



# NJPH

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

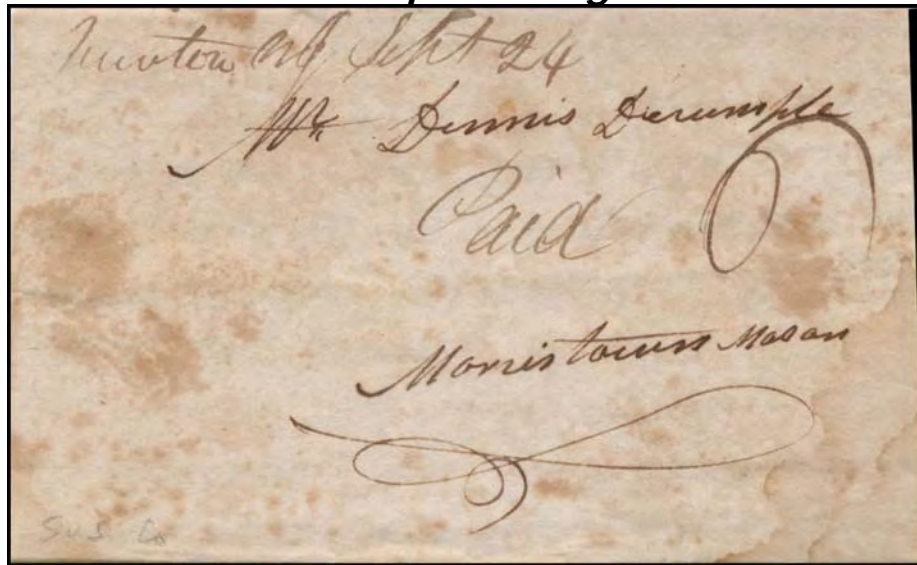
Vol. 36

No 1

Whole Number 169

February 2008

## ***Morris Turnpike Stage Cover***



***This 1816 cover was sent by Isaac Bassett of Newtown shortly after the establishment of the new stage service of which he was a founder. It is datelined September 24, 1816 and is addressed only to Dennis Dalrimple, Morristown Mason. See page 34.***

### ~ CONTENTS ~

President's Message .....	Robert G. Rose.....	2
Leap Year Birthday Covers.....	Paul Jackson.....	3
NJ Doanes – Post Office Establishments and Discontinuations .....	Arne Englund .....	4
Hunterdon County Postal History: Part 3 - DPOs by Township.....	Jim Walker .....	11
A Few Additional Washington NJ Organ Covers.....	Jean Walton.....	32
Early Travel & Mail Transportation in New Jersey.....	Len Peck.....	34
Traveling by Stage Across New Jersey in 1832.....	Francis Kemble Butler .....	40
New Jersey Manuscript Town Markings Database: Update .....	Steven M. Roth .....	46
Samuel L. Southard – Redux .....	Jean Walton.....	49
NJPHS Ebay Auction.....	Arne Englund .....	52
Member News .....		53
Word Puzzle: Morris County DPOs.....		56
Member Ads.....		57
Literature Available .....		59

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

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

Annual Membership Subscriptions \$15.00

Website: <http://www.njpostalhistory.org>

**OFFICERS**

President: Robert G. Rose, P.O. Box 1945, Morristown, NJ. 07962-1945 [rose@daypitney.com](mailto:rose@daypitney.com)

Vice President and Editor Emeritus: E. E. Fricks, 25 Murray Way, Blackwood, NJ 08012

Treasurer: Andrew Kupersmit, NJPHS Treasurer, 143 Woodbridge Ave., Metuchen, NJ 08840

Secretary: 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 [alenglund@aol.com](mailto:alenglund@aol.com)

Editor-in-Chief/*NJPH*: Robert G. Rose, P.O. Box 1945, Morristown, NJ. 07962-1945 [rose@daypitney.com](mailto:rose@daypitney.com)

Layout Editor: Jean R. Walton, 125 Turtleback Rd., Califon, NJ 07830 [Njpostalhistory@aol.com](mailto:Njpostalhistory@aol.com).

\*\*\*\*\*

**DUES REMINDER!**

If you have not already paid your dues, a form is enclosed for dues payment for 2008. Dues may be paid by check, or online by Paypal for an additional fee of 75¢. We are happy to accept your dues and donations in whatever way you find comfortable paying. Why not do it now?

\*\*\*\*\*

**THANKS FOR DONATIONS RECEIVED!**

We are grateful to acknowledge donations received from the following members. Rev. Donald Beers, William Brown, Robert Buckler, Patricia E. Byrnes, Donald A. Chafetz, Joseph S. Chervenyak, Doug D'Avino, Lloyd E. Foss, Joseph Haynes, Charles M. Hogate, Willard Johnson, William H. Johnson, Donald Jones, William Kucher, Peter Lemmo, Craig C. Mathewson, Jr., Alan Parsons, Leonard R. Peck, Robert G. Rose, Paul W. Schopp, Paul Schumacher, Harry M. Segner III, Russell N. Silverstein, Ed Siskin, John Trosky, Jean R. Walton, Don Wentzel, Nathan Zankel. Your generosity is very much appreciated, and will help significantly in offsetting the difference between dues collected and expenses.

\*\*\*\*\*

**PRESIDENT'S MESSAGE**

This year marks our Society's 36<sup>th</sup> year as one of the leading state postal history societies in the country. I am especially proud of our award winning journal, *NJPH*, and the tremendous effort that Jean Walton has put into its production to make certain that each issue will have a variety of topics of interest to our membership. This issue is no exception, with many hours of good reading and scholarship.

A number of significant pieces of Society news are highlighted elsewhere in this issue of our journal. First, I am delighted that our Society member and stalwart supporter, Arne Englund, will organize an e-bay auction of New Jersey postal history for the benefit of our Society. Please be sure to read his article concerning the submission of material for the auction and the fees for doing so. If you are not a contributor of items for the auction, please be sure to participate. We will alert all members who have provided an email address when the auction will begin. Second, NOJEX'08 promises to be a blockbuster of a show this year. For the first time ever at a World Series of Philately Show, the two largest societies devoted to the study of United States stamps will convene together to hold their annual conventions: the U.S. Philatelic Classics Society and the U.S. Stamp Society, as well as the Carriers & Locals Society and your own NJPHS. Although exhibit space is filling up quickly, it's not too late to submit an application that can be down loaded from [www.Nojex.org](http://www.Nojex.org)

Finally, I wish to thank all of our Society members who have made donations to our Society with their annual dues payments. If you have not mailed in your dues for 2008, you will find a dues notice with this issue of the Journal. Please send in your check without delay. We value your membership.

**ROBERT G. ROSE**

## LEAP YEAR BIRTHDAY COVERS

By Paul Jackson

A long time ago I was born. Nothing spectacular about that but over the years the date does make an impression: February 29th!

It is not impossible to get covers with February 29th cancels. I once had one that happened to be an error from 1910. But since 1910 was not a leap year, there should not have been a Feb. 29th! With the Olympics and Presidential elections always in the same year as your birthday, they are easy to remember. Of late, however, because they start campaigning two years before the actual election, this has been thrown into a cocked hat.

While searching for birthday covers, because of the unique nature of being a Feb 29th baby, I have come across a different kind of error.



*Fig. 1: Flemington, NJ cover dated February 30, 1944 – with newspaper article about it!*

This stamped envelope was sent in a leap year, but the machine at the post office was not checked and these notices of a meeting were run through early in the morning (6-AM) on Tuesday the 29th of February. Perpetual calendars verify that Tuesday, the last day of February in 1944, was in fact the 29th.<sup>1</sup> I'm not aware of anything like this happening elsewhere.

Some of the benefits you guys who get a birthday every year don't see...I was able to get into the movies for child's price until I was 48. I was never afraid of the "sunshine club" at work ~ they generally forgot my birthday. No one has ever "surprised" me on my birthday. Age becomes a "just a number" for real! I have now lived 76 years (or will have on the 29th!), but my actual age is 19.

If anyone has any Feb 29th covers, I'd like to know about them, trade for them or buy them. Please advise Dr. Paul Jackson, Box 2, Raritan, NJ 08869.

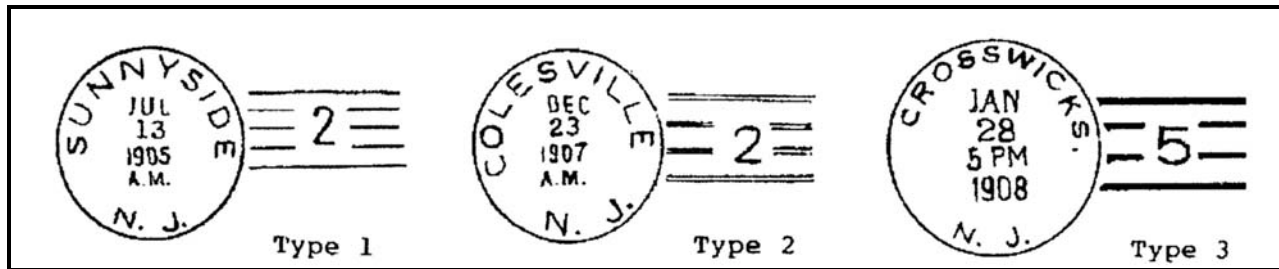
### ENDNOTES:

<sup>1</sup> <http://www.timeanddate.com/calendar/index.html?year=1944&country=1> and other perpetual calendars.

## NJ DOANES – P.O. ESTABLISHMENTS & DISCONTINUATIONS

By Arne England

Named for Edith Doane, an early student of these particular types of postmarks, Doane cancels were used by small 4<sup>th</sup> class post offices<sup>1</sup> throughout the United States in the first decade of the Twentieth Century. Between August 1903 and the fall of 1906 these were the canceling devices that were issued by the P.O. Department to newly established 4<sup>th</sup> class offices, and to those post offices requesting a replacement for an older worn device, these occasionally being 2<sup>nd</sup> or 3<sup>rd</sup> class post offices. Doane cancels are currently reported from 248 New Jersey post offices.



*Fig. 1: The three different Doane cancel types, issued between 1903 and 1906.*

The three types of Doane cancels are shown in Figure 1.

- The Type 1 Doane cancel has five “killer” bars with a number in them. This first type was issued between August 28 and September 28, 1903. Approximately 1600 post offices received these nationwide, of which 15 have been reported from New Jersey towns.
- Type 2 Doane cancels have two sets of railroad track type bars with a number in them. These were issued between September 29, 1903 and June 30, 1905. There are currently 137 Type 2 Doanes reported from New Jersey towns, with approximately 17,500 having been issued throughout the U.S.
- Type 3 Doane cancels have 4 solid bars, similar to the standard “4-Bar” cancels, but with a number in the bars. Of the approximately 12,000 Type 3 Doanes issued throughout the country between July 1, 1905 and the fall of 1906, there are currently 96 reported from New Jersey post offices.

The number in the “killer” bars indicates the postmaster’s compensation in hundreds of dollars for the year previous to the issuance of the canceling device. Thus, a “1” meant that compensation was less than \$100 at that particular P.O. for the previous year, a “2” meant that the compensation was between \$100 and \$200, and so on, with each \$100 increment in compensation increasing the bar number by 1. The highest number seen from a New Jersey P.O. is the Yardville Doane with a number “8” in the killer bars. The “killer” bar number for devices issued to new post offices was, of course, a “1” (less than \$100), as there had been no revenue generated the previous year. The Doane canceling devices were almost never updated or replaced, the only example of such in N.J. being the Port Murray P.O., which in 1904 was issued a Type 1 device with a “3” in the bars, and in the summer of 1905 received a subsequent Type 2 canceller with the town name spelled “Murry” and with a “4” in the bars. Starting in late 1906/early 1907, a worn out Doane canceling device would be replaced with a “4-Bar” type cancel, which at that point also became the standard device issued to new 4th class offices.

## Arne Englund~ NJ DOANES – PO ESTABLISHMENTS & CLOSINGS

A comprehensive up to date listing of earliest and latest documented uses (EDU's and LDU's) of the Doane cancels for New Jersey, as well as a large percentage of the other states can be found on the Doane cancel website – <http://www.doanecancel.com>. Updates are provided by collectors emailing in recently found earliest uses (EDU's) or latest uses (LDU's) from particular post offices, and are always welcome.

In an effort to further establish parameters for early and late uses from the various towns, the following tables provide information, taken from Kay and Smith's *New Jersey Postal History*<sup>2</sup> for New Jersey post offices (using Doane cancels) whose establishment and/or discontinuation occurred during the Doane cancel era. Obviously, a usage should not be found previous to office establishment or after office discontinuation.

**TABLE 1 – P.O. ESTABLISHMENTS**

POST OFFICE	COUNTY	TYPE/#	EDU	ESTABLISHED
BEAVER LAKE	SUSSEX	3/1	03 SEP 1906	02 MAR 1906/ F: KAYS
CHROME	MIDDLESEX	2/1	05 MAR 1905	05 MAR 1904
DACOSTA	ATLANTIC	3/1	07 JUN 1907 (only)	28 JUL 1905
FORTESQUE	CUMBERLAND	2/1	22 JUL 1906	22 MAR 1905
GRANTWOOD	BERGEN	3/1	02 NOV 1906	25 JUL 1905
GRASSELLI	UNION	2/2	01 APR 1905	06 JUL 1904/ F: TREMLEY
GREAT MEADOWS	WARREN	2/3	24 APR 1905	01 FEB 1905/ F: DANVILLE
GROVEVILLE	MERCER	2/7?	26 AUG 1905	22 AUG 1903
HOLMESON	MONMOUTH	2/1	07 APR 1906	28 OCT 1904
JENKINS	BURLINGTON	3/1	14 AUG 1906	(DISC: 14 FEB 1906)/ RE-EST: 07 APR 1906
LANOKA	OCEAN	2/1	18 FEB 1905	(DISC: 15 SEP 1903)/ RE-EST: 26 JAN 1904
MAPLE SHADE	BURLINGTON	2/3	16 AUG 1905	(DISC: 31 OCT 1904)/ RE-EST: 17 MAR 1905
NEWTONVILLE	ATLANTIC	2/1	22 JUN 1907	08 FEB 1904
NORTHFIELD	ATLANTIC	3/2	24 MAY 1906	16 DEC 1905/ F: BAKERSVILLE
ORTLEY	OCEAN	2/1	28 JUN 1905	29 JUL 1904
RINGWOOD MANOR	PASSAIC	3/2	20 NOV 1906	23 JAN 1906/ F: RINGWOOD
TOWACO	MORRIS	2/2	04 SEP 1905	17 MAY 1905/ F: GLENVIEW
TOWNLEY	UNION	2/1	18 JUL 1904	14 JAN 1904
TOWNSENDS INLET	CAPE MAY	2/1	25 MAY 1906	10 AUG 1904
WOODBURY HEIGHTS	GLOUCESTER	3/1	12 APR 1907	08 AUG 1906

Twenty-five of the New Jersey post offices using Doane cancels were established between Aug. 1903 and the fall of 1906, the period when the devices were issued. The establishment dates and EDU's for these are provided in Tables 1 and 2. Most of these were actual new offices, and thus received a postmarking device with a "1" in the "killer" bars. Several, however, were renamed offices, which received new devices with "2's" or "3's" in the "killer" bars, reflecting the postmaster's compensation for the previous year under the old post

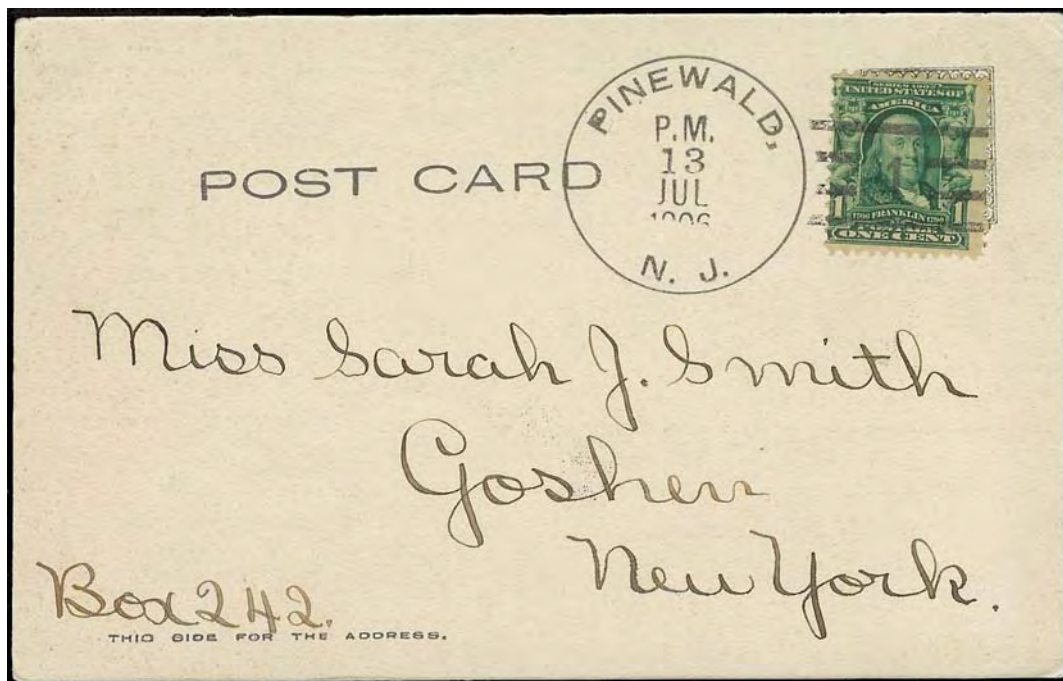
**NJ DOANES – P.O. ESTABLISHMENT & CLOSINGS ~ Arne England**

office name. Thus, Grasselli, renamed from Tremley in 1905, received what we now term a “Type 2” device with a “2” in the killer bars, indicating that as Tremley the postmaster’s compensation for 1904 had been between \$100 and \$200. The “7” in the Groveville listing is curious as this was a new office, and not a renaming of an already existing post office. Also note that a few of these post offices had been discontinued, and then re-established a few months later. In each case, the EDU is more indicative of the post office receiving the Doane cancelling device upon re-establishment.

**TABLE 2 – P.O.’S EST. & DISC.**

POST OFFICE	COUNTY	TYPE/#	EDU/LDU	EST./DISC.
BENNETT	CAMDEN	2/1	30 SEP 1905/ 22 JUN 1906	14 JUN 1905/ 30 JUN 1906
HAZELTON	OCEAN	2/1	15 NOV 1905 (only)	14 NOV 1904/ 31 NOV 1905
OTTENS	CAPE MAY	3/1	28 JUL 1906/ 31 JUL 1912	22 MAY 1906/ 30 APR 1913
PINEWALD	OCEAN	3/1	13 JUL 1906 (only)	1 SEP 1905/ 15 APR 1906
WHITE	CAPE MAY	1/1	27 NOV 1905 (only)	11 AUG 1903/ 26 OCT 1909

Table 2 contains the EDU/LDU and Established/Discontinued information for the 5 post offices whose entire existence occurred during the Doane era, and whose Doane cancel may thus be the only postmark to be found from those offices. Note: the word “only” in parentheses indicates that the listing is the only currently reported/documented example of that postmark. *Figure 2*, then, shows the only reported/documented example of the Pinewald, N.J. Doane.



*Fig. 2: Pinewald, N.J. Type 3 Doane cancel Jul 13, 1906 with a number 1 in the bars.*

## Arne Englund~ NJ DOANES – PO ESTABLISHMENTS & CLOSINGS

By 1910, or even a year or two earlier, many Doane cancel-using offices had acquired the subsequent standard “4-Bar” type of postmarking device as a replacement for a worn Doane device. However, there were a number of offices that did use their Doane cancels for a very long time. The LDU for the Vienna, N.J. Doane is 22 Dec 1927. Uses have been reported from post offices in other states up into the 1940’s and later! The LDU for the Ottens Doane is in July of 1912. Therefore in all probability the postmark device was probably used right up until the office closed in April of 1913. As there is currently only one reported listing for the White, N.J. Doane, and a somewhat early one at that, there is, therefore, a chance that that post office may have acquired a 4-Bar canceling device.

### TABLE 3 – P.O. DISCONTINUATIONS

POST OFFICE	COUNTY	TYPE/#	LDU	DISCONTINUED
ANTHONY	HUNTERDON	2/1	16 NOV 1905	14 JAN 1906
BAIRD	MONMOUTH	2/1	20 SEP 1907	31 MAR 1909
BARGAINTOWN	ATLANTIC	2/1	18 AUG 1910	31 MAR 1913
BEVANS	SUSSEX	3/1	04 DEC 1909	30 JUN 1910
BLAIR	SUSSEX	2/1	15 AUG 1910	30 SEP 1910
CHARLOTTESBURG	PASSAIC	2/2	19 AUG 1915	15 JAN 1912; / RE-EST: 9 JUN 1914
CHERRY HILL	BERGEN	3/3	22 DEC 1905 (only)	6 NOV 1906
COLLIERS MILL	OCEAN	1/1	30 NOV 1910	15 JUN 1912
CORNISH	WARREN	1/1	15 AUG 1909	31 AUG 1909
DEANS	MIDDLESEX	3/2	01 FEB 1911	15 JUL 1911
DRAKESTOWN	MORRIS	1/1	30 DEC 1910	31 MAY 1911
EDISON	SUSSEX	2/1	04 OCT 1907	15 APR 1908
ELY	MONMOUTH	2/1	08 MAY 1905 (only)	14 APR 1906
ERIAL	CAMDEN	3/1	30 AUG 1906	30 NOV 1906
GLENVIEW	MORRIS	2/2	01 JUN 1905 (only)	17 MAY 1905/ T: TOWACO
KNOWLTON	WARREN	3/1	10 DEC 1906	28 FEB 1907
LAWRENCE STATION	MERCER	2/2	03 OCT 1907	30 MAY 1908
MAINE AVENUE	CUMBERLAND	2/1	22 NOV 1904 (only)	30 JUN 1905
MANALAPAN	MONMOUTH	2/2	22 MAR 1913???	30 JUN 1911
MINE HILL	MORRIS	3/2	31 DEC 1910	1 JUN 1911
MINEBROOK	SOMERSET	2/2	18 JUL 1907	30 APR 1908
MONTGOMERY	SOMERSET	3/1	07 FEB 1908	29 FEB 1908
MOUNT HOPE	MORRIS	3/3	28 SEP 1907	31 DEC 1907
MOUNTAIRY	HUNTERDON	2/1	30 MAR 1907	30 APR 1907
NEW SHARON	MONMOUTH	2/1	03 SEP 1910	26 NOV 1912
NORTON	HUNTERDON	2/1	29 MAY 1906	2 JAN 1907
PARSIPANNY	MORRIS	3/3	06 OCT 1906 (only)	30 NOV 1906
PLEASANTRUN	HUNTERDON	2/1	16 SEP 1907	30 NOV 1907
PROSPERTOWN	OCEAN	3/1	06 JUN 1912	31 JUL 1913
RED VALLEY	MONMOUTH	1/1	13 AUG 1906	14 SEP 1906
SNOWHILL	CAMDEN	2/2	14 JUN 1906 (only)	8 OCT 1907
SOUTH SOMERVILLE	SOMERSET	2/2	13 AUG 1907	31 JAN 1908
SPRINGTOWN	WARREN	2/1	17 JAN 1912	15 DEC 1912
STEELMANVILLE	ATLANTIC	3/1	03 JAN 1913	31 MAR 1913
WARBASSE	SUSSEX	3/1	28 JUL 1911	15 APR 1913
WOODGLEN	HUNTERDON	3/2	09 OCT 1906	31 JAN 1907

**NJ DOANES – P.O. ESTABLISHMENT & CLOSINGS ~ Arne England**

Table 3 gives discontinuation dates for those post offices that were closed fairly soon after the LDU. For those offices whose discontinuation occurred within a year of the LDU, it seems quite likely that the Doane cancel was used until the office closed. For those offices with later LDU's – Colliers Mill and New Sharon, for example – there's a good likelihood that if they were still using the device in 1910, they were probably still using it when the post office closed in 1912. Note that Charlottesville post office closed in 1912, was re-established in 1914, and has a Doane LDU in 1915, thus indicating that no new postmark was issued or requested when the office re-opened. The Manalapan LDU seems, of course, questionable, as the P.O. had been discontinued almost 2 years previous. Also interesting to note is that Glenview was renamed Towaco on May 17, 1905, Doane cancels being used under both names.

**TABLE 4 – POSSIBLE DOANES**

POST OFFICE	COUNTY	TYPE/#	ESTABLISHED
EAST NUTLEY	ESSEX	(2/1)	10 FEB 1905 (DISC: 30 NOV 1907)
KENILWORTH	UNION	(2/1)	16 MAY 1905
NORTH HACKENSACK	BERGEN	(3/?)	06 NOV 1906/ F: CHERRYHILL
NORTH VINELAND	CUMBERLAND	(2/1)	20 JAN 1905

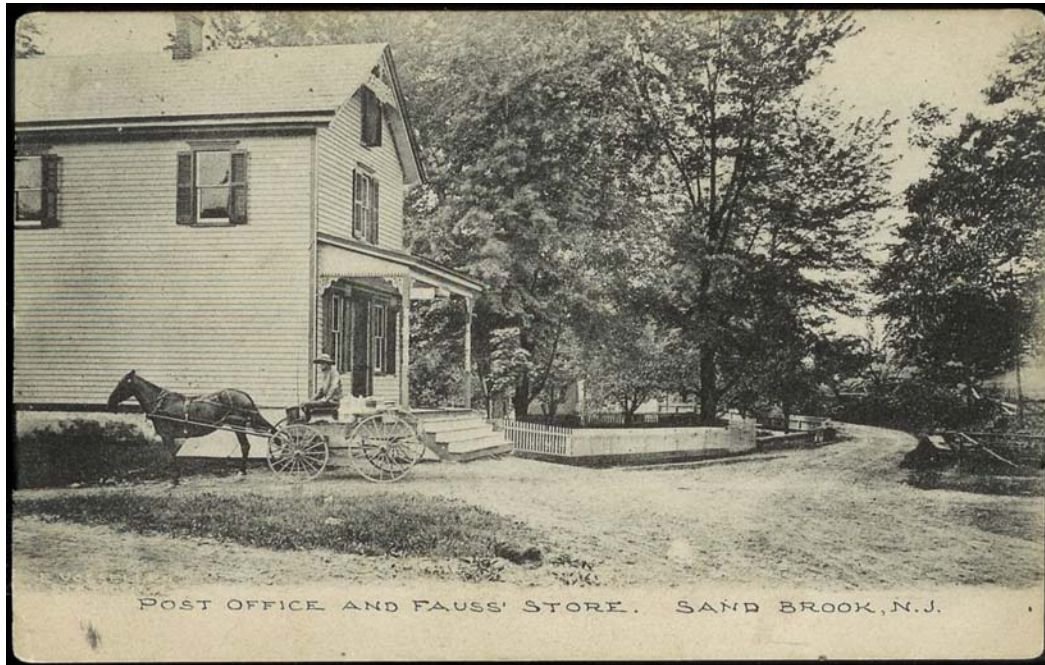
Table 4 gives establishment information of 4 small New Jersey post offices that came into existence during the period when Doane canceling devices were being issued. No examples have been found from these towns. The listings in parentheses indicate what would have been issued to each office, if any of them did, in fact, receive a Doane postmarking device. Examples may yet surface.

*Figures 3 and 4* show contemporary postcard views of a couple of the post offices that used Doane cancels. The Beaver Lake post office, formerly Kays post office, is, of course, quite small and rustic looking. The Sand Brook P.O. and General Store is more typical of the type of building which would have housed a 4<sup>th</sup> class post office at the turn of the 20<sup>th</sup> century.



*Fig. 3: Rustic Beaver Lake post office – one of the smaller of the 4<sup>th</sup> class Doane POs.*





*Fig. 4: The Sand Brook Post Office – a 4<sup>th</sup> class PO using a Doane cancel.*



*Fig. 5: Grasselli, NJ Type 2 Doane cancel, with the number 2 in the Railroad track bars, Nov 19, 1906.*



1909 Doane cancel courtesy Len Peck

Fig. 6: A progression of cancelling devices from Bevans, New Jersey, for comparison.

At the top is an example of a steel cancel from 1906, which preceded the Doane. Below that is a 1909 Bevans Type 3 Doane with a “1” in the bars. Below that is a 1910 “4-Bar” which actually seems to have 5 bars, and which is a fairly late replacement device - the Bevans Doane LDU is 04 Dec 1909, and the 4 (or rather 5) bar is dated 18 Mar 1910, and the P.O. was discontinued 30 June 1910!

The Bevans post office was re-opened again in 1913 and discontinued again in 1915. It was re-established once more 19 May 1916. The fourth cancel is a manuscript(!) cancel from 10 July 1916 - apparently they did not have a proper canceling device, possibly not having received a requested replacement for whatever was used 1913-15.

Lastly, the bottom two cancels are two different 4-bars from 1920 and 1921.

The steel cancels which preceded the Doane cancels tended to leave faint or incomplete impressions. The P.O. Dept was concerned with the often poor quality of the steel cancels, and in an effort to improve on this, used hard rubber in the R.F.D. canceling devices issued a few years earlier than the Doanes. This “upgrading” apparently proved satisfactory enough that the Doane cancels were also of hard rubber.

Please send Doane cancel additions, corrections or comments to Arne Englund at [alenglund@aol.com](mailto:alenglund@aol.com), or to the Doane cancel website at the above web address.<sup>3</sup>

**ENDNOTES:**

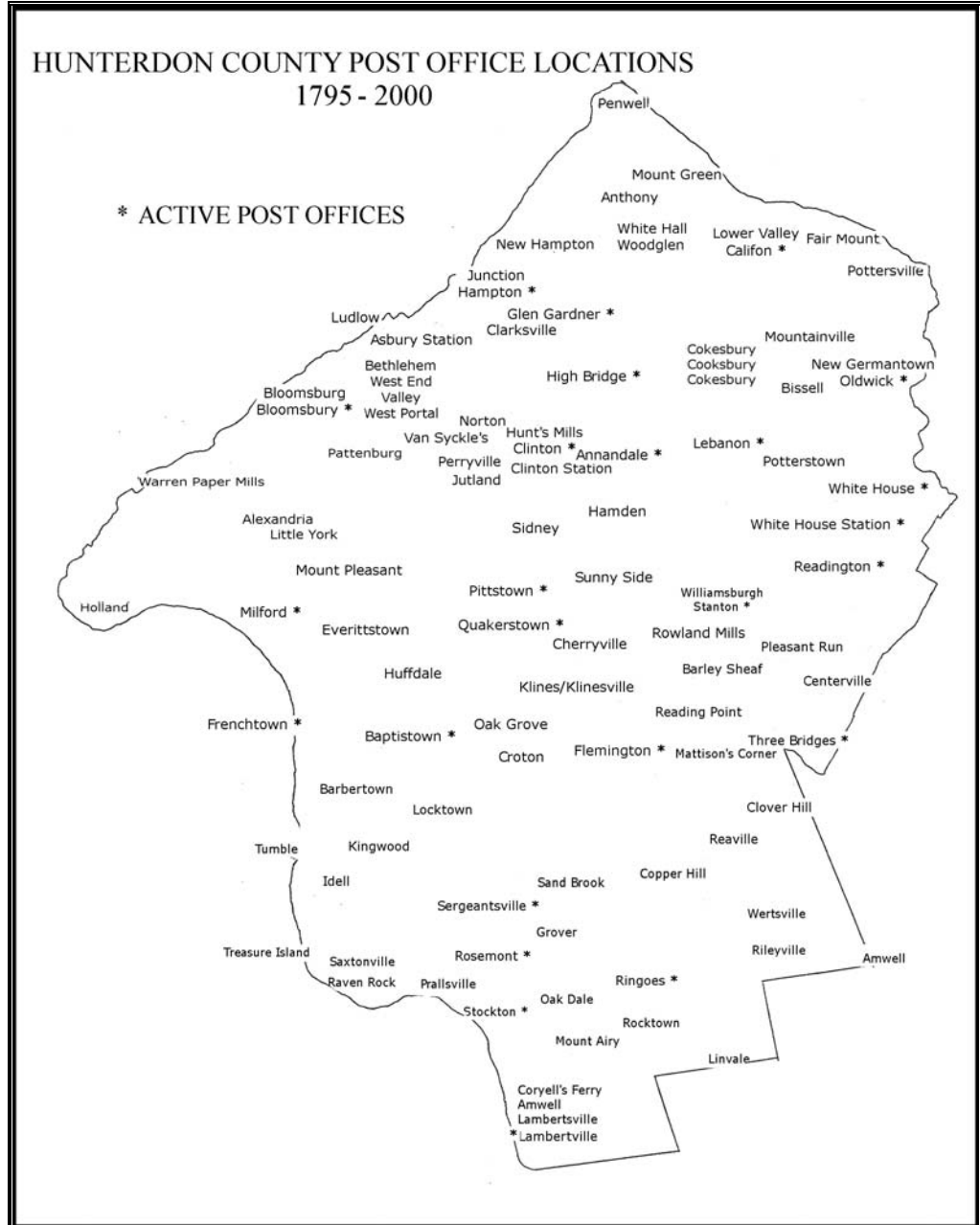
<sup>1</sup> Please see Jim Walker’s article on the classification of post offices in his Hunterdon County Postal History article, the August 2007 NJPH (Vol. 35, No.3, Whole No. 167, p. 140). There do not appear to have been any changes by 1903.  
<sup>2</sup> Kay, John L. & Smith, Chester M., Jr., *New Jersey Postal History*, Quarterman Publications Inc., Lawrence, MA, 1976.  
<sup>3</sup> Two other articles for *NJPH* requesting information and updates on Doane cancels appeared in September 2001 (Vol. 29, No. 3 Whole number 143), and August 2003 (Vol. 31 No. 3 Whole number 151), by the same author.

# HUNTERDON COUNTY POSTAL HISTORY: PART 3: DPOs by Township

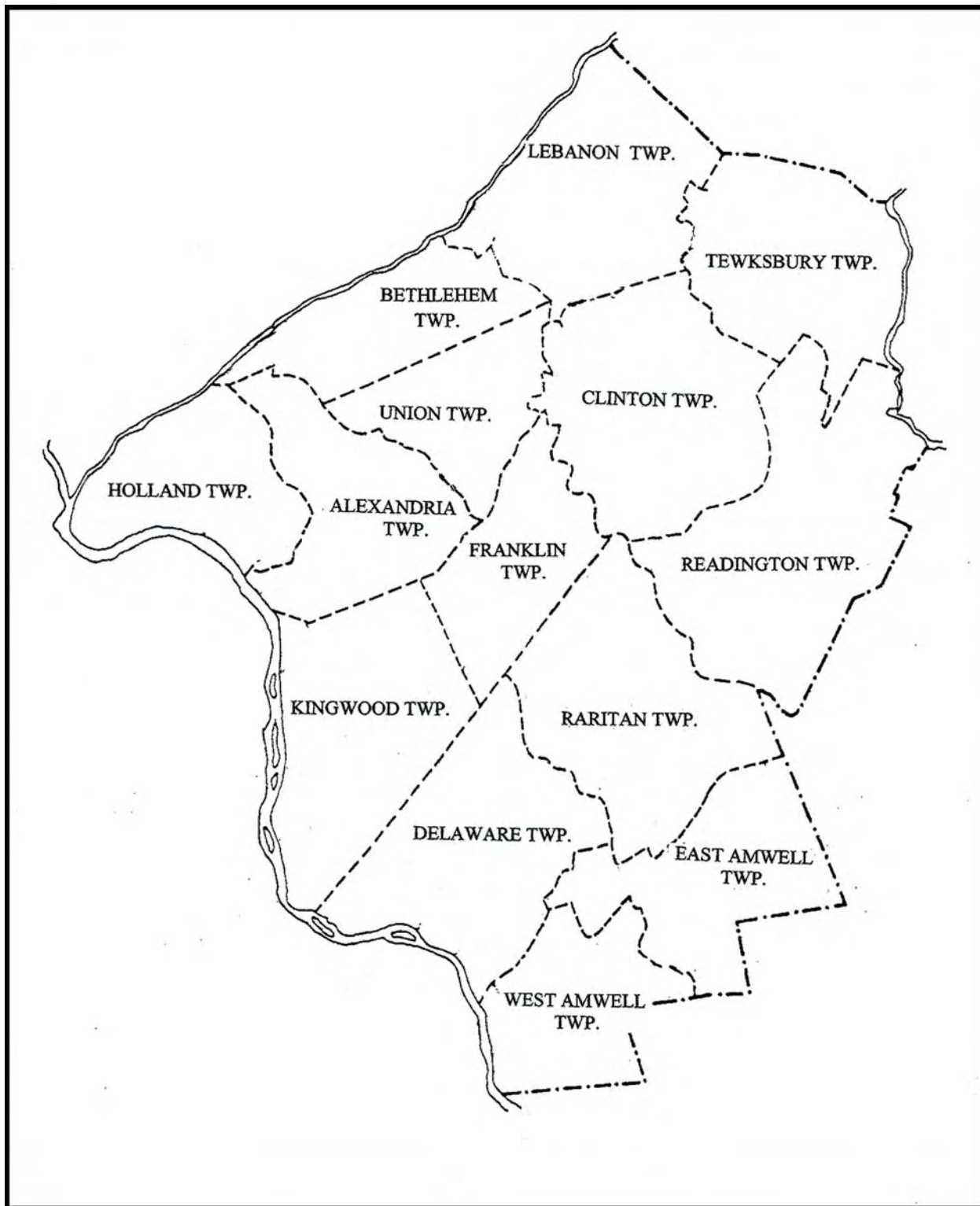
By Jim Walker



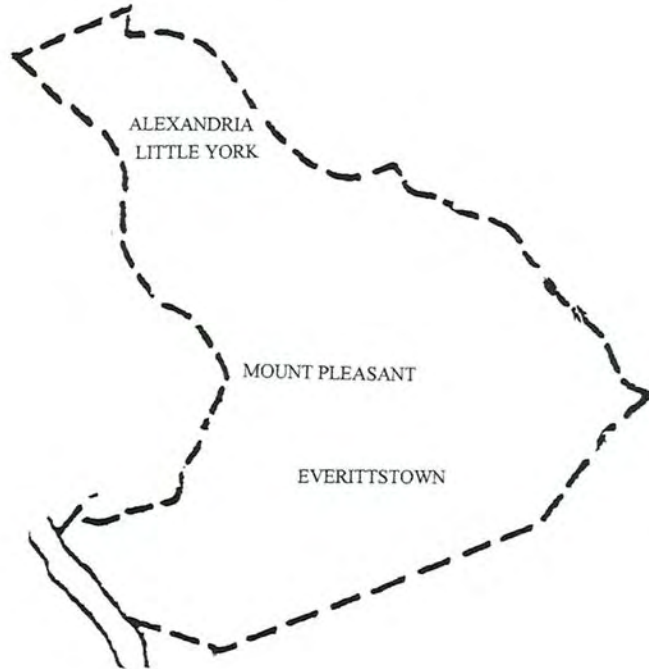
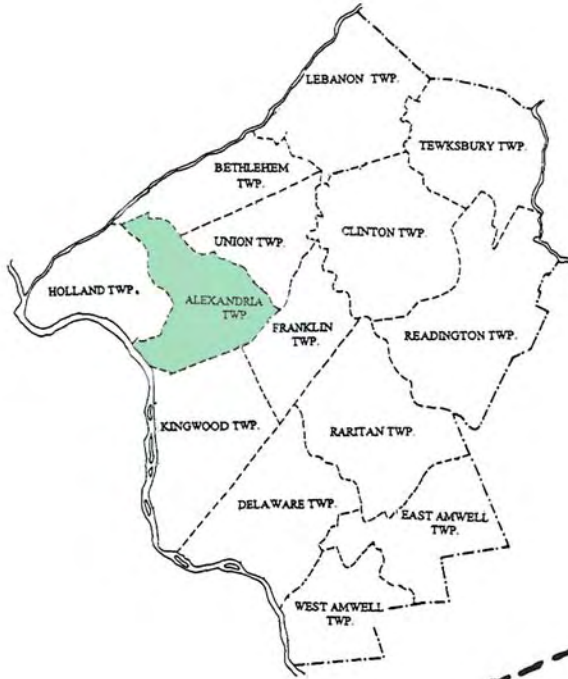
*This is the third in a series on Hunterdon County Post Offices by Jim Walker [for Parts 1 and 2, see the August & November issues of NJPH, Vol 35, Nos. 3 & 4, 2007]. We will continue it in upcoming issues of NJPH.*



### HUNTERDON COUNTY TOWNSHIPS



### HUNTERDON COUNTY DPOs: ALEXANDRIA TOWNSHIP

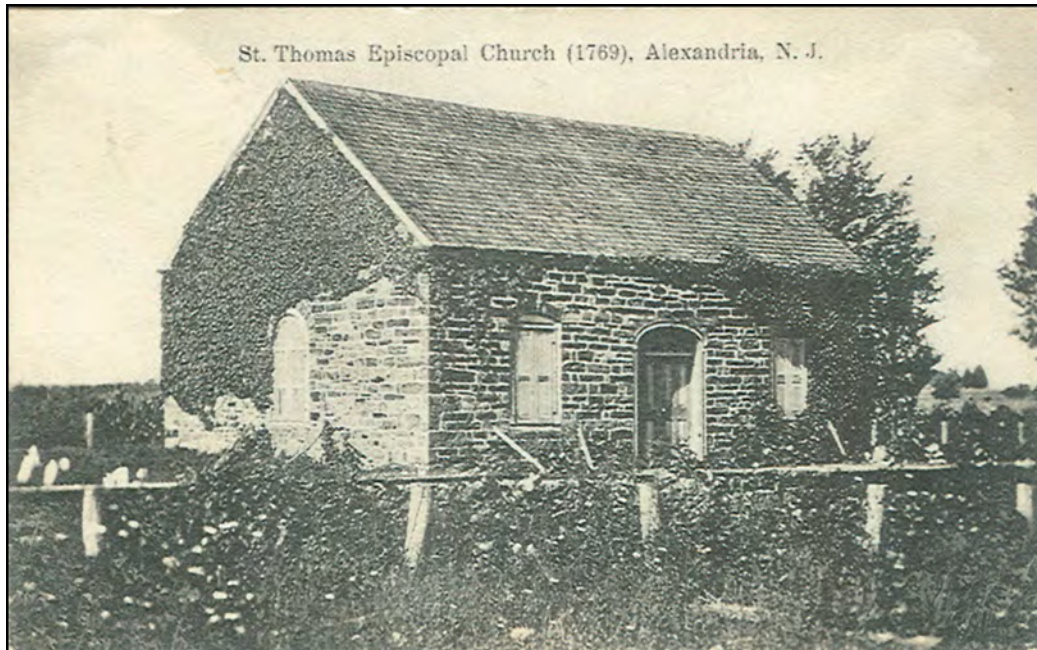


ALEXANDRIA TWP.

This study of the discontinued post offices of Hunterdon County is organized by the townships within which each fell, listed alphabetically. The first township is Alexandria.

## ALEXANDRIA [ALEXANDRIA TOWNSHIP]

This post office was located eleven miles from Flemington in the northwestern part of the township, near present day Little York. Lewis M. Prevost Jr. is listed as the only postmaster of this short-lived office. It was established April 28, 1818 and discontinued June 30, 1835. Service to this area was restored when an office at Little York was opened September 5, 1840.



*Fig. 1: Post card view from Alexandria of St. Thomas Episcopal Church, established 1769.*

## EVERITTSTOWN [ALEXANDRIA TOWNSHIP]

Located in the southern part of the Township at the intersection of Route 513 and 519, about four miles from Frenchtown, a post office was established at Everittstown on February 9, 1848 and maintained continuous service until it was closed on October 31, 1912. Service has been provided since by the Milford office.

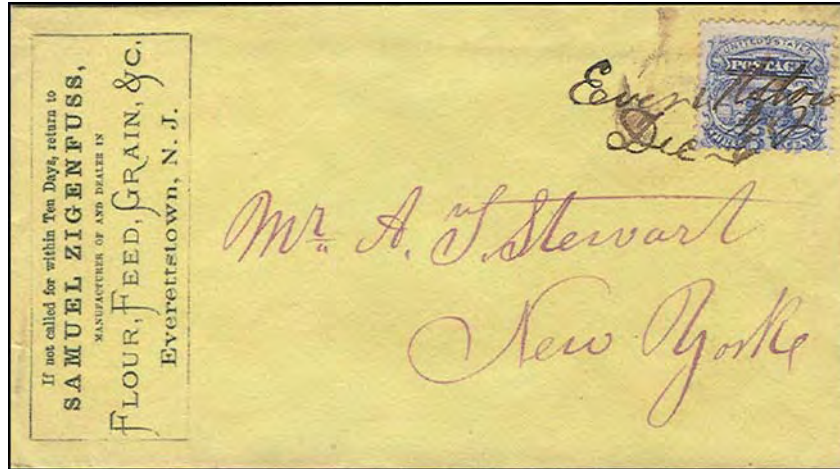


Fig. 2: U.S. three cent pictorial issue of 1869 with manuscript cancel Everittstown, N.J., in the hand of postmaster Enoch H. Opdyke. Note that on the advertising corner, this is spelled Everittstown.



Fig. 3: Map of Everittstown, NJ.

## LITTLE YORK 08834 [ALEXANDRIA TOWNSHIP]

The town of Little York is located close to the township line between Holland and Alexandria four miles Northeast of Milford, Hunterdon County. A post office was established here September 15, 1840 with George V. Alpaugh as Postmaster.

Surviving cutbacks, consolidations, and rural delivery, records show that by 1980 Little York was the only fourth class post office remaining in Hunterdon County.

When Donald L. Crouse made known his intention to retire in 1993, after twenty years as Postmaster, a search began for a new location for the Little York Post Office. This was necessary because the post office had, for many years, been located on the Crouse's front porch. Unable to find a fitting location, the Postal Service placed the Little York Post Office in

### HUNTERDON COUNTY POSTAL HISTORY PART 3:- DPOs ~ Jim Walker

emergency suspension on July 30, 1993. It was removed to the Milford Post Office.

In the meantime, with the retirement of Crouse, a new Postmaster for Little York was appointed on September 18, 1993, by the name of Frank D. Nicolosi. William J. Murray, the Postmaster at Milford states that an office was maintained for Nicolosi at the Milford Post Office for Little York until he retired. The U.S.P.S. website lists an unnamed Officer In Charge after Nicolosi, and that service was suspended “around” 1994. Mrs. Debra L. Stubbs also claims to have been postmaster at Little York, appointed on November 25, 1995. She may have been the unnamed O.I.C. after Nicolosi. At any rate, Stubbs became O.I.C. at Manville, N.J. on December 6, 1996, where she serves as Postmaster today.

At the present time all mail service for Little York is handled at Milford where thirty post office boxes are maintained for Little York residents and rural routes service the area.

A call to the Central New Jersey District Office in New Brunswick finds that Little York is still carried as operational and not officially discontinued. The process of discontinuing a post office is much lengthier than it was at the turn of the last century when rural delivery eliminated so many small town offices in Hunterdon County. Postal Rate Commission hearings have to be undertaken and a local public hearing to show cause must be held. All this takes time, so the first step is to place an office in emergency suspension, which can last for years, and this helps the U.S.P.S. prove its case that a town can get along without a post office, which is where Little York is now.

I suppose this procedure has developed over the years due to the fact that whenever word appears in the local press announcing the Post Office's intention to close a small town office, the news is invariably met with grassroots opposition. This was the case in the mid 1970s when the U.S.P.S., citing results of a study, called for the elimination of the Sergeantsville and Rosemont offices; hence, these offices are still active today.



*Fig. 4: Little York cancel from the stampless period.<sup>1</sup>*





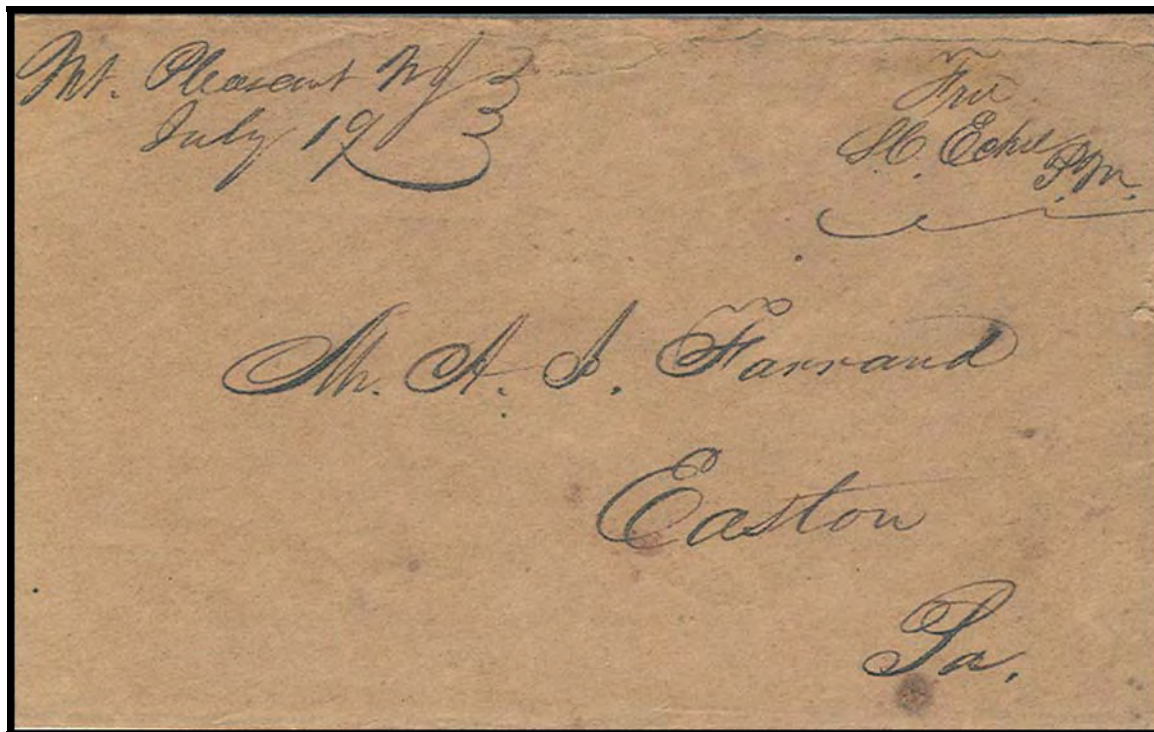
Fig. 5: Cancels from Little York.



Fig. 6: Foldout postcard view of Little York.

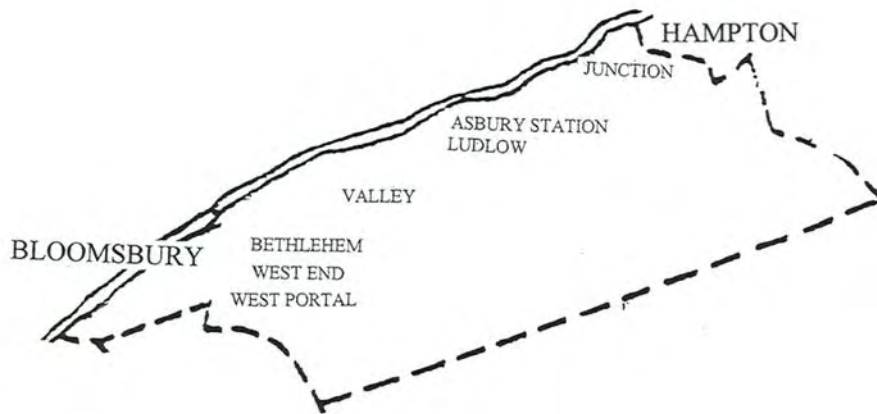
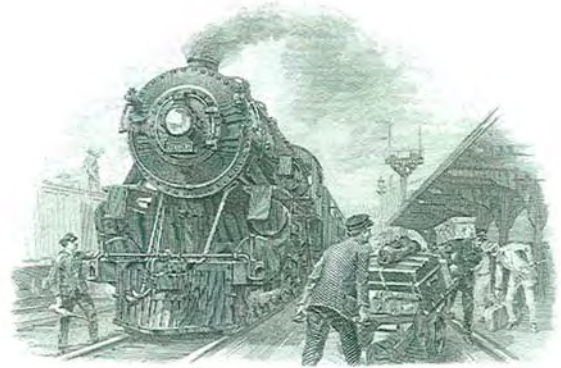
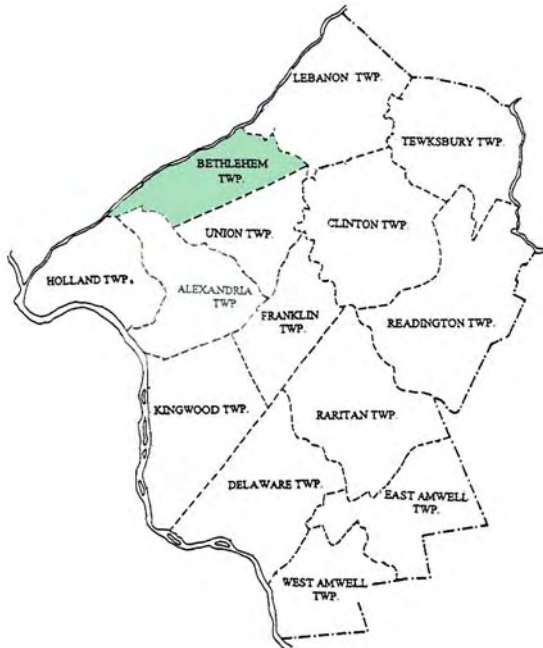
**MOUNT PLEASANT** [ALEXANDRIA TOWNSHIP]

Mount Pleasant was located in Alexandria Township. A post office was established here on December 20, 1825 with Jacob Hoppock as Postmaster. This office was discontinued October 31, 1912, with service provided by the Milford Post Office.



*Fig. 7: Stampless cover with the free frank of Postmaster Samuel C. Eckel, who was appointed to this position February 15, 1831 and held the job for over forty years.*

### HUNTERDON COUNTY DPOs: BETHLEHEM TOWNSHIP



BETHLEHEM TWP.

**ASBURY STATION [BETHLEHEM TOWNSHIP]**

A post office was established at the depot on The New Jersey Central Railroad in Bethlehem Township, south of the village of Asbury, Warren County, on February 10, 1886. While Asbury Station is gone, Asbury is still an active post office today.

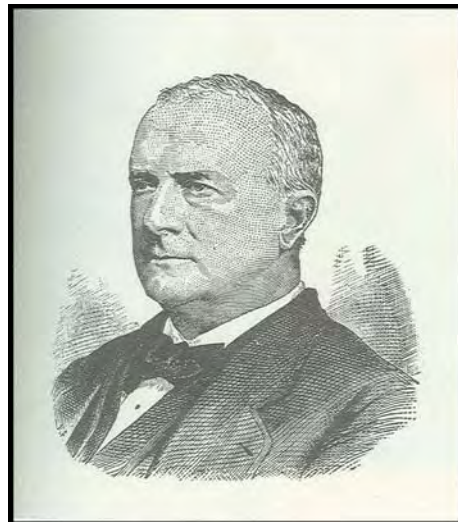
Service was removed to Asbury on March 4, 1890 and this office was discontinued March 15, 1890. However, this office was reestablished as Ludlow on January 24, 1898.



*Fig. 8: The Central Railroad Station at Ludlow formerly known as Asbury Station.*

**LUDLOW [BETHLEHEM TOWNSHIP]**

When the Asbury Station Post Office was discontinued, mail was handled by the office in Asbury, Warren County. On January 24, 1898 service was reestablished at the renamed station, Ludlow, on the New Jersey Central Railroad. This office was named in honor of Former Governor George C. Ludlow 1881-1884 who was born in Milford in 1830. Ludlow was discontinued permanently June 15, 1906.



*Fig. 9: George C. Ludlow, 35<sup>th</sup> Governor of New Jersey.*

**JUNCTION** [HAMPTON BOROUGH]

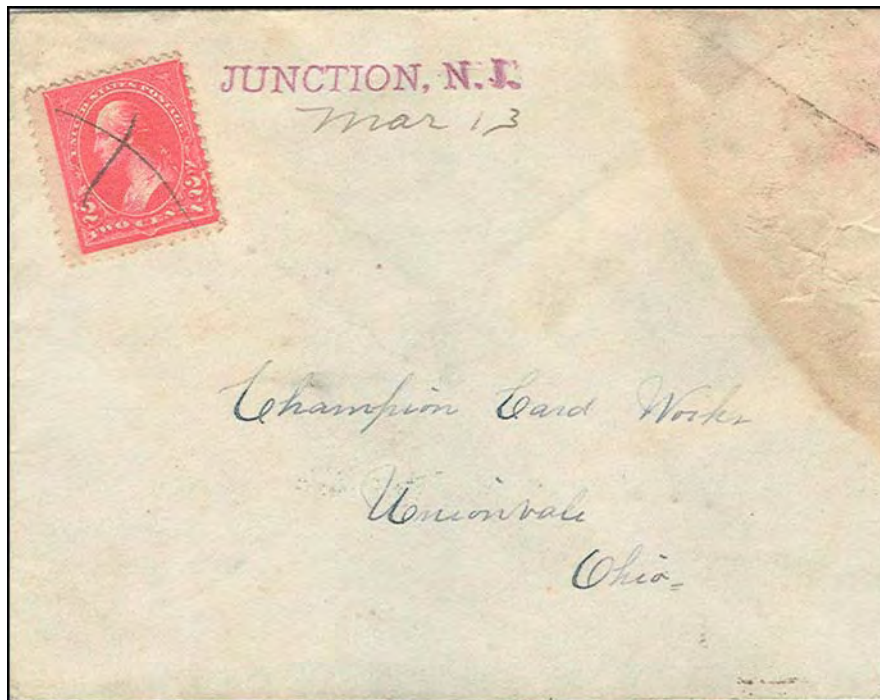
Junction, the former name of Hampton, was formed from Lebanon and Bethlehem Townships. Here the junction of the New Jersey Central and the Delaware, Lackawanna and Western Railroads meet. The area was known as Junction as early as 1852. A post office was established here May 1, 1866 with Marcus D. Wells as the first postmaster. Wells held the position off and on until 1889. He built Wells Hall in 1875 at the corner of Main and Wells Avenue, and it housed his store and the post office for many years. The town's name was changed in 1909, as was the post office. It was officially changed to Hampton March 25, 1909. That office is still active.



*Fig. 10: This cover with a 25mm green Junction cancel is addressed to Peter Beavers at High Bridge from M. D. Wells, June 24, 1869.*



*Fig. 11 Looking down Main Street, Junction, N.J., 1906. The former post office is on the left.*



*Fig. 12a and 12b: This is a straight line purple JUNCTION, N.J. cancel with a manuscript MAR 13 (1896) and an 'X' canceling the stamp. This is too early for an R.F.D. cancel; it may have been made up to replace the standard circular cancel that had been in use since the post office opened in 1866. Addressed to Unionville, Ohio. The reverse sports a New York transit flag cancel dated Mar 13, 1896.*



**BETHLEHEM [BETHLEHEM TOWNSHIP]**

This office was established December 30, 1840. The name changed to West End December 16, 1879. [See also West Portal.]



Fig. 13: Map of Bethlehem, N.J.

**WEST END [BETHLEHEM TOWNSHIP]**

This office's name changed from Bethlehem December 16, 1879. Its name changed again to Valley September 10, 1881. [See also West Portal.]

**VALLEY [BETHLEHEM TOWNSHIP]**

This office's name changed from West End September 10, 1881. Its name changed again to West Portal February 21, 1908. [See also West Portal.]

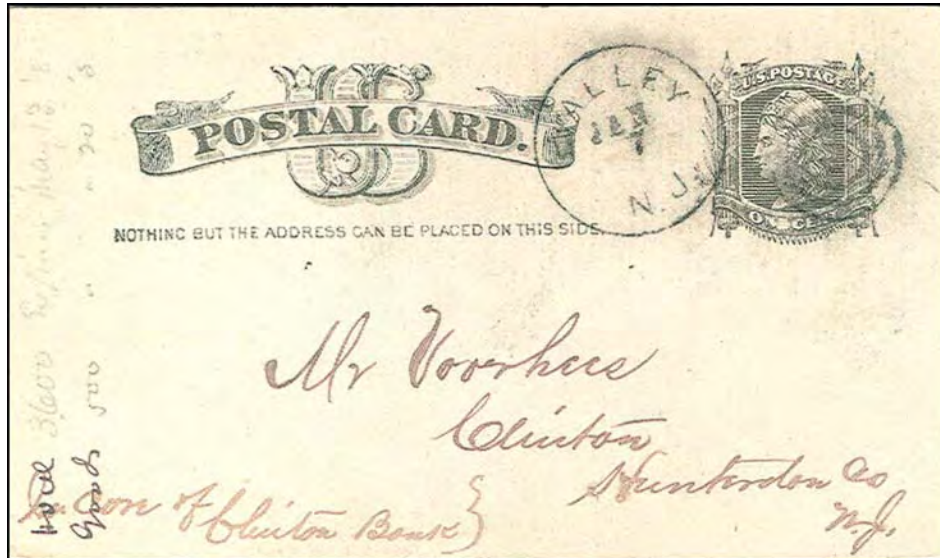


Fig. 14: Valley, N.J. cancel with concentric circle killer on stamp. Mailed to Clinton, N.J.

**WEST PORTAL [BETHLEHEM TOWNSHIP]**

Located in the northern part of the township at the intersection of Routes 643 and 173, the name West Portal is derived from its location at the west end of the railroad tunnel through Jugtown Mountain.

This area has been known by more names than anywhere else in the County, four of which have been recognized by the post office.

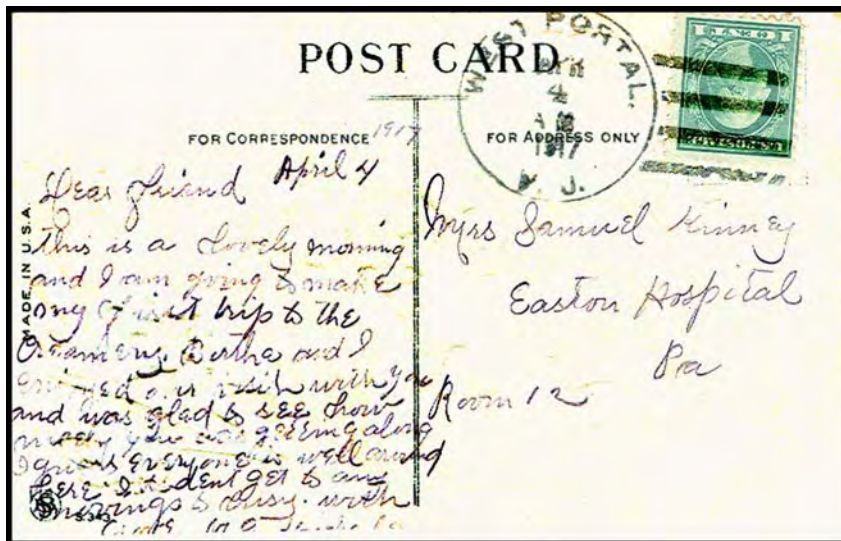


Fig. 15: West Portal, N.J. with an Apr 4 1917 4-bar cancel on a post card addressed to Easton, Pa.



Bethlehem, the name of the first post office, was established December 30, 1840 with Andrew Creveling as first postmaster. On December 16, 1879, the name was changed to West End. This didn't last very long for on September 10, 1881, the name was changed again, this time to Valley. The location was also changed. The office was removed a mile north to the railroad station on the New Jersey Central Railroad. The final name change took place February 21, 1908, when this office became known as West Portal. This office was discontinued June 30, 1956, with service supplied by Asbury, Warren County.

William S. Welch, appointed postmaster of Bethlehem February 8, 1870, was the only postmaster for the short-lived office known as West End, and served the Valley office until he was replaced by Sylvester W. Smith on June 6, 1884.



*Fig. 16: This large APR 3-08 straight line cancel WEST PORTAL N.J. was used six weeks after this office's February 21 name change from Valley. This cancel was likely used until the new standard circular duplex cancel arrived.*

HUNTERDON COUNTY DEMOCRAT, THURSDAY, JULY 10, 2003

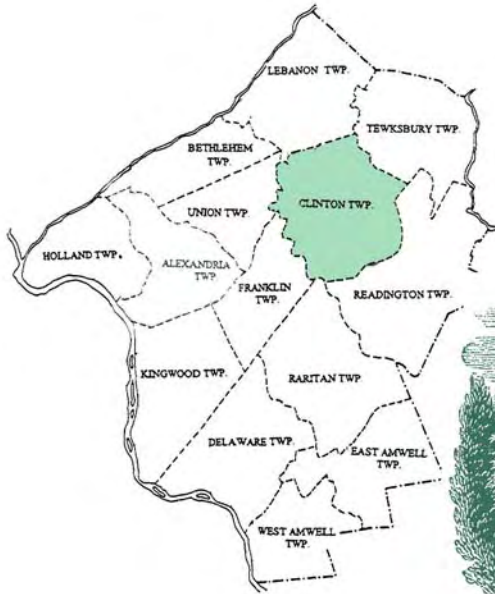
## Bygone Days



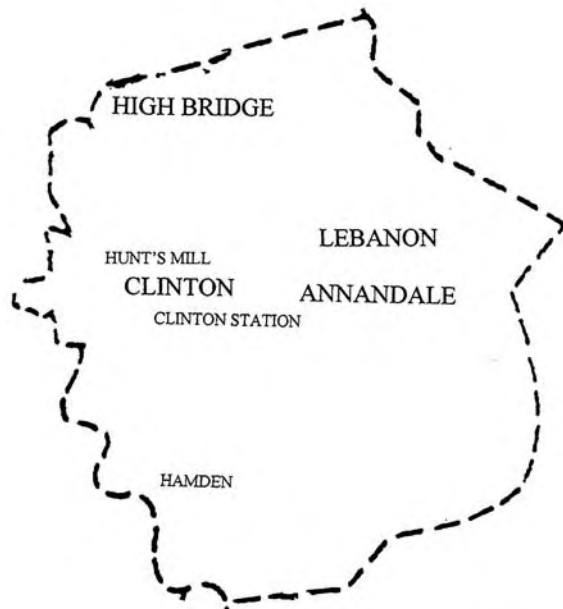
**HER APPOINTED ROUNDS COMPLETE,** Sadie Opdyke stands in front of the tiny nook that served as the West Portal Post Office, Bethlehem Township, just before it closed in July of 1956. The facility opened in the West Portal Hotel in 1871, and Miss Opdyke began her tenure as postmistress in 1918.

*Fig. 17: Newspaper article recalling the "olden days" when Sadie Opdyke served as postmaster from 1918 to 1956, a period of 38 years.*

### HUNTERDON COUNTY DPOs: CLINTON TOWNSHIP



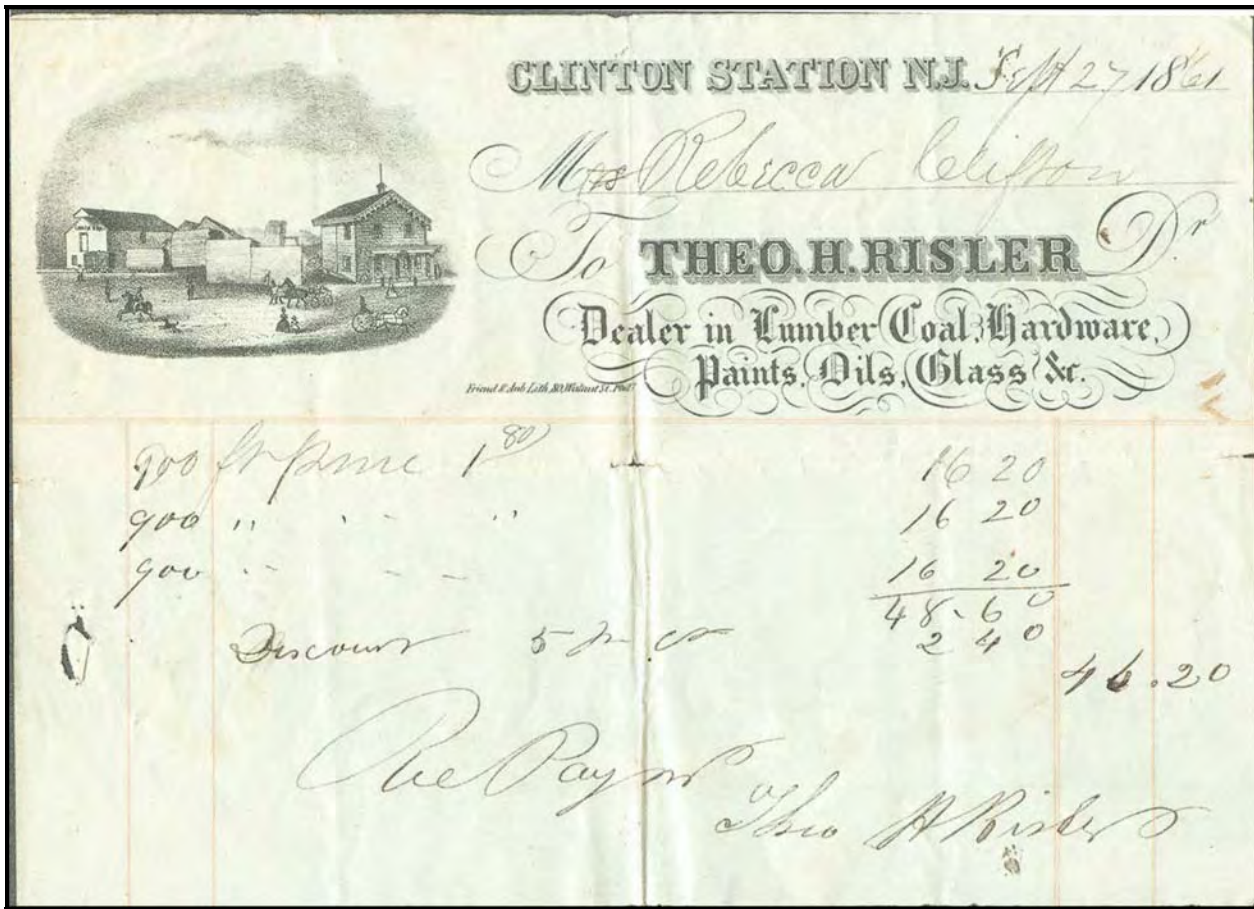
*View of Clinton from Quarry Hill.*



CLINTON TWP.

**CLINTON STATION [CLINTON TOWNSHIP]**

Located near the current intersection of Routes 31, 633, & 626, this town grew up around the New Jersey Central Railroad depot. The post office was established here on June 19, 1859 with Theodore Risler as postmaster. He served until the name was changed to Annandale on June 7, 1871.



**Fig 18: Few small town postmasters relied solely on their post office pay. As this receipt indicates, Theo. H. Risler of Clinton Station had a retail business in 1861.**

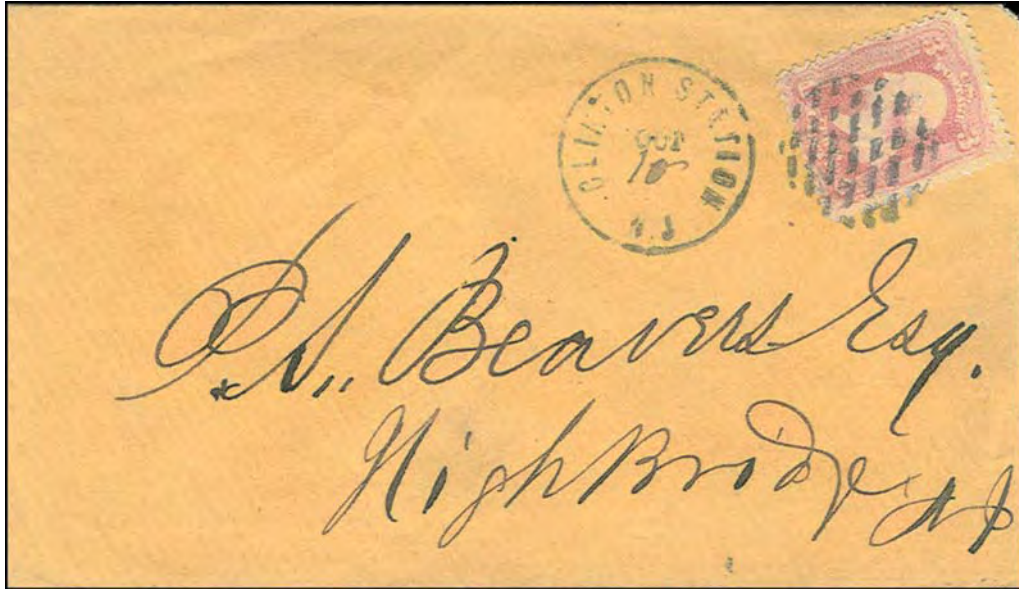


Fig. 19: A standard 25 mm cancel from the 1860's but without a trace of the inner circle, with a U.S. #65 CLINTON STATION in black, a nice example from this short-lived office.



Fig. 20: Civil War Patriotic cover canceled at Clinton Station and addressed to Lambertville.

**HAMDEN [CLINTON TOWNSHIP]**

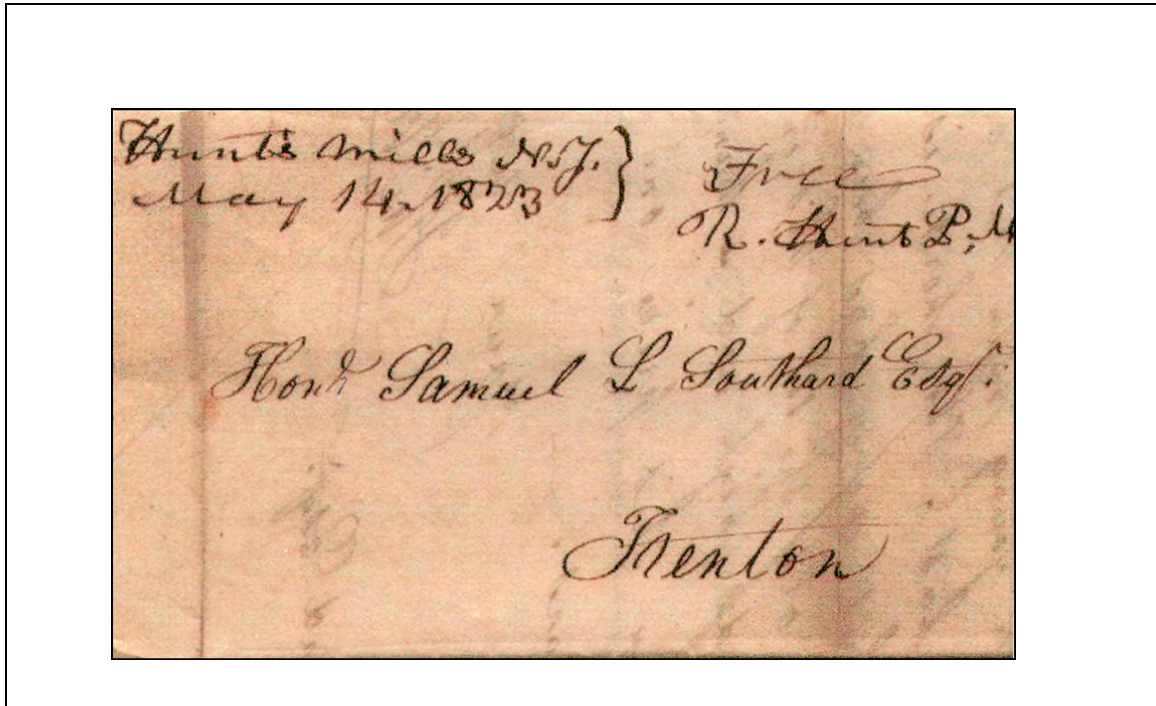
Hamden was a small village located on the east side of the South Branch of the Raritan River on Route 623 and west of Route 31. A post office was established here March 22, 1878 with Tunis T. Johnson as postmaster. This office was discontinued with service from Annandale July 20, 1908, and reopened May 9, 1911, likely due to the realignment of rural routes. This office was discontinued permanently September 30, 1918, with service again provided by Annandale.



*Fig. 21: This post card posted at Hamden with a Doane cancel was postmarked with another Doane cancel when it arrived at Sunnyside.*

**HUNT'S MILLS [CLINTON TOWNSHIP]**

Daniel Hunt and his son Ralph built mills at the mouth of Spruce Run early in the 19<sup>th</sup> century. Ralph became the first postmaster when a post office was established at his mill October 28, 1816. Hunt remained postmaster until the name of the office was changed to Clinton on February 6, 1829.



From the collection of Greg Cohen

**Fig. 22:** *This manuscript Hunts Mills stampless cover carries a free frank of postmaster Ralph Hunt dated May 4, 1823.*

*[This study of Hunterdon County Postal History will continue in the following issue on NJPH.]*

### ENDNOTES:

---

<sup>1</sup> From an illustration in *The Postal Markings of New Jersey Stampless Covers: an Update*, by Donald A. Chafetz, published by The New Jersey Postal History Society, 2004.

A FEW ADDITIONAL WASHINGTON, NJ ORGAN COVERS

By Jean R. Walton

Since the publication of Len Frank's series on Washington, New Jersey Organ Manufacturers<sup>1</sup>, a few more interesting pieces have surfaced, some not even included in the expanded CD<sup>2</sup> which we offer for sale, which includes many more illustrations of material than were in the original articles. Here is one relating to the Beatty operation:

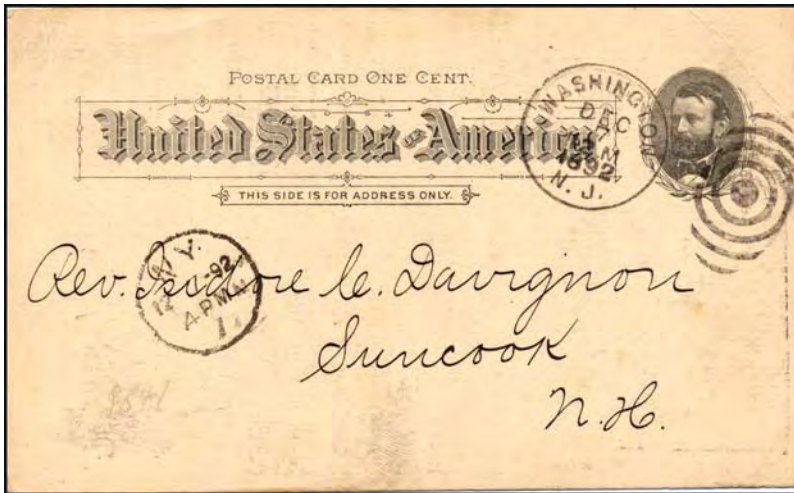


Fig. 1: Advertising postal card for Daniel F. Beatty, one-time manufacturer of organs in Washington, NJ. He was an entrepreneur who understood at an early point in time the value of directly marketing to the customer, and direct sales. His many advertising pieces, notably envelopes and brochures, are highly collectible.

**HOLIDAY GREETING.**

Dear Sir and Friends—We are too very busy to write all our thousands of friends and patrons throughout the world a personal letter, so this little message on this postal will be far better than no letter at all. We certainly and sincerely appreciate your writing us for our **Illustrated Catalogue** which we mailed you. (If you did not get it say so quick and we will mail you another). Then too, thousands have ordered our celebrated

**Pianos and Organs**

During the year 1892 orders have reached us from Europe, Asia, Africa, Oceania, while from our own dear native land, America, we have received thousands of orders. Everywhere comes the good news from one and all that our Pianos and Organs are so **very sweet in tone**. To all, whether you intend to buy or not, we sincerely wish you a **MERRY CHRISTMAS AND A HAPPY NEW YEAR**. "May you live long and prosper" is our best wish. (This little message may be a little early for some of you, but those who live far away in distant lands it will be in time for Christmas morning.)

**NOW ONE WORD MORE.** To those who have written us and have not ordered, we would like you to write us a little note or postal your reasons for not doing so. We would like to hear from you anyway. **Please answer.** We extend to you the following unparalleled **HOLIDAY OFFER**, but it cannot and positively will not be repeated to you again.

**IS IT A PIANOFORTE YOU WANT?**

If so, send us your check by return mail (in the self-addressed envelope we mailed you some time ago) **FOR ONLY \$150.00**, and we will ship you at once, all freight paid, including cover, stool and instruction book, our No. 3,000 (catalogue price \$200.00) Upright Piano that we offered you some time ago for \$175.00. For description see page 5 of our latest illustrated catalogue. It was mailed you recently. If you have mislaid it let us know and we will send another copy.

**OR IS IT A PIPE ORGAN**

that you are looking after? If so, send us your check for **ONLY \$50.00**, and we will send you No. 10,000, with stool and book, freight paid.

**OR THE PARLOR ORGAN.**

Style E, at **\$47.50**, including stool, book and freight paid. Style A (either case), for **\$33**, or No. 11,000 at **ONLY \$49.00**, freight paid.

Remember that these unparalleled offers are good only for **thirty days** from date of **THIS** postal, and simply made you as an advertisement. Now, if you will order the instrument, it will be a big advertisement for us in your parlor. It will speak for itself and sing its own praises, which you know is far better for us than any circular or advertisement. Our instruments are very sweet in tone. **Send check and order** by return mail, so as to be within the thirty (30) days sure, and we will promptly ship instrument promptly.

**Business never better.** We want your order. Buy now. Nearly too late to use. **See our no risk, for if at any time within three years you are not entirely satisfied, return the instrument at our expense, and we will promptly refund you your money with interest at 6 per cent. Every instrument fully warranted for 10 years. Satisfaction guaranteed.**

**IF you have already bought elsewhere, tell us the make please; or if you do not intend to buy at a kindly notify us so we may erase your name from books and not annoy you with circulars and offers. Please answer.** Address or call upon,

The public's humble and obedient servant,

**DANIEL F. BEATTY,**  
WASHINGTON,  
NEW JERSEY,  
UNITED STATES OF AMERICA



EX-MAYOR DANIEL F. BEATTY  
From a Photograph taken in Loughlin,  
England, 1888.  
From Beatty's Tour of the World, 1888-90



The postmark date on the card is December 14, 1892 – placing it in the period when Beatty was no longer in charge of the company. The Daniel F. Beatty Piano and Organ Company was in receivership by 1884, and in 1886 The Beethoven Organ Company was formed and purchased all assets. Beatty became a salesman for the new company. His cards and communications often do not give the impression that he was only a representative of the company. For further information on the operations of this Beatty enterprise, please see Len's excellent article in the August 2003 issue of NJPH.<sup>3</sup>

A recent issue of Linn's showed one of these advertising covers,<sup>4</sup> which was addressed to "Any Sign Painter" – advertising organs, with the question as to why Beatty would address such a piece to a sign painter. An examination of other Beatty pieces will show that he was offering to exchange goods for services – if a painter would paint signs locally advertising Beatty organs, he would receive in exchange a deep discount on the price of an organ.

Another item I acquired recently is a Needham cover – I was pleased to get this otherwise unremarkable cover, because almost all communications from Needham (which took over the large facility owned previously by Beatty and the Beethoven Organ Companies) came out of the company's New York office. Some post card views show the factory in Washington with the Needham sign, but few envelopes and letterheads acknowledged the fact that these organs were manufactured in Washington, New Jersey.

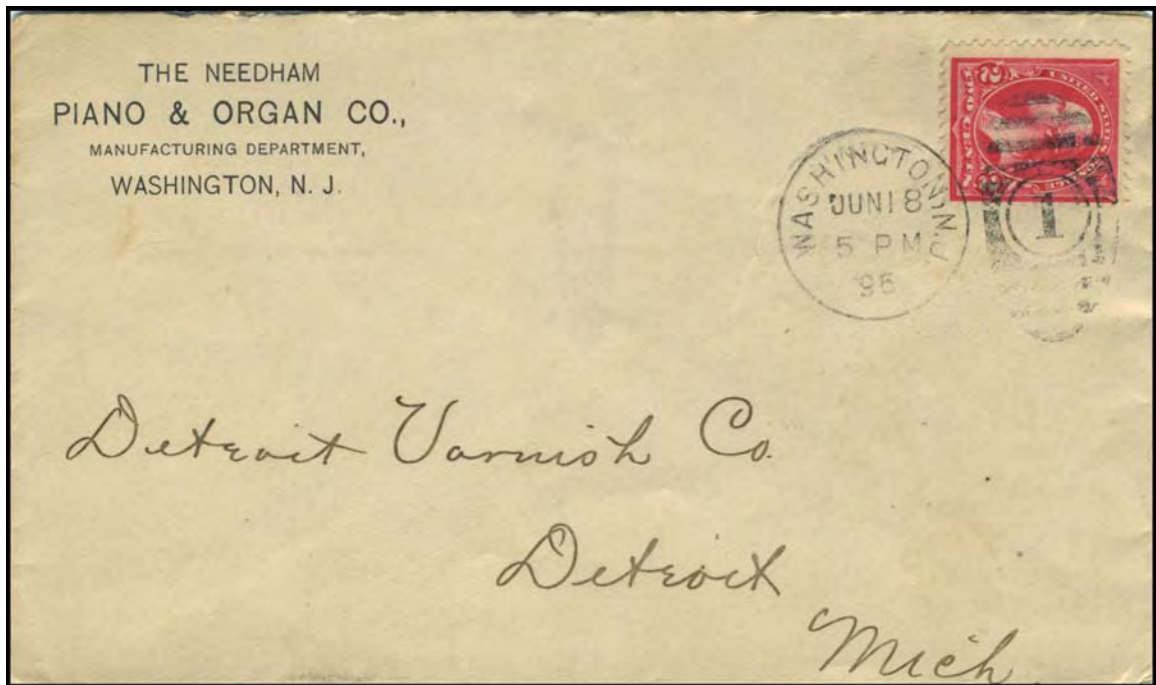


Fig. 2: Needham Piano and Organ Company (Manufacturing Department) advertising corner on an 1896 cover with a Washington duplex, June 18, 1896.

#### ENDNOTES:

<sup>1</sup> NJPH August 2003 issue of NJPH (Vol. 31, No 3, Whole No. 151), the November 2003 issue (Vol. 31, No. 4, Whole Number 152), and the February 2004 issue (Vol. 32, No. 1, Whole No. 153).

<sup>2</sup> Frank, Len, *Washington NJ Organ Manufacturers*, Published on CD by the NJPHS, 2004.

<sup>3</sup> NJPH August 2003 (Vol. 31, No 3, Whole No. 151).

<sup>4</sup> Hotchner, John, "U.S. Notes," in *Linn's*, January 14, 2008, p. 6.

## EARLY TRAVEL & MAIL TRANSPORTATION IN NEW JERSEY

By Len Peck

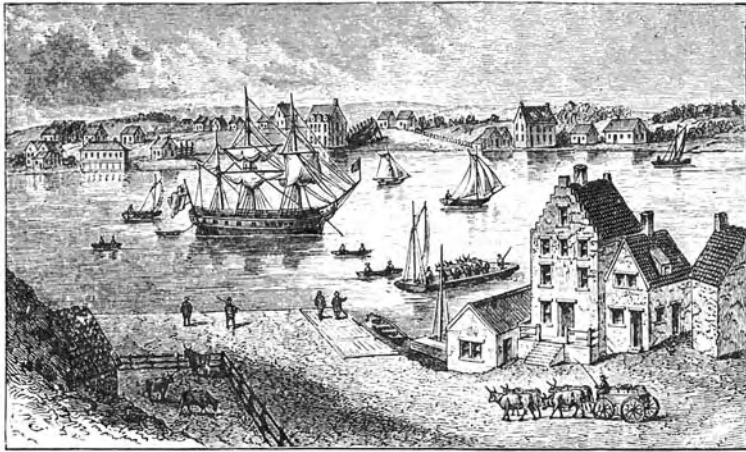


Fig. 1: Ferry House in New York City – 1746.<sup>1</sup>

New Jersey, located between two major early centers of population – New York and Philadelphia – enjoyed a unique advantage in the development of early means of transportation in the colonies. Transportation down the seacoast and up Delaware Bay was certainly an option between these two cities, but a need for overland transportation grew increasingly necessary for these growing populations.

The earliest overland route established in Colonial times for traveling between New York and Philadelphia and the Dutch settlements on the Lower Delaware River was actually a combination of land and water. The traveler in those days would board a stage-boat at the foot of Whitehall Stairs in New York, which would sail down upper New York Bay around Staten Island and discharge its passengers and freight at Amboy Ferry, now known as South Amboy, New Jersey. From there, both travelers and freight were loaded onto stage-wagons which crossed New Jersey through areas later to be known as Spotswood, Cranbury, Allentown and Crosswicks, before reaching Burlington on the Delaware River where both cargo and travelers were unloaded. From that point, passage to their destination on the Delaware was finished by boat.

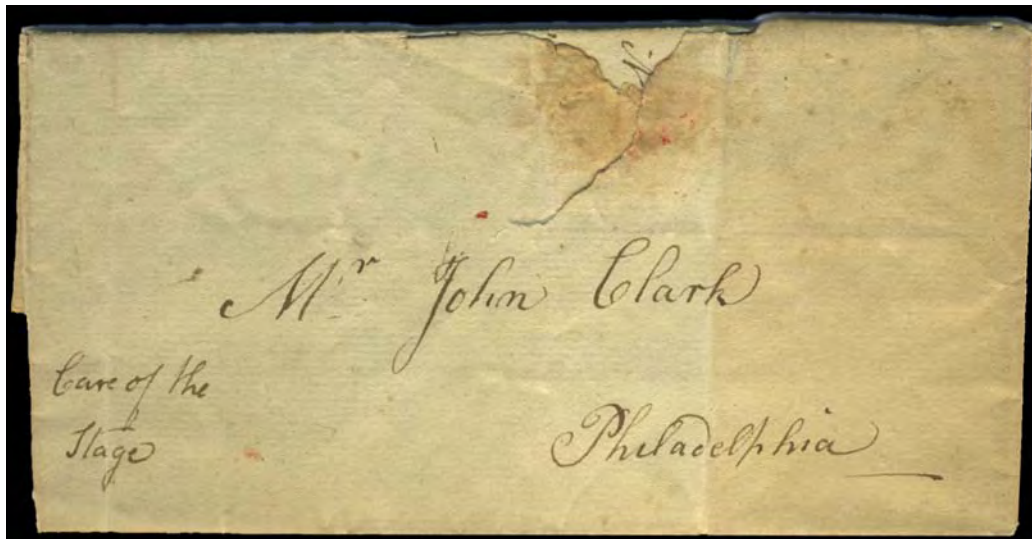
This was called the Lawrie Stage-road Route, established in 1684 by Gawen Lawrie. It was the earliest route in America upon which provisions were made for public transportation. The stage wagons were nothing more than heavy farm wagons that were equipped with rough board seats. As riding on these springless wagons over ungraded roads was an extremely jarring experience, many travelers would prefer to ship their baggage on the wagons and walk. Keeping up with the wagons being drawn by large farm dray horses was not a difficult problem for the average person.

Gawen Lawrie, London merchant and close Quaker associate of William Penn, was one of the signers of the Quintpartite Agreement that established the boundary lines between East and West Jersey. Before coming to America, he first served as a trustee for the bankrupt Edward Byllange, proprietor of the western portion of New Jersey. He then purchased shares in both East and West Jersey. In 1683 he was appointed deputy governor of East Jersey and moved to Elizabethtown. He later moved to Perth Amboy where he directed initial construction of this harbor city. He was constantly in trouble between the proprietors and settlers over Governor Nichols' patents and quitrents until being replaced in 1686 by Governor Lord Neil Cambell.

In 1702 when Lord Cornbury, who succeeded Andrew Hamilton as governor of East Jersey, gave Hugh Huddy the exclusive rights to convey goods on this route, the Legislature angrily condemned the grant as a monopoly. The business of carrying freight on this route, even in this early date, must have been substantial to create such a controversy.

The next stage to operate on the Northerly route between Trenton and New Brunswick was established in 1734, to run twice a week. Its advertisement offered a major improvement for travelers, as the wagon "will be fitted up with benches and covered over, so that Passengers may sit easy and dry."

Joseph Borden of Bordentown set up a third stage route in 1740 to run from Amboy Ferry to Bordentown. On all of these routes the final leg of the journey was completed by stage-boat when traveling to Philadelphia or the lower Delaware River. These stage routes also carried mail, both public and private.



*Fig. 2: An example of stage mail carried from a town without a post office (Mount Holly, NJ) in 1797, to Philadelphia. Note the "Care of the Stage" marking lower left.*

Many communities not located on these major transportation routes across New Jersey continued to receive their mail by postrider. While this conjures up the image of the galloping rider on horseback pictured on two U.S. stamps, the truth (in New Jersey at least) was perhaps somewhat different. A description of a New Jersey postrider is preserved in Alvin Harlow's *Old Post Bags*, as follows:

A pretty picture dated 1779 is that which Mrs. Eliza Morton Quincy draws in her memoirs. She was then a child, living at "Baskinridge," as she calls it, in the Jerseys. The war had receded from those parts. The British had been driven from Philadelphia, and though they were still in New York, less than thirty miles from her home, this seemed to trouble the countryside but little:

*Mr. Martin was an old man who carried the mail between Philadelphia and Morristown, and was called "The Post." He used to wear a blue coat with yellow buttons, a scarlet waistcoat, leathern small clothes, blue yarn stockings and a red wig and cocked hat, which gave him a sort of military appearance. He usually travelled in a sulky but sometimes in a chaise or on*

## EARLY TRAVEL & MAIL TRANSPORT IN NJ ~ Len Peck

*horseback, according to the season of the year, or the size and weight of the mail bag. Mr. Martin also contrived to employ himself in knitting coarse yarn stockings while seated on his saddle-bags on horseback. He certainly did not ride post, according to the present meaning of the term.*

*Between Baskinridge and Philadelphia and Princeton he was the constant medium of communication, and always stopped at our house to refresh himself and his horse, tell the news and bring packets. He was an excellent, honest old man. . . .*

Once when she went on a visit to Philadelphia, the little girl came back as a passenger with Mr. Martin in his chaise. Fortunately, he was not using his sulky on that trip; another observer tells us that the sulky of those days was just “a common arm chair placed on leather braces and suspended over a couple of wheels.” It was said of the postal service of that time that it robbed the cradle and the grave, for some of the riders, in strong contrast to the ancient Mr. Martin, were mere boys just entering their teens.<sup>2</sup>

Mail to Newtown [formerly Sussex Court House, in Sussex County] was still delivered by postrider until 1808, as the roads to Sussex did not yet permit the establishment of a stage route. On March 9, 1801, Gabriel N. Ford, David Ford and Israel Garfield of Morristown secured a charter for constructing a turnpike to start at the Morris County line and pass through Chatham, Bottle Hill (now Madison), Morristown, Walnut Grove (now Mount Freedom), Succasunny Plains (now Succasunna), Drakesville (now Ledgewood), and Stanhope to Newtown (now Newton). It was known as the Morris Turnpike. This route roughly followed the course of the southern branch of the Old Minnisink Path, the Indian trail used for centuries by the Lenape Indians leading across New Jersey from Minnisink Island on the Delaware River to the Navesink River at the Atlantic Highlands. That part of the road between Newton and Morristown was roughly the same as the road developed by Jonathon Hampton as his Military Supply Road in 1755-1756.

Although that part of the road between Morristown and Newton had been used by farmers and drovers for many years, it certainly was not fit to be called a turnpike without a lot of improvement. Thus, between selling stock to finance the turnpike and improving the existing road it wasn't until 1808 that the first stagecoach line was established between Newton and Morristown. It was at this time also that the mail contract was transferred to the stage coach line to be operated by Isaac Basset, Pettit Britton and James Hinchman, three prominent Newtown businessmen who started the Morris to New York stagecoach line. One of the drivers of this line was Zephaniah Luse who later became a co-owner of the line with James Hanna.

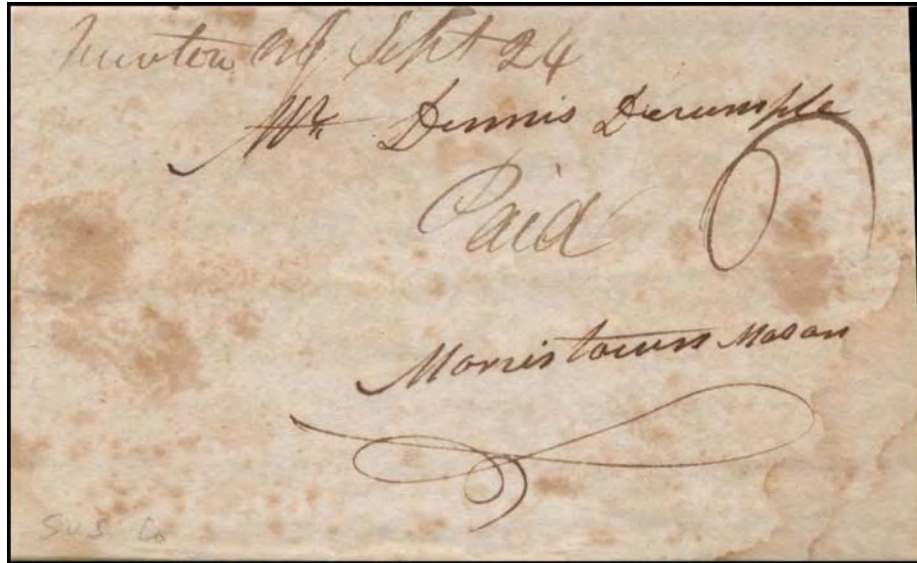
The stagecoach line as originally established ran once a week, starting at Newtown by way of Stanhope, Succasunny Plains, Morristown, Bottle Hill, Chatham, Springfield and Newark to Paulus Hook (now Jersey City) and ferry to New York. The earliest advertisement that could be found of this line in a local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

*Z. Luse & James Hanna, proprietors of the Morris and Sussex Mail Stage between Newtown and New York;—Inform their friends and the public, that in consequence of a late regulation of the Postmaster General, they will in the future leave Newtown every Monday morning at nine o'clock, lodge at Morristown, and arrive in New York on Tuesday at twelve o'clock noon. Will leave New York every Wednesday morning at nine o'clock, lodge at Morristown, and arrive at Newtown next day at one o'clock, P.M.—Going and returning will pass through the following places, viz.—Stanhope, Succasunny Plains, Morristown, Bottle Hill, Chatham, Springfield and Newark.*

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

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

January 2, 1815



**Fig. 3:** This 1816 cover was sent by Isaac Bassett of Newtown shortly after the establishment of the new stage service which he helped initiate. It is datelined September 24, 1816 and is addressed only to Dennis Dalrimple, Morristown Mason.

The Union Turnpike which was chartered in 1804 operated over the Morris Turnpike from Morristown to Succasunny Plains, where it branched off to go by way of Dover, Mt. Pleasant, Berkshire Valley, Hurdstown to Sparta. This was about the same time that the Paterson and Hamburg Turnpike was also chartered.



**Fig. 4:** Early stage common on the Morris Turnpike.<sup>3</sup>

A familiar sight on these roads at that time was the "Sussex" wagon. This wagon was the prototype of the later well known "Prairie Schooner," a rugged covered wagon used in the Western migration.

The opening of these turnpikes also brought about the regular scheduled use of the stagecoach in carrying the mails and the demise of the post rider. Mail contracts in those days could run for as long as seven years and the stagecoach contractor was required to adjust his schedule to meet any reasonable changes the post office might require. In most cases, a stagecoach trip of any length usually started at daybreak and reached its destination or a suitable lodging place by dusk. As the stages had only oil lamps or lanterns to light the way, night travel was seldom scheduled on any but the finest roads, weather conditions permitting.

## EARLY TRAVEL & MAIL TRANSPORT IN NJ ~ Len Peck

As roads improved and turnpikes became more prevalent the stagecoach lines became the prime factor in carrying the mails. This continued until the advent of the railroads. In New Jersey in 1834, the mail contractor, James Reeside, who held the contract for carrying the mail between New York and Philadelphia, engaged the Camden and Amboy Railroad to carry the mail between those two points. The space thus released on the stage enabled him to carry more passengers at a greater profit while still getting a return on his mail contract. This arrangement was short-lived, however, as his mail contract expired on December 5, 1835 at which time the new contract was placed directly with the railroad.

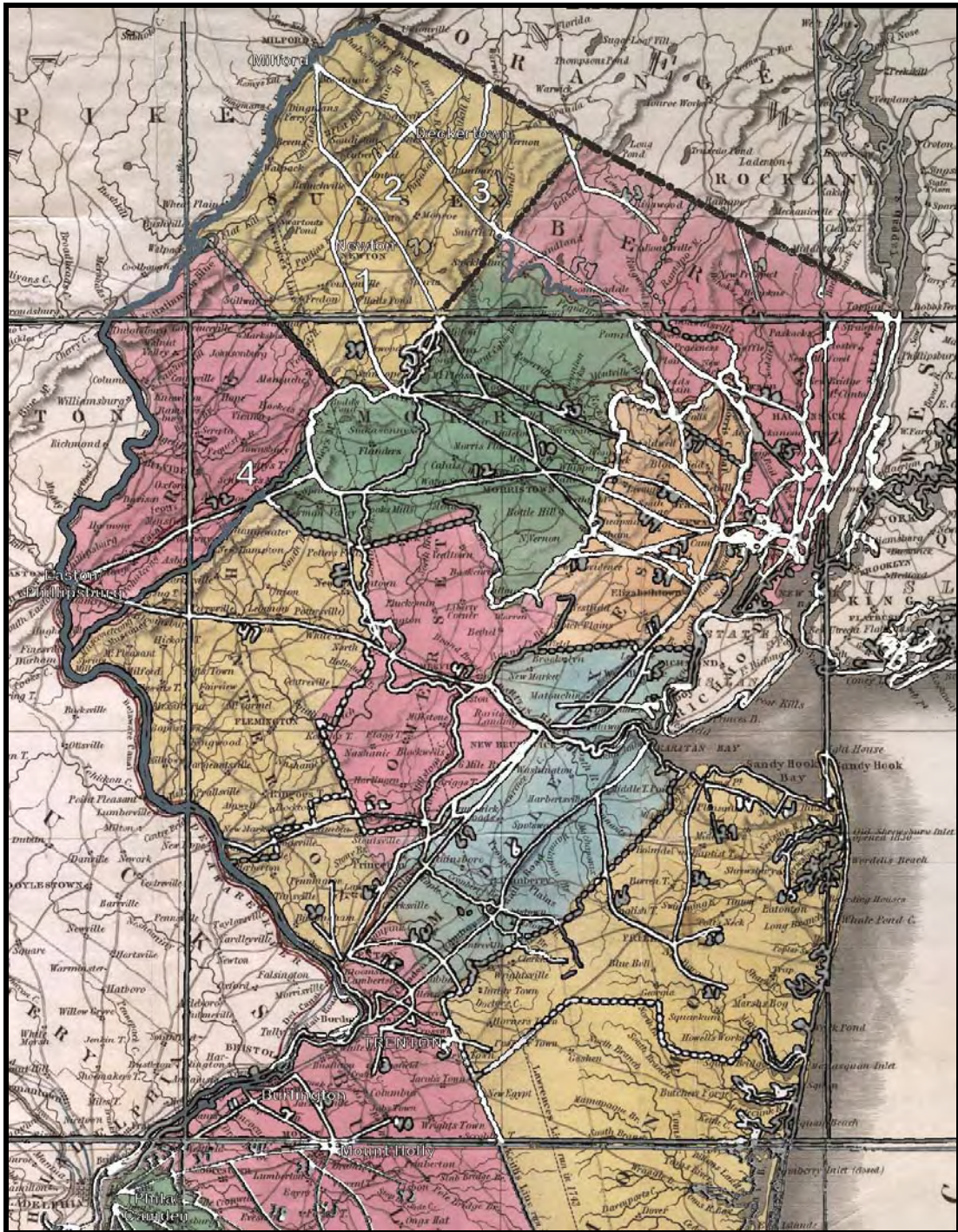
By 1838 the number of railroads operating in the United States had grown to such an extent that Congress passed a bill making all railroads mail carriers. This led to the development of a special mail car and the Railroad Post Office with the automatic pickup of mail pouches by trains on the move. Mail clerks in the mail car would then sort the mail for drop off at other stations on that run or hold it to its destination for transfer to another train or railroad.



*Fig. 5: "Postmistress" at a small station where there was no mail crane, holding a bag to be caught by a passing train! From Harper's & Brothers "Harper's Weekly" (1875), reprinted in Harlow.<sup>4</sup> Although Harper's referred to this person as a postmistress, in the eyes of the Post Office, all were titled postmasters, regardless of sex.*

### ENDNOTES:

- <sup>1</sup> Konwiser, Harry M., *Colonial and Revolutionary Posts*, Dietz Printing Co., Publishers, Richmond, VA, 1931.
- <sup>2</sup> Harlow, Alvin F., *Old Post Bags*, published by D. Appleton & Co., New York and London, 1928, pp 268-9: "Earlier Years of the American Post Office."
- <sup>3</sup> Konweiser, ob cit.
- <sup>4</sup> Harlow, ob cit., facing page 406.



**Fig. 6: Turnpikes in Northern and Central New Jersey – 1 indicates the Morris Turnpike, 2 the Union Turnpike, 3 the Paterson & Hamburg Pike, and 4 the Washington Turnpike. Adapted by combining Lane’s reproduction of a 1922 map by McKinley Publishing showing early NJ turnpikes, and an 1834 map from the Rutgers Cartography web site.<sup>5</sup>**

<sup>5</sup> Lane, Wheaton J., *From Indian Trail to Iron Horse, Travel and Transportation in New Jersey 1620-1860*, Princeton University Press, 1939. Rutgers Cartography site: [http://mapmaker.rutgers.edu/NJ\\_1834.gif](http://mapmaker.rutgers.edu/NJ_1834.gif) - a map published originally by A. Finley, Philadelphia, 1834. Courtesy RU Special collections.

## TRAVELING BY STAGE ACROSS NJ IN 1832

By Frances Kemble Butler



*Frances Anne Kemble was born on November 27, 1809 in London, into a well-known family of actors, and at the age of 20, made her own first appearance on the stage. A vivacious, intelligent and mischievous girl, she quickly became as well-known as her actor father. In 1832, she accompanied him on a theater tour to the United States, and the troupe traveled through the eastern States, performing in Boston, New York, and Philadelphia. She later wrote a journal of this voyage.<sup>1</sup> ~ Included here is her description of a voyage by stage from New York City to Philadelphia in 1832. This gives us a nice view of just what it was like to travel by stage across New Jersey in these early days, and some appreciation of the routes the mail took as well. This was written when the Camden & Amboy RR was partially completed. Original spelling maintained.*

*I found it both entertaining and informative, and hope you will too – tho you may wish to make some allowance for the attitudes of a very young lady of 22, raised with early 19<sup>th</sup> century upper middle class English attitudes about America. JW*

From the *Journal of Mrs. Frances Anne Butler* [née Kemble], Two Volumes, Vol. 1 pp 126-139  
Published by Carey, Lea, and Blanchard, Philadelphia, 1835 and available online at Google Books.

### Monday, 8th. [October 1832]

Rose, (Oh horror!) at a quarter to five. Night was still brooding over the earth. Long before I was dressed, the first voice I heard was that of [the] Colonel, come to look after our luggage, and see us off. To lend my friend a thousand pounds, (if I had it) I could; to lend him my horse, perhaps I might; but to get up in the middle of the night, and come daudling in the grey, cold hour of the morning upon damp quays, and among dusty packages, except for my own flesh and blood, I could not. Yet this worthy man did it for us, whence I pronounce that he must be half a Quaker himself, for no common Episcopal benevolence could stretch this pitch. Dressed, and gathered together my things, and at six o'clock, just as the night was folding its soft black wings, and rising slowly from the earth, we took our departure from that mansion of little ease, the American, and our fellow-lodgers the ants, and proceeded to the Philadelphia steamboat, which started from the bottom of Barclay street..... And so, as I said, we departed therefrom nothing loath.

The morning was dull, dreary, and damp, which I regretted very much. The steamboat was very large and commodious, as all these conveyances are. I inquired of one of the passengers what the power of the engine was; he replied that he did not exactly know, but that he thought it was about forty horse power, and that, when going at speed, the engine struck thirty times in a minute; this appeared to me a great number in so short a time, but the weather shortly became wet and drizzly, and I did not remain on deck to observe. My early rising had made me very sleepy, so I came down to the third deck, to sleep. These steamboats have three stories; the upper one is, as it were, a roofing or terrace on the leads of the second, a very desirable station when the weather is neither too foul, nor too fair; a burning sun



being, I should think, as little desirable there, as a shower of rain. The second floor or deck, has the advantage of the ceiling above, and yet, the sides being completely open, it is airy, and allows free sight of the shores on either hand. Chairs, stools, and benches, are the furniture of these two decks.

The one below, or third floor, downwards, in fact, the ground floor, being the one near the water, is a spacious room completely roofed and walled in, where the passengers take their meals, and resort if the weather is unfavourable. At the end of this room, is a smaller cabin for the use of the ladies, with beds and a sofa, and all the conveniences necessary, if they should like to be sick; whither I came and slept till breakfast time. Vigne's account of the pushing, thrusting, rushing, and devouring on board a western steamboat at meal times, had prepared me for rather an awful spectacle; but this, I find, is by no means the case in these more civilized parts, and everything was conducted with perfect order, propriety, and civility. The breakfast was good, and served, and eaten, with decency enough. Came up on the upper deck, and walked about with my father.

The width of the river struck me as remarkable, but the shores were flat, and for the most part uninteresting, except for the rich and various tints, which the thickets of wood presented, and which are as superior in brilliancy and intenseness to our autumnal colouring, as their gorgeous skies are to ours. Opposite the town of Amboy, the Raritan opens into a magnificent lake-like expanse round the extreme point of Staten Island. As the shores on either side, however, were not very interesting, I finished reading [my] book.

At about half past ten, we reached the place where we leave the river, to proceed across a part of the State of New Jersey, to the Delaware. The landing was beyond measure wretched; the shore shelved down to the water's edge; and its marshy, clayey, sticky soil, rendered doubly soft and squashy by the damp weather, was strewn over with broken potsherds, stones, and bricks, by way of path-way; these, however, presently failed, and some slippery planks half immersed in mud, were the only roads to the coaches that stood ready to receive the passengers of the steamboat. Oh, these coaches! English eye hath not seen, English ear hath not heard, nor hath it entered into the heart of Englishman to conceive the surpassing clumsiness and wretchedness of these leathern inconveniences. They are shaped something like boats, the sides being merely leathern pieces, removable at pleasure, but which, in bad weather, are buttoned down to protect the inmates from the wet. There are three seats in this machine; the middle one, having a moveable leathern strap, by way of a dossier, runs between the carriage doors, and lifts away, to permit the egress and ingress of the occupants of the other seats.

Into the one facing the horses, [my companion] and I put ourselves; presently two young ladies occupied the opposite one, a third lady, and a gentleman of the same party sat in the middle seat, into which my father's huge bulk was also squeezed, finally another man belonging to the same party ensconced himself between the two young ladies. Thus the two seats were filled, each with three persons, and there should by rights have been a third on ours; for this nefarious black hole on wheels, is intended to carry nine. However, we profited little by the space, for, letting alone that there is not really and truly room for more than two human beings of common growth and proportions on each of these seats, the third place was amply filled up with baskets and packages of ours, and huge *undoubleableup* [sic] coats and cloaks of my father's. For the first few minutes, I thought I must have fainted from the

## TRAVELING BY STAGE ACROSS NJ IN 1832 ~Francis Kemble Butler

intolerable sensation of smothering which I experienced. However, the leathers having been removed, and a little more air obtained, I took heart of grace, and resigned myself to my fate. Away wallopped [sic] the four horses, trotting with their front, and galloping with their hind legs; and away went we after them bumping, thumping, jumping, jolting, shaking, tossing and tumbling, over the wickedest road, I do think, the cruelest, hard-heartedest road, that ever wheel rumbled upon. Through bog and marsh, and ruts, wider and deeper than any christian ruts I ever saw, with the roots of trees protruding across our path, their boughs every now and then giving us an affectionate scratch through the windows; and, more than once, a half-demolished trunk or stump lying in the middle of the road lifting us up, and letting us down again, with most awful variations of our poor coach body from its natural position. Bones of me! what a road!<sup>2</sup> Even my father's solid proportions could not keep their level, but were jerked up to the roof and down again every three minutes.

Our companions seemed nothing dismayed by these wondrous performances of a coach and four, but laughed and talked incessantly, the young ladies, at the very top of their voices, and with the national nasal twang. The conversation was much of the genteel shopkeeper kind; the wit of the ladies, and the gallantry of the gentlemen savouring strongly of tapes and yard measures, and the shrieks of laughter of the whole set, enough to drive one into a frenzy. The ladies were all pretty; two of them particularly so, with delicate, fair complexions, and beautiful grey eyes; how I wish they could have held their tongues for two minutes. We had not long been in the coach, before one of them complained of being dreadfully sick.<sup>3</sup> This, in such a space, and with seven near neighbours! Fortunately she was near the window, and during our whole fourteen miles of purgatory, she alternately leaned from it overcome with sickness, then reclined languishingly in the arms of her next neighbour, and, then starting up with amazing vivacity, joined her voice to the treble duet of her two pretty companions, with a superiority of shrillness, that might have been the pride and envy of Billingsgate. 'Twas enough to bother a rookery!

The country through which we passed was woodland; flat, and without variety, save what it derived from the wondrous richness and brilliancy of the autumnal foliage. Here indeed decay is beautiful; and nature appears more gorgeously clad in this her fading mantle, than in all the summer's flush of bloom in our less favoured climates.<sup>4</sup> I noted several beautiful wild flowers growing among the underwood, some of which I have seen adorning with great dignity our most cultivated gardens.<sup>5</sup> None of the trees had any size, or appearance of age; they are the second growth which have sprung from the soil once possessed by a mightier race of vegetables. The quantity of mere underwood, and the number of huge black stumps, rising in every direction a foot or two from the soil, bear witness to the existence of fine forest timber. The few cottages and farm-houses which we passed, reminded me of similar dwellings in France and Ireland; yet the peasantry here have not the same excuse for disorder and dilapidation, as either the Irish or French. The farms had the same desolate, untidy, untended look; the gates broken, the fences carelessly put up, or ill repaired; the farming utensils sluttishly scattered about a littered yard, where the pigs seemed to preside by undisputed right; house-windows broken, and stuffed with paper or clothes; dishevelled women, and bare-footed, anomalous looking human young things. None of the stirring life and activity which such places present in England and Scotland; above all, none of the enchanting mixture of neatness, order, and rustic elegance and comfort, which render so picturesque the surroundings of a farm, and the various belongings of agricultural labour in my own dear country.

The fences struck me as peculiar; I never saw any such in England. They are made of rails of wood placed horizontally, and meeting at obtuse angles, so forming a zigzag wall of wood, which runs over the country like the herring-bone seams of a flannel petticoat. At each of the angles, two slanting stakes, considerably higher than the rest of the fence, were driven into the ground, crossing each other at the top, so as to secure the horizontal rails in their position.<sup>6</sup> There was every now and then a soft vivid strip of turf along the road-side that made me long for a horse. Indeed the whole road would have been a delightful ride, and was a most bitter drive.

At the end of fourteen miles we turned into a swampy field, the whole fourteen coachfuls of us, and by the help of heaven, bag and baggage were packed into the coaches which stood on the railway ready to receive us. The carriages were not drawn by steam, like those on the Liverpool railway, but by horses, with the mere advantage in speed afforded by the iron ledges, which, to be sure, compared with our previous progress through the ruts, was considerable. Our coachful got into the first carriage of the train, escaping, by way of especial grace, the dust which one's predecessors occasion. This vehicle had but two seats, in the usual fashion; each of which held four of us. The whole inside was lined with blazing scarlet leather, and the windows shaded with stuff curtains of the same refreshing colour; which with full complement of passengers, on a fine, sunny, American summer's day, must make as pretty a little miniature hell as may be, I should think. The baggage-wagon, which went before us, a little obstructed the view. The road was neither pretty, nor picturesque; but still fringed on each side with the many-coloured woods, whose rich tints made variety even in sameness. This railroad is an infinite blessing; 'tis not yet finished, but shortly will be so, and then the whole of that horrible fourteen miles will be performed in comfort and decency, in less than half the time.

In about an hour and a half, we reached the end of our railroad part of the journey, and found another steamboat waiting for us, when we all embarked on the Delaware. Again the enormous width of the river struck me with astonishment and admiration. Such huge bodies of water mark out the country through which they run, as the future abode of the most extensive commerce, and greatest maritime power in the universe. The banks presented much the same features as those of the Raritan; though they were not quite so flat, and more diversified with scattered dwellings, villages and towns. We passed Bristol and Burlington,<sup>7</sup> stopping at each of them, to take up passengers. I sat working, having finished my book, not a little discomfited by the pertinacious staring of some of my fellow-travellers. One woman, in particular, after wandering round me in every direction, at last came and sat down opposite me, and literally gazed me out of countenance. One improvement they have adopted on board these boats, is to forbid smoking, except in the fore part of the vessel. I wish they would suggest, that if the gentlemen would refrain from spitting about too, it would be highly agreeable to the female part of the community. The universal practice here of this disgusting trick, makes me absolutely sick; every place is made a perfect piggery of street, stairs, steamboat, everywhere ~ ... To-day, on board the boat, it was a perfect shower of saliva all the time; and I longed to be released from my fellowship with these very obnoxious chewers of tobacco.<sup>8</sup>

## TRAVELING BY STAGE ACROSS NJ IN 1832 ~Francis Kemble Butler

At about four o'clock, we reached Philadelphia, having performed the journey between that and New York (a distance of a hundred miles,) in less than ten hours, in spite of bogs, ruts, and all other impediments. The manager came to look after us and our goods, and we were presently stowed into a coach which conveyed us to the Mansion House, the best reputed inn in Philadelphia. On asking for our bed-rooms, they showed [my companion] and myself into a double-bedded room; on my remonstrating against this, the chambermaid replied that they were not accustomed to allow lodgers so *much room* as a room apiece. However, upon my insisting, they gave me a little nest, just big enough to turn about in, but where, at least, I can be by myself. Dressed, and dined at five; after dinner, wrote journal till tea time, and then came to bed.

### ENDNOTES:

---

<sup>1</sup> From the *Journal of Mrs. Frances Anne Butler* [née Kemble], Two Volumes, Vol. 1 pp 126-139 Published by Carey, Lea, and Blanchard, Philadelphia, 1835 and available online at Google Books at [http://books.google.com/http://books.google.com/books?id=eqoMAAAAYAAJ&pg=PA54&dq=fannie+kemble&lr=lang\\_en&num=50&as\\_brr=1#PPA11,M1](http://books.google.com/http://books.google.com/books?id=eqoMAAAAYAAJ&pg=PA54&dq=fannie+kemble&lr=lang_en&num=50&as_brr=1#PPA11,M1)

#### FANNIE KEMBLE BUTLER'S OWN NOTES:

- <sup>2</sup> I had always heard that the face of nature was gigantic in America; and truly we found the wrinkles such for so young a country. The ruts were absolute abysses.
- <sup>3</sup> This appears to me to be a most frequent ailment among the American ladies; they must have particularly bilious constitutions. I never remember travelling in a steamboat, on the smoothest water, without seeing sundry "afflicted fair ones" who complained bitterly of sea-sickness in the river.
- <sup>4</sup> In spite of its beauty, or rather on that very account, an American autumn is to me particularly sad. It presents an union of beauty and decay, that for ever reminds me of that loveliest disguise death puts on, when the cheek is covered with roses, and the eyes are like stars, and the life is perishing away; even so appear the gorgeous colours of the withering American woods. 'Tis a whole forest dying of consumption.
- <sup>5</sup> The magnolia and azalea are two of these; and, earlier in the summer, the whole country looks like fairy-land, with the profuse and lovely blossoms of the wild laurel, an evergreen shrub unequalled for its beauty, and which absolutely overruns every patch of uncultivated ground. I wonder none of our parks have yet been adorned with it; it is a hardy plant, and I should think would thrive admirably in England.
- <sup>6</sup> In all my progress I looked in vain for the refreshing sight of a hedge—no such thing was to be seen; and their extreme rarity throughout the country renders the more cultivated parts of it, arid-looking, and comparatively dreary. These crooked fences in the south, and stone walls to the north, form the divisions of the fields, instead of those delicious "hedge-rows green," where the old elms delight to grow, where the early violets and primroses first peep sheltered forth, where the hawthorn blossoms sweeten the summer, the honeysuckle hangs its yellow garlands in the autumn, and the red "hips and haws" shine like bushes of earthly coral in the winter.
- But the Americans are in too great a hurry to plant hedges; they have abundance of native material, but a wooden fence is put up in a few weeks, a hedge takes as many years to grow; and, as I said before, an American has not time to be a year about anything. When first the country was settled, the wood was an incumbrance, and it was cut down accordingly; that is by no means the case now, and the only recommendation of these fences is, therefore, the comparative rapidity with which they can be constructed. One of the most amiable and distinguished men of this country once remarked to me, that the Americans were in too great a hurry about everything they undertook, to bring anything to perfection. And certainly, as far as my observation goes, I should *calculate* that an American is born, lives, and dies, twice as fast as any other human creature. I believe one of the great inducements to this national hurry is, that "time is money," which is true; but it is also true, some-times, that "most haste makes worst speed."
- <sup>7</sup> These are two very pretty villages of Quaker origin; situated in the midst of a fertile and lovely country, and much resorted to during the summer season by the Philadelphians.
- <sup>8</sup> It has happened to me after a few hour's travelling in a steamboat to find the white dress put on fresh in the morning, covered with yellow tobacco stains; nor is this very offensive habit confined to the lower orders alone. I have seen gentlemen spit upon the carpet of the room where they were sitting, in the company of women, without the slightest remorse; and I remember once seeing a gentleman, who was travelling with us, very deliberately void his tobacco juice into the bottom of the coach, instead of through the windows, to my inexpressible disgust.

MAP OF FANNIE KEMBLE BUTLER'S ROUTE ACROSS NEW JERSEY

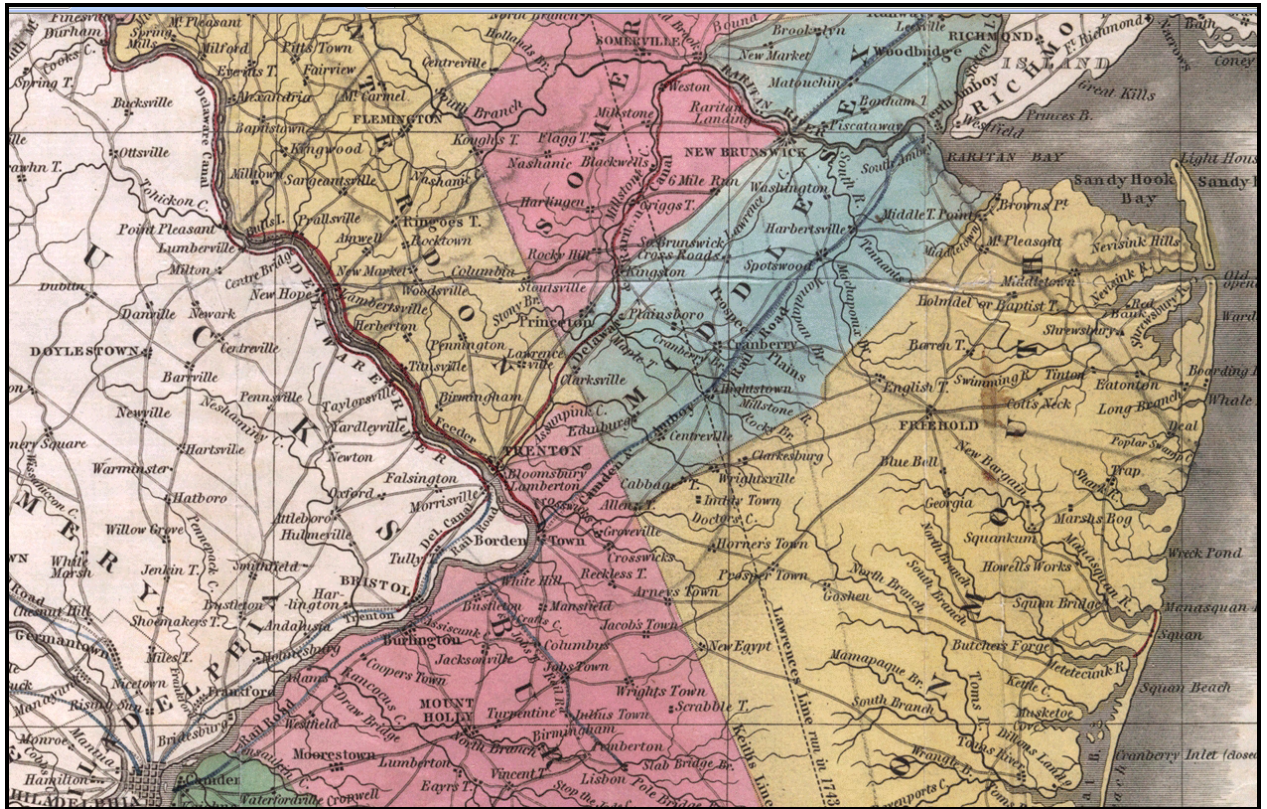


Fig. 2: Route of the Camden and Amboy RR in 1834, not yet completed in 1832. Miss Kemble probably boarded the train in the vicinity of Spotswood, and travelled by horse-drawn train to the Delaware, near Bordentown, crossing the river there and continuing to Philadelphia.<sup>9</sup>

<sup>9</sup> Rutgers Cartography site: [http://mapmaker.rutgers.edu/NJ\\_1834.gif](http://mapmaker.rutgers.edu/NJ_1834.gif) - a map published originally by A. Finley, Philadelphia, 1834. Courtesy RU Special collections.

**NEW JERSEY MANUSCRIPT TOWN MARKINGS DATABASE: UPDATE**  
**By Steven M. Roth**

**Report dated February 2008**

Reports of manuscript town markings continue to come in to this compiler from members, dealers and auction house sources. Although, as one would expect, the number of reports has slowed, the total numbers reported over those reported this time last year is impressive:

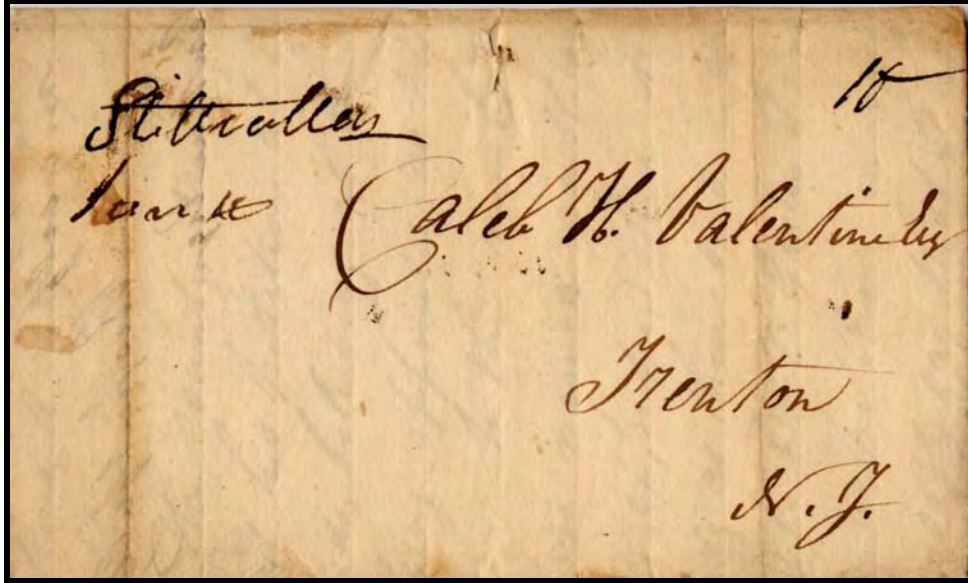
Type of Report	As of February 2007	As of February 2008	No. of new additions
Total records	746	856	110
Only cover reported	31	50	19
Earliest reported	119	164	45
Latest reported	163	209	46

Contributors since the beginning of the project have been:

- Phil Bansner
- Don Chavetz
- Jack Edge
- Gene Frickes
- Ken Hall
- The Fabers JWF Stamps
- Bob Livingstone
- Craig Mathewson
- Len Peck
- Ken Pitt
- Steve Roth
- Ed Siskin
- Bill Thoman
- Jim Walker
- Jean Walton
- Steve Washburn

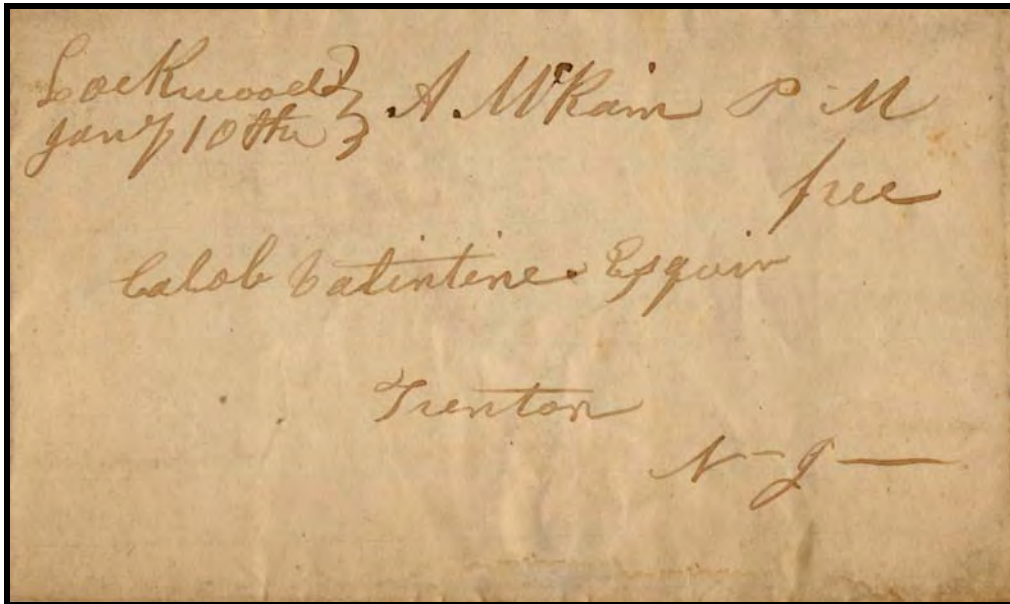
Other contributors are more than welcome – please send scans of covers with datelines or other indication of dating to me at any time.

Some particularly noteworthy covers are shown below:



Reported by Robert Livingstone

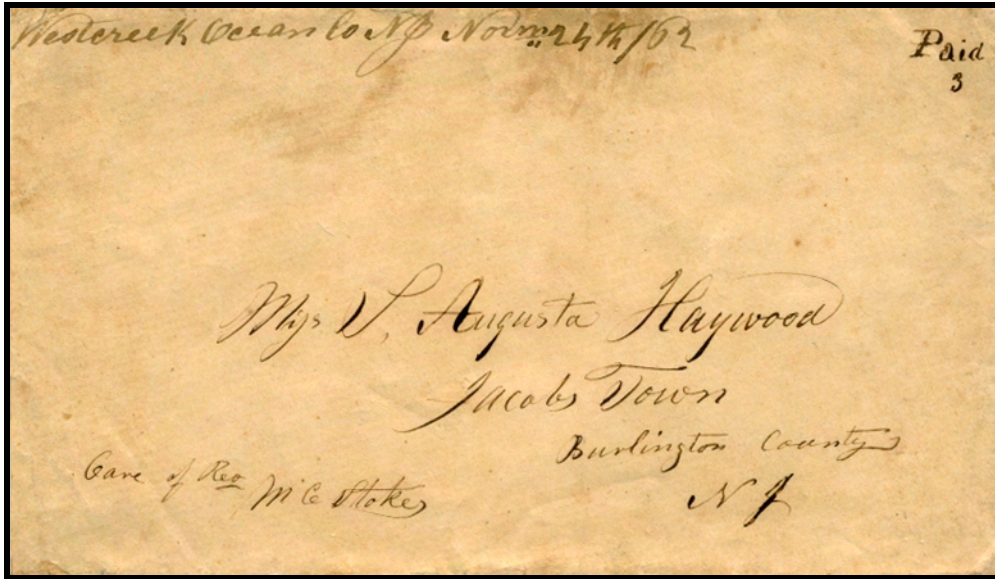
*Fig. 1: An earliest (and only) manuscript marking from Stillvalley (Still Valley) New Jersey. The date, Jan 16, 1831 is determined from the cover and the dateline. Coles Update<sup>1</sup> lists earlier and later dates (1823 and 1853); however these are yet to be confirmed in this database.*



Reported by Robert Livingstone

*Fig. 2: A latest reported manuscript marking from Lockwood, New Jersey, dated Jan 10, 1837 - verifying the date in the Coles Update.<sup>2</sup>*

As before, I will be happy to confirm reports of dated covers and compile reports for members in either .pdf (Acrobat Reader) or .xls (Excel) format and to send the reports as e-mail attachments. You may contact me directly at [stevenroth@comcast.net](mailto:stevenroth@comcast.net).



Reported by Steven Roth

**Fig. 3:** An interesting late manuscript marking from Westcreek NJ which includes the County name (Ocean) as well, dated November 24, 1862.

[Steve is more than happy to receive reports of any manuscript markings, or verify for you against his database whether you have an unreported or earliest or latest date. For those unfamiliar with this project, it was begun in February of 2006, and an interim report was included in the February 2007 (Vol 35, No 1, Whole Number 165) issue, with the purpose of precisely determining the earliest and the latest reported covers for each manuscript town mark. There has been significant progress, as Steve points out. Continued interest and reports from members are necessary however to continue to increase this database. Please keep the information coming!]

### ENDNOTES:

<sup>1</sup> Chafetz, Donald, *The Postal Markings of New Jersey Stampless Covers, An Update*, Published by the New Jersey Postal History Society, NJ, 2004.

<sup>2</sup> Ibid.

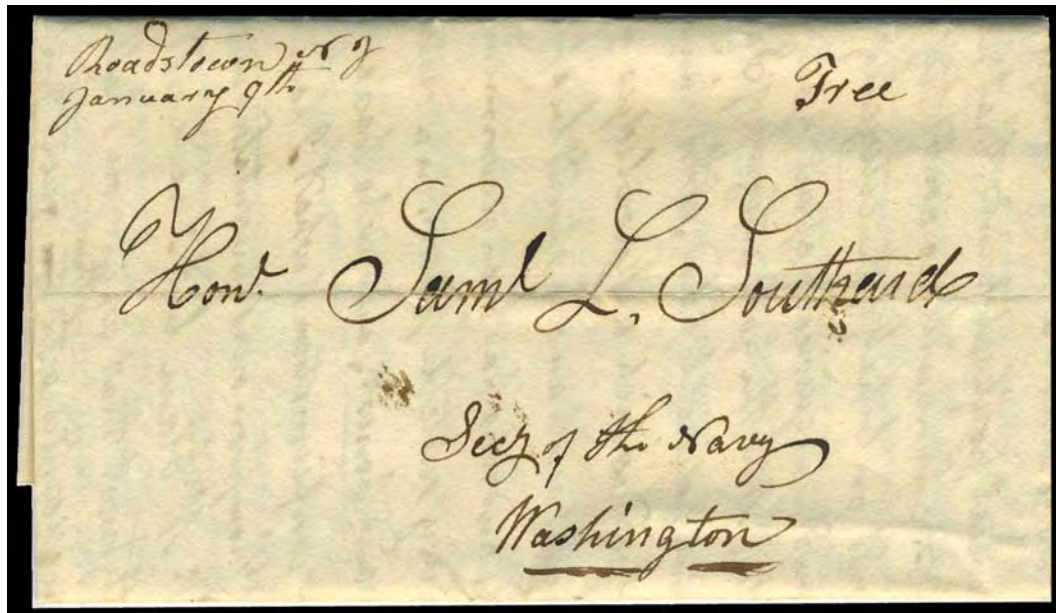


## SAMUEL L. SOUTHARD – REDUX

By Jean R. Walton

Older members of the Society may remember a long series we did,<sup>1</sup> collecting Southard letters from members and transcribing and publishing them in the Journal. In the end, we had published approximately 200 of them, preserving and sharing some interesting bits of history from the life and times of Samuel L. Southard, a New Jersey politician, lawyer, Presidential Cabinet member, and U.S. Senator. Many members contributed to that project. My only regret now is that the letters were published with reproductions from photocopies; scans would have made this a much nicer compilation.

Here is another letter which is a wonderful piece of postal history, as yet unpublished. It needs little explanation. If other members have acquired Southard correspondence (either from or to him), I would be happy to continue that series. If you have Southard letters to share, please send along a scan or photocopy, and we will be happy to transcribe and publish them. For a list of those already published, contact [NJPostalHistory@aol.com](mailto:NJPostalHistory@aol.com)



Collection of: Jean Walton  
Letter addressed to:  
To. Hon. Samuel L. Southard, Esq.  
    Sec'y of the Navy  
    Washington  
From: J. L. Wood  
[Noted: J. L. Wood/rec. & ans. 12 Jan. 28]

Southard: Jan. 9, 1828  
Roadstown, N.J.  
Jan 9/Free [mss]

---

Salem, N.J., January 7, 1828

Dear Sir,

It is with reluctance that I am induced to trespass upon your time and in the least to interrupt your more important avocations, by requiring your attention to this communication. In compliance however with the earnest solicitations of a considerable number of the most respectable inhabitants both male and female of the town of Salem whose names you may

perhaps shortly see appended to a Memorial which will shortly be sent on to Washington addressed to the Post Master General with a view to the dismissal of the present Post Master (Sam'l Sharon) of the town of Salem and the appointment of some fit person in his place, I have undertaken to give you as a Member of the Government whose influence will ever be exerted on the side of Justice and the sacred rights of the People, a brief but imperfect sketch of the present Postmaster, Post Office and its management, all which shall be done without aught being set down in malice, beyond the truth, or for any other purpose than to obtain redress of what has for a series of years been a great grievance to the inhabitants of Salem especially the female part of them.

In the first place the present incumbent is a young man notorious for every quality and accomplishment, but such as belong to a Gentleman. He has perhaps one of Mr. Jefferson's qualifications for office, to wit, Capacity; but as to the other, it is positively denied by some, doubted by many, and confided in I believe by none.

He is the Bartender of a Public House which in a great measure answers for the Office itself, as letters and papers are kept in it as well as in a small house adjoining called the Post Office. He is always to be sought for in this Public House, which often, very often subjects the applicant for letters etc., especially if a female, to witness with her eyes or ears rude assaults upon decency and decorum, from the lowest vulgar. In fact it has become a custom with almost all the well bred and delicate females, in order to avoid the rudeness and exposure to which they are subjected in having to enter the Bar Room of the Public House to apply for letters etc., to go into the adjoining stores and request the Gentlemen in attendance there to seek the Post Master in his Quarters and obtain for them their letters and papers. The said Post Master is also of such an unaccommodating spirit that it is with difficulty the letters and papers actually in the Office can be obtained. If he happens to be at his meals, or otherwise particularly engaged about his own business, the person applying will either receive a flat denial by being informed that there are no letters or papers (which save him the trouble of looking), or must wait until his leisure and inclination suits, be the time longer or shorter, as was lately the case with a distinguished lady perhaps of your acquaintance, Miss P-t, the sister of the Salem Representative, who was obliged to wait in an adjoining store the whole time of his supper repast, although informed that she wished to see him. Such conduct is shameful in a public office. It is I believe a very common thing for persons who have no time during the day and who call in the evening for their letters or papers, to be refused, because it is too much trouble to take a light and go to the Office, only a few steps.

The manner in which the present P.M. demeans himself and conducts the Post Office concerns is not only a serious inconvenience to the citizens of Salem and its vicinity, but also a great injury to the Revenue arising from this Post Office, which is very materially diminished owing to the little confidence entertained by the Public in this man's 2<sup>nd</sup> Qualification, it is confidently believed that at least 1/3<sup>rd</sup> of all letters sent to and from Salem seek other and different channels of conveyance, by Steam Boat, Packet, distant Post Offices, etc.; all or a considerable part of the postage of which is entirely lost to the Government.

In fine,<sup>2</sup> the unfitness of the P.M. the Place where he keeps his office and his uncivil and rude manner of performing his official duties, have been long and repeated complained of, and

attempts have heretofore been made to have him displaced, but have hitherto proved unsuccessful, owing to his having had the adroitness to induce a belief through the representation of certain at that time influential political friends, that he was attempted to be displaced on political grounds, and he will no doubt try to play over the same game, but I trust not on behalf of the citizens of Salem with the same success. As I can most unequivocally assure you that Politics have nothing to do with the matter. And the good citizens of Salem would be willing to have one of the same political breed with himself, that is, the Jackson crew, that is, the crew which acknowledges no principles right or wrong. In his place if such an one should be appointed in preference to the person recommended, and who has been recommended not on political grounds but because he is a very equitable person, in a central part of the time and every way capable and honest, and who has a young and rising family to maintain. For confirmation of what I have said, I beg leave to refer you to Dr. Hedge Thompson, our Representative in Congress. I should have written direct to Mr. McClane<sup>3</sup> but I have not the honor of his acquaintance; I confidently trust that when you shall have seen the Memorial and become better acquainted with other facts pertaining to this affair, you will feel free to use your influence with Mr. McLane<sup>4</sup> for the purpose of obtaining redress for the People of Salem and its vicinity.

N.B. the good sense of the People of Salem & Cumberland moves them thoroughly in favor of the Constitution, the Constituted Authorities, and the due observance of the Laws. -

I remain with sentiments of high esteem,  
Your most obt. Ser't  
John L. Wood

Sam'l L. Southard

*[written in border space:]*

Note you will please excuse the length of this communication; it seems unavoidable. This letter should and would have been mailed in Salem but for fear that it would never come to your hands. ~



*View of the County Buildings, Salem.*

## ENDNOTES:

<sup>1</sup> *NJPH* Whole Numbers 110 - 111, 114 - 117, 121 - 123, 142 - 147, November 1994 - Sept 2002.

<sup>2</sup> An obsolete phrase meaning "finally," or "in brief."

<sup>3</sup> John McLean, Postmaster General.

<sup>4</sup> Also John McLean, Postmaster General.

## NJPHS EBAY AUCTION – CALL FOR MATERIAL

By Arne Englund

Do you have some things you once chose to collect, but no longer need? Here is an opportunity to sell them through our Ebay auctions. This service benefits you AND the society, as items are not only shown to a large audience, but also are specifically directed to New Jersey postal history collectors. I've run a number of Ebay auctions for the Society over the past few years, and they've, for the most part, been successful, with between half to two-thirds of the lots selling in a given auction. This has been above the average for Ebay sales during the time period when the auctions have occurred.

I'd like to conduct another Society auction as soon as sufficient material has been consigned to make this worthwhile. We hope to include 30-40 lots, but would like to limit it to items worth \$9.99 or more – less valuable material often goes unsold, and is not worth the time and trouble to scan and list. The minimum bids will thus be \$9.99. However, if you'd like a "reserve" set on an item (again, at least \$9.99), we can start with a minimum bid as low as \$0.01 without having to sell the item if the reserve is not met. See the link below for more detailed information on reserve fees. Please submit only material related to New Jersey postal history. In particular, interesting and specialized cancels such as DPO's, manuscript, and R.P.O. cancels, stampless folded letters, and other interesting advertising or specialized covers are welcome. Also, please try to stick with single item lots, preferably earlier material (19<sup>th</sup> /early 20<sup>th</sup> century). Large lots of unsorted low-end material do not do well on Ebay, and to be honest, I just don't have the time to go through these types of lots and describe them. Therefore, for my sanity, please also send me a description with each lot submitted, as well as a minimum bid that you would like each item listed at. Although you will, of course, have a price below which you are not willing to sell a given item, also keep in mind that lower starting prices tend to encourage bidding (listing fees are not refundable, regardless of whether or not an item sells). Your Ebay selling fees will depend on the price you wish to list at (if you wish an item listed in more than one category, all listing fees are doubled).

You can send material to me or contact me for further information at: Arne Englund, P.O. Box 57, Port Murray, NJ 07865. Also, I can be contacted via e-mail at: [NJPHS1@aol.com](mailto:NJPHS1@aol.com).

When sending material to me, please also send along a check to cover the listing fees. Items listed up to 9.99 are 40¢ each, items between \$10 - \$24.99 are 60¢ each, items between \$25 and \$49.99 are \$1.20 each, and items between \$50 and \$199.99 are \$2.40 each. More information is available on Ebay at <http://pages.ebay.com/help/sell/fees.html#reserve>, which includes more details. There is no charge for one picture, and we will host our own pictures, so if you wish more than one picture, no additional picture charges will be made. Ebay "Gallery" pictures will soon be free – there has been a fee for these previously – and these greatly enhance a listing. Again, keep in mind that listing fees are non-refundable.

If your item sells, you will receive approximately 80% of the final selling price, this being after the following have been deducted: listing (insertion) fees, final auction value fee, then from the subtotal 5% commission to NJPHS, and 10% commission to myself, the auction coordinator. (While gallery fees are going away, Final Value Fees are rising – we do not yet

know how great an increase in percentage will go to Ebay.) Here, however, is the chart explaining the current Final Value fees:

<b>Closing Price</b>	<b>Final Value Fee</b>
\$0.01 - \$25.00	5.25% of the closing value
\$25.01 - \$1,000.00	5.25% of the initial \$25.00 (\$1.31), plus 3.25% of the remaining closing value balance (\$25.01 to \$1,000.00)

No Final Value fees are added if an item does not sell.

These auctions are fun to watch, even if you are not bidding or selling. We will send you an email when an auction is to be online. Please do send along material if you have something to sell.

## **DUES REMINDER!**

If you have not already paid your NJPHS dues for 2008, you will find a dues renewal form along with your journal. Please send your check made out to NJPHS to Jean Walton, 125 Turtleback Road, Califon, NJ 07830, along with any donation you might like to make or adlets you want included in the journal. We have held the dues again at \$15.

As mentioned in our last issue, we have introduced another option for dues payment. If you have a Paypal account, and would like to make a payment online, just go to our website at <http://www.njpostalhistory.org> and follow the links on the front page to pay your dues and make a donation if you wish (an extra 75¢ fee applies to dues payments, to cover Paypal fees, but no fees are applied to donations, or to CD purchases). You will receive a separate receipt for your dues, donations, and/or CD purchase. We hope this will make it easier for you – you can use a credit card or an eCheck, or your Paypal balance as well.

We are again offering a CD of all 4 of last year's (2007) *NJPH* issues in pdf format, as we have in the past. This is \$5 postpaid, formatted to allow you to easily navigate all four issues, and makes it possible for you to take these large files off your computer. This CD can be ordered either online at [NJPHS](#), or by sending a check made out to NJPHS for \$5 to Jean Walton, 125 Turtleback Road, Califon, NJ 07830. Other literature can be paid for by Paypal. Let us know your choices at [NJPostalHistory@aol.com](mailto:NJPostalHistory@aol.com) and we will email you a Paypal invoice.

## **MOSHER NEW JERSEY EXPRESS COMPANY CD**

Bruce Mosher's *New Jersey Express Companies* CD is now available to members at \$10, and non-members for \$15, postpaid. This CD collects all of Bruce's articles from this journal in one place, and has added a significant Postscript of another 30 pages of previously unpublished information and illustrations. Illustrations are for the most part in color, and a full index has been added to make it easy to find specific information. If you are interested in purchasing a copy, just let us know and we can send you a Paypal invoice, or you can send a check for \$10 (made out to NJPHS) to Jean R. Walton, 125 Turtleback Road, Califon, NJ 07830 – indicating clearly that it is for the Mosher NJ Private Expresses CD. It is easily navigable, and a fine resource for your CD philatelic library (and of course you can print out your own hardcopy if you wish). Any profits go to the Society. Email [NJPostalHistory@aol.com](mailto:NJPostalHistory@aol.com) or write to the address above.

## AMERISTAMP EXPO, CHARLOTTE, NC WINNER!



Congratulations to Harvey Mirsky for winning the Single Frame Champion of Champions Award at AmeriStamp Expo in Charlotte, North Carolina, January 11-13. His exhibit, shown at the Philadelphia National Stamp Exposition, qualified him for this show. His exhibit was on America's First Issue: Philadelphia's Usages and Markings, and was the first postal history exhibit to win the single-frame Champion of Champions award. Harvey is shown at right, with APS President Nicholas Carter at left.<sup>1</sup>

## NOJEX 2008!

Our annual meeting will be held again at NOJEX over Memorial Day weekend in Secaucus, New Jersey – on Sunday at noon. We hope you will make a point of attending. This year promises to be a blockbuster show, with 40 dealers and annual meetings of other fine societies: The United States Stamp Society, The U.S. Philatelic Classics Society, and the Carriers and Locals Society. Show dates are May 23 – 25 (Friday to Sunday) at the Meadowlands Crowne Plaza Hotel, Two Harmon Plaza in Secaucus. We suggest if you would like to exhibit that you submit your entry form soon – it must be received by April 1, but frames are likely to go fast. To download a prospectus online, go to <http://www.nojex.org/Prospectus.pdf> or contact Glen Spies at P.O. Box 1740, Bayonne, NJ 07002. For further information, visit the NOJEX web site at <http://www.nojex.org/>. Plan ahead! We would like to see you there!

## RECRUIT A NEW MEMBER!

Societies have a way of aging themselves out of existence. We have all noticed that we are not getting any younger, and a society that does not keep including new and younger members will soon find itself out of existence due to simple attrition. Why not make the effort to recruit a new member? Or several, in fact! Many of you are members of other stamp societies, and are in the best position to know if any of the other members might possibly be interested in New Jersey postal history. Share your enthusiasm with others, show your material, share the Journal – we have a wealth of information available for interested people, and younger members bring a new vitality to the Society that we badly need if we are to go forward into the future. And – from the point of view of self-interest – in the end it will make your own material more valuable.

Keep the field of New Jersey postal history alive and well. Membership forms are available, along with a brochure, from your secretary, or you may download these from our web site. Just go to Google, type in NJPHS, and go to the first item on the list – or go directly to <http://www.njpostalhistory.org/applica.pdf> for an application form. We need to recruit new members!

**NEW MEMBER, NEW EMAILS:****WELCOME TO NEW MEMBER!**

Ralph Shook, P.O. Box 1300, San Jacinto, CA 92581 [shook1300@verizon.net](mailto:shook1300@verizon.net) – he is particularly interested in the historic and educational value of letters from the stampless period.

**New Email addresses:**

Mike Schwartz – change email [tmsnj@worldnet.att.net](mailto:tmsnj@worldnet.att.net) to [tmsnj5@aol.com](mailto:tmsnj5@aol.com)

Charles Hogate – add email: [grandpahogate@hotmail.com](mailto:grandpahogate@hotmail.com)

William Brown, Middlesex, NJ – new email: [BEB5678@hotmail.com](mailto:BEB5678@hotmail.com)

**ARTICLES NEEDED:**

We are, as always, in search of interesting articles on New Jersey postal history. This is your journal, and contributions are always welcome. These do not need to be full-blown studies – taking a cover or two from your collection and describing why they interest you is a welcome addition.

It is sometimes difficult to keep a good balance in the Journal of material from all periods of New Jersey history – yet all are of valid interest. If you have material to share, we encourage you to do so. If scanning is something you need help with, just forward your material by mail; we will scan it for you and return it quickly. Other help is available too.

It is not our intention to fill this journal with articles from our own hand, although you will see these when we are short of material. Why not take pen in hand, or sit down at your keyboard, and write a short article [or even better – a long one!] on some aspect of New Jersey postal history that interests you? Send it to either Editor Bob Rose at [rose@daypitney.com](mailto:rose@daypitney.com) (P.O. Box 1945, Morristown, NJ 07962) or Jean Walton at [NJPostalHistory@aol.com](mailto:NJPostalHistory@aol.com) (125 Turtleback Road, Califon, NJ 07830) – we would be happy to receive it.

This is *your* journal – fill it with things *you* are interested in.

Bob Rose, Editor-in-Chief & Jean Walton, Layout Editor

**DON'T FORGET TO SEND YOUR SCANS OF MANUSCRIPT DATES TO STEVE ROTH FOR INCLUSION IN HIS DATABASE OF NJ MANUSCRIPT MARKINGS**

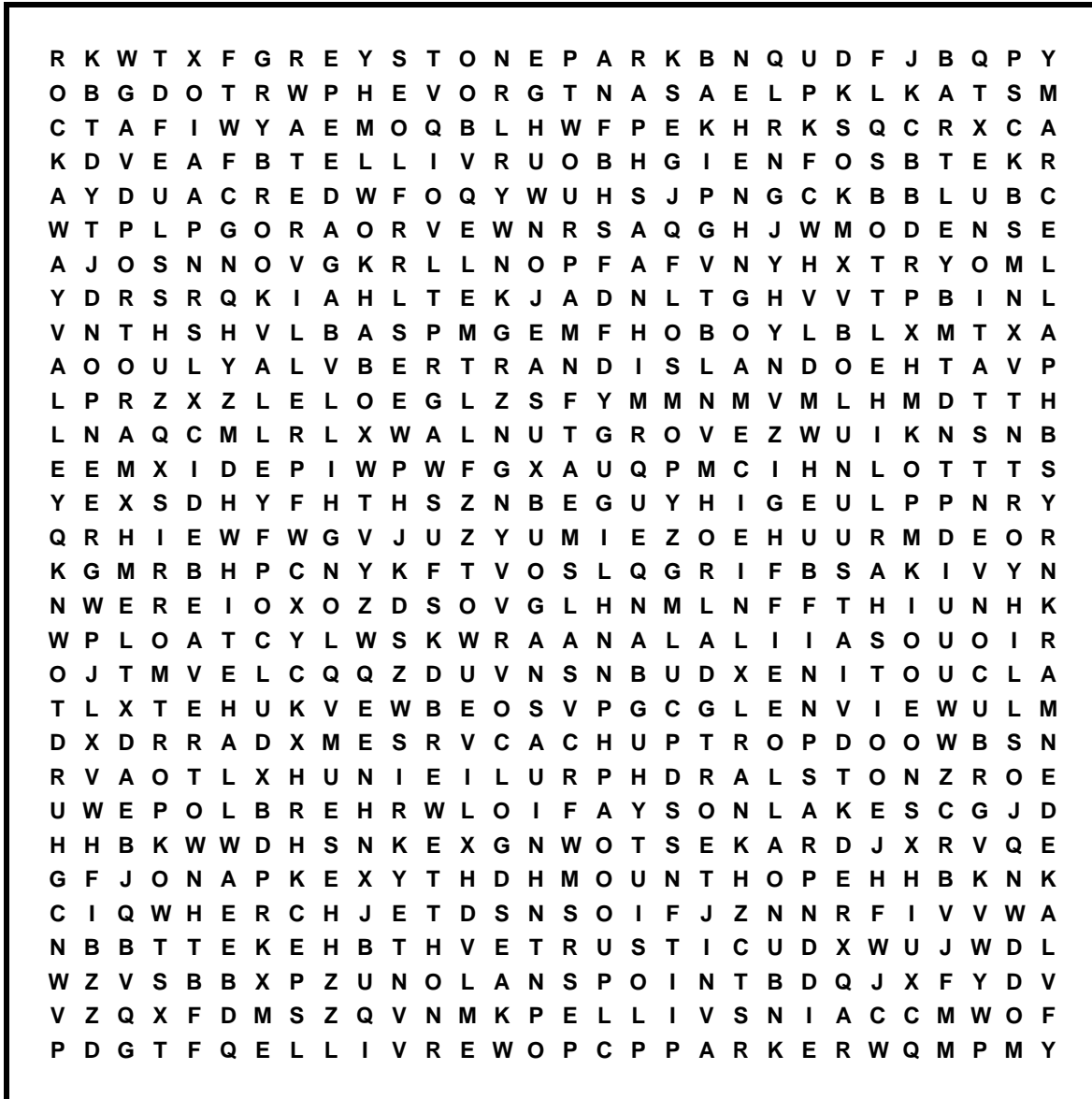
Send scans by email to [stevenroth@comcast.net](mailto:stevenroth@comcast.net) or photocopies to Steven M. Roth, 1280 21st St, NW, #209, Washington, DC, 20036-2343

**FREE DIGITAL FILES FROM YOUR SOCIETY!** ~ Digital files are available for members of NJPHS at [NJPostalHistory@aol.com](mailto:NJPostalHistory@aol.com) at no cost, to be sent free as a link or email attachment (or may be requested as hardcopy or on CD for cost of production and mailing). A list of these is now included on the inside back cover with other Literature Available.

<sup>1</sup> News release and picture from <http://www.stamps.org/news/P1585.htm>, Feb. 13, 2008.

WORD PUZZLE: Morris County

MORRIS COUNTY DPOs



Look for the following post offices:

\* Source: New Jersey DPOs by Brad Arch

- |                  |                |                |                 |
|------------------|----------------|----------------|-----------------|
| Afton            | German Valley  | Middle Valley  | Powerville      |
| Bartley          | Glenview       | Mine Hill      | Ralston         |
| Beavertown       | Green Pond     | Mount Hope     | Rockaway Valley |
| Berkshire Valley | Greystone Park | Naughtright    | Rustic          |
| Bertrand Island  | Hanover Neck   | Neighbourville | Stephensburg    |
| Bottle Hill      | Hurdtown       | Nolans Point   | Troy Hills      |
| Brook Valley     | Lake Denmark   | Parker         | Walnut Grove    |
| Convent Station  | Long Hill      | Pleasant Grove | Waterville      |
| Drakestown       | Marcella       | Port Morris    | Whitehall       |
| Fayson Lakes     | Mc Cainsville  | Port Oram      | Woodport        |

Morris County DPOs not in this puzzle:

- |                 |             |                  |             |
|-----------------|-------------|------------------|-------------|
| Bartley Rur.Br  | Lathrop     | Mount Olive      | Stanley     |
| Bartleyville    | Littleton   | Naughtrightville | Stony Brook |
| Drakesville     | Logansville | Passaic Valley   | Washington  |
| Florham Park Br | Milldale    | Randolph Br      | Weldon      |
| Hanover         | Milton      | Randolph Sta     |             |

To print this out, go to the [NJPHS website](#) and click on [Word Puzzle](#) to download a printable copy. For solution, go to: [Morris County DPO Solution](#) or return to the [NJPHS website](#) and click on [Solution](#).



## MEMBER ADS

**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).

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

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

**OUT-OF-PRINT AND RARE NEW JERSEY BOOKS BOUGHT AND SOLD** since 1972. 8000 items, 1690s to 1990s. Visit our searchable website: [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: WYCKOFF POSTMARKS ON COVER** appreciated. Are there any out there? Please contact me! Also other North Jersey covers wanted. Marge Faber, P.O. Box 1875, Bloomington, IN 47402 or email [faber@bluemarble.net](mailto:faber@bluemarble.net).

**WANTED: SHIP CANCELS FROM WWII**, Morris, Sussex County covers, Patriotic covers, and postal cards. Clean clear strikes preferred. Willard Johnson, 24 Salmon Lane, Ledgewood, NJ 07852, or 973/584-0359.

**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.

**19<sup>TH</sup> CENTURY AND INTERESTING PATERSON WANTED.** Contact George Kramer, 199 Charles St., Clifton, NJ 07013-3853, or email [gjkk@optonline.net](mailto:gjkk@optonline.net)

**WANTED ALLENDALE AND WYCKOFF COVERS:** Strong strikes, sound covers through Presidents. Send copies with prices to J. Haynes, Box 358, Allendale, NJ 07401.

**WANTED: TANSBORO (1862-1906) AND WILTON (1884-1898), CAMDEN COUNTY:** cancels on cards /covers or addressed to these towns. Also wanted: New Jersey Q.S.L. cards. Contact Craig Mathewson, 114 Hayes Mill Rd, Apt D-202, Atco, NJ 08004, phone: 856/809-7484

**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.

## MEMBER ADS

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

**CAN ANYONE SUPPLY PHOTOCOPY PROOF OF POSTAL USAGE** from short-lived **BELCOVILLE P.O.** in 1918? Please contact Jim Mason, 3 South Oxford. Ave., Ventnor, New Jersey 08406.

**WANTED: POSTAL HISTORY OF SUSSEX COUNTY:** DPO postmarks: Culvers, Cutoff, Edison (pre 1910); stampless letters, OLD DEEDS, documents, memorabilia of all kinds. Contact Leonard R. Peck, 202 Stanhope Road, Sparta, NJ 07871 or call 973/729-7392.

**WANTED; COVERS FROM ATLANTIC COUNTY WITH MANUSCRIPT TOWN CANCELLATIONS** from any time period. Dealers welcome. 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: UNOFFICIAL FDCs for 4<sup>th</sup> BUREAU DEFINITIVES** plus 610, 611, 612, 657, 725, 937, 959, 1100, 1132, 1380, 1399, 1571, C99/100, 3325/3328. Al Parsons, 809 Holley Rd., Elmira, NY 14905, 607-732-0181, [alatholleyrd@aol.com](mailto:alatholleyrd@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 [rrose@daypitney.com](mailto:rrose@daypitney.com).

**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@embarqmail.com](mailto:jiwalker@embarqmail.com).

**WANTED; STAGE COVERS BEFORE 1860.** All states including New Jersey. Dealers welcome. 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).

**LOOKING FOR FISH HOUSE, NEW JERSEY CANCELLATIONS and/or COVERS with CORNER CARDS;** used or unused.. Contact Paul W. Schopp, P.O. Box 648, Palmyra, NJ 08065-0648, call 856/786-1499 or email [pwschopp@comcast.net](mailto:pwschopp@comcast.net).

**ANY GLASSBORO OR GLASSBOROUGH N.J. POSTAL HISTORY.** Send photocopy and price to Bill Whiteman, 402 North Harvard Road, Glassboro, NJ 08028, Call 856/881-8858 or email [BillWHit3@juno.com](mailto:BillWHit3@juno.com).

**STAMPLESS COVERS NEEDED FOR EDUCATION:** with contents, dated, sound and clean, with good eye appeal. Synopsis of project supplied on request. Copies with prices please. Ralph Shook, P.O. Box 1300, San Jacinto, CA 92581, [shook1300@verizon.net](mailto:shook1300@verizon.net), 951-658-3631.

**WANTED: JERSEY CITY POSTAL HISTORY,** advertising covers, post cards of Jersey City, street scenes and unusual usages or cancellations prior to 1940. Contact John A. Trosky, 2 St. Clair Ave., Rutherford. NJ 07070-1136, 201/714-6651 or email [JTROSKY@email.usps.gov](mailto:JTROSKY@email.usps.gov).

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

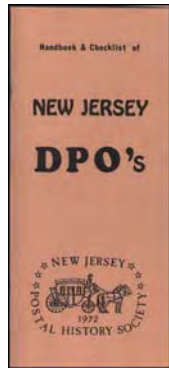
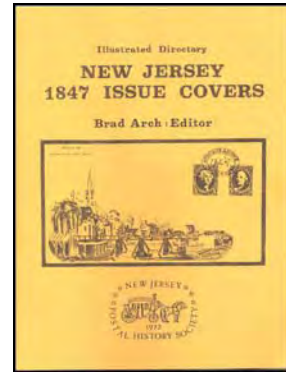
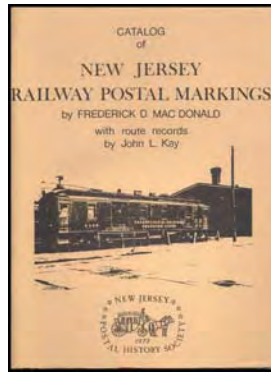
**YOUR AD NOT HERE?**  
To include your free 25 word adlet, contact [NJPostalHistory@aol.com](mailto:NJPostalHistory@aol.com) or send to Jean Walton, 125 Turtleback Rd., Califon, NJ 07830. Two ads free to members each year.

## THE NEW JERSEY POSTAL HISTORY SOCIETY LITERATURE

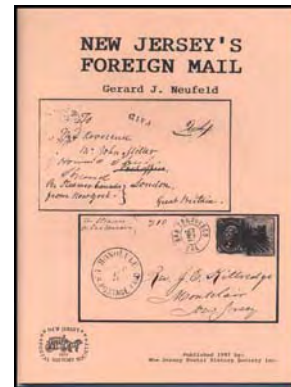
	<b>FREE DOWNLOADABLE FILES AVAILABLE TO MEMBERS!</b>	
	Members	Non-Members
Brad Arch's handy DPO book available in Excel format (also available in hardcopy for \$3 to members, \$4 to non-members)	<b>FREE</b>	2.95
Stampless Era Post Offices, based on Coles and the Coles Update available in Excel format.	<b>FREE</b>	2.95
New Brunswick's Postal Markings by Robert G. Rose, in PDF - a "digital reprint" in Acrobat Reader format of Bob's articles in the May and August 2005 <i>NJPH</i> and February 2006 <i>NJPH</i> issues.	<b>FREE</b>	2.95
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> . Lists postmasters for all the Burlington communities listed in Jack's Burlington series, also in PDF format.	<b>FREE</b>	4.99
Law, Mary E., <i>The Postal History of Cape May County, NJ</i> including postmaster list, published in the pages of <i>NJPH</i> between March 1993 through May 1994, PDF format.	<b>FREE</b>	8.99
<i>An Act to establish the Post Office and Post Roads, Feb. 20. 1792</i> , in its entirety.	<b>FREE</b>	2.95
Siskin, Ed, <i>Colonial Rate Charts</i> , in Excel format, plus jpgs of those available for 1710, 1754, 1763, 1765, and 1775.	<b>FREE</b>	2.95
<b>AVAILABLE FOR PURCHASE (see also back cover):</b>		
<b>Hard copy:</b> <i>Illustrated Directory of New Jersey 1847 Issue Covers</i> , Brad Arch, ed., 1987, 44pp & Supplements .....	\$4.00	\$7.50
<ul style="list-style-type: none"> <li>• For the collector of the 1847 Issue, this book by Brad Arch is the comprehensive work on New Jersey covers</li> <li>• 5¢ and 10¢ covers in separate sections</li> <li>• Detailed descriptions of each cover, arranged by office of origin.</li> </ul>		
<b>Hard copy:</b> <i>New Jersey DPO's</i> , Brad Arch, ed., 1981, 22pp, pocket sized Checklist of Discontinued Post Offices .....	\$3.00	\$4.00
THE pocket manual of New Jersey discontinued post offices, easy to transport and an excellent checklist		
<b>Also available to members free as a download xls file</b>	<b>FREE</b>	
<b>Hard copy:</b> <i>New Jersey's Foreign Mail</i> , 1997, Gerard J. Neufeld, 76pp.....	\$8.00	\$10.00
<ul style="list-style-type: none"> <li>• A fine monograph on foreign mail to and from New Jersey in the 19<sup>th</sup> Century</li> <li>• Profusely illustrated</li> <li>• Each cover explained</li> </ul>		
<b>Hard copy:</b> <i>Catalog of New Jersey Railway Postal Markings</i> , 1984, Frederick D. MacDonald, 136pp.....	\$7.50	\$10.00
<ul style="list-style-type: none"> <li>• Still the "bible" of New Jersey railway postmarks.</li> <li>• A must for any RPO collector.</li> <li>• Routes and cancels shown.</li> <li>• Terminal markings</li> <li>• Alphabetical index</li> </ul>		
<b>CDs:</b> Back issues of the <i>NJPH</i> Journal are available on CD for 2003 to 2006, at .....	\$5.00	\$7.50
<ul style="list-style-type: none"> <li>• These CDs each include the 4 quarterly journals for one year, in pdf format Easily navigable</li> <li>• Many color illustrations</li> </ul>	each	each
<b>CD:</b> 2007 <i>NJPH</i> Issues on CD in Acrobat reader [.PDF] format, with many color illustrations .....	\$5.00	\$12.00
<b>Members only:</b> 2 back issue CDs, \$8.00, 3 back issue CDs \$12.00 , 4 back issue CDs \$15.00, all 5 CDs \$18		
<b>Non-members:</b> 2 back issue CDs, \$12.00, 3 back issue CDs \$15.00 , 4 back issue CDs \$18.00, all 5 CDs \$22		

**THE NEW JERSEY POSTAL HISTORY SOCIETY LITERATURE**

**AVAILABLE FOR IMMEDIATE DELIVERY, Post paid, send check to: Robert G. Rose, New Jersey Postal History Society, P.O. Box 1945, Morristown, NJ 07962, or email [RRose@daypitney.com](mailto:RRose@daypitney.com).  
**PayPal** payment available – email [NJPostalhistory@aol.com](mailto:NJPostalhistory@aol.com) with wants for Paypal invoice.**



**Yearly NJPH issues on CD  
 (2003 – 2007)  
 Plus other valuable studies  
 on CD**



<b>Literature purchases may be made by check(see above) or with Paypal – email us at <a href="mailto:NJPostalHistory@aol.com">NJPostalHistory@aol.com</a> your choices, and we will send you 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 hardcopy, 28pp. or available as CD in Acrobat Reader [.PDF] format (2004)..... 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> Mosher’s NJ Private Express Companies ..... <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 only:</b> <i>Washington Organ Manufacturers</i> on CD, by Len Frank - 3 articles + many illustrations not in <i>NJPH</i> , in Acrobat Reader [.PDF] format, 2004 ..... <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

*(see inside back cover for hard copy literature)*