



NJPH

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A New Jersey Postal History Travesty



In the Shreves Philatelic Galleries, Inc. auction sale of the Dr. Robert Hinrichs collection, held in New York on May 21, 2004, the top stamp of what had been a vertical pair on a Habersham cover was sold as an off-cover single for \$6750 + 10% buyer's premium. More on 1847 New Jersey usages in this issue: "On the Auction Scene," page 111.

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THANKS FOR DONATIONS!

The Society gratefully acknowledges the cash donations of the following members: Don Chafetz, Robert Livingstone, Fred Mancuso, and Alan Parsons. Donations are important in helping the Society meet the ever increasing cost of producing and mailing the Journal.

PRESIDENT'S MESSAGE

Our Society's Journal, *NJPH*, was awarded a vermeil medal for last year's four issues of Volume 32 in the literature competition held at NAPEX in June. That medal level was the highest awarded to any state postal history society, and matched the level achieved by several national societies. Our Journal has been entered in the literature competition at StampShow which is to be held in Sacramento this month. I want to congratulate our Society's secretary, Jean Walton, whose name very modestly appears on the masthead as "layout editor" of this Journal. In fact, she is much more and has been largely responsible for its continued improvement in both content and appearance. Kudos to you, Jean!

This issue of the Journal continues with Bruce Mosher's ground breaking series on the private express companies in New Jersey, this time focusing on Wells Fargo's operations over New Jersey's railroads. There will be more to come on Wells Fargo in the November issue of *NJPH*.

Your Society will be present at MERPEX. Details concerning this show are included in the Journal. I will attend the show on Saturday, September 4, 2004 and will have a variety of Society publications and CDs available for purchase. Our Society has a large contingent of members from South Jersey. I hope that many of you will be able to attend the show and stop by to say hello.

The Philadelphia National Stamp Show, to be held at the Valley Forge Convention Center on October 1-3, 2004, will feature a tri-state postal history exhibition which will put the Pennsylvania and Empire State Postal History Societies and your New Jersey Postal History Society in competition with each other. Each society will contribute six one-frame exhibits as a single entry with the top award to the best society entry. It should make for an interesting and different form of competition.

Our Society's auction manager, Arne Englund, has scheduled another Ebay sale for late September. If you have any New Jersey material that you would like to include in the sale, please contact him at the address or by email as indicated on the masthead.

I hope each of you is enjoying the summer; as always, it's going by too quickly.

ROBERT G. ROSE

NEW JERSEY PRIVATE EXPRESS COMPANIES: Part 5A Wells Fargo & Company's Express

By **Bruce H. Mosher**
© 2004 Bruce H. Mosher

Wells, Fargo & Company

Wells, Fargo & Company was founded on March 18, 1852 for the purpose of capitalizing on a perceived urgent need for private express service in the California gold mining districts and to provide banking and letter delivery services in California. Two American Express executives, Henry Wells and William G. Fargo, plus their associates, started the company in New York City where its headquarters was established for the first 20 years of business. Wells Fargo began its express business in California later in 1852 and quickly became the predominant express company west of the Mississippi River for the remainder of the 19th Century. Wells, Fargo & Company was one of the four largest express companies ever, and perhaps it alone was the largest in United States history.¹

Wells Fargo always had a corporate desire to operate its own express routes from the California coast all the way across the United States to the eastern seaboard. Its acquisition of the Erie Express Company fulfilled this long-standing aspiration to provide transcontinental express service. An interesting sidelight of this acquisition was the “creation” of the readily-recognizable Wells Fargo diamond symbol and logo that was conveniently appropriated from the now-defunct Erie Express logo. The similarity of these logos can be seen in the *Figure 5-1* company labels that illustrate both types.



Figure 5-1. Similarity of the Erie Express and Wells, Fargo & Co. Express diamond logos.

The Wells Fargo & Company Express operated throughout the United States until 1918 when the Government consolidated all the major U.S. express companies by federal proclamation. On July 1, 1918 the domestic express assets of Wells Fargo, plus six other large express companies, were merged into the American Railway Express Company. Wells Fargo did continue their Mexican and Cuban express business after the proclamation and into the 1940's.

In 1898 the company implemented a minor corporate name change that merits explanation. “Wells, Fargo & Company's Express,” was the early possessive form, and official name, of the express business. “Company” referred to the group of people, other than Wells and Fargo, who founded the business, and not other companies owned by Wells and Fargo. In August 1898, the comma in “Wells, Fargo” and the “apostrophe s” at the end of “Company's” were dropped from the old name.³ Thereafter the revised name became “Wells Fargo & Company Express.” This may sound like a small nit, but the difference between the two official company names is used in this article to help time-date several historical items.

Wells Fargo Express Operations within New Jersey (1888 – 1918)

Prior to 1888, there were no Wells Fargo Express contracts on any railroads operating within the State of New Jersey. Then in 1888, Wells, Fargo & Co. completed the purchase of the then existing Erie Express system on March 16th. This was historically significant, because, after the Erie’s express routes were combined with already existing Wells Fargo express routes, our nation’s first transcontinental express capability which was operated by a single company emerged.⁴ This acquisition was also the first time that Wells, Fargo & Company contracted to do express business in New Jersey since the Erie Railroad (and its Express) traveled across the northeast corner of the Garden State. The Erie Express acquisition provided the basis for Wells, Fargo & Co.’s “Ocean to Ocean” expressing announcement, which became an often-used route-coverage motto that became prominent in Wells Fargo’s advertising through the end of the 19th and into the 20th Century. Two of the Ocean to Ocean promotional mini-maps used by Wells Fargo are shown in Figure 5-2. These mini-maps additionally became prominent Wells Fargo company logos.

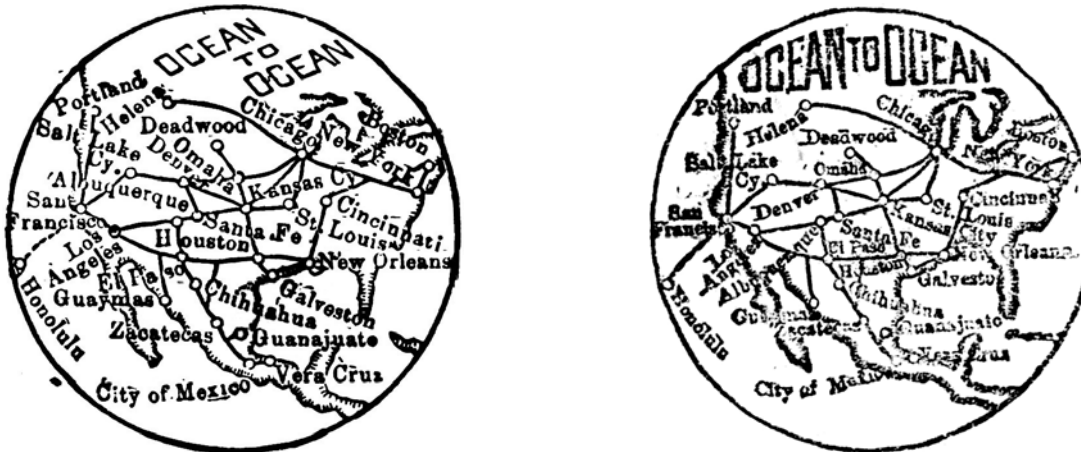
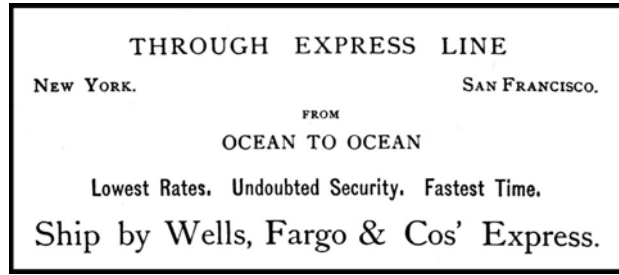


Figure 5-2. Ocean to Ocean advertising maps.

The left mini-map is from a Wells Fargo office label (an example will be shown in Figure 5-13). The right mini-map is printed on the advertising side of the Figure 5-17 express receipt and also appears in the design of the New York Depot office label shown in Figure 5-14. These mini-maps were also used as the corner card designs on some post-1888 Wells Fargo business envelopes and were printed on other, post-1888, Wells Fargo business forms. [Note: Figs. 5-13, 5-14, and 5-17 will appear in Part 5B.]

The western “Ocean” terminus was provided by Wells Fargo operations in coastal California (San Francisco, Los Angeles) via the Southern Pacific Railroad and also at Portland, Oregon via the Oregon & California Railroad. The eastern “Ocean” terminus was at New York City and was reached by railroad ferry from Erie’s railhead at the Jersey City waterfront on the Hudson River. The Boston seaport was later accessed by Wells Fargo Express rail service. Wells Fargo already had express contracts on several mid-continent railroads to complete their transcontinental coverage. A rather simple Wells Fargo advertisement from an 1891 book published in Jersey City is shown in Figure 5-3.⁵



(Courtesy Dr. Robert J. Chandler)

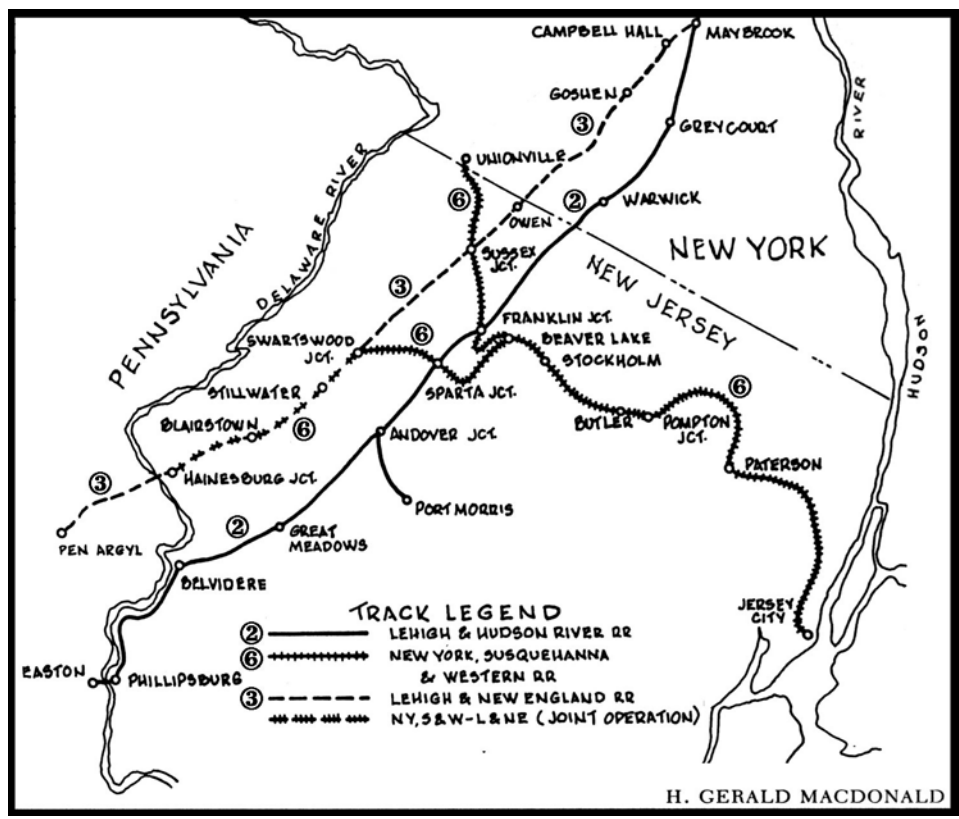
Figure 5-3. 1891 Ocean-to-Ocean advertisement.

The Erie Express Company was a department of the New York, Lake Erie and Western Railroad (contemporarily known as the “Erie Railroad”) that extended from Binghamton, New York to Hoboken and Jersey City. The Erie Railroad tracks entered northern New Jersey just northwest of Mahwah and wended their way southward through Bergen County to the Jersey City wharfs on the west side of the Hudson River. Wells, Fargo & Co’s Express continuously operated on the Erie Railroad for slightly over thirty years from March 16, 1888 until June 30, 1918.

In early 1888, the Erie Express also operated on the Lehigh & Hudson River Railway (L&HR) and the Northern Railroad of New Jersey (NRR of NJ). The L&HR route traversed Warren and Sussex Counties to carry rail traffic from eastern Pennsylvania to eastern New York State. The NRR of NJ (a semi-autonomous branch of the Erie Railroad) entered the state just north of Northvale (about 2 miles west of the Hudson River), then roughly paralleled the Hudson southward to Jersey City. The express privileges on these two roads were acquired by Wells Fargo in March 1888 when they made the Erie Express purchase.

In subsequent years, Wells Fargo & Co. also contracted for express rights on the New Jersey portions of the New Jersey & New York Railroad (1901 to 1918), and the New York, Susquehanna & Western Railroad (1906 to 1918). These roads owned track in northern New Jersey that was utilized to move freight from eastern Pennsylvania through New Jersey to eastern New York State, or to New York City. In addition, the Wells Fargo & Company Express contracted with the Lehigh & New England Railroad from 1897 to about 1914 and the Morristown & Erie Railroad (approximately 1905 to 1918) to provide intrastate express service on these roads.

The approximate New Jersey routes of these railroads are shown in Figures 5-4 and 5-5, and Table 5-I summarizes the extent of the Wells Fargo Express routes on them. Initially (1895 to 1907), based on reference material at hand, the active Wells Fargo expressing portion of the Lehigh and Hudson River Railroad (L&HR) ran from Swartswood Junction, N.J. northeastward to Owen, N.J. near the New York state line. During this period, express on L&HR trains to the southwest (Swartswood Junction to Columbia, N.J., which is south of Hainesburg Junction) was provided by the National Express Company. Around 1906, Wells Fargo took over the express contract on the New York, Susquehanna & Western Railroad and also assumed the express privileges for the entire L&HR route (Columbia to Owen) in New Jersey.



(Adapted from p. 247)⁶

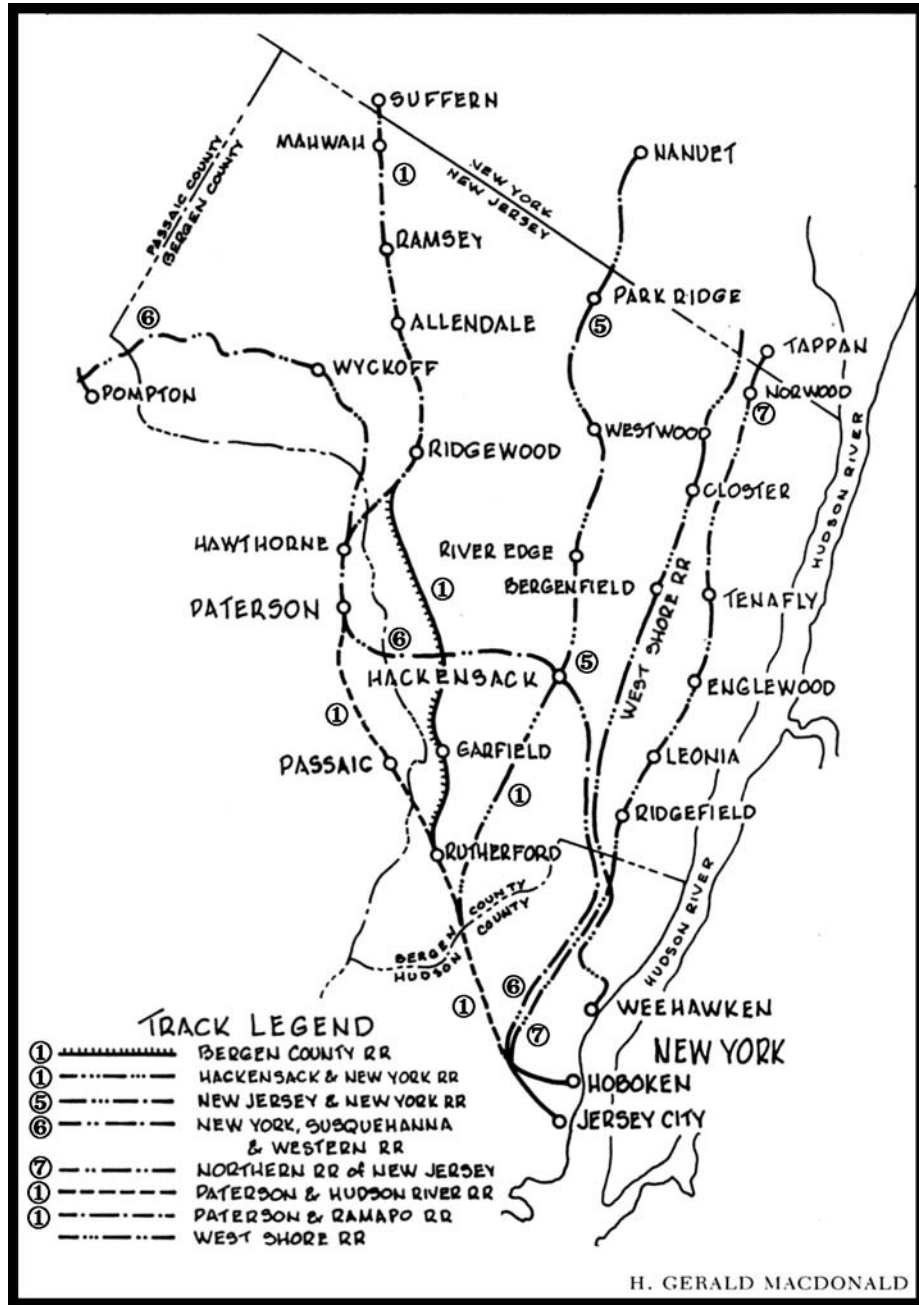
Figure 5-4. Wells Fargo railroad routes in northern N.J. (Part 1).

Wells Fargo signed their first contract with the L&NE on July 20, 1897 and it was good for one year from January 1, 1897 to December 31st. The following excerpts are taken from that contract:⁷

For 40 percent of the gross to the Railroad company, "THE RAILROAD COMPANY AGREES TO PROVIDE ON EACH OF ITS DAILY PASSENGER TRAINS OPERATED OVER WHAT IS KNOWN AS THE NEW JERSEY DIVISION, SUFFICIENT FACILITIES OF THE KIND CUSTOMARILY FURNISHED TO EXPRESS COMPANIES BY RAILROAD COMPANIES, FOR THE TRANSPORTATION OF ALL FREIGHT AND EXPRESS MATTER WHICH MAY BE TENDERED BY THE EXPRESS COMPANY AT ANY STATION AT WHICH PASSENGER TRAINS MAY STOP, AND TO RECEIVE AND TRANSPORT SUCH FREIGHT AND EXPRESS MATTER UPON SUCH PASSENGER TRAINS LEAVING SUCH STATION NEXT FOLLOWING SAID TENDER, AND WILL CARRY SAME WITHOUT DELAY OR DETENTION TO DESTINATION....."

A further note, to the Interstate Commerce Commission, the General Auditor says, on December 15, 1910. "I HEREBY CERTIFY THAT IN ACCORDANCE WITH AN AGREEMENT ENTERED INTO BETWEEN WELLS FARGO & COMPANY AND THE LEHIGH & NEW ENGLAND RAILROAD COMPANY IN THE YEAR 1897 AND EXTENSIONS OF SAID AGREEMENT FROM TIME TO TIME, WELLS FARGO & COMPANY PAYS TWO AND ONE-HALF CENTS PER PACKAGE TO THE LEHIGH & NEW ENGLAND RAILROAD COMPANY FOR THE TRANSPORTATION OF PEACHES CARRIED BY SAID RAILROAD COMPANY FOR WELLS FARGO & COMPANY."

The routes of the Paterson & Hudson River Railroad, and the Paterson & Ramapo Railroad, the Hackensack & New York Railroad, and the Bergen County Railroad are shown in Figure 5-5. These four roads were absorbed by one of these three succeeding companies — New York & Erie Railroad that became the Erie Railway that became the New York, Lake Erie & Western Railroad (a.k.a. 'Erie Railroad') - in 1852 [P&HR RR & P&R RR], 1869 [H&NY RR], and in pre-1884 [BC RR]. Early express service on the West Shore Railroad (also shown in Figure 5-5) was conducted by the National Express Company. [Also see Table 5-I, following page.]



(Adapted from p. 174)⁸

Figure 5-5. Wells Fargo railroad routes in northern N.J. (Part 2).

Ref. #	Railroad Name	Enter From	First N.J. Town	County	Exit to	Last N.J. Town	County	Approx. N.J. Track
1	Erie RR	NY	Mahwah	Bergen	Hudson R.	Jersey City	Hudson	35 Miles*
2	Lehigh & Hudson River R'y	PA	Phillipsburg	Warren	NY	DeKays	Sussex	60 Miles
3	Lehigh & New England RR	---	Swartwood Junction	Sussex	NY	Owen	Sussex	20 Miles
4	Morristown & Erie RR	---	Morristown	Morris	---	Essex Fells	Morris	12 Miles
5	New Jersey & New York RR	NY	Montvale	Bergen	Hudson R.	Jersey City	Hudson	50 Miles
6	New York, Susquehanna & Western RR	PA NY	Columbia Quarryville	Warren Sussex) Hudson) River	Jersey City	Hudson	100 Miles
7	Northern RR of New Jersey	NY	Northvale	Bergen	Hudson R.	Jersey City	Hudson	25 Miles
* Erie RR also had additional mileage within N.J.								7/14/04

Table 5-I. New Jersey railroads that contracted with Wells Fargo & Co. Express.

The Table 5-II chart chronicles the 30-year history of the Wells Fargo Express operations on New Jersey railroads and is based on information found in 1886 to 1917 annual shipping guides and other pertinent historical references. Dr. Robert J. Chandler has kindly supplied some of the historical Wells Fargo railroad contract information that was used to generate Table 5-II. There were never any Wells Fargo express services within New Jersey that operated outside of these railroad contracts, as far as is presently known.

Several comments follow about the information in Table 5-II.

1. The Reference numbers shown for the railroads are identical with those in Figures 5-4 and 5-5 (where they appear as encircled numbers) and in the first column of Table 5-I.
2. The Railroad Operations dates are copied from *Railroad Names* by William D. Edson that was published by Mr. Edson in January 1999.
3. The January year dates in the top row of this chart represent annual E.W. Bullinger Postal and Shipping Guide references that are the historical sources for the information in each column. The other annual dates represent various contemporary documents containing pertinent information that is included in the chart. Many years are missing from the top row entries because no contemporary documentation could be found for those years that detailed the then-current express contracts on New Jersey railroads.
4. Mr. Edson lists the Northern Railroad of New Jersey as having an 1859–68 existence, after which it became part of the Erie Railway from 1868–78. Then by railroad name change, it became a part of the New York, Lake Erie & Western Railroad from 1878–95 and subsequently came under the Erie Railroad in 1895 and thereafter. The NRR of NJ retained its name identity independent of the Erie Railroad (but was operated by the Erie) according to other contemporary documents and this is the reason it is listed separately in this chart and throughout this article.

Table 5-II. Wells Fargo Express Service on Railroads in Northern N.J.

Ref. #	Railroad or RR-Branch in NJ	Railroad Operations	June 1886	April 1887	Jan. 1888	Jan. 1889	Jan. 1890	Jan. 1891	Jan. 1893	Jan. 1901	Jan. 1903	Jan. 1904	Jan. 1906	Jan. 1907	Jan. 1908	Jan. 1909	Jan. 1910	Jan. 1911	Jan. 1912	Jan. 1914	Jan. 1915	Jan. 1917
1	New York, Lake Erie & Western RR	1878-95	ERIX	WF	WF	(renamed as the 'Erie RR' in 1895)																
1	Erie RR	1895-1960				WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF
2	Lehigh & Hudson River Railway	1881-1976	USX	ERIX	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF
3	Lehigh & New England RR	1895-1975				??	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	ADX
4	Morristown & Erie RR	1903-???				(formerly the Whippany River RR)																
5	New Jersey & New York RR	1874-1967	USX	USX	USX	USX	??	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF
6	New York, Susquehanna & Western RR	1881-???	NATX	NATX	NATX	NATX	NATX	NATX	NATX	NATX	NATX	NATX	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF
7	Northern RR of NJ	1859-68	USX	ERIX	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF	WF

NOTES:

ADX = Adams Express Company
 ERIX = Erie Express Company [Began May 15, 1886; sold to Wells Fargo on March 16, 1888]
 NATX = National Express Company
 USX = United States Express Company
 WF = Wells, Fargo & Company's Express (to 1898); Wells Fargo & Company Express (after 1898)
Italicized entries are estimated express services (no validating references have been found)
 ?? = Don't know what express company was on this road

Table 5-II: Wells Fargo Express Service on Railroads in Northern NJ.

Wells Fargo information that confirms its 1911 express routes on New Jersey railroads was found in a July 24, 1911, Wells Fargo & Company Express bulletin (see the excerpted portion in Figure 5-6). This bulletin was issued by the Office of Vice-President and General Manager E. A. Stedman to officials, agents and employees. It contains the following New Jersey-related Wells Fargo information.

- The New Jersey & Eastern New York Division was one of four divisions in the Greater New York Department.
- E. J. Crowe was Superintendent of this Division. He worked out of the Wells Fargo office at 50 Church Street in New York City.
- This Division included contracts on these roads:
 - Erie Railroad (only the sections operating in N.J. are cited here):
 - Main Line: Jersey City to Binghamton, N.Y.
 - Newark Branch: Paterson to Newark
 - Greenwood Lake Division: Jersey City to Greenwood Lake, N.Y.
 - Bergen County Railroad
 - Northern Railroad of New Jersey
 - New Jersey & New York Railroad
 - New York, Susquehanna & Western Railroad
 - Morristown & Erie Railroad
 - Lehigh & Hudson River Railway [sic]
 - Lehigh & New England Railway

This is almost identical to the list of 1911 railroad names that are in Table 5-II, which information was obtained from a different reference source. Only the Bergen County Railroad has been added to this Wells Fargo list. However, the contemporary shipping guides show this road as a branch of the Erie Railroad, so it can be assumed to be included within the Erie RR entry in Table 5-II.

Wells Fargo & Company
Express

Office of Vice-President and General Manager

CHICAGO, ILL., July 24, 1911.

TO OFFICIALS, AGENTS AND EMPLOYEES:

Effective August 1st, 1911, the Company's service on lines indicated below will be under the jurisdiction of Officials named:

GREATER NEW YORK DEPARTMENT
F. J. HICKEY, General Superintendent, New York.
C. V. FOWLER, Superintendent, New York.

CHICAGO DEPARTMENT
H. B. CALKINS, General Superintendent, Chicago.
T. P. EARL, Superintendent, Chicago.

EASTERN DEPARTMENT
T. M. DE WITT, General Superintendent, Cleveland, O.

NEW JERSEY & EASTERN NEW YORK DIVISION.
E. J. CROWE, Supt., 50 Church Street, N. Y. City.

Erie Railroad:

Main Line	Jersey City, N. J. to Binghamton, N. Y., incl.
Jefferson Division	Susquehanna, Pa. to Carbondale, Pa.
Montgomery Branch	Goshen, N. Y. to Montgomery, N. Y.
Newark Branch	Paterson, N. J. to Newark, N. J.
Newburgh Branch	Greycourt, N. Y. to Newburgh, N. Y.
Piermont Branch	Sparkill, N. Y. to Suffern, N. Y.
Newburgh & New York Branch.....	Harriman, N. Y. to Newburgh, N. Y.
Greenwood Lake Division.....	Jersey City, N. J. to Greenwood Lake, N. Y.
Honesdale Branch	Lackawaxen, Pa. to Honesdale, Pa.
Pine Island Branch	Goshen, N. Y. to Pine Island, N. Y.
Wyoming Division	West Hawley, Pa. to Scranton, Pa.
Middletown & Crawford Branch.....	Middletown, N. Y. to Pine Bush, N. Y.

Bergen County Railroad	Morristown & Erie Railroad
Northern Railroad of New Jersey	Lehigh & Hudson River Railway
New Jersey & New York Railroad	Delaware Valley Traction Co.
New York, Susquehanna & Western R. R.	Boston, Mass.
Wilkes-Barre & Eastern R. R.	Lehigh & New England Railway

Figure 5-6. 1911 Wells Fargo jurisdiction announcement (excerpt).

(This Wells Fargo section will be continued in the November 2004 NJPH, with treatment of the New Jersey Wells Fargo Letter Carrying Service and Parcel Delivery Service; this report on other express companies of New Jersey will be continued in the February 2005 NJPH)

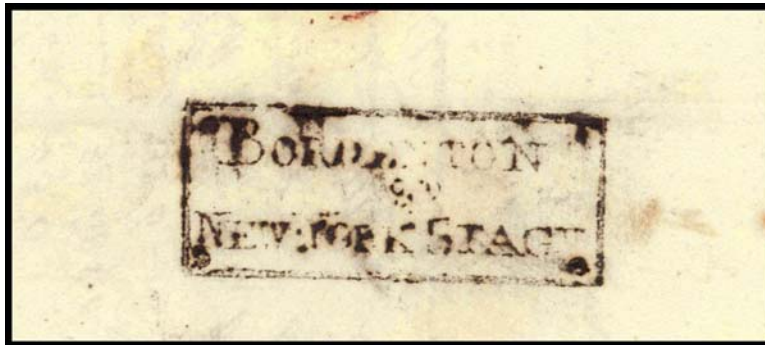
Bruce Mosher's 223 page "Catalog of Private Express Labels and Stamps" is available from the author at P.O. Box 33236, Indialantic, FL 32903 for \$37.00 postpaid. U.S. Checks or Money Orders will be accepted.



ENDNOTES

- ¹ The other three largest express companies were Adams Express Company, American Express Company and the United States Express Company.
- ² Note: The alphanumeric numbers that appear under each label's illustration in the above article are references to the pertinent label listing numbers in Mosher's Catalog.
- ³ Bartz, James L., *Company Property of Wells, Fargo & Co's. Express 1852-1918*, 1993, p. 152.
- ⁴ Wells Fargo & Company advertised that they were "The Only Complete and Continuous Express Line Between the Atlantic and Pacific Oceans, with Direct Connections to all Parts of the World." see Bullinger, Edwin W., *The Mercantile Agency Special Edition of Bullinger's Postal and Shippers Guide for the United States and Canada*, January 1899, p. 6.
- ⁵ Costello, A. E., *History of the Police Department of Jersey City, 1891*, Jersey City, N. J.
- ⁶ Cunningham, John T., *Railroads in New Jersey, The Formative Years, 1997*.
- ⁷ 11 March 2003 E-mail from Dr. Robert J. Chandler.
- ⁸ Cunningham, John T., *Railroads in New Jersey, The Formative Years, 1997*, ob cit.

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WEISS AUCTIONS is pleased to announce that it will be selling the BORDENTOWN NEW JERSEY collection of Sid Morginstin.

Assembled over a 25-year period, this collection contains most, if not all, of the key pieces of Bordentown Postal History. Featured items are the BORDENTOWN AND NY STAGE, the earliest US NUMBER ONE on cover from Bordentown, and documents relating to a scandal at the Bordentown Post Office. The collection also includes numerous advertising covers, straight-line manuscripts, and stampless covers. Many of these items were used in the update of the COLES book on NJ STAMPLESS COVERS.

The auction will be held in late October 2004. If you desire to receive a catalogue, please contact Bill Weiss (MAIL: P.O. BOX 435 Bethlehem PA 18015; TEL: 610-691-6857.)

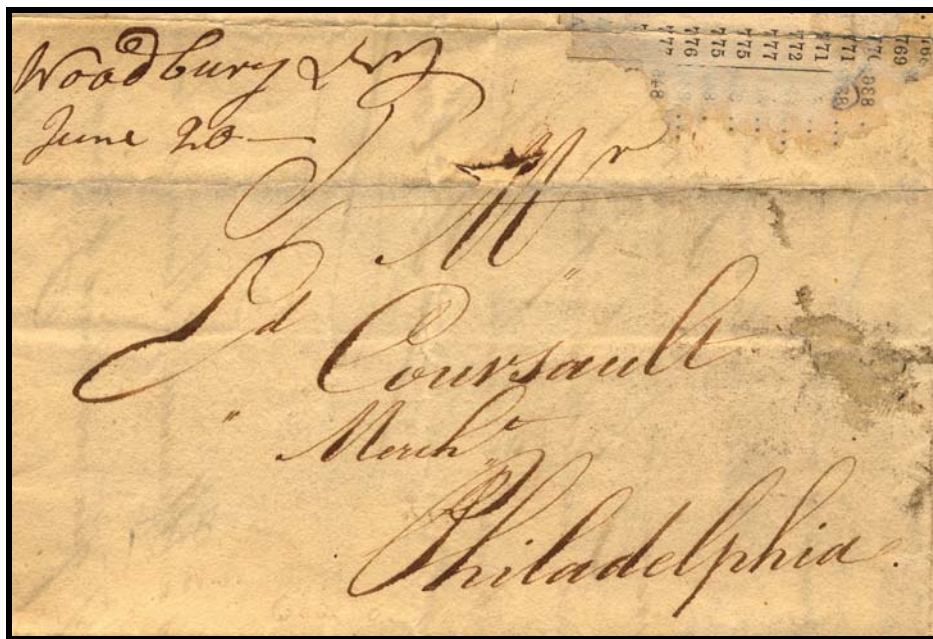
TWO INTERESTING NEW JERSEY STAMPLESS COVER FINDS

By Ken Hall

[The recent publication of Don Chafetz's *Coles Update*¹ by the NJPHS has encouraged many of us to revisit our collections in the search for new and different dates and varieties. Don's listing of new varieties not already listed in *Coles* adds much to the original *Coles*' book.² Should you find you have interesting covers, new varieties and new dates, documenting them here in NJPH helps us keep track of what does exist. We thank Ken for sending his along, and hope others will do the same. Ed.]

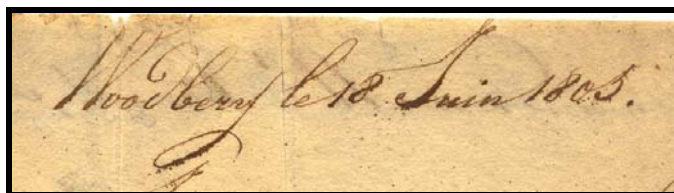
Woodbury ~ 1805

This letter has a very sharp black manuscript postmark with a black manuscript 8 rate. It was mailed from Woodbury, NJ, June 20, 1805 and addressed to E. Coursault, Merch, Philadelphia. It is a two page letter written in French and signed by A. Coursault. The letter was in pieces with major separations, edge tears, and pieces missing. I used about 3 feet of archival mending tape putting it together and when I finished, even with pieces missing, all of the content was complete except for two words.



Earliest reported usage from Woodbury, NJ - 1805 - pushes the earliest date back nine years.

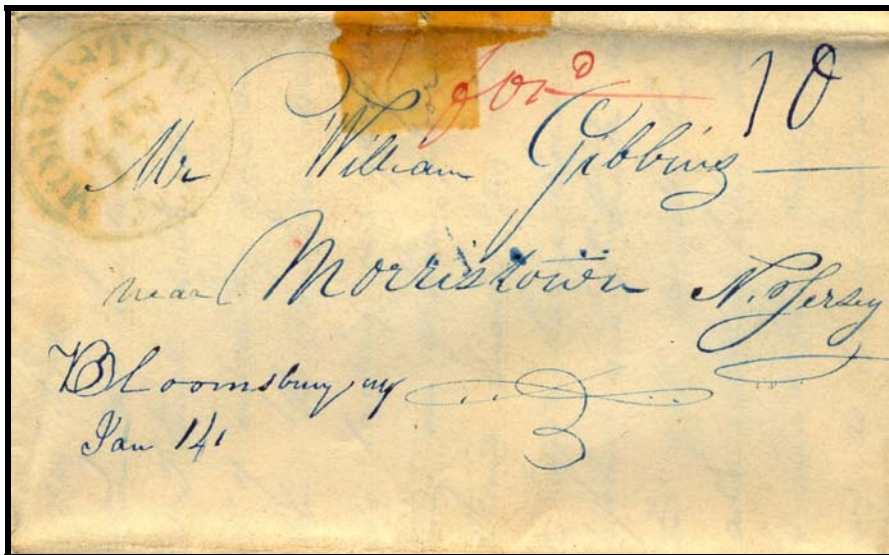
According to Don Chafetz's update of Cole's New Jersey Stampless Covers, the previous earliest date was 1814. This cover with a date of 1805 would be the Earliest Know Date by 9 years. (However, Quaker dates have been recorded from 1807 on.)



Dateline of the above letter: Woodbury [sic], le 18 Juin 1805 [June 18, 1805]

Morristown/Bloomsbury ~ 1842

To me, the cover below is very interesting. The letter is a two page personal letter describing a horse for sale and addressed to William Gibbins near Morristown, N Jersey and signed by Spencer C. Smith. It is datelined Bloomsbury, January 12th, 1842. There is a blue manuscript postmark, Bloomsbury, NJ, Jan 14 and a blue manuscript 10 rate. When the letter was received at Morristown, the post office handstamped it using a CDS and wrote in red “for^d.” I was unable to verify that William Gibbins was in Morris County from the 1840 census; however a William Gibbons did live in Madison.³ However, Spencer C. Smith was listed in the 1840 census.



1842 Morristown cover with unusual green cancel.



Enlargement of cancel

It is difficult to see, but the word “near” is written in front of “Morristown” which probably accounts for the addition of the red “for^d” marking by the Morristown post office.

A color scan clearly shows that the color of the Morristown cancel is *not* red or black, but either blue or green. According to Cole’s book, this CDS (M47) only occurred in red, black or green. I talked with Don Chafetz and Bob Rose, and neither said that he had ever seen a green Morristown cancel. I haven’t either, so suspect they are fairly rare. However, since Coles lists a green cancel for 1841-1842, they probably did or do exist. To me, the cancel looks more blue than green. Also, this cover is dated January 14, 1842, and is possibly the Latest Known Use.

[You might enjoy a visit to Ken Hall’s website: <http://www.oldletters.com>. Ed.]

ENDNOTES

¹ Chafetz, Donald, *The Postal Markings of New Jersey Stampless Covers: An Update*, NJPHS, 2004.

² Coles, William C., Jr. *The Postal Markings of New Jersey Stampless Covers*, Collectors Club of Chicago, 1983.

³ Perhaps the sender misspelled the name. A William Gibbons of Madison built a hotel on the south side of the public square in Morristown in 1842-3, known first as the Morris County Hotel, later the New Jersey Hotel. It burned in 1845. —, *History of Morris County*, originally published 1882 by Munsell & Co., NY, reprinted by the Morris County Historical Society, New Vernon, NJ in 1967.

THE WAY IT USED TO BE....FILE #7840

By Don Wentzel

The following correspondence illustrates how much things have changed in the last century in the way our mail is treated.

This letter was written from the Millville Electric Light Company to Postmaster General in Washington, D.C. It complains of a letter mailed on the 23rd of June 1908 which was not received until June 27th, 1908, and encloses the envelope as evidence.

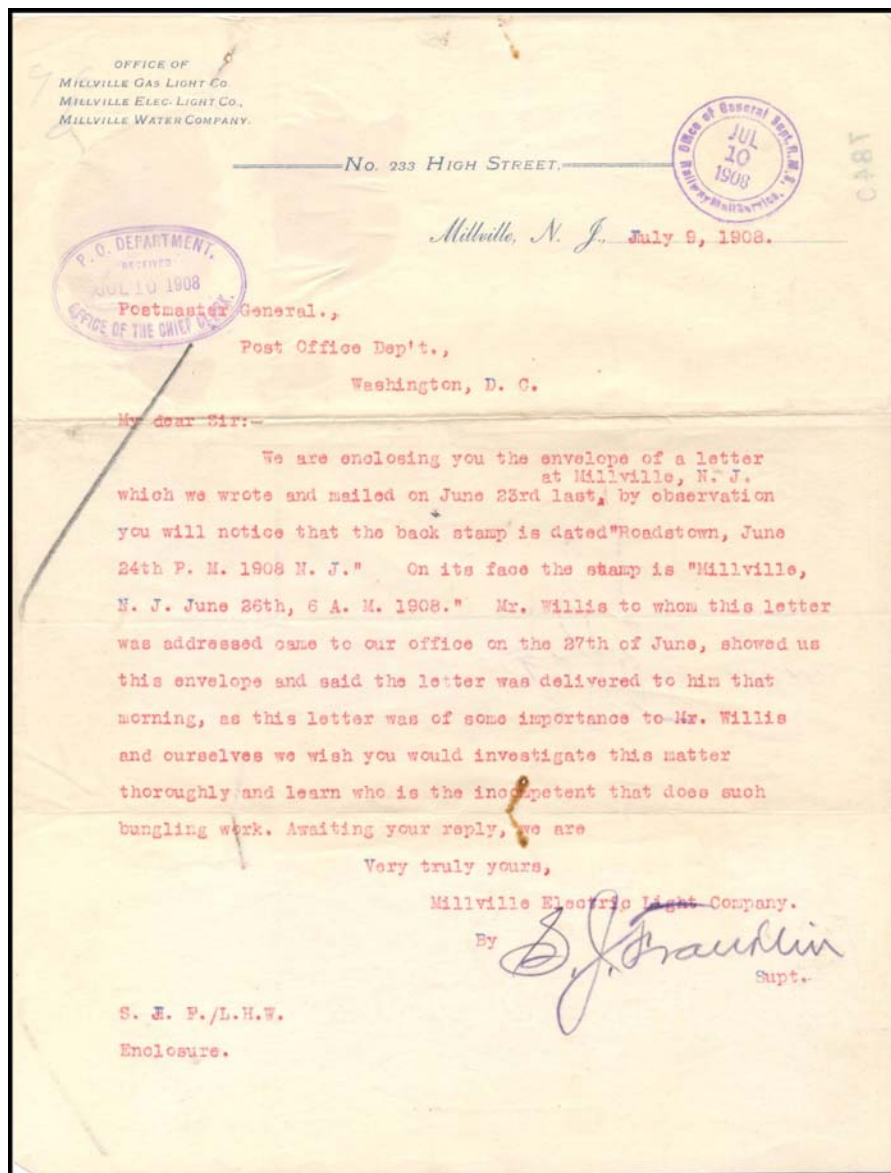


Fig. 1. July 9, 1908 letter from S.J. Franklin at the Millville Electric Co. to the PMG in Washington.

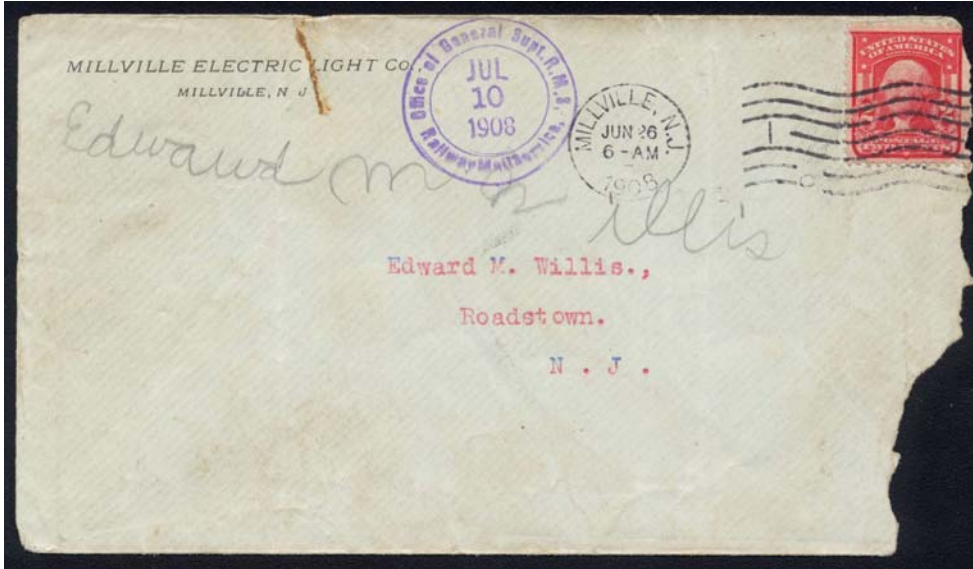


Fig. 2. Address side of cover in question, showing a Millville, NJ of 6AM Jun 26, 1908 cancel.



Fig. 3. The reverse, with a cancel at the receiving office in Roadstown of Jun 24 P.M.

So how did it happen, as the complainant maintains, that this letter mailed by them on the 23rd of June from Millville did not get delivered to Mr. Willis in Roadstown until the 27th of June? Let's see if you can determine the answer faster than the Post Office Department.

On July 11, Alex Grant in D.C. at the office of the 2nd Assistant to the Postmaster General, Division of Railway Mail Service, forwarded the material above to Victor Bradley in the New York Office of Railway Mail Service for investigation. It was received there on July 13, 1908 and passed from there on July 14 to R. A. Smith in the Railway Mail Service Office in Philadelphia, who in turn, directed it to the postmaster in Millville, N.J. with the following note:

You will note that the attached envelope is postmarked at your office on June 26th at 6 a.m. Please state in what pkge, under what slip, in what pouch – how labeled – and by what train it was dispatched from your office.

The Millville Post Office quickly replied, on July 15, to Mr. R. A. Smith in the Philadelphia Railway Mail Service office:

Sir: ~ Under Glass. & Bridg. R.P.O. slip, in pouch labeled Phila. Mill. R.P.O. Train (C.) due to leave Millville at 8:15 AM.

Respectfully L.A.H. over the name of the postmaster, G. W. Branin

Mr. Smith in Philadelphia now addresses [July 16] a memo to A. G. Wentzell, the R.P. Clerk in Millville, as the person in charge of the train in question:

You were in charge of train C on June 26th and if dispatched from Millville as claimed, you in due course handled the letter in question.

What disposition did you make of it and what information can you furnish that will explain the delay?

Mr. A. G. Wentzell of the Phil. Mill. RPO states to Mr. Smith on July 17th – perhaps the first sane voice:

If letter in question which was written on the 23rd and arrived in Roadstown, NJ on June 24th as the back stamp shows it did, how could it have left Millville NJ on June 26th as the stamp shows on the face of the letter?

On June 26th Ex Tr C was late at Glassboro, NJ and we failed to connect with Tr 61 Glass & Bridge R.P.O.

If letter in question was dispatched by Ex Tr C as Millville claims it was, this would acct for it not arriving at Roadstown until June 27th as this mail would not go forward from Glassboro until Tr. 63 Glass & Bridge. R.P.O.

So finally the Chief Clerk in Philadelphia asks the right question of the Millville postmaster on July 18:

You will note that the complainant claims that the letter represented by the accompanying envelope, was written and mailed at your office on June 23rd. You will note that it bears the imprint of the receiving stamp at Roadstown NJ June 24th, p.m. How do you account for its being postmarked at your office June 26th at 6 a.m.?

The postmaster at Millville replies under his own signature this time, on July 20, to R. A. Smith in Philadelphia:

Sir: ~ After examining book containing daily and hourly changes of canceling machine at this office, I fail to find any mistake whatever on June 23rd.

Therefore I cannot understand how this letter supposedly posted on June 23rd and backstamped Roadstown, N.J. on June 24th, being delivered to addressee on June 27th, could be cancelled at this office on June 26th – 6 a.m. unless some mistake in the posting date of same, as well as in the backstamping at Roadstown, NJ P.O.

Very resp., George W. Branin, Postmaster

Well, let's see – two mistakes elsewhere to explain it's not being Millville's fault? But undaunted, Smith sends off two more memos – one to the Millville Electric Company to see if in fact they did mail it on the 23rd, and another to Roadstown, postmaster to get their explanation for the June 24th postmark.

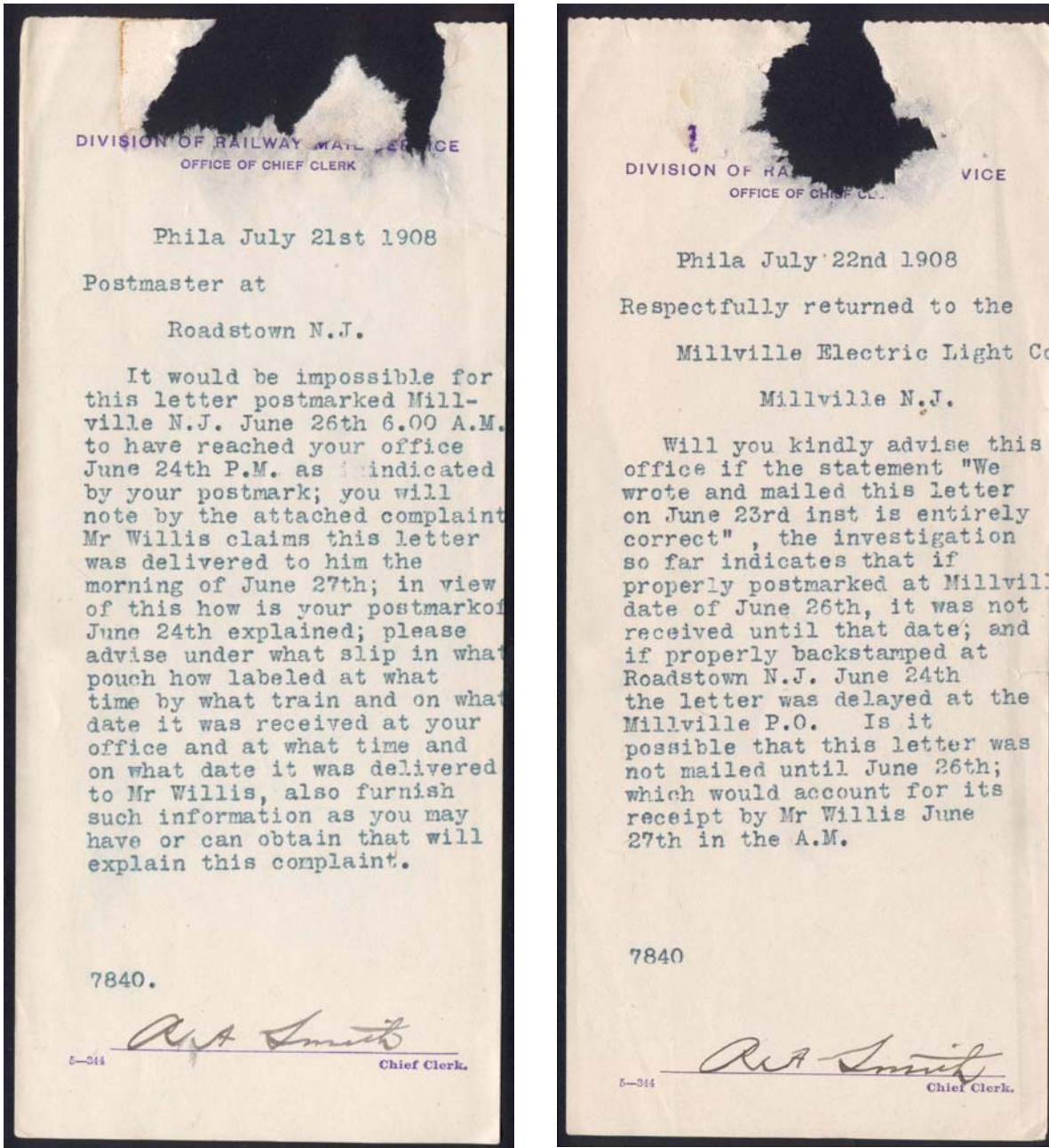


Fig. 4. R. A. Smith, RMS clerk, queries both Roadstown and Millville Electric Light Co.

Roadstown's answer on the 23rd of July follows:

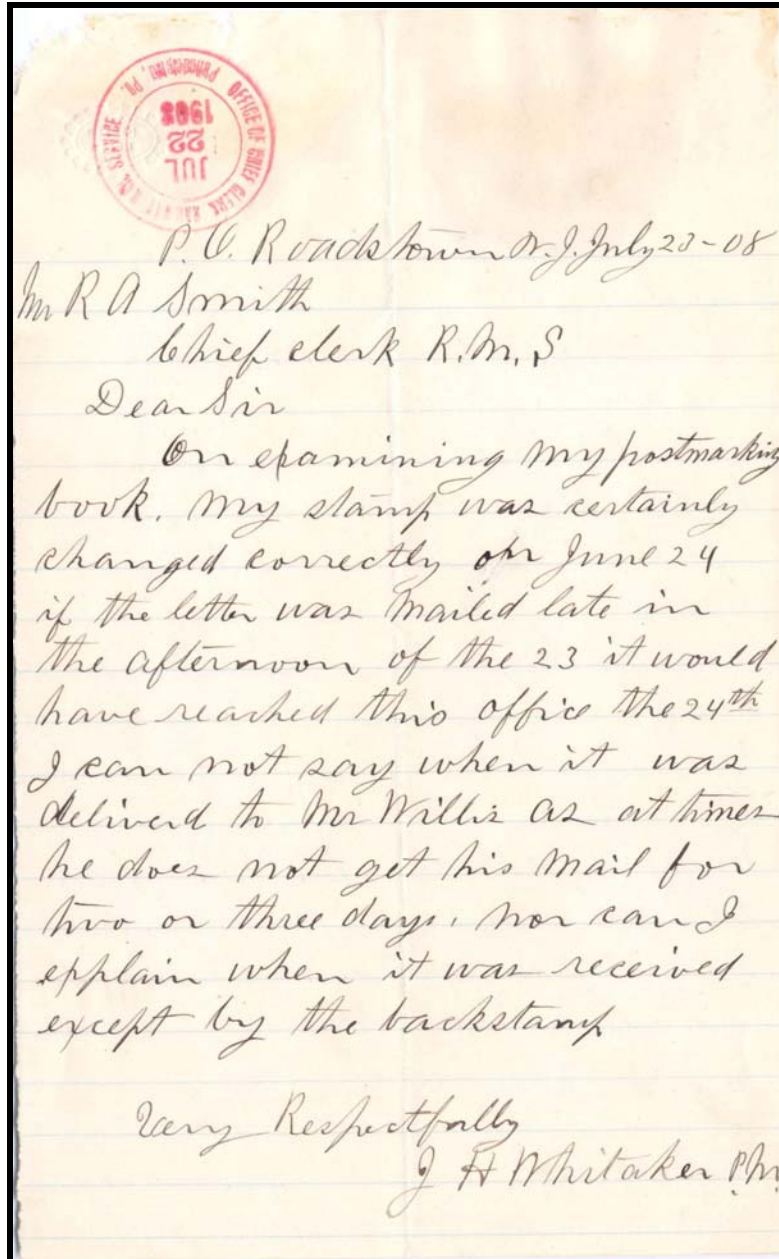


Fig. 5. Letter from postmaster at Roadstown, with a new twist in the saga.

On the 31st of July, Millville Electric assures Mr. Smith that the letter was sent on the 23rd of June, as previously stated. On August 1, Mr. Smith in Philadelphia, sends the Roadstown postmaster the following note:

Is it to be understood from your endorsement of July 23rd attached to these papers that this letter was received at your office June 24th, as indicated by your postmark; and that the letter was not called for or delivered to Mr. Willis until June 26th inst; how does Mr. Willis receive his mail at your office; is it called for by him personally; or is [it] delivered to some one authorized to receive same; please make this clear.

R.A Smith, Chief Clerk

On August 3, the postmaster at Roadstown sends the following reply:

Mr. R. A. Smith
Chief Clerk, RMS

Dear Sir,

As I have no way of determining when the letter in question arrived except by the postmark, I would say it was received in the P.M. mail June 24th. In conversation with Mr. Willis since I sent my letter of July 23, he told me he received the letter after the A.M. mail was sorted June 27 and at that time he received three days mail as he had not had any mail since the A.M. mail of June 24. He also said he remembered very distinctly getting three Phila. Records in his mail at the same time, indicating three days mail. Mr. Willis lives about ½ mile from the P.O. and either himself or his family (mostly himself) come to the P.O. after there [sic] mail.

Very respectfully, J.H. Whitacker, P.M.

So Mr. Smith, frustrated, returns the whole thing to the New York office on August 4th with the following note:

Respectfully returned to Superintendent, R.M.S., New York, NY

I regret my inability to locate the responsibility for or cause of delay in receipt of the letter in question by the complainant; it would be impossible for a letter postmarked Millville, N.J. June 26th to reach Roadstown, N.J. June 24th, two days earlier; the complainant states under date of July 31st, herewith attached, that he mailed 5 letters on June 23rd, four of which were acknowledged promptly and the other is that of which complaint is made; if this letter was deposited at Millville, N.J. June 23rd it was evidently mistreated at that office; the P.M. however claims there was no mistake in the postmarking by his office; on the other hand if the postmark of Millville, N.J. on June 26th is correct, there was apparently no delay in transit; there is such a discrepancy in the postmarks this office is unable to locate cause of delay.

R.A. Smith

The clearer head of Mr. Bradley in the New York office takes matters into his own hands and writes the following note to the Millville postmaster:

August 6, 1908

Postmaster, Millville, NJ

In view of the fact that it is claimed that the letter represented by the attached envelope was mailed at your office on June 23rd, and that it also bears the postmark of the Roadstown N J office, as being received on July [sic] 24th, was there not some mistake in the date of your postmarking stamp?

It is evident the letter in question was properly forwarded by your office and was delayed at Roadstown, NJ.

Please make a full statement, returning all papers with your reply.

V.J. Bradley

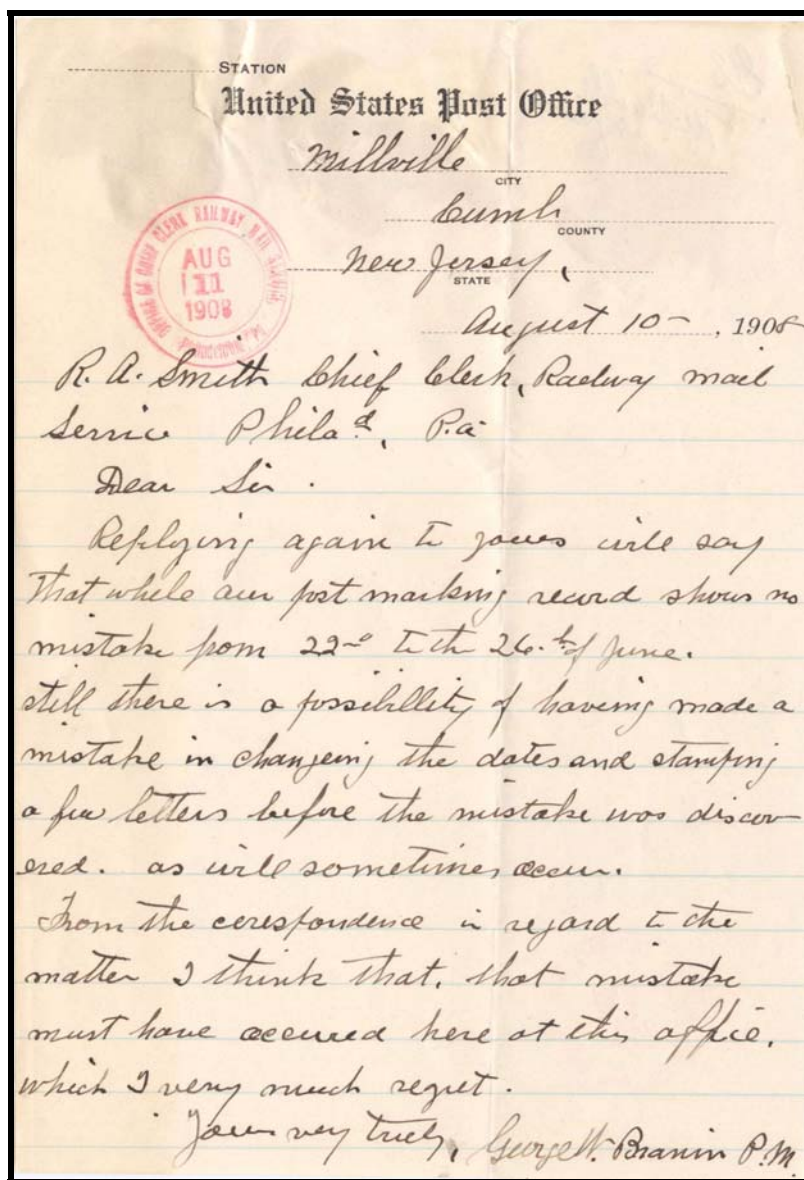
So this time, Millville fesses up and allows as how perhaps the mistake was theirs – no doubt because V. J. Bradley in New York made it acceptable by blaming the delay in delivery on Roadstown. On August 10, George W. Branin, the Millville postmaster replies [to Smith instead of to Bradley]

Dear Sir,

Replying again to yours will say that while our postmarking record shows no mistake from 22nd to 26th June, still there is a possibility of having made a mistake in changing the dates and stamping a few letters before the mistake was discovered, as will sometimes occur.

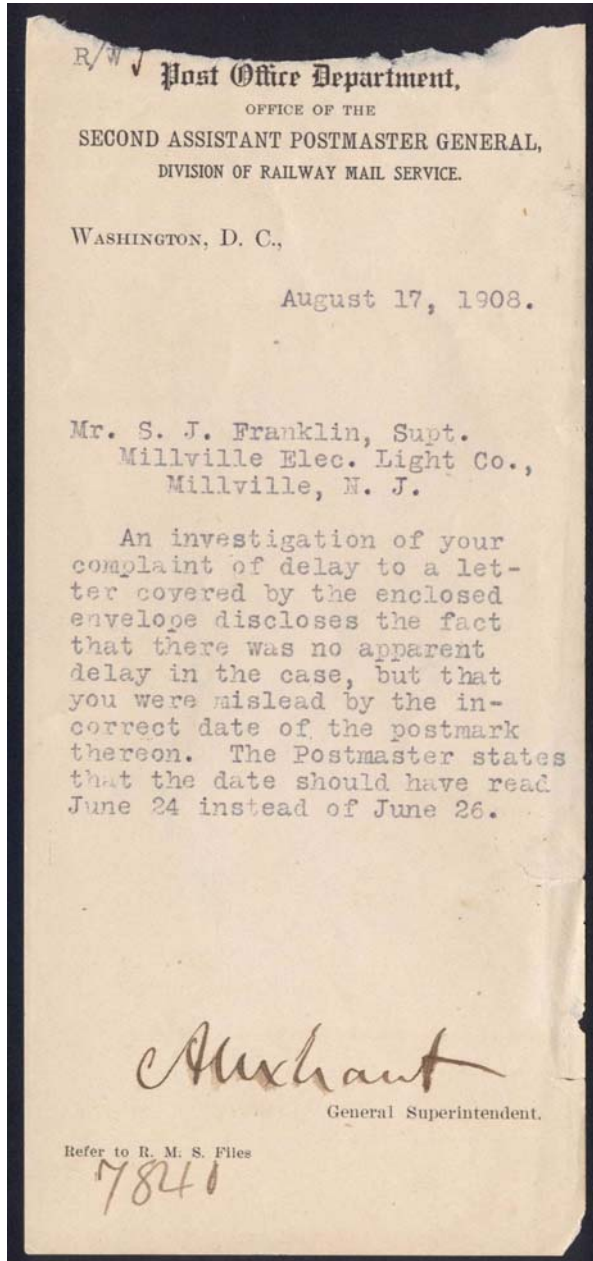
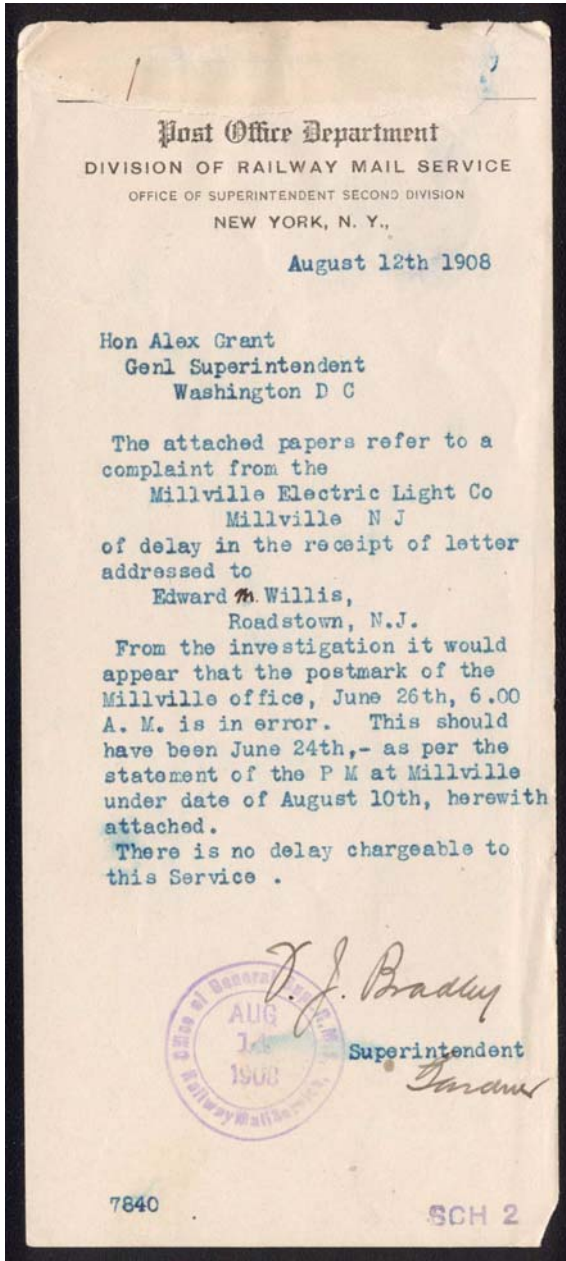
From the correspondence in regard to the matter, I think that that mistake must have occurred here at this office, which I very much regret.

Very truly yours, George W. Branin, P.M..



THE WAY IT USED TO BE...FILE #7840 ~ Don Wentzel

So Mr. Bradley notifies Alex Grant in Washington on August 12 by the following, charging Mr. Willis' failure to pick up his mail to "no delay chargeable to this service." Mr. Grant then notifies Mr. Franklin at Millville Electric that there was no delay – only a mistaken postmark. Now perhaps if Mr. Willis had confessed in the first place to the Millville Electric Company that he often didn't pick up his mail every day, the Millville Electric Company might not have complained to Washington, the mistaken cancel at Millville would have been overlooked, and many tax dollars and much correspondence would have been saved.



☒☒☒

ON THE AUCTION SCENE: MORE 1847 ISSUE COVERS

By Robert G. Rose

Exactly one year ago, in the August 2003 issue of *NJPH*, the results of the initial auction offering of New Jersey usages from the remarkable collection of the 1847 Issue formed by the European collector, Guido Craveri, were analyzed. Since that time, Matthew Bennett, Inc. has conducted two public auction sales which include several additional New Jersey covers from the Craveri collection.

The second offering of Craveri covers comprised a selection of 1847 covers which were exhibited in the Smithsonian National Postal Museum in 2002-03, titled "America's First Stamps."¹ The sale contained two covers which Craveri had purchased in the Brad Arch sale conducted by Robert A. Siegel Auctions, Inc. in June 2000. The first cover featured a vertical pair of the 5 cent, used on a small 1849 folded letter to North Carolina with small blue "X" manuscript cancels and a matching "Red Bank N.J." postmark, shown in *Figure 1*, below.² As against its \$2,300 hammer price in the Arch sale, this rare manuscript cover, now accompanied with a Philatelic Foundation Certificate, sold for an impressive \$4,500 plus buyer's premium of 10%.



Figure 1. Unique Red Bank usage.

The second cover, illustrated in *Figure 2*, is an interesting and controversial pen cancelled 5 cent usage from Monson, Massachusetts with a red Newark, N.J. forwarding postmark and matching "5" in a double circle on a forwarded cover to Binghamton, N.Y.³ The cover had originally been part of the famous Stephen G. Rich collection of Northern New Jersey postal history, which was sold by Robert A. Siegel in a May, 1979 auction sale for \$450.⁴ Its *bona fides* were questioned by the late Calvet Hahn, who published a critical analysis of the cover on the website of the U.S. Philatelic Classic Society's New York Chapter.⁵ Craveri purchased it in the Arch Sale for a \$1,000 hammer price plus 10% buyer's premium.⁶ With a Philatelic Foundation Certificate which Craveri obtained in 2000, the cover carried a Bennett estimate of \$750-\$1,000. It brought only \$400, perhaps in recognition of Hahn's critique, despite the P.F. Certificate.

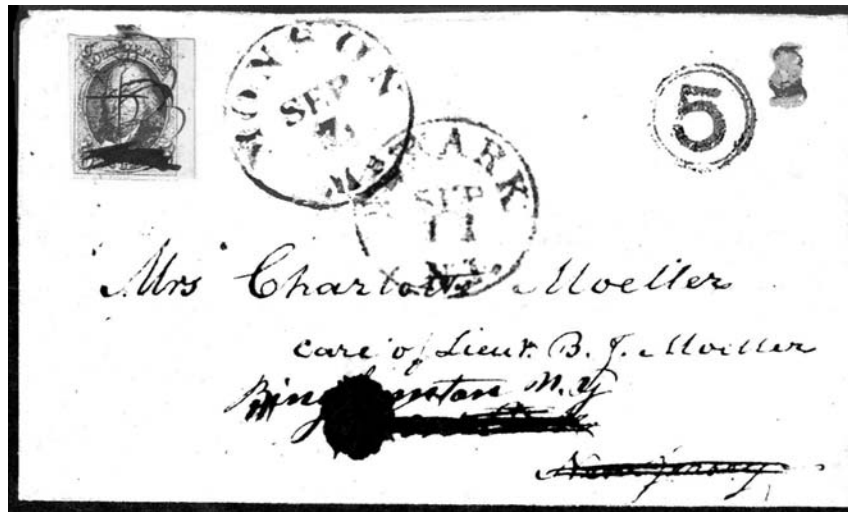


Figure 2. Suspect Newark forwarding usage.

The final offering of the Craveri collection took place in Bennett's auction sale held on June 7-8, 2004.⁷ This sale featured the balance of the New Jersey usages which Craveri had purchased in the Arch Sale, as well as several additional acquisitions consisting of ten 5 cent usages and a single 10 cent usage. Despite the presence of P.F. Certificates with each cover, realizations were well below the hammer levels brought in the Arch Sale. For example, an attractive four-margin 5 cent Newark usage to New York brought only \$425 against its Arch Sale price of \$2,300.⁸ A four-margin 5 cent usage with a red grid cancel, not tied, and with a matching New Brunswick postmark on a buff envelope to New York brought \$650 (Arch Sale \$3,500).⁹ The sale included two 5 cent vertical pair usages on covers from the Habersham correspondence, from Princeton to Savannah.¹⁰ Previous to the sale, there were a total of six reported usages from this correspondence, each with a vertical pair of the 5 cent stamp paying the over 300 miles single letter rate.¹¹ The first of the two, *Figure 3* below, tied by a green Princeton, January 22 postmark and with manuscript cancels brought, \$1,800 (Arch Sale \$4,500);¹² the second, *Figure 4* below, brought \$1,250 (Arch Sale \$2,700).¹³



Figure 3. Habersham correspondence to Savannah.



Figure 4. Habersham correspondence to Savannah.

The final Bennett sale included a 10 cent single tied by a red Newark postmark on a buff cover to Twinsburgh, Ohio, shown below in *Figure 5*. Described as having “some light water staining around the stamp,” it sold for only \$650 (Arch Sale \$1,350).¹⁴ This cover is one of three from the same correspondence which represent the only three genuine single usages known.¹⁵ As previously reported in *NJPH*,¹⁶ two other purported 10 cent usages, one from Princeton and the other from Pennington, and both sold in the Arch Sale, subsequently were determined by the Philatelic Foundation to have had the stamps fraudulently added to stampless covers, and were resold in a Siegel auction sale as such.¹⁷

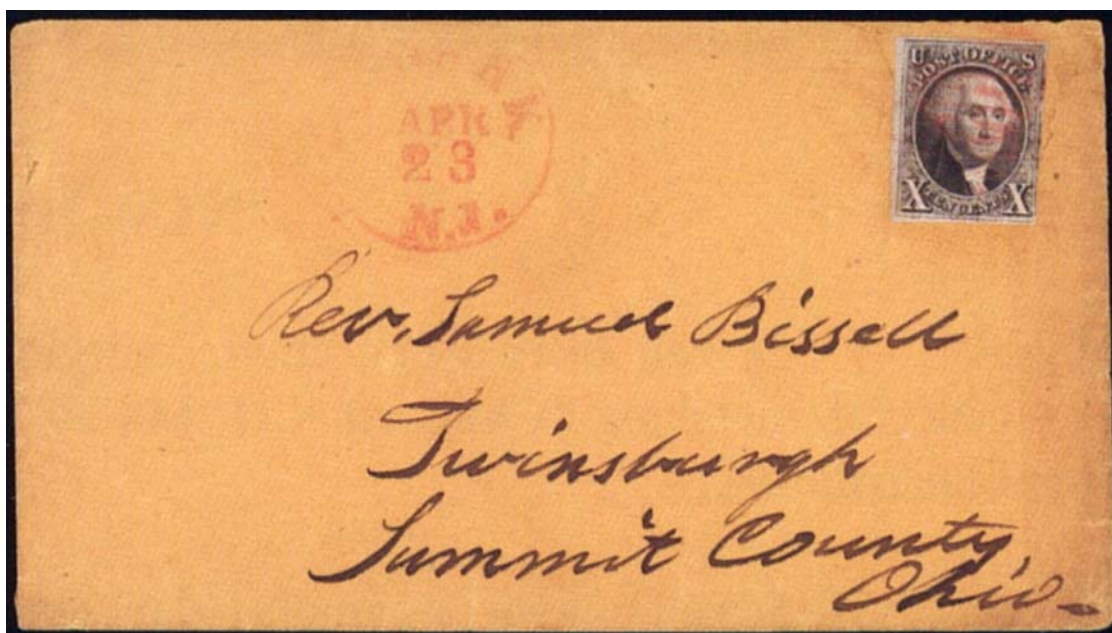


Figure 5. One of only three 10 cent single usages.

ON THE AUCTION SCENE: 1847 COVERS ~ Robert G. Rose

An off-cover New Jersey 1847 Issue usage recently sold at auction represents, in this author's mind, a philatelic travesty. As reported above, there *were* six covers from the Habersham correspondence, each with a vertical pair of the 5 cent with green Princeton postmarks to Savannah. Now, that number has been reduced to five covers. In the Shreves Philatelic Galleries, Inc. auction sale of the Dr. Robert Hinrichs collection, held in New York on May 21, 2004, the top stamp of what had been a vertical pair on a Habersham cover was sold as an off-cover single, *Figure 6* below, with the following description: "quite likely the finest quality Five Cent 1847 Issue bearing a green cancellation in existence; 1999 PF Certificate for a vertical pair on cover from which this stamp was taken (original cover accompanies)."¹⁸ Against a current catalog value of \$1,850 as an off cover stamp with a green cancel, and perhaps benefiting from its superlative description, the stamp brought the astounding price of \$6,750 plus a 10% buyer's premium, far outdistancing a number of very attractive off-cover 5 cent 1847's. The cover from which the stamp was cut from a vertical pair, and which is now lost forever to collectors of New Jersey postal history, is shown below in *Figure 7*.¹⁹



Figure 6. The severed single



Figure 7. Showing the cover from which the single was taken.

Finally, in the four years since the sale of the Brad Arch collection, four 5 cent covers from that collection have been subsequently sold at auction with "bad" Philatelic Foundation Certificates. These include what purported to be a unique Valentine's Day usage from Newark, a second Newark usage purchased by Arch in the Coles Sale, and the only reported examples used from Paterson and Rahway. The Newark Valentine cover is shown on the next page in *Figure 8*. In the Arch Sale, this cover, with the original 1848 valentine still enclosed, brought a hammer price of \$4,500.²⁰ According to the Alexander Census, this cover had a "good" Philatelic Foundation Certificate, although the certificate did not accompany the cover in the auction sale.²¹ This cover was subsequently sold in a Siegel auction in December 2001 where it was described as having a "bad" Philatelic Foundation Certificate issued in 2001 which states that the stamp did not originate on the cover.²² It brought a hammer price of \$475.²³



Figure 8. The fraudulent Newark valentine.

That same Siegel auction also included the only purported example of an 1847 usage from Rahway.²⁴ This cover, illustrated below in *Figure 9*, is franked with a four margin 5 cent stamp with a bright red grid cancel and a matching postmark. The cover was originally part of the Stephen G. Rich Collection sold in a Siegel auction in May, 1979.²⁵ In that sale, the stamp was described as “barely tied by Red Grid” and brought the very strong price of \$1,550, reflecting the usage’s rarity.²⁶ In the Siegel sale of the Arch Collection in June, 2000, this time described as “not tied,” the cover still sold for \$2,800.²⁷ The Rahway cover resurfaced in Siegel’s December, 2001 sale where it was accompanied by a 2001 Philatelic Foundation Certificate which states that the stamp did not originate on the cover.²⁸ It sold for \$280.



Figure 9. Unique but fraudulent Rahway usage.

ON THE AUCTION SCENE: 1847 COVERS ~ Robert G. Rose

The purported unique 1847 usage from Paterson is shown in *Figure 10*. In Siegel's Arch Sale, where it was described as being tied by both an orange-red grid and matching "PAID" handstamp on an 1849 letter, this cover brought \$3,000.²⁹ This cover was subsequently sold in a Cherrystone auction in July 2002 with a Philatelic Foundation Certificate issued in 2000. This time, the cover was described as having the "stamp added to cover and fraudulently tied by orange-red grid and matching 'PAID.'"³⁰ It sold for \$350.



Figure 10. Unique but fraudulent Paterson usage.

The Alexander Census lists 84 New Jersey covers with presumed genuine 5 cent usages.³¹ With the elimination of the four covers with "bad" certificates, that total now stands at 80. With the elimination of the 10 cent usages from Pennington and Princeton, there are now only four genuine usages of the 10 cent 1847 Issue known from New Jersey. The author invites further revisions and updates.

ENDNOTES

- ¹ Matthew Bennett, Inc., Public Auction Sale, No. 226 September 20, 2003.
- ² *Ibid*, lot 1044
- ³ *Ibid*, lot 1092
- ⁴ Robert A. Siegel Auction Galleries, Inc., Sale No. 546, May 17, 1979, lot 189.
- ⁵ Hahn, Calvet M. "An 1847 Cover to Think About," <http://nystamp.palace-designs.com/1847CoverToThinkAbout.html> 7/13/04.
- ⁶ Robert A. Siegel Auction Galleries, Inc., Sale No. 825, June 28, 2000, lot 931.
- ⁷ Matthew Bennett, Inc., Harbour Auctions, Public Auction Sale No. 277, June 7, 2004.
- ⁸ *Ibid*, lot 183, *compare* Siegel Sale, No. 825, lot 910.
- ⁹ *Ibid*, lot 188, *compare* Siegel Sale, No. 825, lot 914.
- ¹⁰ *Ibid*, lots 190 and 191.
- ¹¹ Five examples are recorded in Thomas J. Alexander, *The United States 1847 Issue: A Cover Census*, pps. 325-26 (U.S. Philatelic Classics Society, Inc., 2001). Alexander's census failed to include a December 11 usage, most probably 1847, based on other covers from this correspondence. This cover is illustrated in the Arch census. Brad Arch ed. *Illustrated New Jersey 1847 Issue Covers*, p. 30 (New Jersey Postal History Society, 1987).
- ¹² Matthew Bennett, Inc., Harbour Auctions, Public Auction Sale, No. 277, June 7, 2004, lot 190, *compare* Siegel Sale No. 825, lot 922.
- ¹³ *Ibid*, lot 191, *compare* Siegel Sale No. 825, lot 924.

- ¹⁴ *Ibid*, lot 185, compare Siegel Sale No. 825, lot 936.
¹⁵ Alexander, *op cit*, p. 323.
¹⁶ Robert G. Rose, "The Brad Arch Collection Auction Review," *NJPH*, Vol. 29, Whole Number 141, Sept. 2000, p. 75.
¹⁷ Robert A. Siegel Auction Galleries, Inc., Sale No. 834, March 6, 2001. The Princeton cover sold as lot 233 for \$750. The 2000 P.F. Certificate states that the stamp did not originate on the cover and that the tying manuscript cancel is fake. The Pennington cover was sold as lot 234 for \$525. The 2000 P.F. Certificate states that the stamp did not originate on the cover. The cover had been included in the auction sale of the Arthur W. Bingham, Jr. Collection sold by Robert A. Siegel Auction Galleries, Inc., Sale 325, December 6, 1967, lot 461.
¹⁸ Shreves Philatelic Galleries, Inc., "The Dr. Robert Hinrichs Collection, Public Auction, May 21, 2004, lot 6, p.3.
¹⁹ Brad Arch ed., *op cit*, p. 31. The cover was in the Amos Eno Collection sold by Richard C. Frajola, Inc., January 25, 1986, lot 757, and sold for \$900
²⁰ Robert A. Siegel Auction Galleries, Inc., Sale No. 825, July 27, 2000, lot 906.
²¹ Alexander, *op cit*, p. 322.
²² Robert A. Siegel Auction Galleries, Inc., Sale No. 841, December 17, 2001, lot 1289.
²³ The second Newark usage from the Arch collection to receive a "bad" P.F. Certificate was subsequently sold in Siegel Sale No. 834, *op cit*, lot 217, where it fetched a hammer price of \$270. According to the 2000 P.F. Certificate, the stamp did not originate on the cover. The cover, a folded letter sheet with a red March 4 postmark, was addressed to Locust Dale, Virginia with the stamp appearing to be tied to the cover with a matching grid cancel. This cover was included in the William C. Coles, Jr. Collection, Robert G. Kaufmann, Sale No. 33, March 8, 1984, lot 939, where it sold for \$425, and thereafter in Siegel's Arch sale, *op. cit*, lot 933, where it brought \$475.
²⁴ *Ibid*, lot 1288.
²⁵ Robert A. Siegel Auction Galleries, Inc., Sale No. 546, May 17, 1979, lot 162.
²⁶ *Ibid*.
²⁷ *Ibid*, Sale 825, June 27, 2000, lot 925.
²⁸ *Ibid*, Sale 841, December 17, 2001, lot 1288.
²⁹ *Ibid*, Sale 825, June 27, 2000, lot 916.
³⁰ Cherrystone Philatelic Auctioneers, July 24, 2002, lot 20.
³¹ Alexander, *op cit*, p. 319.

NEW MEMBERS

We welcome the following new members:

Alan Parsons, 809 Holley Road, Elmira, NY 14905, alatholleyrd@aol.com. Alan is President of the Empire State Postal History Society and invites NJPHS members to visit the NY website at <http://esphs.org/>

Charles D. Wrege, 23 Worthington Ave., Spring Lake, NJ 07762-1659, c.wrege@worldnet.att.net whose book of handpainted covers we reviewed in May NJPH. His book website is: <http://www.romanceinwatercolor.com>.

WE NEED ARTICLES NOW!

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

New Jersey postal history are always welcome.

**PLEASE submit these to your Editor: Robert G. Rose
at PO Box 1945**

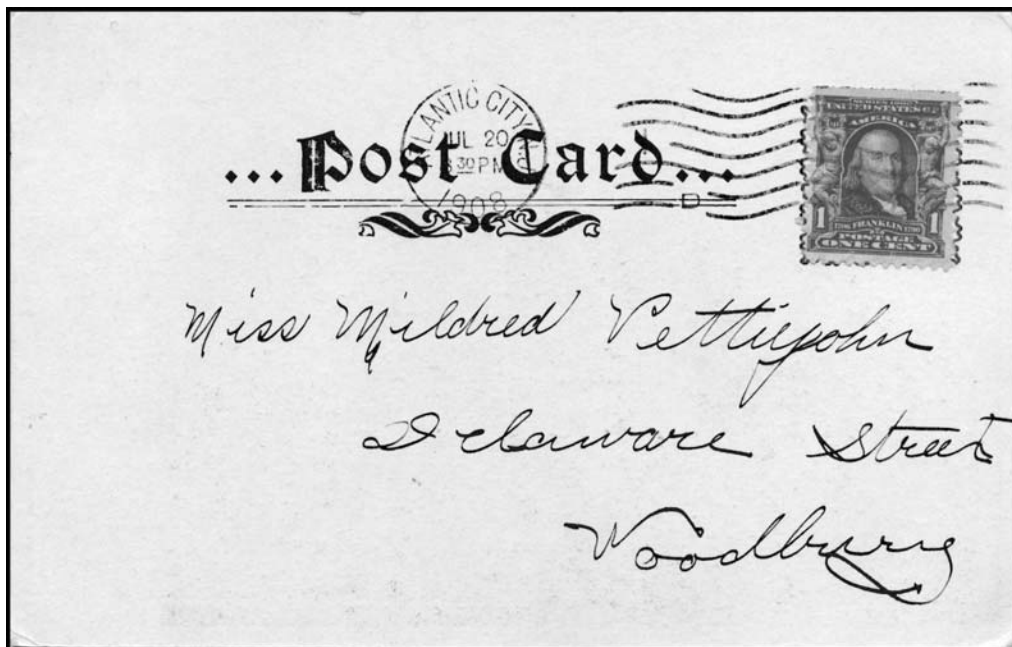
**Morristown, NJ 07962-1945
or rrose@pitneyhardin.com**

ATLANTIC CITY, NJ P.O. - 150 YEARS!

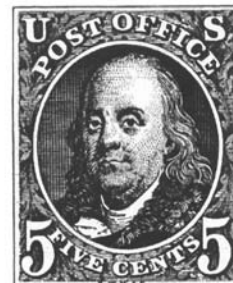
By Gene Fricks



A nice view of the Atlantic City Post Office in 1908.



In the November 2002 *NJPH* [Vol. 30, No. 4, Whole #148], James Mason indicated that Atlantic City has had a post office since 1854. Hence 2004 is its 150th year of its existence, and we celebrate this anniversary here. The post office pictured served the city 54 years after its birth. The current post office is the eleventh, built in 1937.



MERPEX XXVIII, Annual Bourse & Stamp Show

TO BE HELD AT THE MASONIC CENTER
BERLIN-HADDONFIELD ROAD AT ROUTE 295
Exit 32, CHERRY HILL, NEW JERSEY

SEPTEMBER 3, 4, and 5, 2004

Friday, noon to 6 p

Saturday, 10 am to 5 pm

Sunday, 10 am to 3:30 pm

18 Dealers

80 Frames of Exhibits

Free Parking

The U.S. Postal Service will participate and have a special commemorative "MERPEX STATION" Post Office with many special stamps for sale. The New Jersey Postal History Society will be represented.

A special show cachet and show cancel will be available
Celebrating the 200th Anniversary of the Lewis & Clark Expedition

Public Invited - Admission is Free

Direct inquiries may be mailed to: MERCHANTVILLE STAMP CLUB, Box 2913, Cherry Hill, NJ 08034
or, contact Steve at telephone (856) 795-5929 or Dave at telephone (856) 667-3168



DIRECTIONS TO MERPEX ON FOLLOWING PAGE

ANNOUNCEMENTS: MERPEX!

**DIRECTIONS TO MERPEX
AT THE CHERRY HILL MASONIC CENTER**

FROM:

The **NEW JERSEY TURNPIKE**: take exit 4, keep right coming out of the toll booths. Take Route 73 N about 1/2 mile to Route 295 S.

TACONY - PALMYRA BRIDGE: follow Route 73S to Route 295 S...

BETSY ROSS BRIDGE: take Route 130 S to the Airport Circle. Follow Route 70 E out of the Circle about 5-1/2 miles to Route 295 S...

BEN FRANKLIN BRIDGE: take Route 30 E to the Airport Circle. Follow Route 70 E out of the Circle about 5-1/2 miles to Route 295 S...

HEADING SOUTH ON ROUTE 295, take exit 32 [561 / Haddonfield / Voorhees / Gibbsboro]. When the exit ramp forks, take the left fork [Voorhees / Gibbsboro], but stay in the right lane of the left fork. At the light, cross over the main road into the driveway of the Masonic Center. The building is 1/4 mile back from the road, and the parking lot is beyond the building.

FROM:

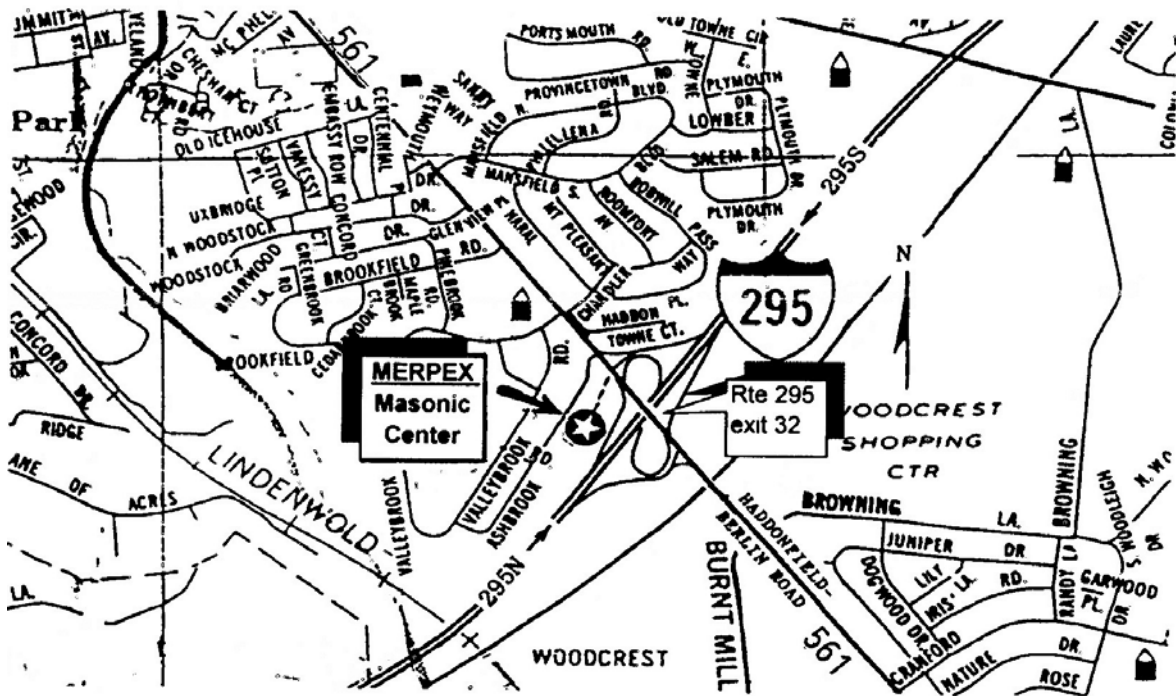
WALT WHITMAN BRIDGE: Follow Route 76 S to Route 295 N...

COMMODORE BARRY BRIDGE: take Route 295N...

DELAWARE MEM. BRIDGE: take Route 295 N.

HEADING NORTH ON ROUTE 295, take exit 32 [561 / Haddonfield / Voorhees / Gibbsboro].

When the exit ramp forks, take the left fork, take the left fork [Haddonfield]. Turn left at the light and go one block to another light. Just before this light, turn left into the driveway of the Masonic Center. The building is 1/4 mile back from the road, and the parking lot is beyond the building.



LEAVING THE SHOW, turn right out of the driveway onto Berlin - Haddonfield Road. The entrance to 295 S is immediately on the right; the entrance to 295N is over the rise.

**NEW JERSEY POSTAL HISTORY SOCIETY. INC.
NOJEX 2004 - SECAUCUS, NJ - MAY 30, 2004**



The 32nd annual meeting of the New Jersey Postal History Society was held on Sunday, May 30th, 2004, at 12 noon at the NOJEX show at the Crowne Plaza in Secaucus. The meeting was called to order by President Robert G. Rose at 12:00 PM. Officers present were Gene Fricks, Vice-President, and Jean Walton, Secretary.

No Treasurer's Report was offered at this time, as Andy Kupersmit was unable to attend the meeting, owing to his wife's pregnancy. We continue to operate on a close financial line, but our membership suffered little attrition this year - a good sign. Mark Sommer mentioned that the Society is not listed in US Stamp News, and should be.

Bob Rose announced that the New Jersey Postal History Society has agreed to participate in a tri-state history competition among the New Jersey, Pennsylvania, and Empire State Postal History Societies which will be held at PNSE ~ the Philadelphia National Stamp Exhibition ~ in October. Six single frame exhibits are necessary to compete. The Society also hopes to submit a one-frame Club Exhibit for the International Show in Washington, DC in 2006. This one-frame exhibit is to be made up of single pages from club members.

Following the short business meeting, Bob Odenweller provided an interesting discussion of one-frame exhibits and how they are judged, using two very different exhibits as critique material. This was a very useful discussion, and was open to questions and comments from those present. In particular, it was pointed out that a one-frame exhibit - because of the limitation on space - requires a very critical eye as to what should be included, and no page should be wasted. A one-framer is likely to be judged more closely than a multi-page exhibit. The information was useful and educational.

Those present in addition to the officers were: Arne Englund and his wife Janice, Mark Sommer, Nathan Zankel, Doug D'Avino, and two visitors, Al Schachat from the NY Empire State Postal History Society and Bob Odenweller. Despite notices sent before NOJEX indicating both speaker and offered refreshments, we seem unable to interest many members in attending, and remain for all intents and purposes a "journal" society.

The meeting was concluded around 1:00 PM.

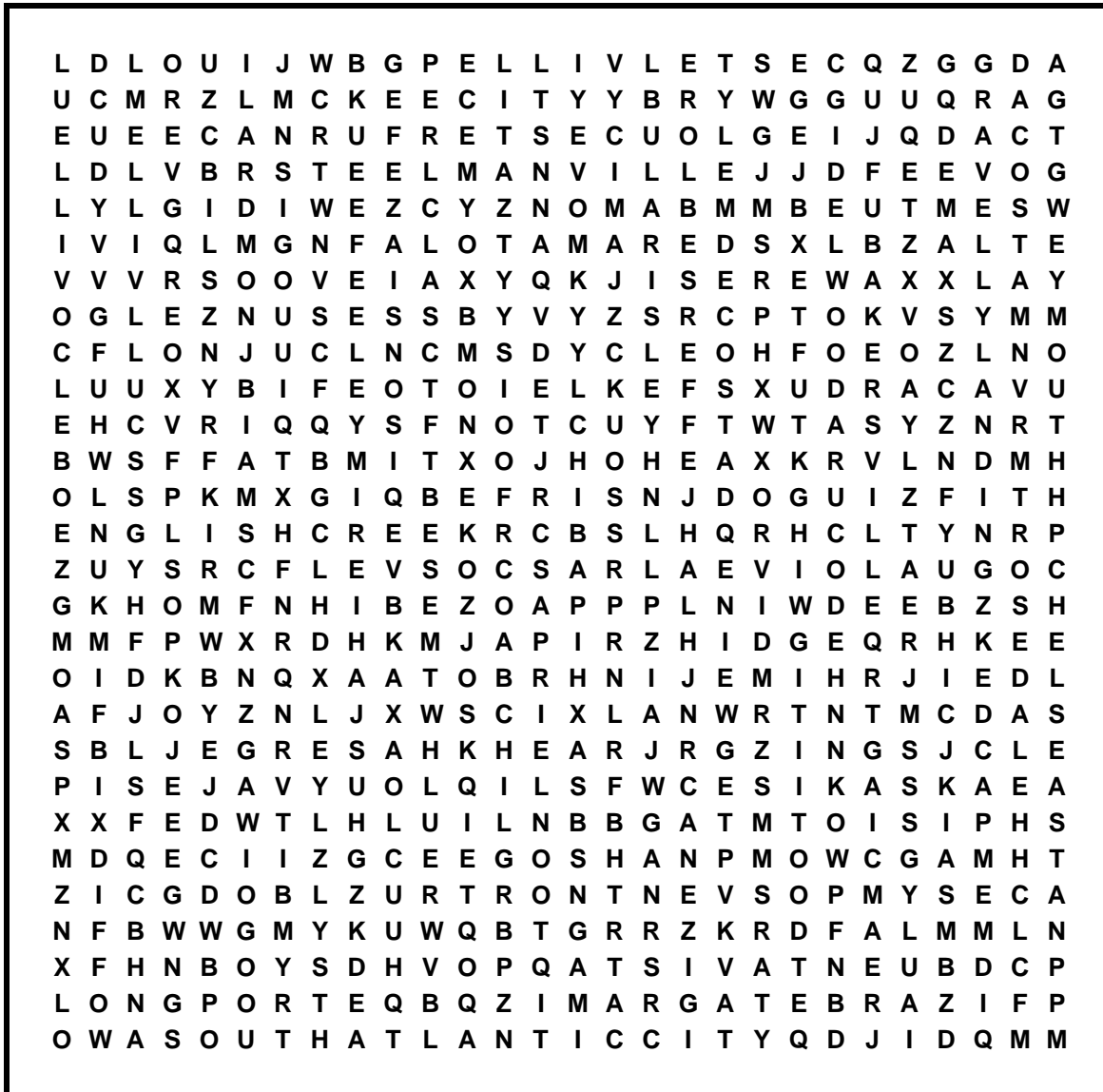
Respectfully submitted,

May 30, 2004

Jean R. Walton, Secretary

WORD PUZZLE

ATLANTIC COUNTY DPOs



Look for these post offices:

* Source: New Jersey DPOs by Brad Arch

- | | | | |
|-----------------|--------------------|----------------|---------------------|
| Absecom | Decosta | Jeffers | |
| Absecombe | Durella | Longport | Smiths Landing |
| Absecon Heights | English Creek | Margate Br | South Atlantic City |
| Amatol | Estelville | Mckee City | Steelmanville |
| Bakersville | Folsom | Nesco | Ventnor |
| Belcoville | Gloucester Furnace | Pleasant Mills | Ventnor Br |
| Buena Vista | Gloucester Springs | Pomerania | Viola |
| Cedar Lake | Gravelly Landing | Risley | Weymouth |
| Chelsea Sta | Hawkins | Rosedale | |
| Da Costa | Idelwood | Scullville | |

This puzzle is available online at our website <http://www.NJPostalHistory.org> in pdf format, so you can print it out separately if you wish. Do you know of other Atlantic County DPOs? We are contemplating an update to Brad Arch's NJ DPO list and all information is welcome.

CLASSIFIED ADS:

WANTED: Postal History of Camden and Atlantic Counties [no Atlantic city], Ocean City [in Cape May County]; Monroe, & Washington Townships in Gloucester County. Craig Mathewson, 114 Hayes Mill Rd, Apt D-202, Atco, NJ 08004, phone: 856/809-7484.

WANTED: BERGEN CITY, NJ Stampless through Banknotes, strong strikes. Send copy with prices to J. Haynes, Box 358, Allendale, NJ 07481.

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

WANTED: Clear handstamps on New Jersey stampless covers for exhibition collection. Send copies and prices to Robert G. Rose, P.O. Box 1945, Morristown, NJ 07962 or e-mail rose@pitneyhardin.com.

WANTED: PATRIOTIC COVERS, SHIP CANCELS FROM WWII, Morris, Sussex County covers, Sullivan, Delaware County NY State covers, and postal cards. Clean clear strikes preferred. Willard Johnson, 20142 Quail Run Dr., Dunnellon, FL 34432.

WANTED: TELEGRAPH COVERS: O'Reilly, House, Bain, any lines in opposition to Morse or which merged with Morse (but no Morse covers). Steven M. Roth, 1280 21st St., NW, Suite 209, Washington, DC 20036-2343, 202/293-2563 or email stevenroth@comcast.net.

OUT-OF-PRINT AND RARE NEW JERSEY BOOKS bought and sold since 1972. 8000 items, 1690's to 1990's. Visit our searchable website: www.felcone.com. Joseph J. Felcone, PO Box 366, Princeton, NJ 08542 609-924-0539; felcone@felcone.com.

WANTED: ALL NJ POSTMARKS - New Collector looking for 1800 - 1925 offices. Send list to: Fred Mancuso, 17 Theodore Ave., Maple Shade, NJ 08052, 856/482-5337 email: stampking1@aol.com.

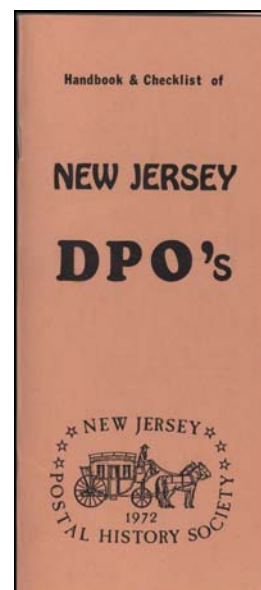
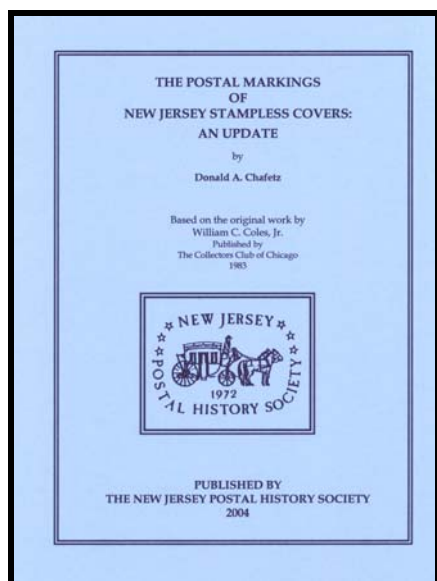
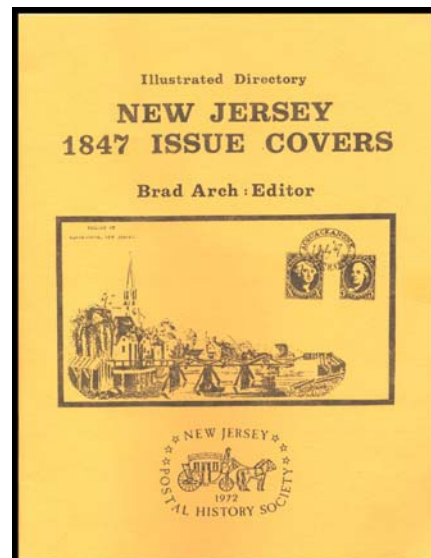
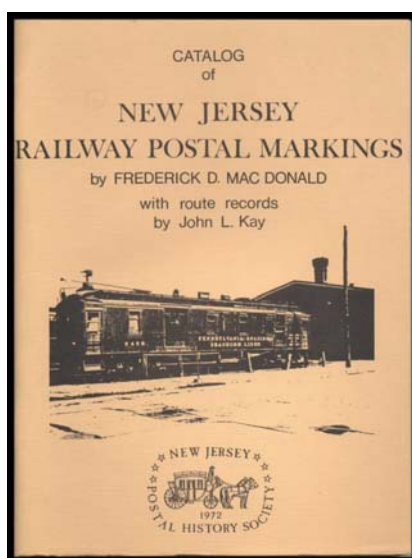
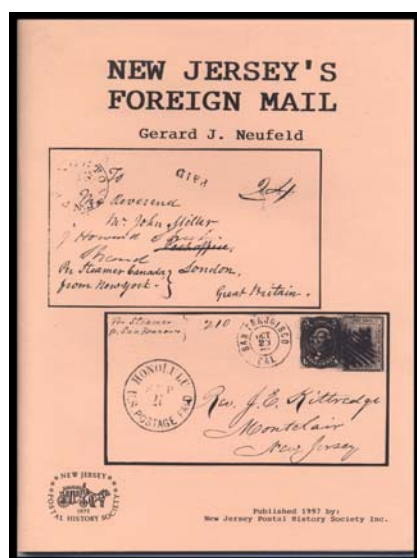
WANTED: Hunterdon County, NJ, Bucks County, PA, postal history covers, postcard, pictures from all eras; Americana, ephemera, collateral paper items. Contact Jim Walker, 121 Wertsville Rd, Ringoes, NJ 08551-1108, phone 908/806-7883, or email jiwalker@earthlink.net.

WANTED: BOND or FORCE FAMILIES or CENTERVILLE material. Bonds include Charlotte, Isaac, Reilly, Abby and Adelia. Forces include Jonathan III, Frank, and Anna. Contact Jack A. Gordon, the Bond Force House, 88 Eagle Rock Ave., Roseland, NJ 07068 212/421-4300.

WANTED: STEAM, STEAMBOAT, COASTAL, SHIPS, way route agents, covers before Civil War. Any state. Steven M. Roth, 1280 21st St., NW, Suite 209, Washington, DC 20036-2343, 202/293-2563 or email stevenroth@comcast.net.

WANTED: Mountain Lakes, Boonton, Parsippany, Whippany, Hanover postal history items. Describe or send photocopies for my very generous offer. APS (Life member), NJPHS (since 1980). Peter Lemmo, PO Box 557, Whippany NJ 07981-0557.

NJPHS LITERATURE AVAILABLE NOW



PHILATELIC LITERATURE AVAILABLE FOR IMMEDIATE DELIVERY, Post Paid, from: Robert G. Rose, New Jersey Postal History Society, P.O. Box 1945, Morristown, NJ 07962. RRose@pitnevhardin.com

NEW! The Postal Markings Of New Jersey Stampless Covers: An Update by Donald A. Chafetz hardcopy	\$10.00
Same plus CD in Acrobat Reader [.PDF] format.....	\$15.00
NEW! Washington Organ Manufacturers on CD, by Len Frank -3 articles + many many illustration not in NJPH, in Acrobat Reader [.PDF] format	\$20.00
Catalog of New Jersey Railway Postal Markings, 1984, Frederick D. MacDonald, 136pp.	\$10.00
Illustrated Directory of New Jersey 1847 Issue Covers, Brad Arch, ed., 1987, 44pp & Supplements	\$4.00
New Jersey DPO's, Brad Arch, ed., 1981, 22pp, pocket sized Checklist of Discontinued Post Offices	\$3.00
New Jersey's Foreign Mail, 1997, Gerard J. Neufeld, 76pp.	\$8.00
New Jersey Civil War Patriotic Covers, 1993 [NJPH Whole No. 100] 100pp, an illustrated study	\$10.00
Robert G. Kaufmann Auction Cat. of the Wm C. Coles, Jr. Collection of NJ Postal History, w/ prices realized	\$5.00
2003 NJPH Issues on CD in Acrobat reader [.PDF] format, with many color illustrations	\$12.00