities for each rail line in Jersey City were full service terminals providing commuter and long distance passenger service, ferry service, and local transportation such as taxi and trolley service. Each terminal had its own waiting area for both ferry and train passengers. Some of the amenities available were food service, newspapers, magazines and postal services.

Postal employees at these facilities were members of the Railway Mail Service branch of the Post Office Department and cancelled letters and cards with the distinctive railway mail service cancels showing the terminal name in the cancel ring die.



Fig. 3: A 1908 example of a duplex Pennsylvania Terminal RPO cancel, PA.TERM / R.P.O. The RMS and killer bars appear very faintly.

### **Pennsylvania Railroad Terminal**

The Pennsylvania Railroad Terminal was probably the largest of the three major terminals in Jersey City. Its huge arched profile dominated the skyline along the Hudson River near what is now the Exchange Place PATH station on the waterfront. The railroad maintained an eight story headquarters building alongside of the terminal for its NJ operations. The terminal remained in use even after the completion of their Hudson River tunnels in 1910. The frustration of PRR executives arriving in Jersey City and having to switch to ferries to get into New York City was the genesis of these tunnels. Along with the tunnels, construction began on the magnificent but long ago lost Pennsylvania Station on 33<sup>rd</sup> Street in Manhattan. The McKim, Mead & White station design was inspired by the Baths of Caracalla in ancient Rome.



Fig. 4: Pennsylvania RR Terminal train shed.





Fig. 5: Scott #U411 cancelled with a 1909 duplex Pennsylvania RR RPO cancel at the Jersey City Terminal.

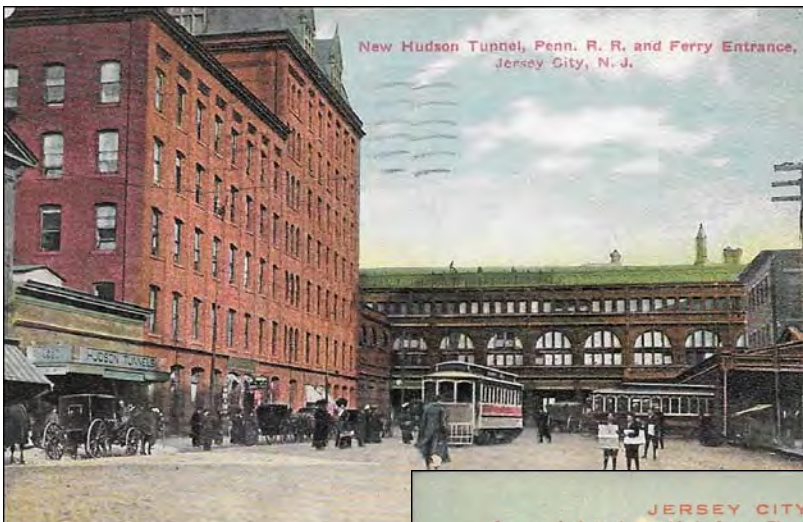


Fig. 6: Street view of the PRR Terminal.

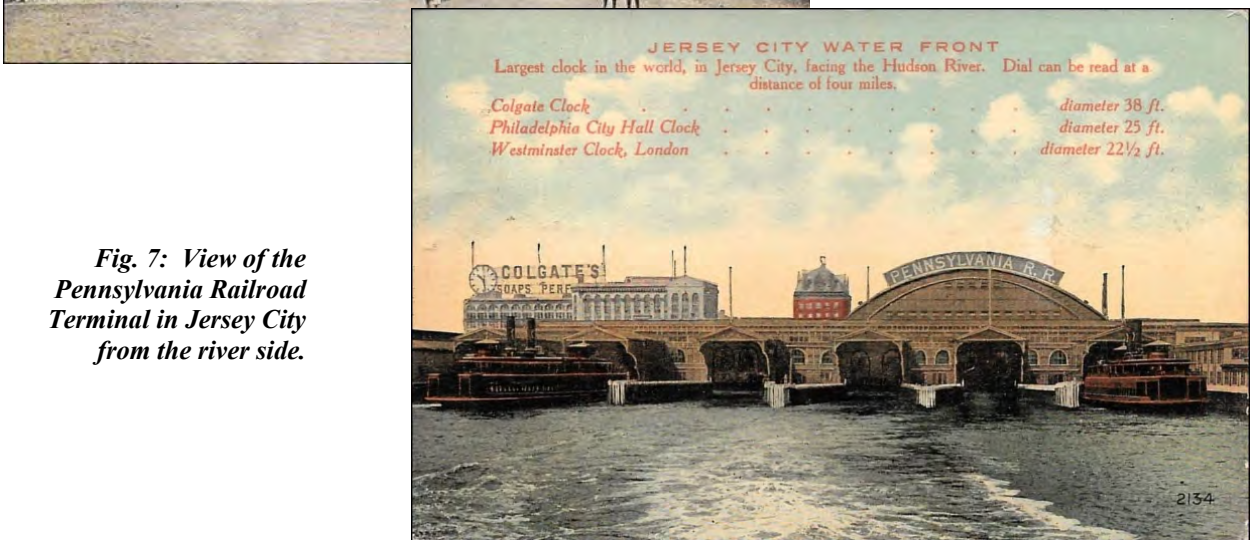


Fig. 7: View of the Pennsylvania Railroad Terminal in Jersey City from the river side.

### Jersey Central Terminal

The Jersey Central Terminal just opposite lower Manhattan, Ellis Island and the Statue of Liberty may be more familiar to most readers as the location of various festivals and events in Liberty State Park. However, it wasn't always this way. This terminal was the crown jewel in the passenger service for the Jersey Central Railroad or as it is properly known, the Central Railroad of New Jersey. This terminal operated both passenger and freight train service along with ferry service. The surrounding area also contained an immense freight yard for the same line, as well as space leased by CNJ to other railroads such as the Baltimore & Ohio, Reading and the Lehigh Valley Railroad. One look at a map of Jersey City from the period or a later aerial view and it is easy to see the vastness of their real estate holdings. These holdings along with those of the Pennsylvania and Erie Railroads became a sore spot for the local government, since so little in taxes were paid on these properties, but more on that later. The CNJ railroad was home to some of the more famous trains in New Jersey train lore, such as the Blue Comet which ran from Jersey City to Atlantic City.

The terminal fell into disrepair due to financial issues with the railroad and in a last ditch effort to stem the tide of red ink, the Jersey Central decided to end all passenger service in Newark in 1967 and cease operations in Jersey City. The terminal was abandoned along with the freight yard. Then in 1976 the decay was arrested with the creation of Liberty State Park during the bicentennial celebration. The terminal has seen a modest restoration although train service no longer takes place there. The original ferry sheds attached to the river side of the facility have long since been torn down due to their advanced state of decay at the time the original rescue began. This is the last of the three major terminals that remains standing in Jersey City.

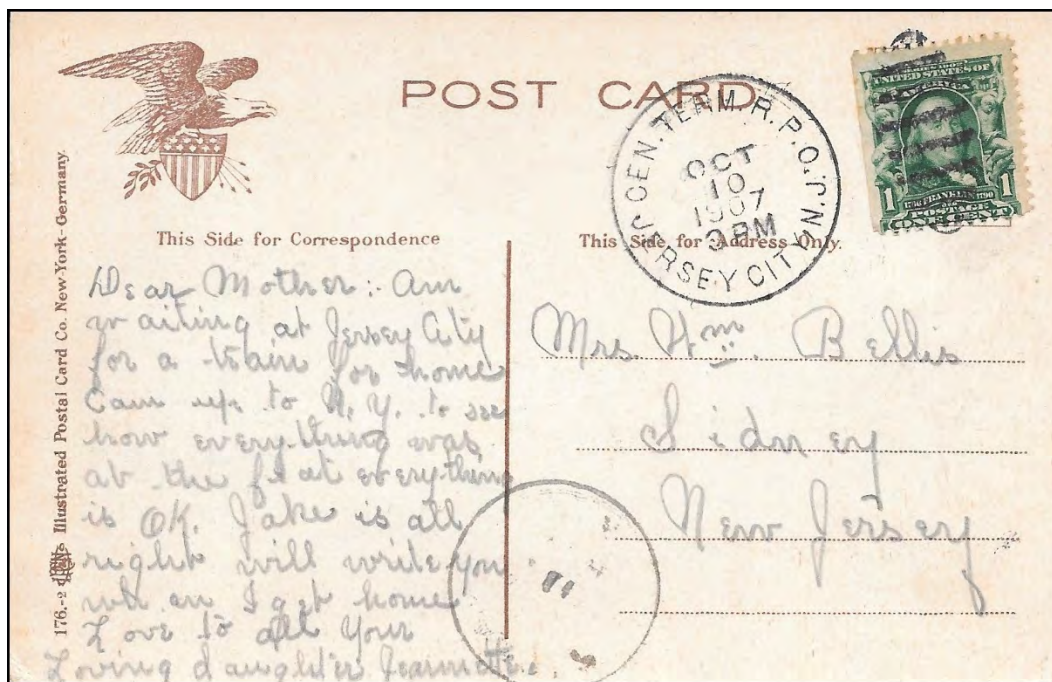


Fig. 8: A 1907 post card with duplex Central Railroad of New Jersey RPO cancel, CEN. TERM. R.P.O.

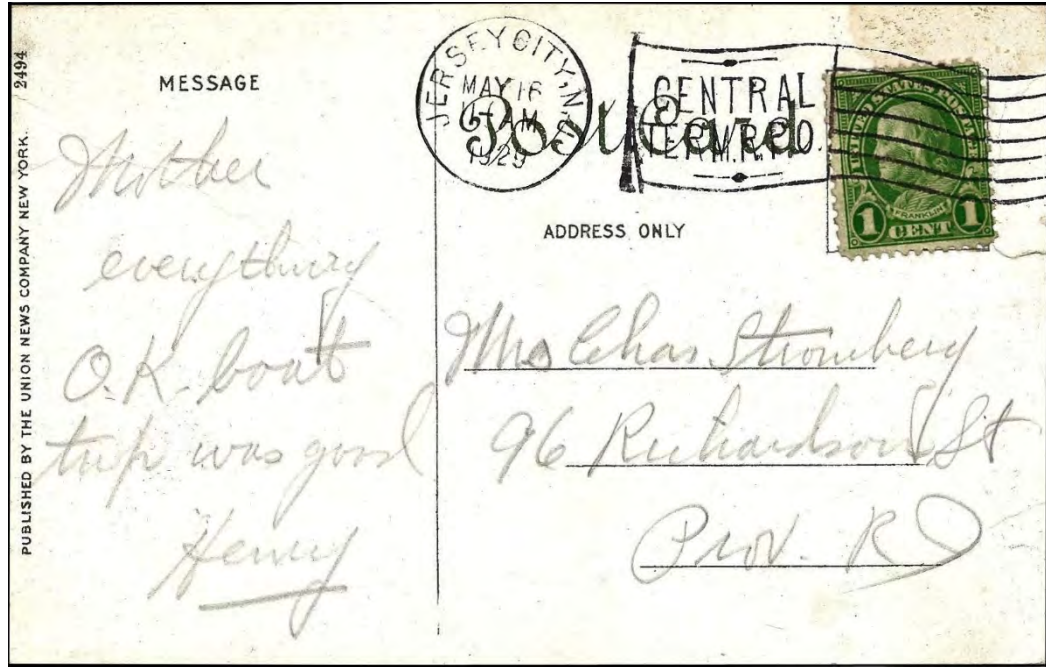


Fig. 9: A 1929 machine flag cancel for the Jersey Central RR in Jersey City, with CENTRAL TERM. R.P.O. in flag.

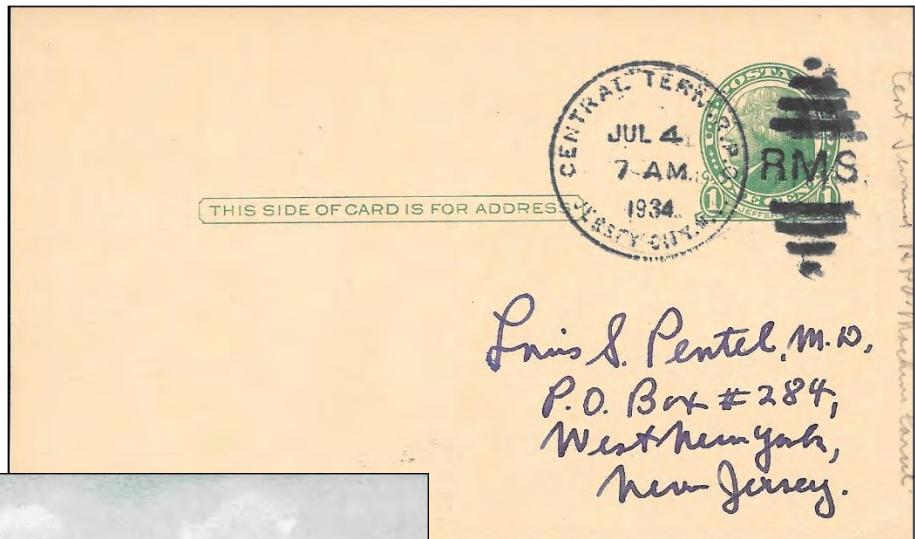


Fig. 10: A 1934 postal card with Central Railroad of New Jersey duplex cancel, CENTRAL TERM. R.P.O., with RMS killer bars.



Fig. 11: River view of the CNJ terminal with original ferry sheds, which were later replaced. Many will recognize the terminal from the clock and distinctive peaked roof as seen on the restored terminal in Liberty Park.

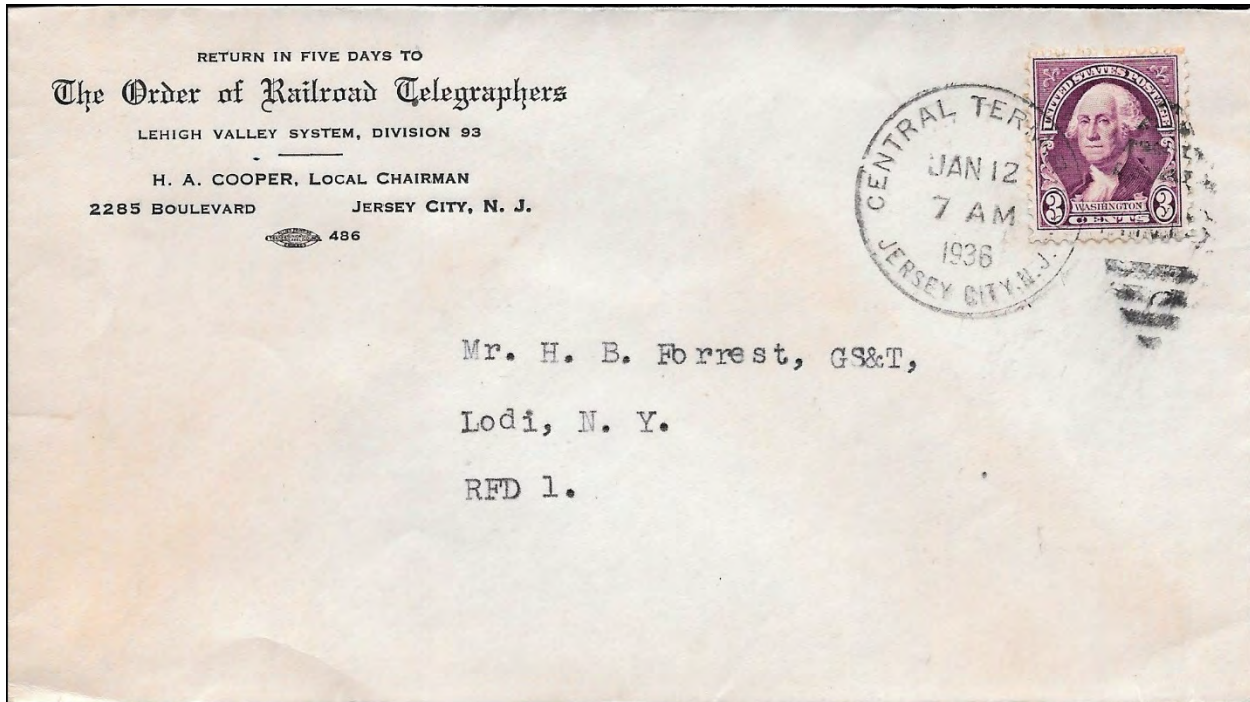


Fig. 12: A 1936 Lehigh Valley Railroad cover for The Order of Railroad Telegraphers with CNJ RPO duplex cancel, CENTRAL TERM. R.P.O.

**Erie Railroad Terminal**

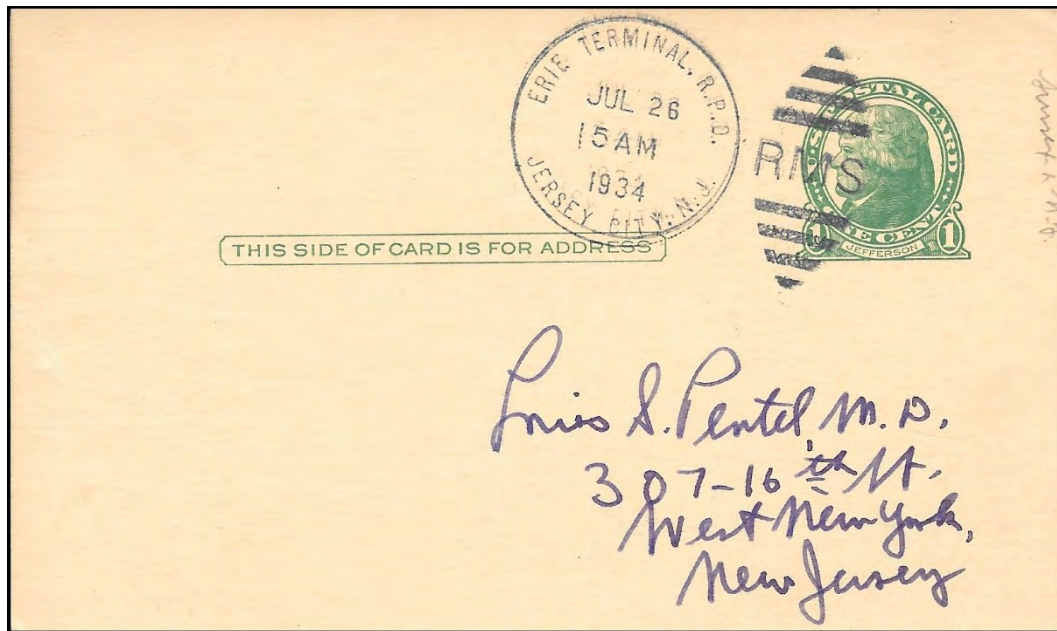


Fig. 13: A 1934 Erie Railroad Terminal RPO duplex cancel, ERIE TERMINAL. R.P.O., with RMS killer bars. Compare with Fig. 10 above, for the Central RR.

The Erie Railroad maintained its terminal at the foot of Pavonia Avenue in Jersey City. It was here that passengers could alight for Erie ferries to cross the Hudson or, after 1908, hop on board one of the Hudson & Manhattan Railroad cars that stopped there to pick up passengers heading into New York City. Like all of the other terminals on the Jersey City waterfront, the Erie Railroad provided all the amenities for travelers, including postal services. With more and more passengers using the new Hudson River tunnels, the terminal, like all of the others, outlived its usefulness. It was closed by the Erie Railroad in 1956 and all passenger and freight service was ended. Passenger service was redirected to the Lackawanna Terminal in Hoboken. The Erie would soon merge with the Delaware, Lackawanna and Western Railroad in 1960 in an effort to stay afloat.



*Fig. 14: The Erie Terminal at the foot of present day Pavonia Avenue. Note the proper name of the line across the front of the building, New York, Lake Erie & Western Railroad.*

\* \* \*

As seen on the map earlier in this article, railroads owned a significant portion of the land in Jersey City, however, they paid a pittance in taxes, due to their hold on state government. The influence of the railroads in Jersey City was mostly negative. They owned most of the waterfront land and significant portions away from the water. Citizens had very few places for access to the river. This was a textbook example of corporate exploitation at its worst! It wasn't until the infamous Mayor Frank "I am The Law" Hague, who was once an employee of the Erie Railroad, came to power in 1917 that this all changed. As his political power increased he gained more and more concessions from the railroads to fund his machine. Toward the end of his career and with the railroads in steep decline, the city began a long slow slide into decay. With the loss of the cash tribute being paid by these once corporate behemoths, Hague's empire crumbled.

By the late 1960s, all passenger and freight service into and out of Jersey City was defunct. Large swaths of the city lay dormant with overgrown rails and decaying structures.

## ALL POINTS WEST: The RPOs of Jersey City ~ John A. Trosky

If one were to travel to the area of these terminals today, you would find gleaming office towers and high rise luxury apartment towers built by the likes of Donald Trump and others, along with the crown jewel of all parks, Liberty State Park. A new city is rising upon the detritus of the old. Very little of the once mighty rail lines that crisscrossed much of the city is left. The CNJ terminal at the northern end of Liberty State Park remains the sole structure standing of these long lost railroad empires.



**Fig. 15:** Compare with Fig. 10 above. This last vestige of the railroads in Jersey City, the Central RR Terminal, viewed today, now serves as the terminal for ferries to Liberty & Ellis Islands from the Jersey side of NY harbor.<sup>2</sup>

### ENDNOTES:

---

<sup>1</sup> Irwin, James R., own work "New York City Railroads ca 1900." Licensed under CC BY 3.0 via Wikimedia Commons - [http://commons.wikimedia.org/wiki/File:New\\_York\\_City\\_Railroads\\_ca\\_1900.png#/media/File:New\\_York\\_City\\_Railroads\\_ca\\_1900.png](http://commons.wikimedia.org/wiki/File:New_York_City_Railroads_ca_1900.png#/media/File:New_York_City_Railroads_ca_1900.png).

<sup>2</sup> "USA-NYC-Jersey Historic Train Station crop" by Ingfburno; cropped by Beyond My Ken (talk) 07:31, 18 October 2013 (UTC) - Own work. Licensed under CC BY-SA 3.0 via Wikimedia Commons - [http://commons.wikimedia.org/wiki/File:USA-NYC-Jersey\\_Historic\\_Train\\_Station\\_crop.jpg#/media/File:USA-NYC-Jersey\\_Historic\\_Train\\_Station\\_crop.jpg](http://commons.wikimedia.org/wiki/File:USA-NYC-Jersey_Historic_Train_Station_crop.jpg#/media/File:USA-NYC-Jersey_Historic_Train_Station_crop.jpg).

### Bibliography:

- Cunningham, John T. *Railroads in New Jersey: The Formative Years*, Aftron, Pub. 1997.  
French, Kenneth *Railroads of Hoboken and Jersey City*, Arcadia, 2002.  
Gabriellan, Randall *Jersey City: A Monumental History*, Schiffer Pub. Ltd., 2007.  
Hart, Stephen *American Dictators*, Rutgers University Press, 2013.  
Jersey City Public Library [www.jclibrary.net](http://www.jclibrary.net).  
Komelski, Peter L. *26 Miles To Jersey City*, Railroad Avenue Enterprises, 1983.  
Lovero, Joan Doherty *Hudson County: The Left Bank*, American Historical Press, 1999.  
[http://en.wikipedia.org/wiki/Central\\_Railroad\\_of\\_New\\_Jersey\\_Terminal](http://en.wikipedia.org/wiki/Central_Railroad_of_New_Jersey_Terminal).  
[http://en.wikipedia.org/wiki/Exchange\\_Place\\_\(PRR\\_station\)](http://en.wikipedia.org/wiki/Exchange_Place_(PRR_station)).  
[https://www.njcu.edu/programs/jchistory/Pages/E\\_Pages/Erie\\_Railroad.htm](https://www.njcu.edu/programs/jchistory/Pages/E_Pages/Erie_Railroad.htm).  
[http://en.wikipedia.org/wiki/Timeline\\_of\\_Jersey\\_City\\_area\\_railroads](http://en.wikipedia.org/wiki/Timeline_of_Jersey_City_area_railroads).  
[http://en.wikipedia.org/wiki/List\\_of\\_New\\_Jersey\\_railroads](http://en.wikipedia.org/wiki/List_of_New_Jersey_railroads).

## EARLY POST OFFICES IN THE LAMBERTVILLE AREA

By Jim Walker

As a member of the Lambertville Historical Society I enjoy attending the annual meeting. These meetings never fail to supply some interesting bit of information ~ a new source of study or a different point of view for my interest in postal history. The speaker at this year’s meeting was Vanessa Zeoli, an historic preservationist. She showed the changes in the town of Lambertville through the 19th & 20th centuries using insurance maps and atlases. The changing location of the post office was, of course, of interest to me.

At one point, the question was asked: “When was the post office opened in Lambertville?” The answer given was that, in 1814, Senator John Lambert, a large land owner in the area, secured the appointment of postmaster for Captain John Lambert, the Senator’s nephew and namesake. Lambert set up the post office in his new tavern on Bridge Street, the realigned Old York Road, a short distance from the new bridge across the Delaware River and just north of the Ferry crossing. Opened on December 21, 1814, this post office was called Amwell, a fact not always noted by local historians.

This answer satisfied the question asked. However, the question researchers should ask is, “When was a post office first opened in this *area*?” This question will require a little more background information to answer.

The Lamberts arrived in the Amwells circa 1740, with the purchase of 800+ acres to the northeast of present day Lambertville. At this time “Amwell Township” referred to most of the land which would become Delaware, Raritan, and East and West Amwell Townships. Most of the Lamberts’ holdings lay in what would become Delaware Township. Their original homestead and the Barber family burial grounds, where Senator Lambert was laid to rest in 1823, are located along the Lambertville-Headquarters Road, four miles from Route 29 and five miles from what would become the location of Captain John Lambert’s tavern. The land south of Lamberts along the Delaware River was in the hands of a few large estates engaged in orchard cultivation for cider production.

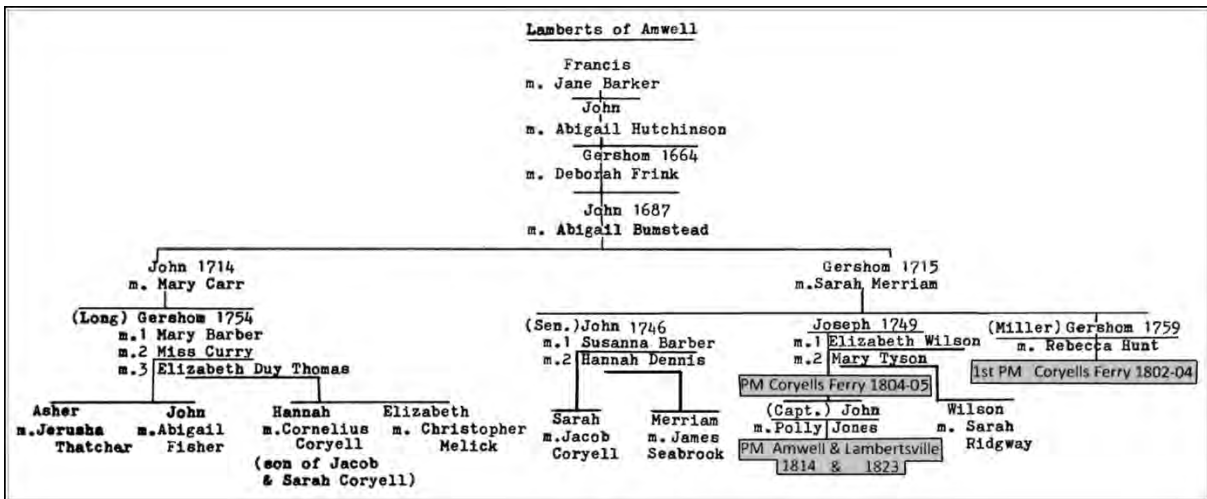
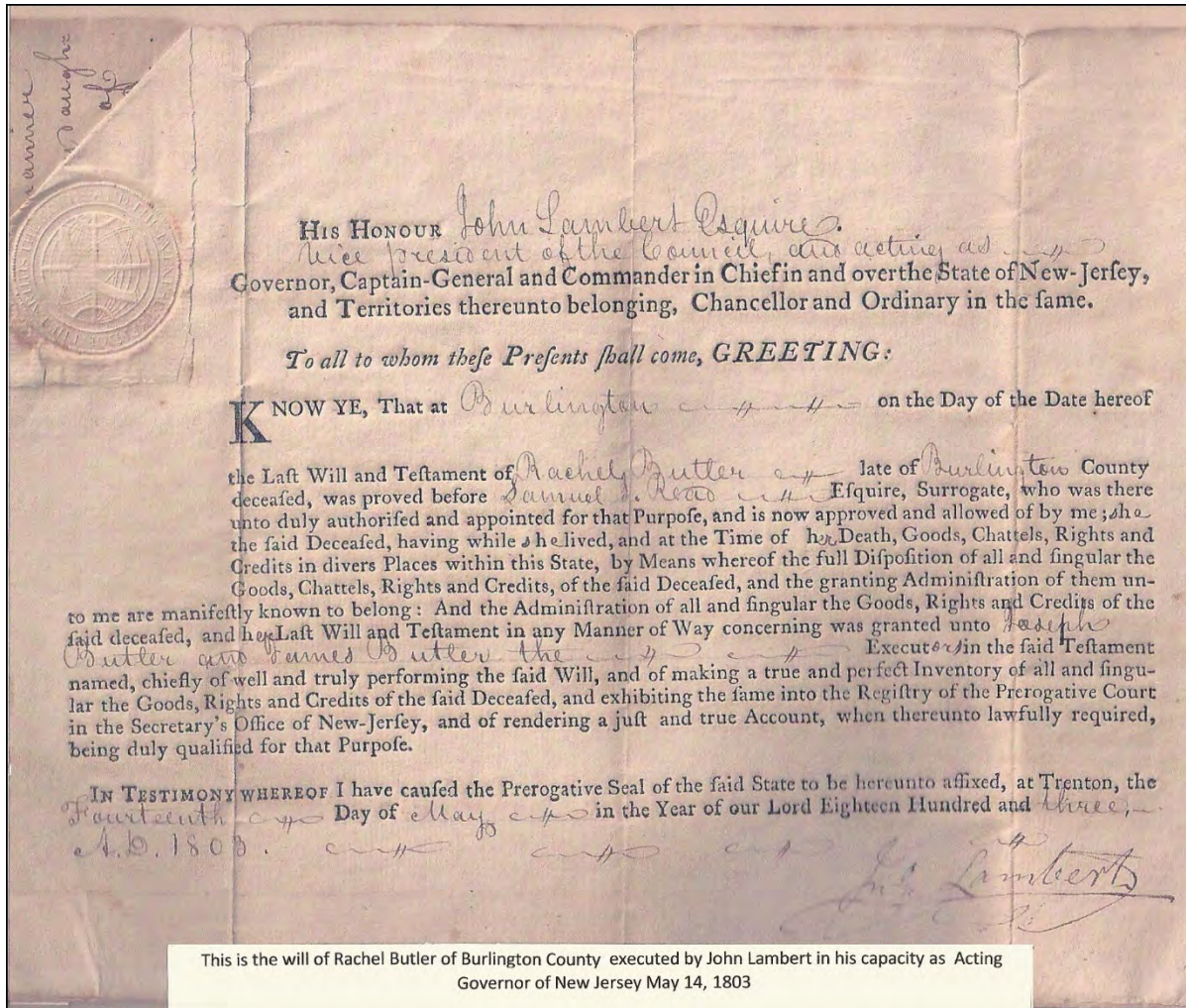


Table 1: Genealogy of the Lamberts of Amwell, showing Lamberts as postmasters.

Table from *The Lamberts of Amwell*<sup>1</sup>

**EARLY POs IN THE LAMBERTVILLE AREA ~ Jim Walker**

John Lambert was born on the family estate February 24, 1746, the son of Gershom & Sarah Merriam. He entered politics with his election to the State General Assembly 1780. In 1801 he was elected vice president of the State Council and served a term as acting Governor. (Figure 1).



**Fig. 1: A will executed by John Lambert in 1803, as acting Governor of New Jersey.**

Post Office records state that on September 2, 1802 an office was established here called Coryell's Ferry with Gershom Lambert, John Lambert's brother, appointed Postmaster on September 7, 1802. Gershom served until about April 12, 1804 when brother Joseph Lambert, father of Captain John, took the position as Postmaster. A post office in their hometown was a real boon for the Lamberts, as before this time their mail was received through the Trenton post office.

On February 28, 1805 the post office at Coryell's Ferry was transferred across the Delaware River to New Hope, Pa., with Cephas Ross as Postmaster. Records state it was a transfer as opposed to the discontinuation of the Coryell's Ferry post office. The New Hope office has been in continuous operation since 1805. (As a note of interest, a post office was established at Ringo's, also in Amwell Township, the next stop along the Old York Road, on the same date as Coryell's Ferry – September 2, 1802 – with Nathan Price as postmaster, and it also has been in continuous operation since that time.)



It would be ideal to show here a stampless cover from Coryell's Ferry mailed between 1802-1805, preferably from the Senator himself. Unfortunately, I do not have a cover from this early post office. I have never seen one nor do I know of the existence of one. *The American Stampless Cover Catalog* doesn't list a manuscript postmark from this office and William Coles' book, *The Postal Markings of New Jersey Stampless Covers*, lists the dates of operation but shows no illustration. Richard Helbock in his work *United States Post Offices* gives this office his highest scarcity rating. The postal history that does exist shows covers directed to New Hope, Pa.

A local history, *The Lamberts of Amwell*, by Henrietta Van Syckle, illustrates an 1804 free-franked cover from Senator Lambert to his daughter at Amwell, with directions at the lower left, New Hope, Pa. (Figure 2). Other covers illustrated in this book after the Coryell's Ferry post office was transferred to New Hope, Pa. also show directions to the New Hope and Trenton post offices (Figures 3 to 5).

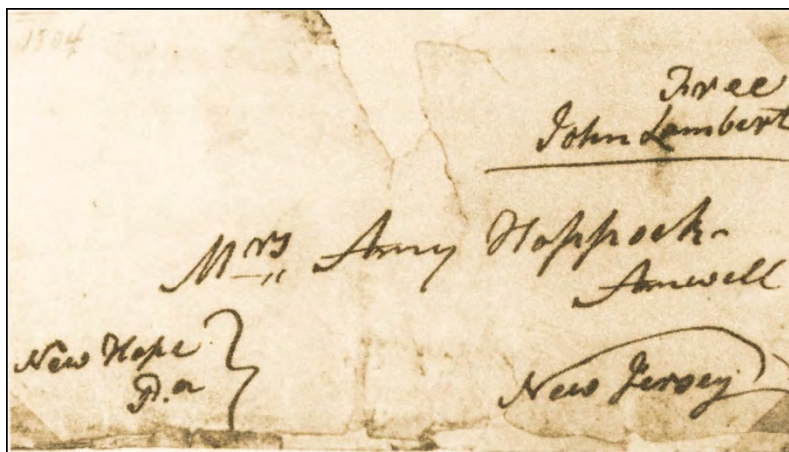


Fig. 2: John Lambert used his free franking privilege in 1804 to send a letter to his daughter at Amwell with directions in his hand to New Hope, PA, a location that would not have a post office until 1805.

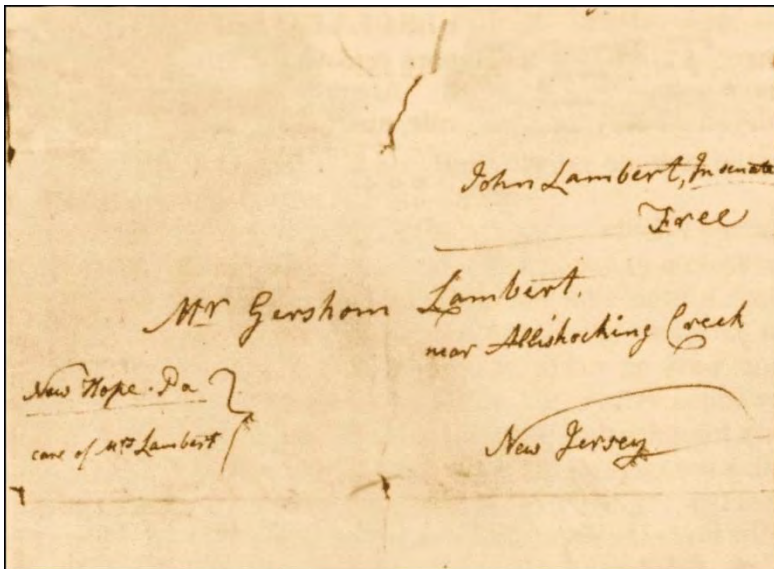
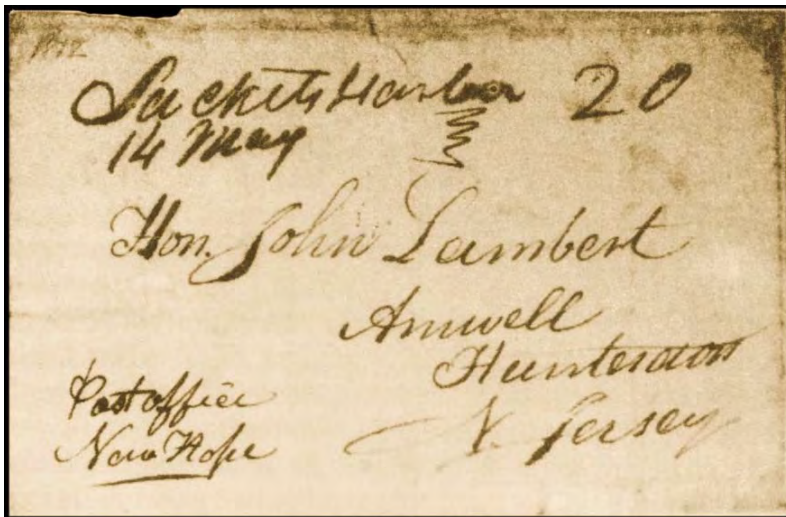
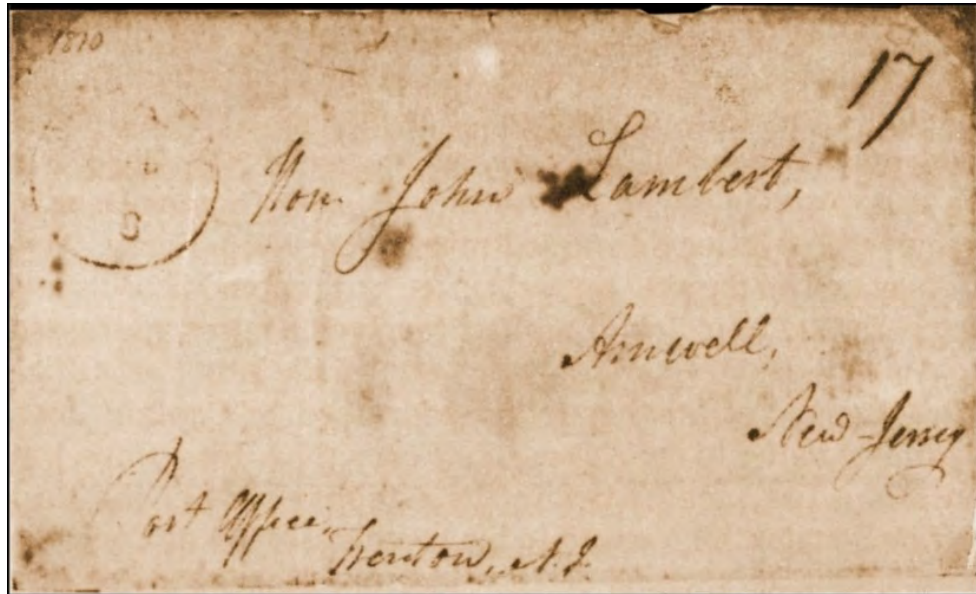


Fig. 3: This letter dated December 18, 1809 is free franked from the recently elected Senator Lambert in Washington, D.C. to his brother Gershom at the family farm near Allishocking Creek (now known as Alexauken Creek), and is directed to New Hope, Pa., care of Mr. J Lambert.

**Fig. 4:** This 1810 letter from Ohio to Lambert at Amwell was received though the Trenton, N.J. post office with manuscript 17 cent rate for 150-300 miles, as per the Postal Act of 1799.

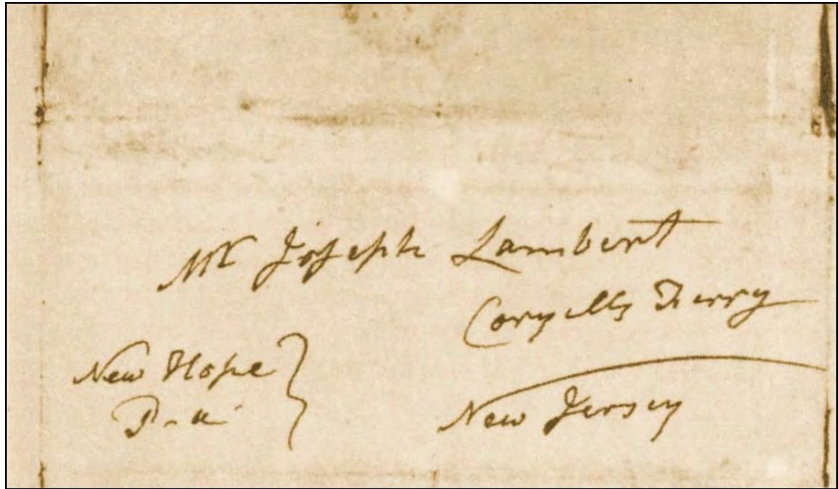


**Fig. 5:** This stampless letter was posted at Sackett's Harbor (NY) May 14, 1812 to Sen. Lambert from his nephew Captain John Lambert while serving during the War of 1812. It is directed to the New Hope post office, and is rated 20¢ - the rate for 300-500 miles.

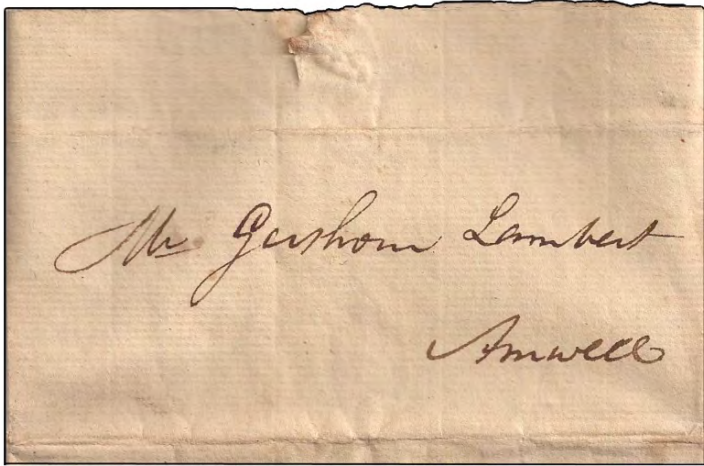
So the question is raised, was there ever a post office established on the Jersey side of the Delaware River between 1802-1805? Senator Lambert certainly had the connections to get approval for a post office here. However, I believe the defacto location was New Hope, Pa. from at least early 1804. Sen. Lambert's brother, Joseph, the man listed as the second postmaster, conducted a mercantile business out of a building near the ferry, which he owned at some point before 1800.

As already shown (Figures 2-5), most of the early examples of mail addressed to this area reference the New Hope post office; indeed a letter from Senator Lambert himself of 1804 (see Figure 2), carries directions to that office, which did not exist until the following year! Once the Coryell's Ferry post office was officially transferred to New Hope in 1805, we would expect to see most local mail reference this post office simply because it was the site specific office serving this area of both sides of the Delaware River. This would still hold true in March 1814 (see Figure 6), shortly before the reopening of the post office in Coryell's Ferry in December of that year.

*Fig. 6: This letter from Sen. John Lambert is datelined March 23, 1814 Washington, D.C, and is addressed to his brother Joseph, the 2nd postmaster at Coryell's Ferry and father of Capt. John Lambert. Captain Lambert would become the first postmaster of the Amwell post office when it was established Dec. 21, 1814, but this cover – earlier in 1814 – was still directed to New Hope.*

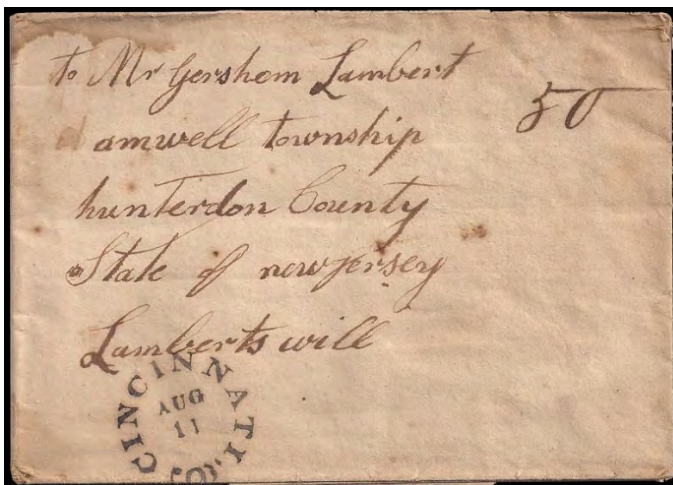


The reestablished post office on the Jersey side of the River, called Amwell, was opened on December 21, 1814.



*Fig. 7: A hand carried letter from William Prall at his mill in Prallville to Gershom Lambert at his farm in Amwell, datelined May 5, 1818.*

In 1823, the name would be changed to Lambertsville.

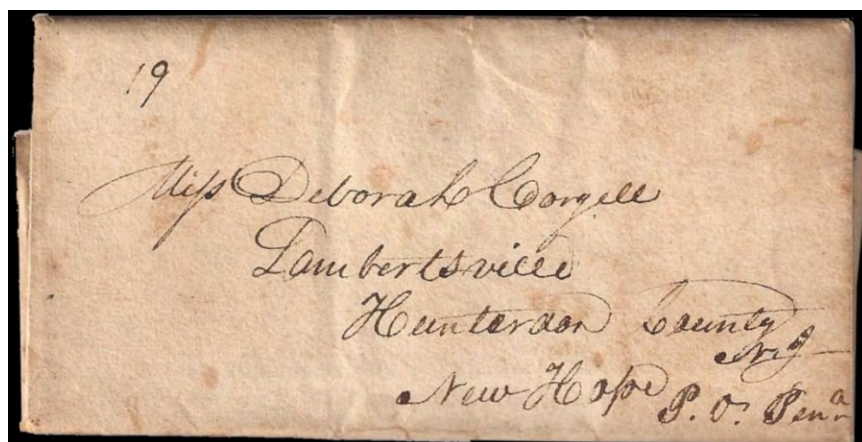


*Fig. 8: This is an Aug 10 (no year date) cover to Gershom Lambert at Lambertsville – a double rate letter at 50 cents. The Cincinnati (O) 27½ mm cancel with no outer ring was in use from 1815-1826.*

*Because it is addressed to Lambertsville, NJ, we presume it was written post-April 1823, when the name of the post office was changed to Lambertsville.*



*Fig. 9: A letter posted in Philadelphia on January 11, 1824 at the 10 cent rate to the recently renamed post office of Lambertsville.*



*Fig. 10: This letter from the same correspondence as the previous one, datelined January 31, 1824 from Lambertville, Pa., located six miles upstream on the Delaware, is curiously still directed to the New Hope, Pa. post office.*

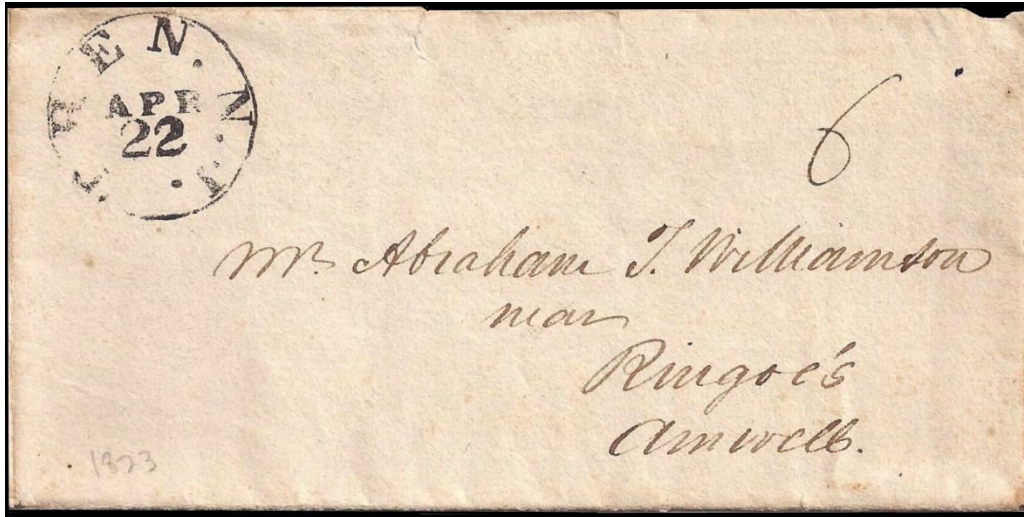
The current name, Lambertville, was not adopted until the town was incorporated in 1849, and even then, the local post office used the 30mm Lambertsville cancel until issued the smaller double circle cancel in the spring of 1861. It has been in continuous operation since then.

This is my theory of the beginnings of the post office at the Coryell's Ferry crossing on the Delaware. It is based on the few examples used to illustrate this article.

Any information or other examples of postal history from this era that will expand this story would be appreciated. Contact Jim Walker at [jiwalker@comcast.net](mailto:jiwalker@comcast.net).

Some additional covers illustrating the postal history of this area are shown below.

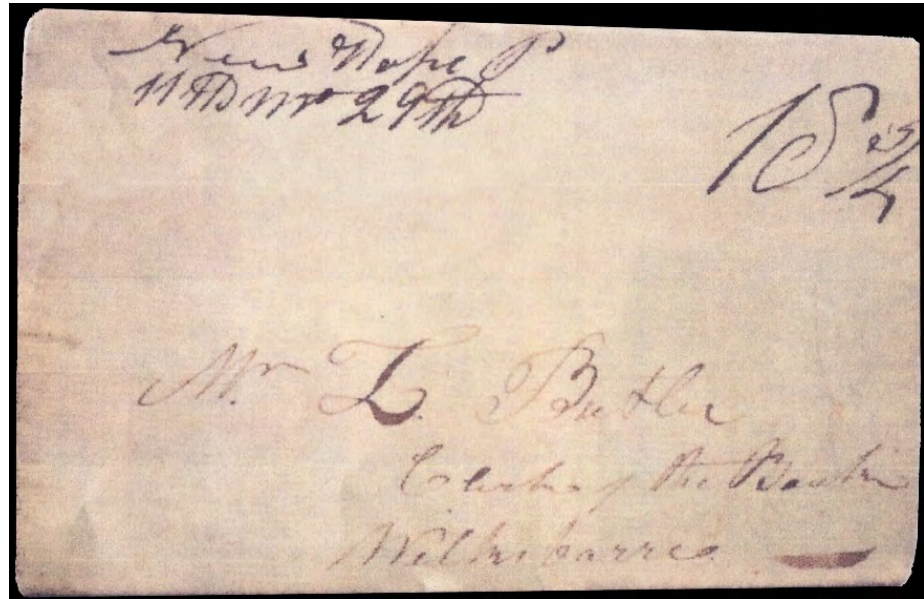
A letter posted Tren.(ton) 1823 to Ringoe's Amwell is an example of how a letter to an office named Amwell in a very large and unsettled township of the same name could easily be misdirected (See *Figure 11*). I believe it is for this reason that mail, even local mail, was being directed through the New Hope post office as late as 1824, more than a year after the post office was renamed Lambertsville.



**Fig. 11:** This cover was posted at TREN.(ton) at the six cent rate of 1816. It is datelined April 19, 1823, and is addressed to Abraham T. Williamson, near Ringoe's Amwell (Township), not to be confused with the town of Amwell, also located in Amwell Township and soon to be renamed Lambertville (ending that confusion).

**Fig. 12:** The earliest known manuscript postmark from New Hope, P(ennsylvania), Quaker-dated 11<sup>th</sup> Mo. 29<sup>th</sup> (Nov. 29), 1815 at the 18 ¾ cent – the 50% increased War Rate of 1814.

Illustration from Philip G. Russell's article in the Pennsylvania Historian.<sup>2</sup>



**ENDNOTES:**

<sup>1</sup> Van Syckle, Henrietta & Nordfeldt, Emily Abbott, *The Lamberts of Amwell*, published by the Lambertville Historical Society, 1976. The postmaster notations have been added to the table.

<sup>2</sup> Russell, Philip G. "Earliest Known Manuscript Postmark on a New Hope Letter," *Pennsylvania Postal Historian*, Vol. XX, No. X.

## EARLY POs IN THE LAMBERTVILLE AREA ~ Jim Walker



Fig. 13: 1795 maps showing location of Amwell & Coryell's Ferry, before the name Lambert(s)ville was in use.

[Maps from Rutgers Cartography, Historical NJ maps](#)

## BIBLIOGRAPHY

- Biographical Directory of the American Congress 1774-1961*, U.S.G. Printing Office, 1961, pp. 1187.
- Coles, William C., *The Postal Markings of New Jersey Stampless Covers*, Collectors Club of Chicago, Chicago, 1983, pp. 124-129, 135, & 161.
- Helbock, Richard W., *United States Post Offices, Volume IV - The Northeast*, La Posta Publications, 2001, pp. 20, 64, & 137.
- Kay, John & Smith, Chester M., Jr, *New Jersey Postal History-The Post Offices & First Postmasters 1777-1976*, Quarterman Publications, Lawrence, Ma, 1977, pp.76-80.
- Kay, John & Smith, Chester M., Jr., *Pennsylvania Postal History - The Post Offices & First Postmasters 1775-1994*, 2nd edition, Quarterman Publications, Lawrence, MA, 1995, pp. 96.
- Petrie, Alfred G., *Lambertville New Jersey from the Beginnings as Coryell's Ferry*, revised 1970, Lambertville, pp. 50-54.
- Phillips, David G., *American Stampless Cover Catalog, Volume I*, 5th edition, David G. Phillips Publishing Co, North Miami, 1997, pp. 229 & 352.
- Russell, Philip G., "Earliest Known Manuscript Postmark on a New Hope Letter," *Pennsylvania Postal Historian*, Volume XX, No. X
- Stets, Robert J., *Postmasters & Post Offices of the United States 1782-1811*, 1994, pp 48, 81, & 167.
- Van Syckle, Henrietta & Nordfeldt, Emily Abbott, *The Lamberts of Amwell*, Lambertville Historical Society, 1976, pp. 5, 12, 13, 19-23, 33-34.
- Voorhees, Oscar M., "The Exterior and Interior Bounds of Hunterdon County," *Proceedings of the New Jersey Historical Society*, Volume XIV, No. 3, July 1929.

## N.J. LOCAL POSTS: Faunce's Penny Post, Atlantic City

By Larry Lyons

*This is the fifth of a series of articles on New Jersey's local stamps. Local Posts were established as early as the 1840s 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 local posts were legally forbidden to operate by the Act of March 1861 which went into effect on July 1, 1861. This act stated that the streets of a city were postal roads and could not be used by private companies on which to carry the mail. It was not illegal however for a private company to operate in a city or town if no government service existed. This would be considered a supplemental service. The Glen Haven Daily Mail which operated 1854-1858 was one such service, as was the local post operation at Friends Boarding School which took mail to the post office and operated from 1877-1884. Some of these "legal" local posts served specific locations well into the 1880s.

Faunce's Penny Post operated in 1884-1887 to deliver mail to and from the post office in Atlantic City. The proprietor was Ancil Faunce. Faunce charged one cent per letter for delivery. The rate was prepaid by the use of adhesives which were round die cut stamps with red lettering on a black background. See *Figure 1*.



*Fig. 1: The Faunce's 152L1 adhesive.*

Ancil Faunce started with twelve drop boxes for the collection of mail and in 1885 increased this number to twenty. He enjoyed a good patronage from the fall of 1884 through early 1887, a period just short of two and a half years. Ancil Faunce was described as an elderly man in an article which appeared in *The Independent Philatelist* in the spring of 1886. The article states that A.S. Faunce ran a delivery service in Atlantic City and continued it until "the United States Carriers were put on."

There is a tale told by a Mr. Durbin that he received the Faunce stamps, some used and some not defaced, from a young man who could not have been an employee of Faunce's Penny Post. The stamps were not considered in high regard by W.H. Mitchell who included the following poem for *Stamps* in August 1886.

Larry Lyons ~ LYONS NJ LOCALS #5: Faunce's Penny Post, Atlantic City

“O, Atlantic City local,  
Hear me toot!  
Soon in oral accents vocal  
You will strike full many a yokel  
For his loot.”

“Then quick will some one wary.  
Hear me sing!  
Warn collectors to be wary  
How they buy this latest fairy,  
On the wing.”

“For it is a label spoolish,  
Hear me cry!  
And a body would be foolish.  
And a little out of rulish.  
Should he buy!”

“Then let us one and all—  
This I think—  
Discountenance such gall.  
And join the National this fall,  
Ere we sink.”

The National was a reference to an A.P.A. stamp organization which was being conceived and would be soon organized. The poem is attributed to D.W. Osgood. A Mr. E.R. Aldrich believed implicitly in the legitimate existence of Faunce's Penny Post and published an early account in *The Northwestern Philatelist*. This account is the one found above, repeated in *The Independent Philatelist*.

The late Brad Arch, an enthusiastic New Jersey postal history collector, owned only two unused copies of the one cent Faunce's black on red, Scott 152L1, that were sold in the auction sale of his collection. Robert A. Siegel, June 27-28, 2000, lots 1754 & 1755.

Very few legitimately used examples of Faunce's Penny Post can be located. My personal records include the following examples:

1. An example used on a front of a cover with a two cent red brown Scott 210 which is tied by the Atlantic City duplex cancel on a letter addressed to Chicago. The date is February 18th. The year is not legible. A second Faunce's stamp is affixed as a seal on the back. This appeared in a Steve Ivy sale, October 2-3, 1982, lot 1438. See *Figure 2*.

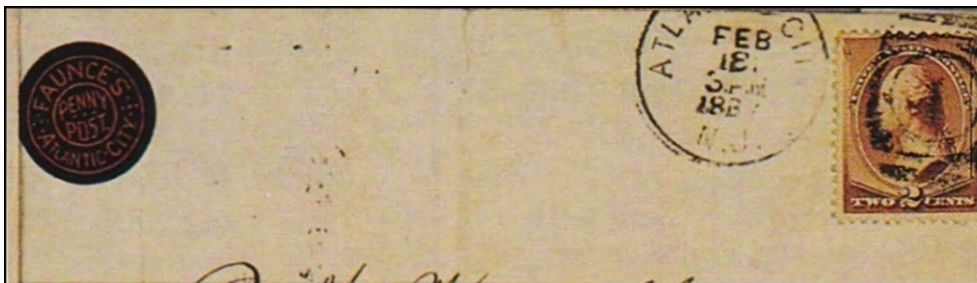


Fig. 2: An example of the Faunce's stamp on a cover dated February 18, 188\_\_ ?



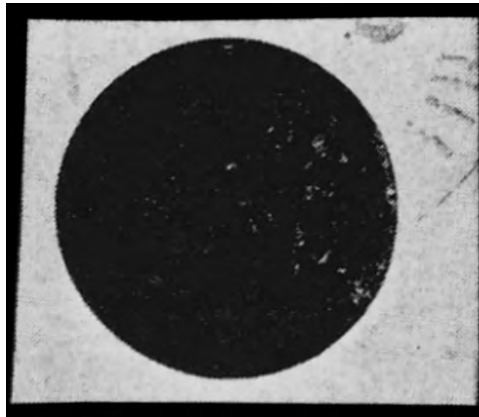
**LYONS NJ LOCALS #5: Faunce's Penny Post, Atlantic City ~ Larry Lyons**

2. A purported example on cover tied in combination with a two cent red brown Scott 210 and a duplex cancel with a date of January 30, 1887 as described in the Hollowbush sale, John Fox, July 8, 1966, lot 648. See *Figure 3*. However, this cover was mis-described and is actually a one cent Hackney & Bolte black on red stamp Scott 153L1 (of virtually the same design and probably produced by the same printer at the same time as the Faunce's stamp), as correctly described in the Brad Arch Sale, lot 1775. The Arch Sale included two additional Hackney & Bolte covers, lots 1776 and 1777, with May and June 1887 usages. Both the Faunce's and the Hackney penny posts were discontinued in 1887.



*Fig. 3: Described as an example of the Faunce's stamp on a cover dated January 30, 1887. This is however a Hackney and Bolte stamp.*

3. An example tied on a small piece of a postal card. Kaufmann, Sale #3, lot 119. See *Figure 4*. Again in John Kaufmann, June 9, 1979, lot 538.



*Fig. 4: An example of the Faunce's stamp on a piece of a postal card.*

An example on a small piece tied by a Philadelphia circular datestamp. The 1986 Philatelic Foundation review declines opinion as to the cancellation. This item later appeared in a Siegel sale on March 26, 1996, lot 251, where they note “there is an example of the Hackney & Bolte stamp on a postal card tied by the ‘RECEIVED PHILA’ circular datestamp – the same accidental tie probably accounts for this usage. See *Figure 5*. Ex. Hollowbush, lot 647. Siegel (Kuphal) November 15-16, 2006, Lot 1531.



*Fig. 5: An example tied by a Philadelphia circular datestamp on a small piece.*

4. A purported used example, with an ink blot, and a 1999 PSE Certificate. See *Figure 6*. Schuyler Rumsey Auction, November 11-13, 1999, lot 2786.



*Fig. 6: A purported used example, with an ink blot, and a 1999 PSE Certificate.*



*Fig. 7: A forgery of the Faunce's stamp.*

*Figure 7* is an example of a forgery of this stamp. It is probably of modern ilk. The stamp is not glazed.

Only one cover survives, despite almost two and a half years of service.

There were no examples of Faunce's Penny Post in the Golden or Hall sales. I would estimate that there are approximately 10 unused stamps. Only two unused stamps have Philatelic Foundation certificates. The *Scott Catalogue* gives a value of \$325 for an unused example and \$350 for a used example when they do appear at auction. They are described as scarce. The value on cover is given as \$1500 in *italics*. This probably reflects the last sale in 1982 some 33 years ago. The reader is advised that the *Scott Catalogue* values are outdated.



**NEW JERSEY-BUILT FLEET TUG USS SONOMA: Built in New Jersey in 1912 and lost in the Philippines in 1944 - the first ship sunk by kamikaze tactics**

**By Captain Lawrence B. Brennan, U.S. Navy (Retired), USCS Life Member 62211<sup>1</sup>**

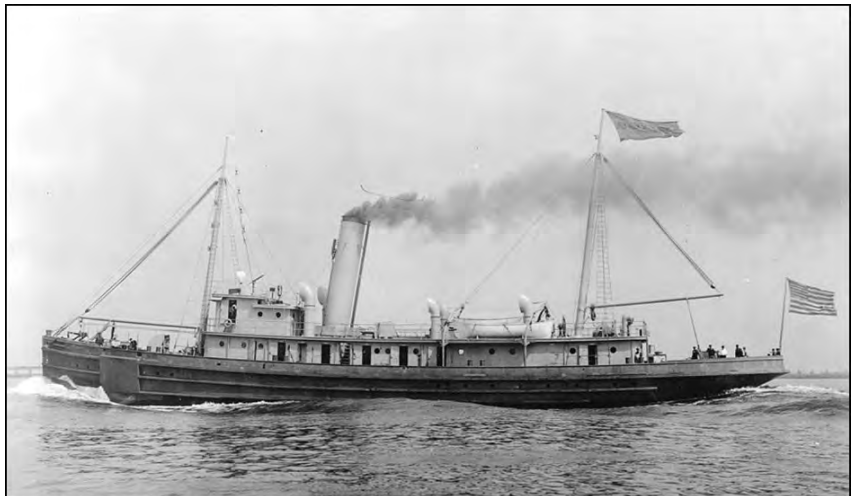
“The war with Japan had been enacted  
in the game rooms  
at the War College  
by so many people and  
in so many different ways that  
nothing that happened during the war was a surprise—  
absolutely nothing  
except the kamikaze tactics toward the end of the war.  
We had not visualized these.”

*Fleet Admiral Chester W. Nimitz, U.S. Navy*

The first warship sunk by kamikaze tactics,<sup>2</sup> the New Jersey-built fleet tug, USS SONOMA (Fleet Tug No. 12, ATO ex AT 12) was the lead ship of her class. She served during both world wars<sup>3</sup> and in the earlier Mexican Campaign, earning five Combat Action Awards, the Navy Unit Citation, and other campaign and service awards.<sup>4</sup> SONOMA served in commission for more than 32 years, of which the last 22 years were with the Pacific Fleet. Her first Commanding Officer was Chief Boatswain’s Mate William Darrington, U.S. Navy, who retained command for more than four years. A second Chief Boatswain Mate would command her for nearly three years between 1938 and 1941.

The second U.S. Navy warship to be named SONOMA, the tug was laid down on 7 November 1911, at Camden, New Jersey, by the New York Shipbuilding Co. It was launched on 11 May 1912. and commissioned on 6 September 1912.<sup>6</sup>

As the lead vessel of the SONOMA-class tugs, she displaced 1,120 long tons on a hull with a length of 185 feet, two inches, beam of 34 feet, and a draft of 20 feet, three inches. Initially, she was a coal-burner. SONOMA was capable of speeds up to 13.2 knots. She had a complement of 56 men; there were as many as five commissioned officers on board. She was armed with a pair of machine guns.



National Archives photo<sup>5</sup>

*Fig. 1: USS Sonoma, photographed during builder’s trials off New York Shipbuilding Co. at Camden, N. J., circa August, 1912.*

**NJ-BUILT FLEET TUG USS SONOMA ~ Capt. Lawrence B. Brennan, USN (Ret.)**

USS SONOMA, Fleet Tug No. 12, was assigned to the U.S. Atlantic Fleet as a tender. She earned the Mexican Service Medal for operations off Vera Cruz between 22 April and 5 September 1914.<sup>7</sup> She served as a tender through World War I, and engaged in minesweeping after the war.<sup>8</sup>

USS SONOMA had a long and uninterrupted postal history. Postal records indicated that she had a post office continuously from 1915 until she was sunk in 1944. Until recently, there were no previous reports of any cancels prior to 1930. A new discovery (2011) shows a cancel from 1916, before her designation as AT-12, while she was still Fleet Tug. No. 12. It was used at Fortress Monroe, Virginia and is shown in *Figure 2*.

Her post office initially was established on 1 February 1915. The sole reported cancel from the pre-1930 era is Locy Type 3(AC) which is not rated in the *USCS Postmark Catalog*. Since only a single example has been reported it should be rated “R-4” if another edition of the *Postmark Catalog* is issued.

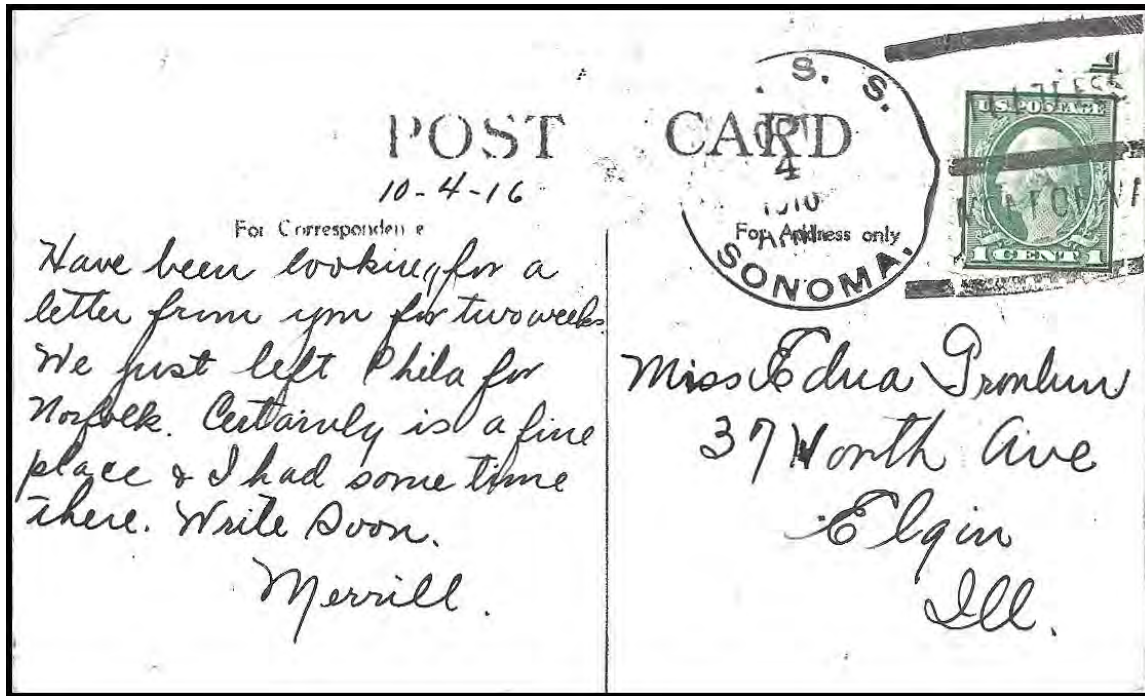


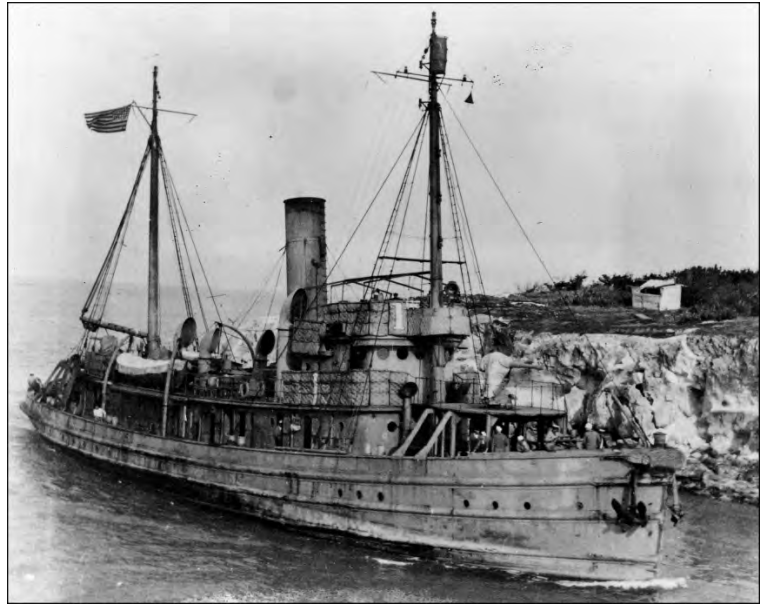
Illustration from Naval Cover Museum.org<sup>9</sup>

**Fig. 2: USS SONOMA** - Although postal records say she had a post office continuously from 1915 until she was sunk in the Philippines in 1944, there were no previous reports of any cancels prior to 1930 until this new discovery in January 2011. It is not yet listed in the *USCS Postmark Catalog*, and thus is not yet rated. It is shown in the online *Naval Cover Museum*,<sup>10</sup> identified as Locy Type 3(AC). The killer bar text reads “FORTRESS / MONROE VA” and it is dated 4 October 1916.

It should also be noted that this cancel dates from 1916, when the SONOMA was still USS SONOMA Fleet Tug No. 12. It was not until July 1920 that she was designated AT-12, coincidentally when she joined the Pacific Fleet.

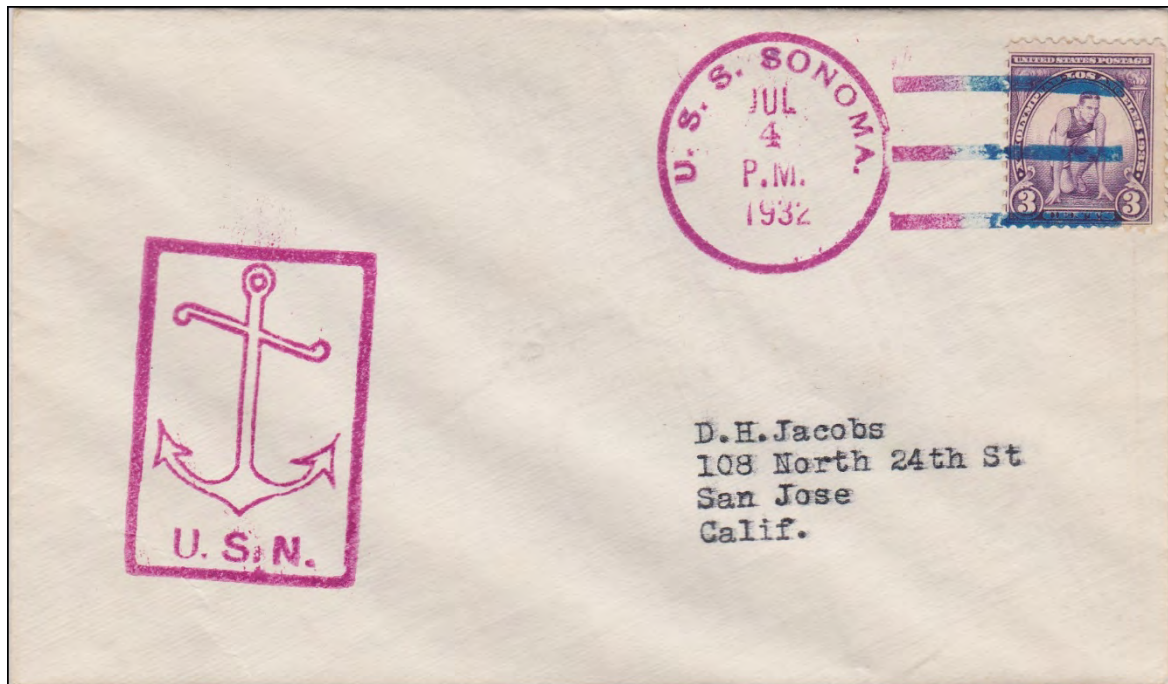
*Fig. 3: USS SONOMA, photographed off Bermuda in 1919, before becoming part of the Pacific Fleet.<sup>11</sup>*

In 1919, the tug was transferred to the U.S. Pacific Fleet and, on 17 July 1920, was designated AT-12. SONOMA was assigned to Train Squadron TWO of the newly organized Base Force during the winter of 1923 and 1924 and remained with the Base Force through the early years of World War II.



During the period after 1930, SONOMA had three different reported postmarks and canceling devices. The type 5hks is rated “A”, the type F (S-54) 1940 is rated “B,” and the type 3z(BTT) is rated “C” in the *USCS Postmark Catalog*.<sup>12</sup>

The covers below show uses of these SONOMA cancels between World War I and World War II.



*Fig. 4: A July 4, 1932 cancel in magenta, with a U.S.N. hand stamped cachet. Locy Type 5hks, with no text in killer bars, dated 4 July 1932 (Independence Day). Rated “A” in the USCS Postmark Catalog.*

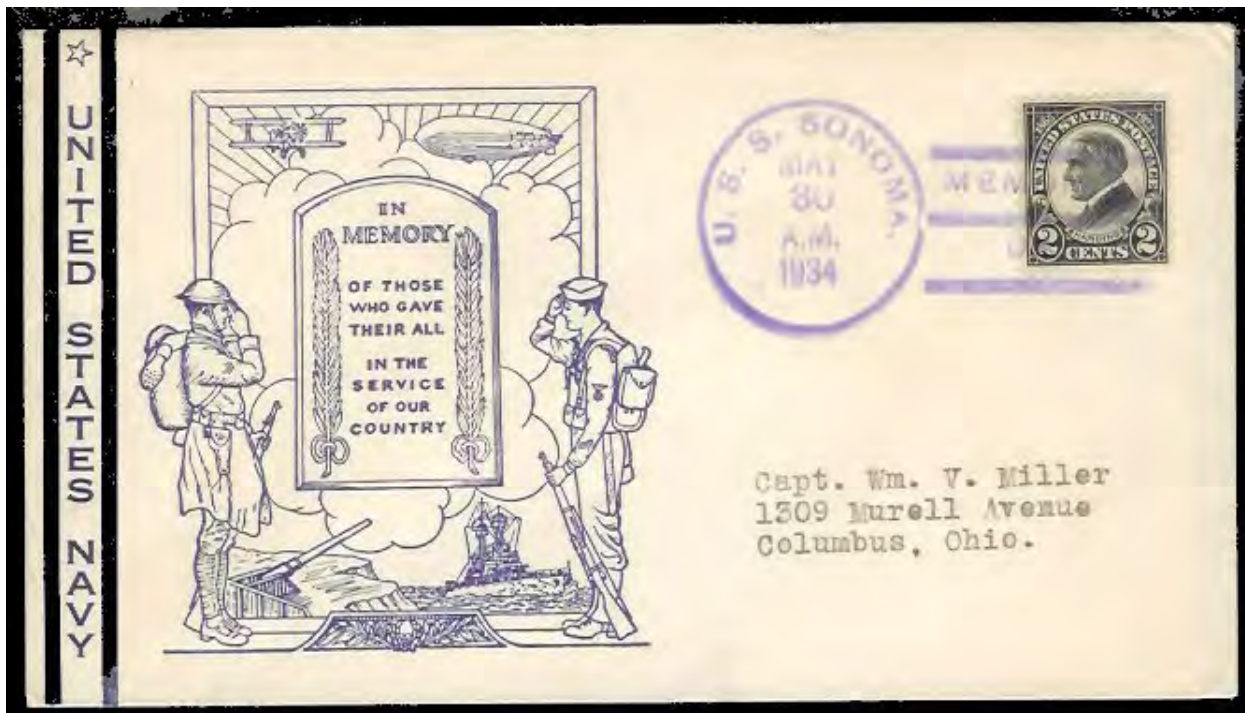


Illustration from Naval Cover Museum.org<sup>13</sup>

Fig. 5: A Memorial Day cachet by Byrd L. Powell (R/S marking on back) Locy Type 5hks "MEMORIAL /DAY" dated 30 May 1934. Rated "A" in the USCS Postmark Catalog.

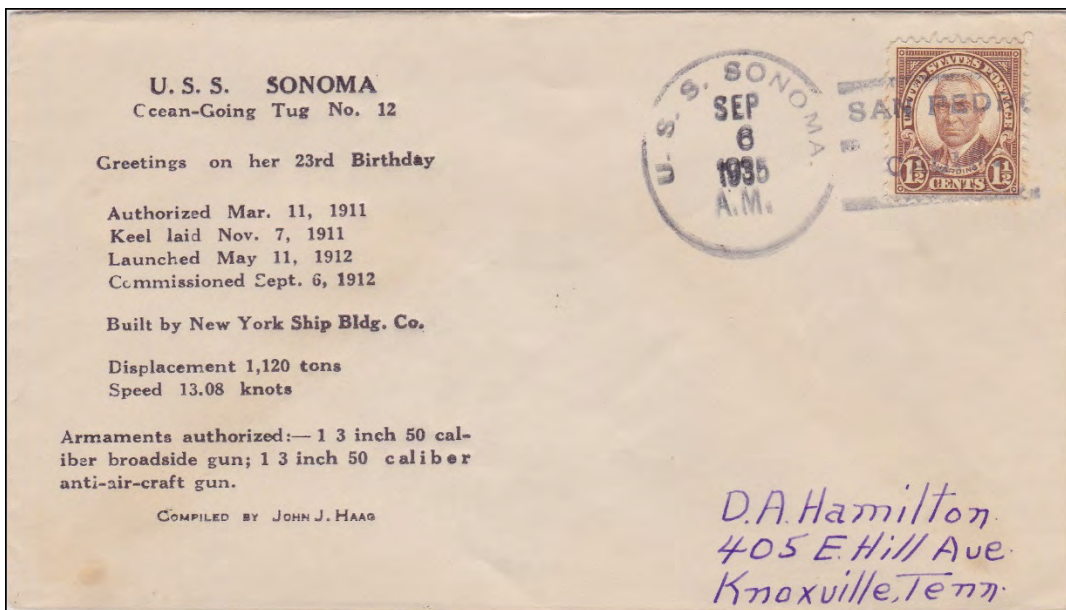


Fig. 6: A cover issued to commemorate SONOMA's 23<sup>rd</sup> birthday, used with Locy Type 5hks, 6 September 1935, with SAN PEDRO, CALIF. killer bars. Rated "A" in the USCS Postmark Catalog.



Illustration from Naval Cover Museum.org

**Fig. 7:** *New Year's Day 1940, uncached. Printed Locy Type F (gold thermograph postmark) "NEW YEAR'S /DAY" dated 1 January 1940. Rated "B" in the USCS Postmark Catalog. Illus. S-54. The Locy Type 5hks in the lower left corner is rated "A".*

At the outbreak of hostilities by Japan, SONOMA was in transit from Wake Island to Pearl Harbor. Following a round trip voyage to Canton Island in February and March 1942, she remained at Pearl Harbor, serving as a channel guard vessel. In October 1942, she departed Pearl Harbor for New Caledonia with USS ELLET (DD 398) in tow, and USS TURKEY (AM 13) with *ARD-2* and *YO-24* in tow. The vessels arrived at Noumea on 3 November and, after two weeks of repairs and upkeep, SONOMA sailed for Sydney, Australia, with ALHENA (AK 26) in tow. She returned to Nouméa on 6 December, remaining until 2 January 1943. On that date, she put to sea to aid damaged Army workboat *P-11*; the pair made Nouméa on 5 January.

For the next eight months, SONOMA towed ships between the ports of the South Pacific Ocean. Based at Noumea, New Caledonia, she called at the Fiji Islands, the New Hebrides Islands, Australia, and New Guinea, both at Milne Bay and Buna. On 3 September 1943, she arrived off Lae, New Guinea, to participate in her first combat operation and, in the afternoon, was almost hit by four bombs and sprayed by shrapnel during a raid by seven Japanese twin-engine bombers. SONOMA's encounters with Japanese air power continued through the month of September as she operated in the vicinity of Lae. She came under attack on the 12th, the 21st, and the 22d, and assisted in the downing of one enemy on the 12th. For the remainder of 1943, she operated in and around Buna Harbor at Papua, New Guinea.

On 2 January 1944, she sailed for Saidor, New Guinea. Her formation came under automatic weapons fire on the following day and SONOMA was hit by several .50 caliber machine gun bullets. This proved to be friendly fire from shore batteries which mistook the ships for enemy barges known to be operating in the vicinity. The echelon made Dreger Harbor on 15 January; then headed on to Milne Bay. From there, SONOMA towed APC-4 to Brisbane, Australia, and following overhaul and repairs, she returned to Milne Bay in February. After spending most of March 1944 around Milne Bay, she headed for the Admiralty Islands on 31 March.

## NJ-BUILT FLEET TUG USS SONOMA ~ Capt. Lawrence B. Brennan, USN (Ret.)

For the next three months, SONOMA became an active combatant with the Seventh Fleet Amphibious Forces, and participated in MacArthur's "leapfrog" operation up the back of New Guinea. On 15 May 1944, SONOMA was redesignated ATO-12 and, later that month, she moved to the Hollandia area in the vicinity of Biak Island, where she did salvage, firefighting, and towing duty for the landing craft which had been bombed and strafed by the enemy. She spent the month of June in Humboldt Bay, New Guinea, and then supported the Noemfoor attack during the first week in July. By the 15th, she was back at Milne Bay for repair and upkeep.

On 11 September, she took part in the assault area off Morotai Island, Netherlands East Indies. She remained there for ten days – again providing salvage, firefighting, and towing services. She suffered a broken crankshaft and put in at Gila Bay for repairs. On the 21st, she returned to Humboldt Bay for a one week availability period and then resumed salvage duty around Jautefa Bay.

On 14 October, she sailed with the 7<sup>th</sup> Fleet, bound ultimately for the Leyte invasion. SONOMA entered San Pedro Bay, Leyte Gulf, on the 20th.

On the morning of the 24 October, SONOMA opened fire on several enemy planes with her starboard guns. As she cast off from the Liberty Ship, SS AUGUSTUS THOMAS,<sup>14</sup> next to which she had been moored, a wing of the Mitsubishi G4M "Betty" crashed SONOMA's stack on the starboard side amidships before striking AUGUSTUS THOMAS. Bombs detonated in the water between the ships, and SONOMA quickly began taking on water. AUGUSTUS THOMAS suffered no casualties<sup>15</sup> and was beached by USS CHOWANOC and USS WHIPPORWILL. Ultimately, she too was lost.<sup>16</sup> LCI-72 and USS CHICKASAW (ATF 83) came alongside SONOMA, extinguished the fires on her starboard side, and removed casualties. CHICKASAW attempted unsuccessfully to beach her on Dio Island, but despite these efforts, that afternoon, SONOMA sank in 18 feet of water at 10°57'N 125°2'E, off Dio Island.

There is a dispute as to whether the loss of SONOMA should be considered the first loss to a kamikaze. The sinking, on 24 October, 1944, is listed by some sources as the first U.S. Navy ship lost to a kamikaze strike, but the attack occurred before 25 October (the acknowledged date of the first Special Squadron attacks), and the aircraft used, a Mitsubishi G4M, was not flown by the original four Special Attack Squadrons. Navy's official report of SONOMA's loss does not address the details.

*"In the amphibious phase of the Leyte operation, YMS 70 sank in a storm during the approach and the tug SONOMA and LCI (L) 1065 were sunk by enemy action. The destroyer ROSS struck a mine on 19 October and the light cruiser HONOLULU was seriously damaged by an aerial torpedo on 20 October."<sup>17</sup> [Emphasis added by L. B. Brennan.]*

SONOMA's loss was caused by a suicide plane that dropped bombs between her and SS AUGUSTUS THOMAS and struck the tug, causing explosions and fires that resulted in her sinking. The Japanese pilot, however, was not part of the Special Attack Group, and may have chosen this tactic on his own.



Multiple suicide attacks such as this had been carried out during operations leading up to the invasion of Leyte, by pilots from units other than the Special Attack Force, and have been described as the first kamikaze attacks. On 13 September 1944, a group of pilots from the Imperial Army's 31st Fighter Squadron on Negros Island decided to launch a suicide attack. The next day a pair of fighters each with two 100 kg (220 lb.) bombs launched before dawn, planning to crash into carriers. They never returned, but there is no record of an enemy aircraft hitting an Allied ship that day. On 14 October 1944, USS RENO (CL 106) was hit by a deliberately crashed Japanese aircraft.

Nearly a month later, on 15 October 1944, Rear Admiral Masafumi Arima, Imperial Japanese Navy, Commander, 26th Air Flotilla (part of the 11th Air Fleet), led a strike of about 100 Judy dive bombers against USS FRANKLIN (CV 13), near Leyte Gulf. Admiral Arima often is credited with inventing the kamikaze tactic. Arima personally led an attack on 15 October 1944 and was killed, part of his plane striking the FRANKLIN.<sup>18</sup>

On 17 October 1944, Allied forces assaulted Suluan Island. The Imperial Japanese Navy's First Air Fleet, at Manila, was assigned to assist the Japanese fleets which would attempt to destroy Allied forces in Leyte Gulf. However, the 1st Air Fleet at that time only had 40 aircraft. Vice Admiral Takijirō Ōnishi, Commander, First Air Fleet decided to form a suicide offensive force, the Special Attack Unit. In a meeting at Mabalacat Airfield (Clark Air Base) near Manila, on 19 October, Onishi told officers of the 201st Flying Group headquarters: "I don't think there would be any other certain way to carry out the operation [to hold the Philippines], than to put a 250 kg bomb on a Zero and let it crash into a U.S. carrier, in order to disable her for a week."

On 21 October, a Japanese aircraft, from the 6th Flying Brigade of the Imperial Japanese Army Air Force deliberately crashed into the foremast of the heavy cruiser HMAS AUSTRALIA. Twenty were killed, including Captain Dechaineux; 64 were wounded, including the Australian force commander Commodore John Collins.<sup>19</sup> The Australian official history of the war claimed that this was a kamikaze attack but most likely had been undertaken on the pilot's own initiative.

In the words of the Navy's foremost historian, Rear Admiral Samuel Eliot Morison: "This was not an organized kamikaze attack, of which the first was on the escort carrier group on 25 Oct."<sup>20</sup> While the fatal damage to SONOMA was not inflicted by a Japanese naval aviator who was part of the Special Attack Force, she was the first United States Navy ship lost as the direct result of kamikaze tactics.

## **ENDNOTES:**

---

<sup>1</sup> Copyright 2015 by Lawrence B. Brennan; all legal and moral rights reserved. This article may not be copied, reproduced, or retransmitted in any manner without the express, written consent of the copyright holder.

<sup>2</sup> The author's article about the last U.S. warship sunk by a kamikaze, USS CALLAGHAN (DD 792), was published in the USCS LOG .

<sup>3</sup> In our last article (in *NJPH* Feb 2015), we indicated only one tug, the USS ONTARIO, AT-13, served throughout the entirety of both World Wars; she was in commission at the start and the end of hostilities in both instances. USS SONOMA also served in both World Wars but was lost before the end of hostilities during World War II.

- <sup>4</sup> USS SONOMA earned the Combat Action Ribbon, the Mexican Service Medal, the World War I Victory Medal (with Minesweeper clasp), the American Defense Service Medal (with Fleet clasp), the American Campaign Medal, the Asiatic-Pacific Campaign Medal (w/ 5 battle stars), the World War II Victory Medal and the Philippines Liberation Medal during her naval career.
- <sup>5</sup> *US National Archives, Photo # 19-N-10555* a US Navy Bureau of Ships photo now in the collections of the US National Archives, accessed at <http://www.navsource.org/archives/09/64/64012.htm>.
- <sup>6</sup> Much of the information used here comes directly from Wikipedia, which in turn has imported information from DANFS (Dictionary of American Fighting Ships), available at various online sites including <http://www.hazegray.org/danfs/> and <http://www.history.navy.mil/research/histories/ship-histories/danfs/s/sonoma-ii.html>.
- <sup>7</sup> [www.history.navy.mil/medals/mexsm.htm](http://www.history.navy.mil/medals/mexsm.htm)
- <sup>8</sup> <http://1914-918.invisionzone.com/forums/index.php?showtopic=209514>
- <sup>9</sup> Naval Cover Museum illustration. See [http://www.navalcovermuseum.org/restored/SONOMA\\_ATO\\_12.html](http://www.navalcovermuseum.org/restored/SONOMA_ATO_12.html)
- <sup>10</sup> *Ibid.*
- <sup>11</sup> US Navy photo from <http://www.navsource.org/archives/09/64/64012.htm>.
- <sup>12</sup> See, Kent, David A., *Catalog of United States Naval Postmarks* (5<sup>th</sup> ed. 1997), p. S-25.
- <sup>13</sup> Naval Cover Museum illustration. See [http://www.navalcovermuseum.org/restored/SONOMA\\_ATO\\_12.html](http://www.navalcovermuseum.org/restored/SONOMA_ATO_12.html)
- <sup>14</sup> Built by Kaiser Permanente, Richmond, California.
- <sup>15</sup> Nearly 500 men were on board the Liberty Ship; 41-man merchant complement, 27-man Armed Guard and 480 troop passengers.
- <sup>16</sup> “The *Augustus Thomas* received more serious damage on October 24. After scoring a hit on a plane that crashed on an LCI, the ship was damaged by a second plane which crashed into a tug alongside. Two men were blown overboard by the explosion. The engine room quickly filled with water. Nevertheless, she accounted for an enemy plane on October 25. Next day three bombs landed only 50 yards away and on October 28 another landed close. A typhoon on October 30 caused the *Thomas* to collide with another ship and she was beached on November 3.” United States Naval Administration in World War II, Office of Naval Operations, *History of the Armed Guard Afloat - World War II*, pp. 193-94.
- <sup>17</sup> Admiral Earnest J. King, *Second Report to the Secretary of the Navy: Covering Combat Operations from 1 March 1944 to 1 March, 1945*. March 1945, pp. 103-133 and *Second Report to the Secretary of the Navy: Covering the period 1 March 1945 to 1 October 1945*. December 1945, pp. 120.
- <sup>18</sup> USS FRANKLIN was commissioned in January 1944. She arrived in the Pacific in time to participate in later stages of the Marianas operation. From late June into September, her planes conducted strikes on enemy targets in the Bonins, Marianas, Palaus and Carolines. In October, after supporting the September landings in the Palaus, she took part in the Third Fleet's raids in the Western Pacific and in the Battle of Leyte Gulf. She was lightly damaged by a Japanese bomb on 15 October, and was hit by a suicide plane on 30 October. The latter caused serious damage and killed 56 of her crew, necessitating a trip back to the United States for repairs. FRANKLIN returned to the war zone in mid-March 1945 and joined the Fifth Fleet for strikes on the Japanese home islands. On the morning of 19 March, while her flight and hangar decks were crowded with fully armed and fueled planes preparing to take off to attack the enemy, a Japanese plane approached undetected and hit the carrier with two bombs. The resulting inferno badly damaged the ship and resulted in the deaths of 724 of her crew. Heroic work by the survivors, assisted by nearby ships, brought the fires and flooding under control. After a brief period under tow, the ship crossed the Pacific, transited the Panama Canal and in late April arrived at the New York Navy Yard for repairs. These were completed shortly after the end of the Pacific War, and FRANKLIN saw no further active service. She decommissioned in February 1947. <http://www.history.navy.mil/photos/sh-usn/usnsh-f/cv13.htm>
- <sup>19</sup> Morison, Rear Admiral Samuel Eliot, *History of United States Naval Operations in World War II: Volume Twelve, Leyte, June 1944- January 1945* (Boston, Little Brown & Co., 1958), p. 148.
- <sup>20</sup> *Ibid.*

## ON THE AUCTION SCENE: First Days & a \$1 Columbian Hoboken Cover

By Robert G. Rose

First day covers from the first three decades of the 20<sup>th</sup> Century continue to draw significant collector interest. The auction sale conducted by James T. McCusker, Inc. earlier this year included a trio of early first day covers from New Jersey.<sup>1</sup> The earliest was a 2¢ Hudson-Fulton Celebration Issue postmarked on September 25, 1909 from Ridgewood, NJ as shown in *Figure 1*. Prior to 1920, first days were not limited to a single location, but could be mailed from any city which had received a stock of the new stamp. Collectors that specialize in these first day covers face the challenge of obtaining examples from as many cities as are known.



*Fig. 1: 2¢ Hudson-Fulton First Day Cover from Ridgewood. (Lot 10, #372 sold for \$375, plus buyer's fee of 15%)*

First day covers of early postage due stamps are unusual. The McCusker auction included the cover shown in *Figure 2*, of the ½¢ postage due stamp, Scott J68, postmarked on April 13, 1925 from Rahway, NJ used on a 1¢ green postal stationery envelope, Scott U420.



*Fig. 2: ½ cent Postage Due stamp First Day Cover from Rahway. (Lot 266, J68 sold for \$425, plus a 15% buyer's fee).*

**ON THE AUCTION SCENE: 1<sup>ST</sup> DAYS & A \$1 COLUMBIAN COVER ~ Robert G. Rose**

The last of the trio, in *Figure 3*, is the 2¢ Edison Electric Light Issue, commemorating the 50<sup>th</sup> year anniversary of the first electric light bulb, postmarked on June 5, 1929 from Menlo Park, NJ. This issue was quite popular and, as became the fashion of collecting beginning in the 1920s, many cachet designs are reported.



**Fig. 3: 2¢ Edison Electric Light First Day Cover from Menlo Park. (Lot 120, #654 sold for \$170, plus 15% buyer's fee.)**

A rare use of a \$1.00 Columbian on a registered cover from Hoboken in November 1893, was sold in a recent Schuyler Rumsey auction as illustrated below in *Figure 4*.<sup>2</sup> This cover and several others from the same correspondence, each with a single use of the 15¢ and the 50¢ though \$5.00 Columbian stamps, on registered covers addressed to Stettin, Germany, were previously reported in these pages a number of years ago.<sup>3</sup> This cover, with a 2012 Philatelic Foundation Certificate, sold for the hammer price of \$1,500 plus a 15% buyer's commission.



**Fig. 4: \$1.00 Columbian on Hoboken cover to Germany.**

**ENDNOTES:**

<sup>1</sup> James T. McCusker, Inc., Sale No. 358, February 28, 2015.

<sup>2</sup> Schuyler J. Rumsey Philatelic Auctions, Sale No. 60, April 23-26, 2015, lot no. 1251.

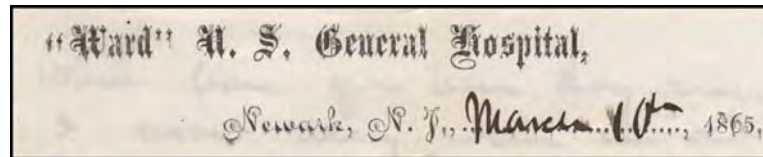
<sup>3</sup> Rose, Robert G., *Columbian Dollar Value Hoboken Covers, NJPH*, Vol. 29, March 2001, p. 13; *More Columbian Hoboken Covers, NJPH*, Vol. 30, March 2002, p. 3, *Columbian Hoboken Covers, NJPH*, Vol. 34, November 2006, p. 186.

## J. THEODORE CALHOUN, M.D. ~ A NJ Civil War Surgeon

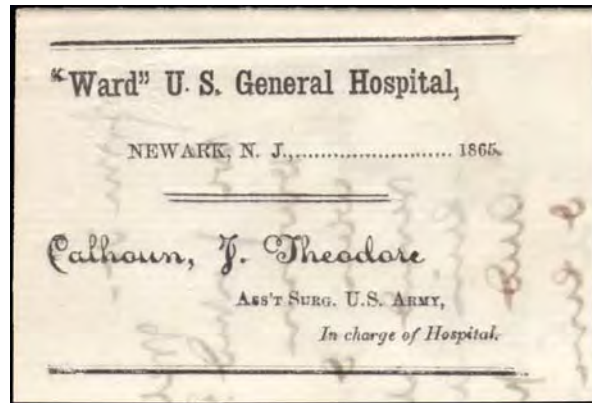
By Jean R. Walton

A letter below took my interest at NOJEX a few years ago – the possibilities for research seemed too good to pass up. Although it has no envelope nor does it bear any postal markings, it opened a door into some interesting New Jersey Civil War history.

The letter is written on a letter sheet imprinted with the heading: “Ward” U.S. General Hospital, Newark, and on the back bears the corner card of J. Theodore Calhoun, Assistant Surgeon, in charge of Hospital. It is dated March 10, 1865, one month before the close of the civil war.

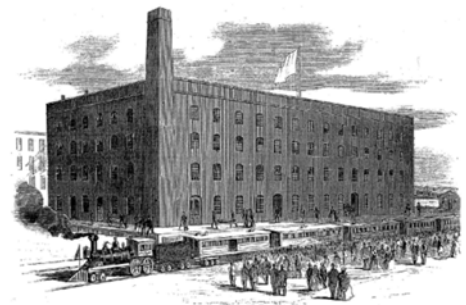


*Fig. 1: Letterhead of “Ward” U.S. General Hospital, Newark, N.J.,..., 1865, with March 10 handwritten date.*



*Fig. 2: Printed corner on back of a two-page letter sheet, with “Ward” U.S. General Hospital, Newark, NJ, .....1865 date, and Calhoun, J. Theodore / Ass’t Surg. U.S. Army, In charge of Hospital.*

This military hospital was established in Newark in 1862, to treat wounded soldiers of the Civil War. Marcus L. Ward, who would shortly become Governor of New Jersey, is largely credited for making this happen. This and his many other philanthropic efforts earned him the nickname of “The Soldiers’ Friend.” With the help of the Public Aid Committees in Newark, he took over some manufacturing buildings and warehouses, on Centre Street - between the Centre street depot and the Passaic River. One, a four-story building known as the Nichols factory, housed offices and supplies on the main floor; the basement had a dining room that would seat 600 at one time, and the upper floors were given over totally to hospital beds. This and the annex on Market Street in a building known previously as the Wight (White) building, were prepared to house some 1400 patients. The convenience of both facilities to the rail lines allowed patients to arrive almost at the hospital doors.



*Fig. 3: “Ward” U.S. Hospital, Newark, in converted warehouse buildings.<sup>1</sup>*



*Fig. 4: This picture from June 1862 shows the Ward Hospital – which opened on May 13th, 1862<sup>2</sup> -- in its original quarters.*

Later a 20+ acre site was rented – what had been the Garside Estate, near the northeast corner of Seventh Avenue, and extending back as far as Park Avenue<sup>3</sup> – and low white painted



*Fig. 5: The pavilion-style hospital created away from the dirt & hubbub of the city waterfront. Calhoun was in charge at the time this change was made.<sup>1</sup>*

buildings were constructed which served as a pavilion style hospital, with additional space for convalescing soldiers. As noted in a eulogy to Ward:

“These (warehouse) buildings continued to serve for the purposes indicated for several months, until finally the general Government rented twenty-six acres of the old Garside estate, situated on Seventh

Avenue, and erected thereon twenty barracks or low wooden buildings. Into these all the patients from the buildings mentioned before were removed. The name of ‘Ward’ was still retained; and now this hospital continued to be a general receptacle of military volunteer beneficiaries of the Union until the close of the war. During all this time Governor Ward daily proved himself the father of the institution, constantly guarding the welfare of the inmates.”<sup>4</sup>

The Civil War ended on April 9, 1865, and Ward U.S. General Hospital closed by the end of the summer of 1865.<sup>5</sup> By July 4, 1866, the hospital complex on Seventh Avenue had become the New Jersey Home for Disabled American Soldiers, again in large part because of Marcus ward’s efforts. So the Ward U.S. General Hospital had a short existence, from 1862 to 1865.

The letter included a number of clues leading to more pieces of the story in a clear, almost modern hand (see transcription below).

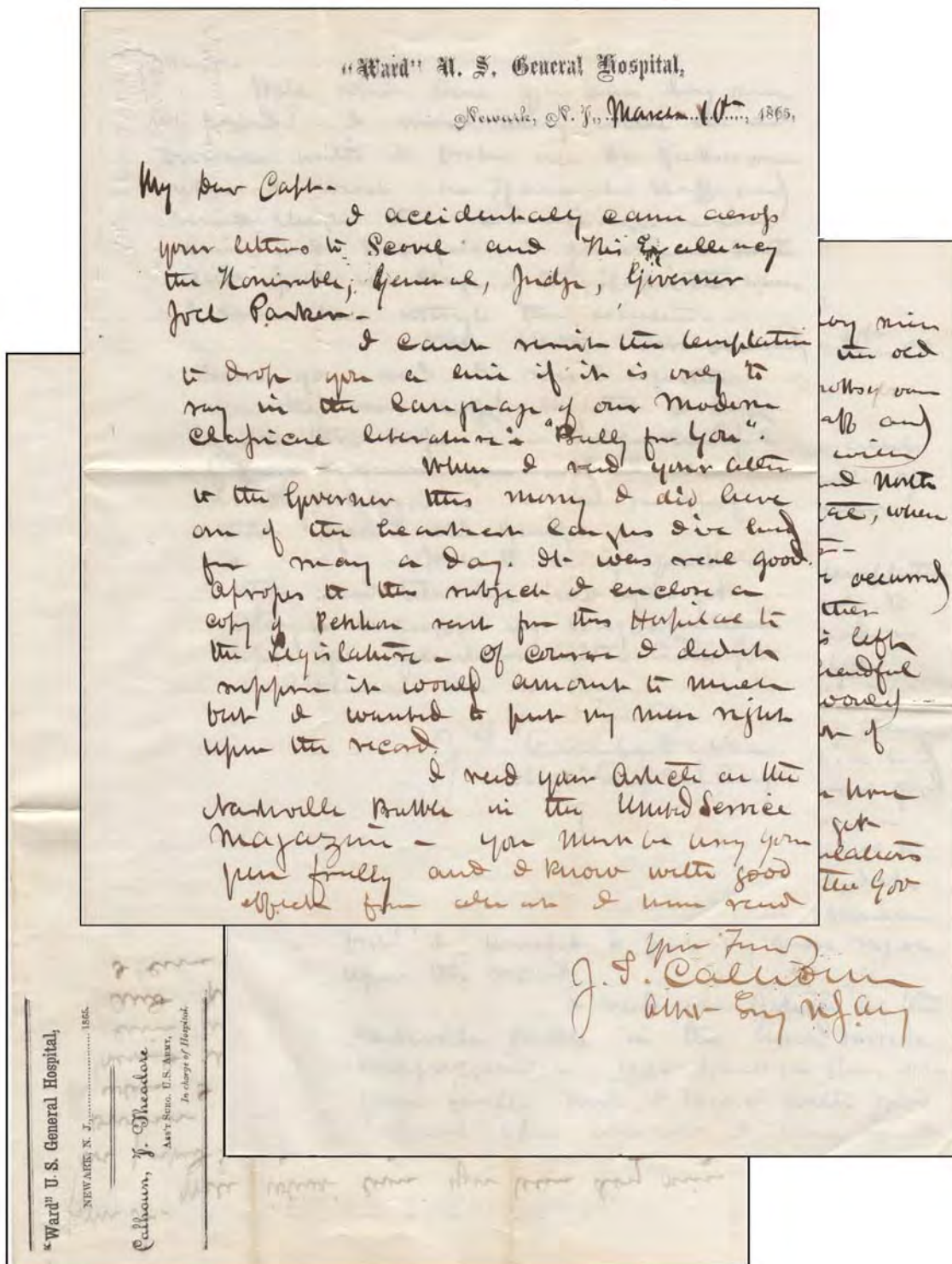


Fig. 6: Letter written near end of the Civil War, from J. Theodore Calhoun, the surgeon in charge of Ward Hospital, to his friend, a Captain, and author of an article in the US Service Magazine on the Battle of Nashville.

“Ward” U.S. General Hospital,  
Newark, N.J. March 10, 1865

My dear Captn,

I accidentally came across your letters to Scovil (sic) and His Excellency, the Honorable General Judge, Governor Joel Parker.

I can't resist the temptation to drop you a line if it is only to say in the language of our Modern Classical Literature, “Bully for you!”

When I read your letter to the Governor this morning I did have one of the heartiest laughs I've had for many a day. It was real good. A propos to the subject, I enclose a copy of petition sent from this Hospital to the Legislature – Of course I didn't suppose it would amount to much, but I wanted to put my name right upon the record.

I read your article on the Nashville Battle in the U.S. Service Magazine – you must be using your pen fully and I know with good effect from what I have read from (?)

Well, what have you been doing since we parted? I served along with the old Division until it broke up in Spottsylvania, when I went on Hancock's staff and served through the campaign with him. And last fall I got ordered North and put in charge of this hospital, where I have been through the winter.

What changes have occurred since you and I served together upon the same staff! All that is left of the Third Corps is a little handful of men whom you and I would hardly recognize as part of that Grand Old Guard.

Write to me if you have time and tell me how you get along. Accept my congratulations on your admirable letter to the Governor, and believe me as ever

Your friend  
J. T. Calhoun  
Asst. Surgeon U.S. Army

Calhoun's letter provides many clues to go on – he mentions Governor Joel Parker, and provides us with links allowing us, even without an address, to know to whom his letter is addressed.

**J. Theodore Calhoun, MD**, Asst Surgeon in charge of the Ward U.S. General Hospital in March 1865 – born in 1838 in Rahway, New Jersey. Calhoun began studying for a career in medicine at the age of 16, and apprenticed in the practice of Samuel Abernethy, a Rahway physician. He attended the University of Pennsylvania where he graduated in January of 1859.<sup>6,7</sup> At this time there were no medical schools within the state of New Jersey, and prospective doctors turned to either NYC or Philadelphia for their formal studies. He began his own practice of medicine in Rahway in 1859, where he practiced for two years before joining the Army. He entered the service as an

Assistant Surgeon in 1861, with the New York Volunteers, and later (May 1863) became part of the Regular Army as an Assistant Surgeon. He was assigned to duty as Surgeon in charge of the Ward U. S. A. General Hospital, Newark, on the 24th of September, 1864. He married Nora C. Orr on May 3, 1865, and had a son, born on February 22, 1866.<sup>8</sup>

Calhoun is always described positively. The Medical Society of New Jersey says:

We knew him intimately in the earliest years of his professional life, and always appreciated his restless activity, his desire for usefulness, his skill, his zeal, and his devotedness to the profession of his choice.



While quite young in the profession, he wrote an excellent article on the Influences of Mill-Dams in Rahway, which did much to accomplish their removal, and consequently an almost miraculous change in the healthfulness of the town. His friend, and in the Army of the Potomac his superior officer, Col. A. N. Dougherty, says of him: “Notwithstanding his duties in the field, he found time to devote to professional literature. In a series of articles to the *Philadelphia Medical Reporter*, he gave to the profession some of the results of his observation and experience during the war.”

Again; “During General Grant’s campaign to Petersburg, he displayed admirable qualities. The wounded had implicit confidence in him, and preferred his attentions to those of any other.”

With regard to another period, Dr. D. remarks: “His superior energy and activity caused him to be selected for the charge of the colored hospital at City Point. He raised it from a despicable position to the first rank, eliciting the warm commendation of the Chief Medical officers.” ... “He not only systematized and improvised his hospitals, but *he was the best operator in them.*”

He was described as “a small, nervous, wiry man—the world owes much to this kind of men in works of initiation and progression—sociable, pleasant, affable, approachable and kind. His executive ability was manifest in his manner and address.”

\* \* \*

The recipient of Calhoun’s letter we were able to determine as **James T. Rusling**, from the mention of the article in the U.S. Service Magazine,<sup>9</sup> written when he was a Captain. He was also from New Jersey, from Washington (Warren County), and a bit older than Calhoun, having been born in April, 1834. He attended Dickinson College, and was a professor there while studying law. He passed the Pennsylvania Bar in 1857 and the New Jersey Bar in 1859, and set up his practice in Trenton. Soon after he was elected Solicitor for Mercer County, 1859-1861.<sup>10</sup>

He enlisted in April 1861 in the Union Army and was given the rank of First Lieutenant and Regimental Quartermaster of the 5<sup>th</sup> NJ Volunteer Infantry. He served in the Army of the Potomac until 1863; it is likely that it was not until sometime in 1863 that Rusling and Calhoun met and became friends, as they both served under Maj. General Daniel E. Sickles in the IIIrd Corps. Rusling served then as AQM in the US Volunteers, and eventually – as the war was winding down – became a Colonel and in his post-war army career a Brigadier General. He was a young widower – his first wife died within a year of their marriage in 1858. He married again after the war, in Trenton in 1870, and had two children by this marriage.<sup>12</sup>

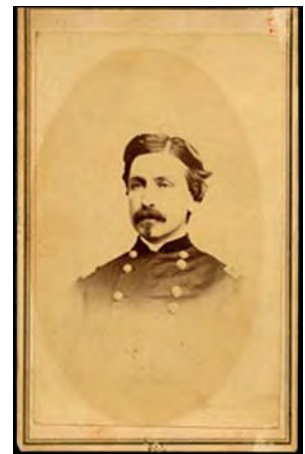


Fig. 7: James F. Rusling  
*Carte de Visite.*<sup>11</sup>

The two men were much alike, capable in their profession, and appreciated by their superior officers for their skills. Both were writers, but of very different types. Calhoun spent much time recording medical procedures and findings, and Rusling wrote a great deal on his experience and observations of the Civil War, most notably his book, *Men and Things I Saw in Civil War Days*, in 1899.<sup>13</sup>

Civil War photos of Calhoun are shown below:



*Fig. 8: Showing Calhoun (standing at center, and recognizable by the distinctive embroidery on his sleeves) with General Henry Prince's staff at Culpepper, Va.<sup>14</sup>*



*Fig. 9: J. Theodore Calhoun, head of Ward Hospital in Newark Newark Museum<sup>15</sup>*

I have not located any extant letter(s) written by Rusling to Governor Joel Parker – if they were published in newspapers of the day, this might have been where Calhoun saw them.

**Governor Joel Parker** (1863-1866),<sup>16</sup> who defeated Marcus L. Ward to become New Jersey's War Governor, had strong views against secession. He raised many volunteer troops during the war, but he was also known for his anti-emancipation views, feeling that was a right that should be in the hands of the individual States. He was one of Lincoln's most outspoken critics,<sup>17</sup> and he was not alone in New Jersey – New Jersey being one of only three states which did not support Lincoln in his re-election campaign of 1864. In January of 1865, Parker had given a strong speech against the Emancipation Proclamation, and it is easy to surmise that Rusling, who was vocal in his rejection of slavery, might have taken issue with Parker's words. Rusling had joined the Army to defeat the cause of slavery, saying that "I hate slavery just as much as I can; and will hit it whenever I can. I am most profoundly convinced before God of its enormity and wickedness.... Men who now apologize for slavery will be ashamed to own it ten years hence."<sup>18</sup> Parker was defeated by Marcus Ward in 1866. Ward was Governor from 1866 to 1869. Parker was reelected as Governor in 1872.



*Fig. 10: NJ Governor 1863-1866 Joel Parker.*

For Scovil, I have found no information.

\* \* \*

The story of J. Theodore Calhoun continues, with the venue changing from Newark to New York. After the closure of the Ward Hospital, Calhoun was put in charge of superintending sales of hospital properties in the Northeast, following the end of the war. After service in New England, he was placed in charge of the U.S. A. Transit Hospital in New York City in 1866. He was then called on to replace a doctor at Hart's Island. Hart's Island was the last prisoner of war camp to be established in the Civil War. It is just off the coast of New York City, at the western end of Long Island Sound, and was hastily established in April 1865 to handle some 3400 remaining prisoners of the war. By July those prisoners were cleared, unless amid the unlucky 7% who died there. The hospital remained in use for some time after that, and the post was used



Fig. 11: Hart's Island, 1865

for mustering out of soldiers. It became known later for New York City's potter's field, and later still as a Nike base, but in 1865, it has been described as a hellish place, with few facilities, and soon rampant with dysentery and disease.

This description, from the *Portals of Hell*,<sup>19</sup> gives an excruciating picture of life in this camp:

Within three weeks, a total of 3,413 POWs were crammed into the post's tiny enclosed area. "We were placed in wards of a hundred to each ward, with three rows of bunks and two men to a bunk, advised J. S. Kimbrough, Company K, 14th Georgia. "The first ward was composed mostly of jail birds, blacklegs, and toughs from Petersburg, and their nocturnal rounds of robbery and thieving were a terror to the camp."

"Our rations," Kimbrough continued, "consisted of four hard tacks, a small piece of pickled beef or mule, and a cup of soup per day. Often have I eaten my two day's rations at one meal and subsisted upon water and wind until the next drawing. Many men would peddle their crackers for tobacco, giving a cracker for a chew.... A game of Keno, with a cracker or a chew for a stake, was played with as much excitement, interest, and science as though hundreds of dollars were at stake."

Hart's Island wasn't completely cleared of prisoners until July 1865. Within those four months, nearly 7 percent of all those "healthy and tolerably well clothed" prisoners had died. "The largest portion of deaths," declared U.S. Medical Inspector George Lyman, "occurred from chronic diarrhea, brought with them, and pneumonia, which began to appear a few days after their arrival. . . . The men being poorly clad, the weather wet and cold, and the barracks provided with no other bedding than such as the prisoners brought with them, the pneumonia cases developed rapidly ... increased, probably, to some extent by the crowded and unventilated condition of the barracks."

Very little postal history is available from the prisoner of war camp, and almost all of it can be ascribed to one correspondence, from a mother from Franklin, Tennessee to her son, Corporal Morey. She traveled north to be near him, and the correspondence consists of some 22 letters, all directed to the camp, none from. Corporal Morey was captured at Orangeburg, S.C. on February 12, 1865 and sent to Hart's Island Prison on April 10th and released on June 14th.<sup>20</sup>



*Fig. 12: Schuyler Rumsey Sale 55 Lot 2493 cover to Harts Island , described as franked with United States 1861 3¢ rose tied by segmented grid on rare incoming cover to James M. Morey, Prison Camp, Harts Island, New York Harbor, Camp 27, postmarked New York City double circle postmark and docketed “May 28, 1865”, cover includes original enclosure from his mother datelined “Jersey City May 26th 1865” and was written at a relative’s home where she went to be near her son.”<sup>21</sup>*

It was not until June 4, 1866 that Calhoun was assigned to Hart Island as Post Surgeon, to replace Dr. Harvey Brown, to the hospital which still existed on the Post there. This was two days before an outbreak of cholera on the island. His wife Nora writes:

On the 6th of July the first deaths from cholera occurred. At 9 o’clock that morning, part of the Second Battalion of the Seventeenth Infantry were leaving Hart’s Island for Texas, when Dr. Calhoun noticed that one of the men looked ill, and he ordered him to report at the hospital. He died that evening about 7 o’clock. Before 9 the following morning two other deaths occurred among Germans, who had arrived but a day or two before from the cholera ship Hamburg.<sup>22</sup>

No more cases occurred until the 6<sup>th</sup> of July, when a rash of some 60 cases occurred over the next two weeks. On the morning of July 19, Calhoun became ill. In ten hours he was dead. That evening he was interred on Hart’s Island. Calhoun’s infant son was also taken ill on the 18<sup>th</sup>, but survived until the 28<sup>th</sup> of the month.

His wife Nora made arrangements, as Calhoun had requested, to be reburied in Rahway. Calhoun was reinterred on February 7, 1867, at Hazelwood Cemetery in Rahway, with military honors. His small son Charlie was re-buried at the same time in the same tomb as his father.

Amongst his final words, speaking to General Doubleday, Calhoun said, “General, I hope I have done my duty; it is a great consolation to me to know that I shall die at my post.” The General, with tears in his eyes, said: “Calhoun, you have done more than your duty; nobly and bravely you have sacrificed your life, and like a soldier, you will indeed die at your post.”<sup>23</sup>

He was not quite 28 years old.

## ENDNOTES:

- 
- <sup>1</sup> Illustration from *New York Illustrated News*, Jun 21, 1862, in Moss, Sandra W, M.D., *Edgar Holden, M.D. of Newark, NJ*, XLibris, 2014.
- <sup>2</sup> Picture from John T. Cunningham's *Clara Maass: A Nurse, a Hospital, a Spirit*. Clara Maass was a Civil War nurse, for whom the current Clara Maass medical center is named.  
Online at <http://newarkcarefacilities.com/photos/displayimage.php?pid=193>
- <sup>3</sup> F. J. Urquhart, *History of the City of Newark*, Vol 2. digitalized by Googlebooks p. 719:  
[http://books.google.com/books/about/A\\_History\\_of\\_the\\_City\\_of\\_Newark\\_New\\_Jers.html?id=wY4ujNWYlcsC](http://books.google.com/books/about/A_History_of_the_City_of_Newark_New_Jers.html?id=wY4ujNWYlcsC)
- <sup>4</sup> Google books: Hon. Marcus L. Ward, "The Soldier's Friend": A Eulogy Delivered Before... by John Younglove at [http://books.google.com/books?id=O3ItAAAAYAAJ&pg=PA17&dq=ward+U.S.+General+Hospital,+Newark,+NJ&hl=en&sa=X&ei=yXxoUqGdJsfokAf5\\_YFo&ved=0CEYQ6AEwAQ#v=onepage&q=ward%20U.S.%20General%20Hospital%2C%20Newark%20%2C%20NJ&f=false](http://books.google.com/books?id=O3ItAAAAYAAJ&pg=PA17&dq=ward+U.S.+General+Hospital,+Newark,+NJ&hl=en&sa=X&ei=yXxoUqGdJsfokAf5_YFo&ved=0CEYQ6AEwAQ#v=onepage&q=ward%20U.S.%20General%20Hospital%2C%20Newark%20%2C%20NJ&f=false)
- <sup>5</sup> Newark Care Facilities, on Old Newark at <http://newarkcarefacilities.com/wardhosp.php>
- <sup>6</sup> Toner, J.M., M.D. on Google Books: *Vol. 19 of the Transactions of the American Medical Association, 1846-1880*.
- <sup>7</sup> Medical Society of New Jersey, *Transactions of the Medical Society of New Jersey, 1865*, F. Sommers, NYC.  
Biographies of members: James Theodore Calhoun, Sept 17, 1838-July 19, 1866  
[https://books.google.com/books?pg=RA2-PA149&dq=j.+Theodore+calhoun,+samuel+abernethy&ei=rg1RVcubF-\\_hsASbqIGwDg&id=3NMCAAAAYAAJ&output=text](https://books.google.com/books?pg=RA2-PA149&dq=j.+Theodore+calhoun,+samuel+abernethy&ei=rg1RVcubF-_hsASbqIGwDg&id=3NMCAAAAYAAJ&output=text)
- <sup>8</sup> Ibid.
- <sup>9</sup> The recipient is the author of "The Victory at Nashville" published in the *U.S. Service Magazine, Feb. 1862 (Vol III, No. II)* when he was a Captain.
- <sup>10</sup> Rusling, James Fowler, *The Rusling Family*, 1907
- <sup>11</sup> State of New Jersey, Department of State, NJ state Archives, Civil War Cartes de Visites at <http://www.nj.gov/state/archives/sdea4010images6.html#277>.
- <sup>12</sup> Ibid.
- <sup>13</sup> Find-A-Grave at <http://www.findagrave.com/cgi-bin/fg.cgi?page=gr&GSln=Rusling&GSfn=james+&GSby=1834&GSbyrel=in&GSdy=1918&GSdyrel=in&GSob=n&GRid=8461618&df=all&>
- <sup>14</sup> Civil War images at [http://www.civil-war.net/cw\\_images/files/group\\_photos.htm](http://www.civil-war.net/cw_images/files/group_photos.htm) - see group photos. Although there is a Rusling in this picture, it is not J.F. Rusling, but his uncle, W.J. See # [338](#). [General Henry Prince of the 2nd Division, 3rd Corps, and Staff - Culpeper, VA](#)
- <sup>15</sup> <https://www.pinterest.com/offsite/?token=694-520&url=https%3A%2F%2Fs-media-cache-ak0.pinimg.com%2Foriginals%2F5d%2F3e%2Ff4%2F5d3ef42dc252a475f0af8ec9be7f5a9a.jpg&pin=553309504190388414>
- <sup>16</sup> Stellhorn & Birkner, *The Governors of New Jersey, 1664-1974*, NJ Historical Commission, Trenton, 1862.
- <sup>17</sup> Ibid.
- <sup>18</sup> Hayward, John, *Jersey Men, Follow Me!*, Ten Roads Publishing, LLC, June 24, 2013.
- <sup>19</sup> Speer, Lonnie R., *Portals To Hell: Military Prisons Of The Civil War*, available on Googlebooks at [http://books.google.com/books?id=mXPO8S5\\_m0QC&printsec=frontcover&dq=Portals+to+Hell&hl=en&sa=X&ei=hsFsUrj1MIWdkQeOr4H4AQ&ved=0CC0Q6AEwAA#v=onepage&q=hart%20island&f=false](http://books.google.com/books?id=mXPO8S5_m0QC&printsec=frontcover&dq=Portals+to+Hell&hl=en&sa=X&ei=hsFsUrj1MIWdkQeOr4H4AQ&ved=0CC0Q6AEwAA#v=onepage&q=hart%20island&f=false) , pp 253-4.
- <sup>20</sup> Rumsey Auctions at <http://www.rumseyauctions.com/auctions/chapter/53/245/20>
- <sup>21</sup> Schuyler Rumsey auction description, <http://www.rumseyauctions.com/auctions/lot/55/2493>
- <sup>22</sup> Op. cit.: Medical Society of New Jersey, *Transactions of the Medical Society of New Jersey, 1865*, F. Sommers, NYC. Biographies of members: James Theodore Calhoun, Sept 17, 1838-July 19, 1866
- <sup>23</sup> Ibid: This includes a long letter from his wife Nora to the Society, depicting the last hours of her husband's life and a history of his army career, and is followed by a letter from Calhoun himself citing his military postings and accomplishments, written in April 1866 from the U.S.A. Transit Hospital in NY City.

JERSEY to NEW JERSEY – Commemorating New Jersey’s 350th Anniversary

Courtesy Prof. Mark Sommer



*Fig. 1: Souvenir sheet from the Island of Jersey, one of the (English) Channel Islands, showing three scenes from Jersey and three from New Jersey, Barnegat Light, the Statue of Liberty, and the George Washington Bridge, commemorating the 350<sup>th</sup> anniversary of New Jersey. Issued September 15, 2014, these stamps were also available singly.*

Recently Mark Sommer sent along the above souvenir sheet, as well as related separate stamps and a first day cover, commemorating the 350<sup>th</sup> Anniversary of New Jersey. Since we have no US stamp marking this commemoration, it is nice to see that the Island of Jersey took note, issuing these very attractive stamps on September 15, 2014.

The bailiwick of Jersey is not part of the United Kingdom, nor is it part of the British Commonwealth of Nations, or the European Union, although it has a special relationship with both. It is called a “Crown Dependency,” as are the Isle of Man to the north, and Guernsey, its close neighbor off the Norman coast of France. Each of the Channel Islands is self-governing; the “Channel Islands” is not a political entity. The language of Jersey is now largely English, although it has its own language, Jèrriais, a form of Norman French, now spoken mostly by older people.

Our relationship to the Island of Jersey lies in its history, specifically that of George Carteret, bailiff and governor of Jersey. During the English Civil War (1642–1651 – the deposition of Charles I, his replacement by Cromwell, and eventual return to the monarchy with Charles II), Carteret, loyal to the Crown, gave safe haven to Prince Charles (later Charles II). For their kindness and loyalty, Carteret and Lord Berkeley were granted several large tracts of land in the Colonies – notably one between the Hudson and Delaware Rivers which Carteret named Nova Caesarea, or New Jersey. From this we acquired the names of both Carteret and Elizabeth – named for Carteret’s wife.

**NEW JERSEY 350 YEARS**

**New Jersey 350 Years**

The US State of New Jersey celebrates the 350th anniversary of its founding in 2014, and this set of six stamps and Souvenir Sheetlet capture the significant and historic link it has with the island of Jersey.

Former Bailiff of Jersey, Sir George Carteret was one of the eight original proprietors granted the area of Carolina in North America in 1663, in recognition of providing exile to the future King Charles II during the English Civil War. New Jersey was named after Carteret’s birthplace and the stamps feature iconic landmarks of both Jersey and New Jersey overlaid on a backdrop of the vast North Atlantic Ocean.

George Carteret was born in 1610, the son of Helier de Carteret and Elizabeth Dumaresq of Jersey. George dropped the “de” from his surname when he entered the English Navy, concerned that the “de” sounded too French. Carteret served as an officer on various naval ships but returned to Jersey when the English Civil War broke out. He succeeded his uncle as Bailiff and held the office for eight years from 1643 to 1651.

Charles II’s father, King Charles I, was executed at Whitehall on 30 January 1649, at the climax of the English Civil War. Although Scotland proclaimed Charles II King of Great Britain and Ireland, the English Parliament passed a statute that made any such proclamation unlawful. England entered the period known as the English Interregnum or the English Commonwealth, and the country was a de facto republic, led by Oliver Cromwell. Cromwell defeated Charles II at the Battle of Worcester on 3 September 1651, and Charles spent the next nine years in exile.

Sir George Carteret provided generous hospitality towards the then young Prince Charles during his exile, staying at Elizabeth Castle in Jersey. He also had Charles proclaimed King in St Helier on 17 February 1649, after the execution of his father, Charles I and Charles II never forgot that Jersey had been the first of his realms to recognise his claim to the throne.

The stamps feature original line drawings of iconic landmarks in Jersey: Elizabeth Castle, Seymour Tower and Corbière Lighthouse; and New Jersey: Barnegat Lighthouse, George Washington Bridge and the Statue of Liberty, co-owned by New York and New Jersey.

Technical details: Stamps, Souvenir Sheetlet, First Day Cover and Presentation Pack illustrations created by True North. Stamps printed by Lowe-Martin, Canada, in offset lithography. Stamps printed in sheets of 10. Stamp die size: 32mm deep x 32mm wide. Souvenir Sheetlet size: 96mm deep x 124mm wide. Stamp products © Jersey Post Limited 2014. Issue date: 15 September 2014.

**Jersey Post**

There is still time, for those interested, to acquire these stamps and the souvenir sheet from the Jersey postal service – imagine what nice covers you might be able to create! For those interested, go to <http://www.jersey stamps.com/en/Shop/Detail?c=1411> where you can purchase them directly.

Our thanks to Jersey Post for remembering us with this commemoration.



*May 2015  
Web Update*

By Warren Plank,  
[Webmaster](#)

**CALL FOR COLLECTIONS!**

**BECOME A CONTRIBUTOR TO THE MEMBER'S EXHIBITION HALL**

As everyone should know, the NJPHS [Members Exhibition Hall](#) has been a huge success, and one of the driving forces of visits to our website. Contributions by the late Doug D'Avino, (approx. 550 postcards in the exhibit [Post Offices of New Jersey - A History Told Through Postcards](#)), as well as Robert Livingstone's Exhibition [Postal History Covers of Judge Caleb Valentine](#) along with [New Jersey Stage Mail](#) and [New Jersey Advertising Covers](#) have been very popular! Members are encouraged to share their most interesting collections within our society pages. What better way to help expand our collecting hobby than by drawing interest?

Whether you want to submit an entire collection anonymously, or have a dedicated page somewhat like a display at one of the stamp shows is up to you. If it is 500 covers, or just one – contact your [webmaster](#) and I'll help you through the process.

**NEW AND IMPROVING**

All visitors to our website should be familiar with the [Picasa Online Album](#) which has been used to display our galleries. Because of a recent purchase by your webmaster, we will begin transitioning to a new website with improved functionality in the last half of this year. Hopeful for a launch with our November *NJPHS Journal*, you will find scalability across multiple devices (computer, tablet and phone) as well as improved viewing options using our own proprietary Gallery Viewer – which should make searching for images much easier. These changes are also in line with Google's commitment to provide better search results for mobile-enabled websites. Keep watching for these advancements over the coming months, and remember to contact me, your [webmaster](#) if you have ideas on how to make our website better. Please allow two weeks for a response due to my full time job which requires substantial travel.

**THE STATISTICS**

**January 1 – May 16, 2015**

| Month           | Unique visitors | Number of visits | Pages        | Hits         |
|-----------------|-----------------|------------------|--------------|--------------|
| Jan 2015        | 874             | 1,503            | 3,578        | 8,135        |
| Feb 2015        | 1,106           | 2,520            | 4,157        | 9,034        |
| Mar 2015        | 1,091           | 4,430            | 6,677        | 14,239       |
| Apr 2015        | 1,046           | 4,004            | 5,926        | 10,505       |
| <b>May 2015</b> | <b>658</b>      | <b>1,914</b>     | <b>2,641</b> | <b>4,910</b> |

The [Free Library](#) and the archive of the [NJPHS Journal](#) continue to be our most popular destinations! January saw 874 unique visitors on our site for 3578 page views. February 2015 recorded the highest number of visitors in a *single month ever* – **1106** for 4157 page views! Looks as if we are well on our way to besting that number with unique visitors in May already at 658!

Most downloaded among visitors since January 1, 2015 was the Postal Act of 1792 followed by two lists of postmasters, then several issues of our journal.

- /media/pdf/postact1792.pdf
- /media/pdf/HunterdonCoPMs.pdf
- /media/pdf/BurlingtonCoPMlist.pdf
- /media/archive/148-nov02njph.pdf
- /media/archive/001-025-jan73-nov77njph.pdf
- /media/archive/091-jan91njph.pdf
- /media/archive/152-nov02njph.pdf

It is always interesting to see where the traffic to our website comes from. Below is the top 25 list since January 1, 2015

| PAGES VIEWED | HITS   | COUNTRY            |
|--------------|--------|--------------------|
| 9,987        | 14,143 | China              |
| 4,805        | 17,873 | United States      |
| 2,448        | 3,064  | Ukraine            |
| 858          | 992    | Romania            |
| 791          | 1,045  | Russian Federation |
| 591          | 2,252  | Germany            |
| 583          | 727    | Vietnam            |
| 412          | 911    | France             |
| 307          | 352    | Mexico             |
| 191          | 200    | Croatia            |
| 172          | 507    | Great Britain      |
| 154          | 669    | Brazil             |
| 125          | 157    | Malaysia           |
| 117          | 139    | European country   |
| 111          | 249    | Italy              |
| 105          | 171    | Finland            |
| 103          | 126    | Ireland            |
| 97           | 256    | Philippines        |
| 92           | 172    | Netherlands        |
| 81           | 160    | Saudi Arabia       |
| 78           | 79     | Belarus            |
| 56           | 85     | Israel             |
| 52           | 93     | Switzerland        |
| 51           | 87     | Denmark            |
| 46           | 57     | Austria            |
| 566          | 2257   | Others             |



**MEMBER NEWS:**

**PLEASE NOTE! Our Annual Meeting will be held on Sunday, May 31, at 12 noon at NOJEX (held the weekend after Memorial Day weekend).**

Just a quick note to remind you that NOJEX this year (as last year) is no longer on Memorial Day weekend, but the following weekend (May 29-31), and our annual meeting is on Sunday, May 31, at noon at the Empire Meadowlands Hilton in Secaucus. There will be a Show and Tell session following a short business meeting, so if you have anything you might like to share, bring it along!

This is the same venue as in previous years, but this year the show will be held in the hotel's Grand Ball Room and Crystal Room, as a result of the closing of the exhibition center due to the partial collapse of the adjacent parking deck from the winter's snow.

Because of this, parking this year will be off-site. Here are directions. A free shuttle service will run to bring attendees to and from the show.

**\*\* Parking Advisory \*\***

Severe winter snows resulted in a partial collapse of the parking deck adjacent to the hotel which is currently under repair. Because of significantly limited parking at the hotel, the hotel has provided a free shuttle service to an off-site parking lot, a mile and a five minute ride from the hotel. Do not attempt to park in restricted areas in the vicinity of the hotel. Cars have been subject to towing.

The lot is located at **1000 Secaucus Road, Secaucus.**

[MAP DIRECTIONS](#) available on [NOJEX.org](#) site

Driving directions to off-site parking and shuttle service to hotel:

1. From Route 3 exits, continue south on Meadowlands Parkway past the usual Harmon Plaza turn to hotel.
2. Go through the 1<sup>st</sup> traffic light, and at the second traffic light make a left turn onto American Way (The Children's Place Outlet will be in front of you).
3. Make a right turn onto Hartz Way.
4. When you get to the stop sign go straight, the parking lot will be on your right.

Hope to see you there!

**New Members and address changes:**

|  |
|--|
| <b>WELCOME TO NEW MEMBER:</b>  |
| Craig L. Martin, 74-711 Dillon Road, #9502, Desert Hot Springs, CA 92241, <a href="mailto:saracy3@gmail.com">saracy3@gmail.com</a> . |

|  |                   |
|--|-------------------|
| <b>Our thanks to those who have made donations to our Society with their dues payment:</b> |                   |
| John Best  | Daniel W. Elliott |
| E. Leslie Byrnes   | Joseph Haynes     |
| Claude Duperrex  | Richard Micchelli |

**HOMETOWN POs: Brotzmanville, NJ ~ Arne Englund**

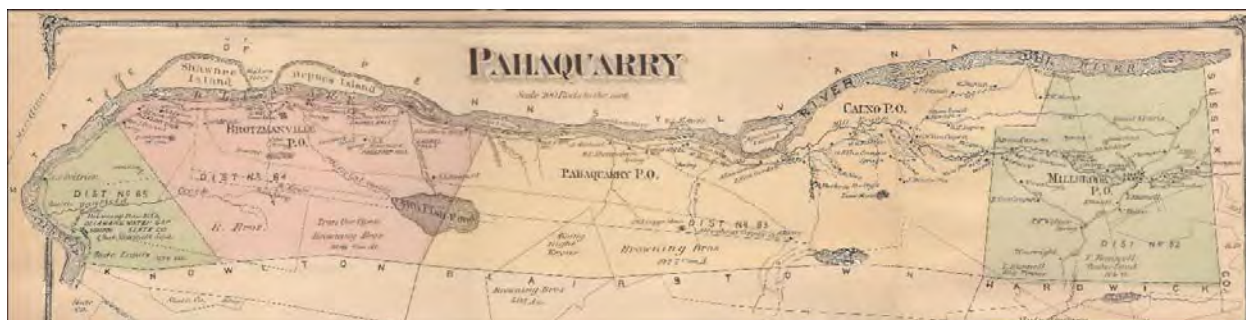
**HOMETOWN POs: Brotzmanville, NJ Post Office 1830 – 1879,  
Pahaquarry Twp., Warren County**

**By Len Peck & Arne Englund**

This 1852 Brotzmanville, NJ stampless folded letter has been in my collection for over 25 years, and with the information I've gathered about this very small post office I've intended to write about it in *NJPH* for some time. Recently I came across a write-up on Brotzmanville done by late NJPHS member Len Peck, right about the time that *NJPH* editor, Jean Walton, asked me to contribute this issue's Hometown P.O. article.

Len Peck is probably familiar to NJPHS members as having written a number of articles for the journal over the years, particularly regarding the early history of the postal service in the U.S. and the post offices of Sussex County, N.J.

Len passed away on April 27, 2014 at the age of 104. For much of his active life, he maintained an avid interest in history – including not only postal history, but also the history of northwestern New Jersey among other areas of study. He was a vast storehouse of knowledge on the history of Sussex County, especially the region along the upper Delaware known as The Minisink, a somewhat loosely defined area in New Jersey, Pennsylvania, and New York State, which in New Jersey lies along the river between Port Jervis, NY and the Delaware Water Gap.



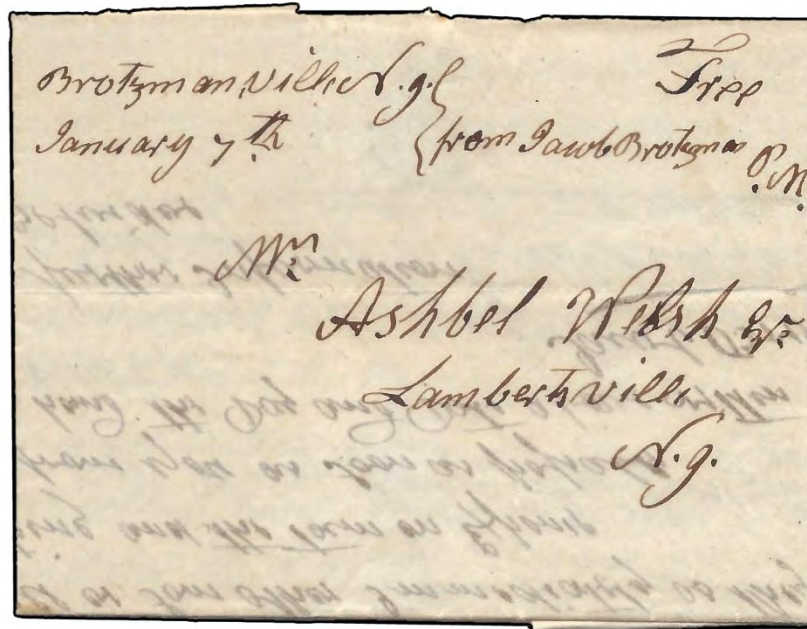
←South Brotzmanville PO Pahaquarry PO Calno PO Millbrook PO North→

**Fig. 1: Map of Pahaquarry Township, with the Delaware Water Gap to the left, and Brotzmanville PO, Pahaquarry PO, Calno PO, and Millbrook PO. This township is in Warren County, along the Delaware River, ranging north from the Water Gap to Millbrook Village. Much of this land is now part of the Delaware Water Gap National Recreation Area.** Beers Atlas<sup>1</sup>

Brotzmanville was located in Pahaquarry Township, Warren County, two miles above the Water Gap. The Post Office at Brotzmanville was established in 1830. Len states that previous to this mail was supplied from Columbia, N.J., in Knowlton Township, on the other side of Blue Mountain from Pahaquarry.

The Columbia P.O. was established in 1818, probably, in part, to serve the glass factory which had been established there in 1812. Getting around the Delaware Water Gap was extremely difficult on foot (a series of rope ladders was used), and basically impossible by horse due to the rockface of Mount Tammany, which sloped steeply, directly into the 90 foot river depths. For that reason, my guess is that the mail may have either been sent from Columbia across the Delaware to Dill's Ferry, Pa. (now Portland, Pa.), and then up that side of the river and back across at the ferry that Brotzman ran, or just straight up the river by boat if navigation was feasible.

In 1830, however, the same year as Brotzmanville P.O. was established, “the face of Mount Tammany was blasted away to provide space for a road....In constructing the Columbia-Walpack Turnpike in 1830, a shelf-like roadway had to be excavated into the rock.”<sup>2</sup> Thus, a more direct postal route could now be established.



*Fig. 2: A postmaster free franked cover sent by Jacob Brotzman to Ashbel Welsh [sic] in Lambertville - datelined Jan. 7, 1852.*

The Brotzmanville P.O. closed in 1842, and there was no P.O. in Pahaquarry Twp. until late in 1848, when Brotzmanville P.O. was re-established, along with the establishment of P.O.s at Calno and Millbrook, both also in Pahaquarry Twp. These 3 offices were all open for the next 30 years. In fact, between 1868 and 1878, a fourth Pahaquarry Twp. P.O. called Pahaquarry was in operation at The Union Hotel, later The Old Copper Mine Inn, in the vicinity of the Pahaquarry Copper Mines.

Brotzmanville’s office was discontinued in 1879, leaving only the two P.O.s, Millbrook and Calno, at the northern part of the township. However, a P.O. was established near the Water Gap in 1883 at Dunnfield, which had large school slate works. Between 1889 and 1901, this office was known as Delaware Gap. These other Pahaquarry Twp. P.O.’s will be the subject of future articles.

The park office and campground for Worthington State Forest is located where Brotzmanville once existed. Some stonework can be seen amongst the trees between the campsites.

Brotzmanville Warren County New Jersey January 7<sup>th</sup> 1852

Ashbel Welch Esq.

As I hereby offer my Proposal for getting  
 Timber for the Delaware and Baltimore Railroad  
 2000 feet of hemlock standing as you call them 6 by 12 inches  
 21 and 18 feet long at Eleven Dollars per thousand -  
 20000 feet of white and oak <sup>oak</sup> ties 3 feet long according to the  
 Advertisement at fourteen Dollars per thousand sawed but  
 with the possibility of having a small portion of it if the water  
 should fail it will be cut two miles above the water gap  
 in Warren County to be delivered at Blacks Eddy or French town  
 or Milford or Mahanock Creek New Jersey at either of them  
 places but unless I get the Hemlock and oak both I shall  
 not be bound to get either upon account of rafting  
 I have a saw mill in good Repair two Saws which will  
 go into it if I get the job they want to begin to Chop  
 for that or for some other I immediately as they are ready to  
 go at something and the term on Expense  
 let me hear from you as soon as possible  
 witness my hand this Day and Date above written

Jacob Brotzman

P.S. as for further Information  
 Inquire at Belvidere

Fig. 3: The letter from Jacob Brotzman, postmaster, ferry owner, and woodcutter, regarding shipments of cut wood to Lambertville. A transcription follows, with spelling as in the original.

Brotzmanville Warren County New Jersey January 7th 1852

Ashbel Welsh Esq.

Sir I hereby offer my Proposal for getting Timber for the Delaware and Belvidere Railroad 3000 feet of hemlock Seamthing(?) as you call them 6 by 12 Inches 21 and 18 feet long at Eleven Dollars per thousand - 20000 feet of white and rock oak ties 3 (8?) feet long according to the Advertisement at fourteen Dollars per thousand Sawed but with the Privaledg of hewing a Small Portion of it if the water Should fail - it will be Cut two Miles above the Water Gap in Warren County To be Delivered at Blacks Eddy or Frensttown or Milford or Mahatkonk Creek New Jersey at Either of them Places. but unless I get the Hemlock and oak Both I Shall not be Bound to get Either upon account of rafting I have a Sawmill in good Repair Two Sons which will go into it. if I get the job they want to begin to Chop for that Bill or Som other Immediately as they are ready to go at Something and the term(?) on Expenses.

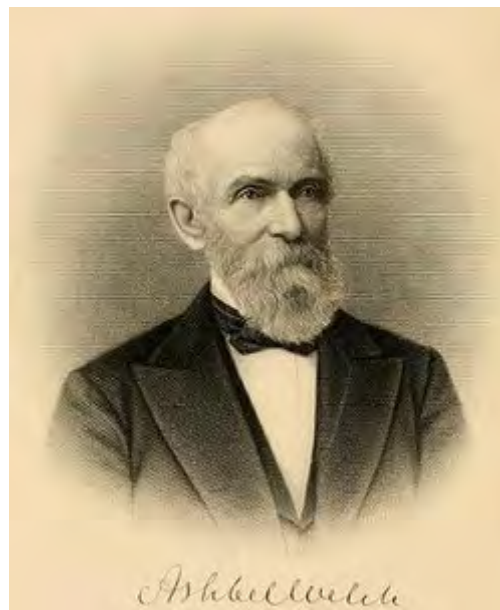
let me hear from you as soon as possible witness my hand the Day and Date above written

Jacob Brotzman

P.S. as for further information  
Inquire at Belvidere

As postmaster, Jacob Brotzman, had the franking privilege, and this letter, to Ashbel Welch at Lambertville, was sent “Free” and signed on the front by by Brotzman. The letter is in answer to an advertisement requesting proposals for the supplying of railroad ties for the Belvidere and Delaware Railroad.

Ashbel Welch (1809 – 1882), had, at the age of 24, been the chief engineer of the Delaware & Raritan Canal, which was completed in 1834, running between Bordentown and New Brunswick in Central Jersey. The canal was owned by the Camden & Amboy Railroad, which also acquired several connecting railroad lines throughout its territory. In 1836, Welch was appointed chief engineer of one of the lines, the Philadelphia & Trenton Railroad.



*Fig. 4: Ashbel Welch (1809 – 1882) – Chief Engineer of the Belvidere & Delaware R.R.*

## HOMETOWN POs: Brotzmanville, NJ ~ Arne Englund

The Belvidere & Delaware Railroad, another of the C&A's lines also had Welch overseeing construction. Although chartered in 1836, work on the Bel-Del did not begin until 1850, due to the depression of 1837 adversely affecting stock sales.

On February 6, 1851, the Trenton-Lambertville section of the line was opened. As evidenced by Brotzman's letter, by January, 1852, work was being done midway up Hunterdon County, in the Milford and Frenchtown area. Construction to Phillipsburg was completed in 1854, and Belvidere was finally reached on November 5, 1855.

Whether or not, Brotzman's proposal to supply ties to the Bel-Del was accepted is not known, but in addition to being a very scarce and interesting piece of New Jersey postal history, the letter also gives some insight into the logging industry on the upper Delaware in the mid-19<sup>th</sup> century, as the railroad ties would, of course, have been "delivered" downriver in the form of rafts.

Finding Len's writing on Brotzmanville inspired me to present a more in depth look at the Brotzmanville P.O. Over the years, I was at Len's house in Sparta a number of times, looking at covers and talking about postal history. I remember showing the above cover to him about 10 years ago. He stared at it quietly and said, "this is a good ol' cover." Of course, he had a lot of postal history items of which I could say "this is a good ol' cover."



Len Peck (1910 – 2014)

I don't think Len's done giving us articles and inspiration. Here is his article on Brotzmanville.

## BROTZMANVILLE

**By Len Peck**

On February 24, 1830 a post office named Brotzmanville was officially established on the application of Jacob Brotzman. It was customary at that time for the Postmaster General to name a post office after the applicant if no other name was specified on the application. This is how the village of Brotzmanville got its name. At the time the post office was established, it serviced the entire Pahaquarry Township until December 7, 1848 when post offices were established at both Calno and Mill Brook. Prior to 1830 all of this area was serviced from the post office at Columbia.

Jacob Brotzman was a very influential man in the area well before the County of Warren was formed out of Sussex County on November 20, 1824. At the first public town meeting on March 14, 1825, Jacob Brotzman, along with James VanCampen and Moses VanCampen, were elected as Freeholders. He served in this capacity until 1830. In 1835, Jacob Brotzman was elected an assemblyman from Warren County. He also served on the Town Committee for 1832, 1833, 1837-1840 and 1843-1846.

According to Mathews' history of Monroe, Wayne and Pike Counties, Pennsylvania,<sup>3</sup> one of the earliest ferries across the Delaware had its New Jersey terminus where the village of Brotzmanville was located. The Pennsylvania terminus was located between Shawnee and DePui Islands where the Shawnee Inn is presently located. If established as early as 1736 as claimed in Mathews History, it was probably established by Nicholas DePui. It first operated as the Nanatuman ferry, later the Old Shoemaker ferry until sold to Jacob Brotzman sometime around 1820. It was later sold to Charles Walker who later sold it to Charles C. Worthington in 1903 to provide transportation for his guests at Buckwood Inn (now called Shawnee Inn) to Buckwood Park in New Jersey.

In the late 1890s Charles C. Worthington established a summer residence at Shawnee-on-Delaware, Pennsylvania. He and his family owned the Worthington Pump and Machinery Corp., which had been established in the early 1800s. Charles Worthington was an engineer and inventor who devised a number of important improvements in pumps, compressors and other machines. He was a great outdoorsman and had spent much time over the years in the Delaware Water Gap area. During that time he had accumulated an estate of some 5000 acres on both sides of the Delaware between the Kittatinny Mountains in New Jersey and the Pocono Mountains in Pennsylvania, which he named Buckwood Park. He first constructed Worthington Hall in Shawnee, PA., which he gave to the people of Shawnee for a meeting place. He then built them a library and later a craft shop where Lenape baskets were woven. These became very popular at craft fairs and in stores throughout the country. Later he built the famous Buckwood Inn and one of the finest golf courses in the country. Water for the Inn was gravity fed from Sunfish Pond in New Jersey across the river to Shawnee. The New Jersey side was also developed into a nature sanctuary called Buckwood Park, which was later ceded to New Jersey and is now known as Worthington Park. Many conveniences were built around the ferry landing at Brotzmanville for swimming and boating, also at Buckwood Lake (Sunfish Pond).

## HOMETOWN POs: Brotzmanville, NJ ~ Arne Englund

A year before Charles Worthington died at the age of 91 in 1944, he finally allowed his family to sell his beloved Inn. It was sold to Manwalamink, Inc., a corporation headed by Fred Waring, who changed its name to the Shawnee Inn. Fred Waring and his Pennsylvanians played there for many years.

Although the village of Brotzmanville ceased to exist early in the 1900s when Charles Worthington purchased the ferry and surrounding property, it did continue as a popular recreation area for the affluent guests at Buckwood Inn for many years. At present, the former Brotzmanville site is used as the headquarters for Worthington State Park.

### POSTMASTERS AT BROTZMANVILLE:

BROTZMANVILLE POST OFFICE, (Pahaquarry Twp., Warren Co., N.J.)

Postmaster Information:

- **1830**, Feb. 24 - P.O. Established, Jacob Brotzman 1st P.M.
- **1835** - P.O. Compensation \$3.47, Jacob Brotzman P.M.
- **1842**, Apr. 22 - P.O. Discontinued
- **1848**, Dec. 7 - P.O. Re-established, Jacob Brotzman P.M. The P.O.s at Millbrook and Calno, both also in Pahaquarry Twp. were each established on Dec. 7, 1848. This would, of course, indicate the establishment of a Postal Route running most of the length of Pahaquarry Twp., probably coming north from the P.O. Columbia, and north of Millbrook connecting with the Postal Route from Flatbrookville to Newton by way of Stillwater.
- **1851** - P.O. Guide lists Jacob Brotzman as P.M. Does not give mail route.
- **1854**, Jul. 19 - Charles Walker appointed P.M. Walker is also listed as P.M. in the 1855 & 1859 P.O. Guides.
- **1856** - P.M. Compensation \$3.04, Net Revenue of office of dept. \$1.66. Charles Walker P.M.
- **1872** - P.M. Salary \$1.00
- **1874** - Pahaquarry Twp. map in *Beer's Atlas of Warren Co.* show's Brotzmanville P.O. as located next to house owned by C(harles) Walker
- **1875** - Mail Route noted as being from Columbia, N.J. by Brotzmanville, Calno, Millbrook to Flatbrookville
- **1879**, Oct. 13 - P.O. Discontinued. Mail then to be sent to Shawnee, Pa.

### ENDNOTES:

---

<sup>1</sup> *Beer's County Atlas of Warren New Jersey*. F.W. Beers & Co., NY, 1874

<sup>2</sup> Kraft, Herbert C. *The Dutch, The Indians and the Quest for Copper: Pahaquarry and the Old Mine Road*. South Orange, NJ: Seton Hall, 1996.

<sup>3</sup> Mathews, Alfred, *History of Wayne, Pike, and Monroe Counties, Pennsylvania*, R.T. Peck & Company, - Monroe County (Pa.) 1886 – also available on Google Books.



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

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

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

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

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

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

**WANTED: UNION CITY (UNION HILL, HUDSON COUNTY) covers sought.** Please send scan and price to Dr. Marion Rollings, 101 New Amwell Rd., Hillsborough, NJ 08844, email [DrMarionRollings@gmail.com](mailto:DrMarionRollings@gmail.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](mailto:pwschopp@comcast.net).

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

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

**WANTED: SCOTT #610** matched set of plate blocks, F-VF or better, NH not required, send scans or photocopies with price to Alan Parsons, 809 Holley Rd, Elmira, NY 14905; [alatholleyrd@aol.com](mailto:alatholleyrd@aol.com)

**SALE! Coles (1983) Postal Markings of NJ \$35.00, Kay & Smith (1977) N.J Postal History, \$35.00; Kay (1972) Railway Postal Markings, \$25.00.** Free Shipping. W.G. Kremper, P.O. Box 693, Bartow, FL 33831, [wgkremper@msn.com](mailto:wgkremper@msn.com).

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

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

**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](mailto:r.detrolio@comcast.net).

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

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

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

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

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

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

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

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

**LIQUIDATING MY COLLECTION OF STAMPLESS LETTER & COVERS from all states.** Please send want list. Many New Jersey manuscripts & post marks. Contact [kenhall@oldletters.com](mailto:kenhall@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., Runnemede, NJ 08078 856/229-1458, [webmaster@NJPostalHistory.org](mailto: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](mailto: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](mailto:jjbest@comcast.net)

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

**WANTED FOR EXHIBIT: BETTER COVERS FROM NEW BRUNSWICK, NJ, COLONIAL PERIOD TO 1900.** Contact Nathan Zankel, P.O. Box 7449, North Brunswick, NJ 08902, [nate@nbis.com](mailto:nate@nbis.com), or call 732/572-0377.

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

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

**PHILATELIC LITERATURE FOR SALE:** postal history (various states and U.S., U.S.A. Stamps (Allen, Brookman, Chase, Neinken, etc., RR (Remele, Towle & Meyer). Send want list. W.G. Kremper, P.O. Box 693, Bartow, FL 33831, [wgkremper@msn.com](mailto:wgkremper@msn.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](mailto:JTJersey@verizon.net).

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

**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](mailto:robertrose25@comcast.net).

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

**WANTED: NJ SHIP and STEAMBOAT covers before Civil War.** Contact Steven M. Roth, 1280 21<sup>st</sup> Street, NW, Suite 209, Washington, DC 20036, 202/293-2563 or email [stevenroth@comcast.net](mailto:stevenroth@comcast.net).

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](mailto:stevewashburne@hotmail.com).

**Seeking buyer for Historic Post Office.** Own your own Zip! Contact John J. Best, 65 Sycamore Lane, Skillman, NJ 08558, [JJbest57@gmail.com](mailto:JJbest57@gmail.com), 609-306-3151.

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

| <b>NJPHS LITERATURE AVAILABLE <b>POSTPAID</b> from Robert G. Rose, NJPHS, 18 Balbrook Drive, Mendham, NJ 07945 or email <a href="mailto:Secretary@NJPostalHistory.org">Secretary@NJPostalHistory.org</a> for a Paypal invoice.</b>   | <b>Member price</b>        | <b>Non-members</b>        |
|--|----------------------------|---------------------------|
| <b>CD or hard copy:</b> <i>The Postal Markings Of New Jersey Stampless Covers: An Update</i> by Donald A. Chafetz (2004) hardcopy, 28pp. or available on CD in .PDF format .....<br>Updates the extensive work of William C. Coles, with new markings and dates since that original work was published in 1983<br><b>Also available to members free as a downloadable file</b> .....   | \$10.00<br><br><b>FREE</b> | \$15.00                   |
| <b>CD only:</b> <i>Washington Organ Manufacturers</i> on CD, by Len Frank - 3 articles + many organ advertising cover illustrations not in <i>NJPH</i> , in Acrobat Reader [.PDF] format .....<br>• A series of 3 articles on the advertising covers and history of the organ manufacturers of Washington, NJ,<br>• Adds a picture gallery of many covers not illustrated in those articles.<br>• Includes much paper ephemera as well. An impressive collection.  | \$7.50                     | \$10.00                   |
| <b>Hard copy:</b> <i>Illustrated Directory of New Jersey 1847 Issue Covers</i> , Brad Arch, ed., 1987, 44pp & Supplements .....<br>• For the collector of the 1847 Issue, this book by Brad Arch is the comprehensive work on New Jersey covers<br>• 5¢ and 10¢ covers in separate sections<br>• Detailed descriptions of each cover, arranged by office of origin.  | \$4.00                     | \$7.50                    |
| <b>Hard copy:</b> <i>New Jersey DPO's</i> , Brad Arch, ed., 1981, 22pp, pocket sized Checklist of Discontinued Post Offices .....<br>THE pocket manual of New Jersey discontinued post offices, easy to transport and an excellent checklist<br><b>Also available to members free as a downloadable file</b> .....   | \$3.00<br><br><b>FREE</b>  | \$4.00                    |
| <b>Hard copy:</b> <i>New Jersey's Foreign Mail</i> , 1997, Gerard J. Neufeld, 76pp. ....<br>• A fine monograph on foreign mail to and from New Jersey in the 19 <sup>th</sup> Cent.<br>• Profusely illustrated • Each cover explained  | \$8.00                     | \$10.00                   |
| <b>CD:</b> Mosher's NJ Private Express Companies .....<br>• 10 compiled articles by Bruce Mosher on many aspects of private express mail in New Jersey with many color illustrations<br>• Previously unpublished material in lengthy postscript plus index   | \$10.00                    | \$15.00                   |
| <b>CDs:</b> Back issues of the NJPH Journal are available on CD for 2003 to 2013, at<br>• Each CD includes the 4 quarterly journals for one year, in color, pdf format<br><b>CD:</b> 2014 <i>NJPH</i> Issues on CD in .PDF format, many color illustrations.....   | \$5.00<br>each<br>\$5.00   | \$7.50<br>each<br>\$12.00 |
| <b>Members only:</b> 2 back issue CDs, \$8.00, 3 back issue CDs \$12.00, 4 back issue CDs \$15.00, 5 CDs \$18, 6 CDs \$22, 7 CDs \$25, 8 CDs \$28, 9 CDs \$30, all CDs (including 2014) \$35. <b>(Also available to members free as downloadable files)</b><br><b>Non-members:</b> 2 back issue CDs, \$12.00, 3 back issue CDs \$15.00, 4 back issue CDs \$18.00, 5 back issue CDs \$22, 6 back issue CDs \$28, 7 back issue CDs \$32, 8 back issue CDs \$35, 9 back issue CDs, \$38, all 11 back issues CDs(including 2014 CD), \$45. |                            |                           |
| <b>Literature purchases may be made with Paypal – email your choices to <a href="mailto:Secretary@NJPostalHistory.org">Secretary@NJPostalHistory.org</a> for a Paypal invoice.</b>   |                            |                           |

**DOWNLOADABLE FILES AVAILABLE FREE TO MEMBERS ONLY!\***

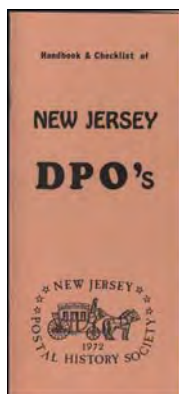
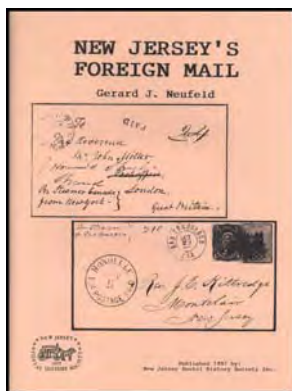
|   |             |       |
|---|-------------|-------|
| Brad Arch's handy DPO book available in Excel format (for hardcopy see above).  | <b>FREE</b> | 2.95  |
| Stampless Era Post Offices, based on Coles and the Coles Update in Excel format.  | <b>FREE</b> | 2.95  |
| Brennan, Lawrence, <i>New Jersey-Built Air Craft Carriers</i> , a long series with many covers in PDF format.   | <b>FREE</b> | 12.95 |
| Chafetz, Don <i>Coles Update</i> – a supplement and update to Wm Coles study of <i>New Jersey Stampless Markings</i> , in pdf format.                                       | <b>FREE</b> | 2.95  |
| Chafetz, Don, <i>Development of Morris County Mail Service – 1760-1850</i> – a digital exhibit, PDF.  | <b>FREE</b> | 4.99  |
| Edge, Jack, <i>Post Towns of Burlington County</i> . All of Jack's Burlington series, as published in the pages of <i>NJPH</i> , compiled into one document, in PDF format. | <b>FREE</b> | 7.99  |
| Edge, Jack, <i>Postmasters of Burlington County</i> . List of Burlington County postmasters from in Jack's Burlington series, in PDF format.                                | <b>FREE</b> | 4.99  |
| Englund, Arne, <i>New Jersey Summer Post Offices</i> – seasonal POs of NJ, in PDF.  | <b>FREE</b> |       |
| Law, Mary E., <i>The Postal History of Cape May County, NJ</i> including postmaster list, published in <i>NJPH</i> between March 1993 through May 1994, PDF format.         | <b>FREE</b> | 8.99  |
| Peck, Len, <i>Essays on Sussex County &amp; New Jersey Postal History</i> , articles 2004-10, pdf   | <b>FREE</b> | 9.95  |
| Roth, Steve – NJ Stampless Markings Database – an ongoing study of known NJ SFLs  | <b>FREE</b> |       |
| Siskin, Ed & Jean – A List of NJ Legislative "Free:" Franks -2012   | <b>FREE</b> | 4.99  |
| Walker, Jim, <i>Hunterdon County Postal History</i> , serialized articles 2007-2010, pdf  | <b>FREE</b> |       |

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

**THE NEW JERSEY POSTAL HISTORY SOCIETY LITERATURE**

**AVAILABLE FOR IMMEDIATE DELIVERY, Post paid, send check to: Robert G. Rose, New Jersey PHS, Robert G. Rose, 18 Balbrook Drive , Mendham, NJ 07945, or email [President@NJPostalHistory.org](mailto:President@NJPostalHistory.org).**

**PayPal payment available – email [Secretary@NJPostalHistory.org](mailto:Secretary@NJPostalHistory.org) with wants for Paypal invoice.**



**Yearly NJPH issues on CD  
(2003 – 2013)  
Plus other valuable studies  
on CD**



**Washington NJ Organ  
Manufacturers  
By Leonard Frank**

**New Jersey Private  
Express Companies  
By Bruce H. Mosher**



| Literature purchases may be made by check (see above) or with Paypal – email us your choices to <a href="mailto:Secretary@NJPostalHistory.org">Secretary@NJPostalHistory.org</a> for a Paypal invoice.   | Member price | Non-members |
|--|--------------|-------------|
| <b>CD or hard copy:</b> <i>The Postal Markings Of New Jersey Stampless Covers: An Update</i> by Donald A. Chafetz hardcopy, 28pp. or available as CD in Acrobat Reader [.PDF] format (2004).....<br>Updates the extensive work of William C. Coles, with new markings and dates since that original work was published in 1983   | \$10.00      | \$15.00     |
| <b>CD:</b> Bruce Mosher's <i>NJ Private Express Companies</i> .....<br><ul style="list-style-type: none"> <li>• 10 compiled articles by Bruce Mosher on many aspects of private express mail in New Jersey</li> <li>• Many color illustrations</li> <li>• Previously unpublished material in lengthy postscript</li> <li>• Alphabetical index</li> </ul>   | \$10.00      | \$15.00     |
| <b>CD:</b> <i>Washington NJ Organ Manufacturers</i> on CD, by Len Frank - 3 articles + many illustrations not in <i>NJPH</i> , in Acrobat Reader [.PDF] format, 2004..<br><ul style="list-style-type: none"> <li>• A series of 3 articles on the advertising covers and history of the organ manufacturers of Washington, NJ,</li> <li>• Adds a picture gallery of many covers not illustrated in those articles.</li> <li>• Includes much paper ephemera as well. An astounding compilation of material.</li> </ul> | \$7.50       | \$10.00     |

*Visit our web site at: [www.NJPostalHistory.org/](http://www.NJPostalHistory.org/)  
(see inside back cover for hard copy literature)*