



NJPH

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 SOCIETY**
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3¢ Executive Official used from U.S. Grant's summer "White House" in Long Branch, NJ brings \$4,250 in Matthew Bennett Sale of Robert Markovits Official Collection on February 7, 2004. Formerly part of Brad Arch's NJ Collection.

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NEW JERSEY POSTAL HISTORY SOCIETY, INC.

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or enter "NJPHS" in your browser's search window and go from there.

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THANKS FOR DONATIONS!

The Society gratefully acknowledges the cash donations that the following members submitted with payment of their dues: A. Aldham, H. Beckman, R. Buckler, E. L. Byrnes, D. Elliott, A. Engel, L. Frank, F. Freylinghuysen, E. Fricks, P. LaPella, B. Rainier, R. Rose, H. Segner III, and R. Silverstein. We are also grateful for the donation of material for auction by N. Zankel & G. Kramer. These donations go along way in helping the Society meet the ever increasing cost of producing and mailing the Journal.

2004 MEMBERSHIP DUES NOTICE:

There are still a number of Society members who have yet to forward their dues payment for 2003. Please take the time to write a check to your Society TODAY! A dues payment card is enclosed for those members who have not made payment. WE NEED YOUR SUPPORT. Dues should be sent to our Treasurer, Andy Kupersmit, at the address above.

PRESIDENT'S MESSAGE

I hope that you will enjoy this issue of *NJPH*. It is certainly the largest by page number in several years and I believe that the quality of its contents will provide several hours of interesting reading. To make certain that future issues measure up to the same level, please consider becoming a contributor. Your editors will be pleased to assist you in becoming a published author in your specialty area and sharing your knowledge with your fellow collectors.

Long time member Don Chafetz has completed a final draft of what will become an updated supplement of the stampless cover listings to the late William Coles Jr.'s *The Postal Markings of New Jersey Stampless Covers*, which was published in 1983 by the Collectors Club of Chicago. Don's work captures the last 20 years of additional research by postal history students, many of whom are Society members and who have contributed to his efforts. If any of you have any last minute additions, please get them to me promptly. We expect to have the Coles Supplement ready for sale at NOJEX. More details will be provided in the May issue of *NJPH*.


I wish to thank the many of you who made contributions to the Society along with your dues payments. With the ever increasing costs of printing and postage, your contributions go along way in keeping our financial status on an even keel. For those of you who may have missed the dues notice payment with the December issue of *NJPH*, I have enclosed a FINAL NOTICE OF DUES PAYMENT. Please be sure to get your dues payment in promptly.

Finally, be on the lookout for our next eBay auction of New Jersey Postal History which starts on March 9. Our auction manager, Arne Englund advises me that this sale will be the biggest and best yet!

ROBERT G. ROSE

2003 TREASURER'S REPORT

By Andy Kupersmit

TREASURER'S REPORT:		FISCAL YEAR JAN 1, 2003 THROUGH DEC 31, 2003		
				
Balance Brought forward			12/31/02	\$4,293.36
		2003 Actual	2002 Actual	Difference
Receipts	Dues (2003 FY 2003 and 2004)	1,428.00	1,410.00	18.00
	Donations FY 2003	245.00	203.00	42.00
	Literature Sales	26.97	197.00	-170.03
	Auctions	123.08	33.92	90.16
	Miscellaneous	111.00	25.00	86.00
	Interest earned	78.60	91.00	-12.40
Totals		2,012.65	1,959.92	\$52.53
Expenditures				
	Journal Printing	326.08	603.60	277.52
	Postage	245.00	834.35	589.35
Totals		571.08	1,437.95	866.70
		Year to date		12/31/03 \$5,734.93
Certificates of Deposit				
Delanco Federal Savings Bank		Value	Purchase	Due date
Redemption of #119000445				\$1,057.80
	121001025 1 year 4.40%	1,040.12	12/25/99 6/25/04	
	121001026 1 year 4.40%	1,040.12	12/25/99 6/25/04	
CDs	Totals	2,080.24		2,080.24
Total Balance on hand			12/31/03	\$8,872.97

Membership 2004	
Dues paid as of Feb. 18, 2004	79
Life Members	2
Membership as of Feb. 18, 2004	81

(SEE BELOW)

Year to date 12/31/03 \$5,734.93

Submitted by Andy Kupersmit, Treasurer

Due to the untimely passing of Bob Zanoni, we do not know the Society's budget figures for 2003. Therefore, actual figures for 2002 were used for comparison, as this is the usual source of budget figures.

In addition, because of the delay in transferring funds from Delanco Bank in South Jersey to the Society's new account at Commerce Bank in Central New Jersey where your new treasurer resides, reimbursement checks for the August and November Journals were not posted until 2004. Therefore, those expenditures will appear on next year's balance sheet. But to properly educate the membership about the costs of the Journal, the costs for these two issues were \$711.60 for a total expenditure on the four Journals of \$1,578.30. This means that one issue costs \$394.58 to print and mail, and costs are always rising!

In addition to contributions, the society has greatly benefited from the auctions. The society especially thanks Arne Englund and everyone who donated material. The auctions increase our exposure and raise membership. We need more donors so PLEASE DONATE.

Respectfully submitted,
Andy Kupersmit

DISCOVERY OF BRIDGETOWN OVAL HANDSTAMP VARIETY

By Robert G. Rose

The recent discovery of a previously unrecorded handstamp brings to three, the number of oval town handstamps used in Bridgetown during the stampless period. The first of the two previously recorded handstamps is a single oval used from 1815 to 1817. The Coles Book records fewer than 10 known examples of this scarce marking.¹ The cover in Figure 1 below illustrating this marking comes from the Coles Book.²

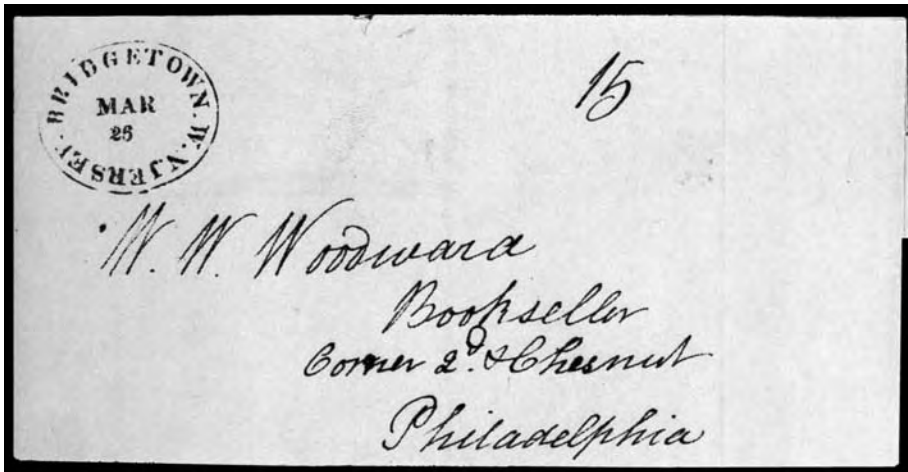


Figure 1: Single oval handstamp from Coles' Book, B42.

The letters in this handstamp all read toward the center of the handstamp resulting in the inversion of the "W.N. Jersey." The abbreviation stands for "West New Jersey." Coles reports that "Bridgetown is the only town in New Jersey that designated East or West in their handstamps."³

The second of the two previously recorded handstamps is a double oval used from 1816 until 1831.⁴ The cover in Figure 2 below shows an 1820 usage and is illustrated in the Coles Book.⁵

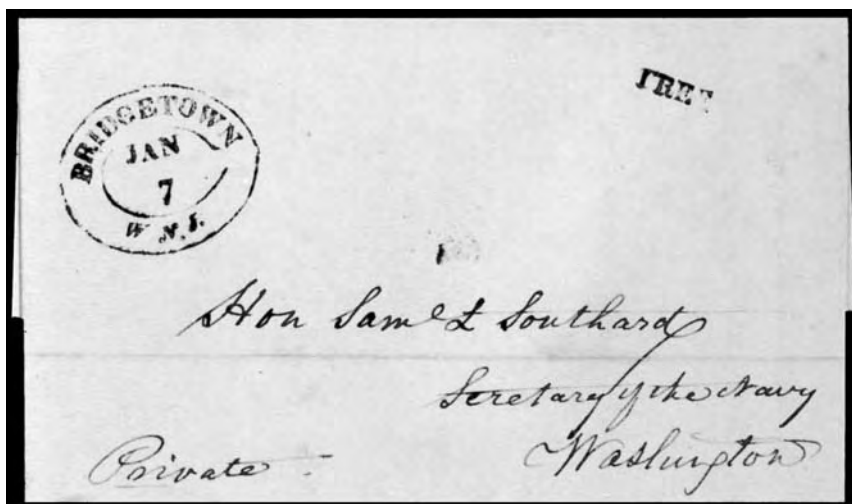


Figure 2: Double oval handstamp from Coles' Book, B43.

In addition to the use of a double oval, note that the West New Jersey designation has been abbreviated “W.N.J.” in italicized letters reading outward in relation to the center of the handstamp.

The newly discovered third oval handstamp is illustrated below in Figure 3 on a folded letter dated 1817.

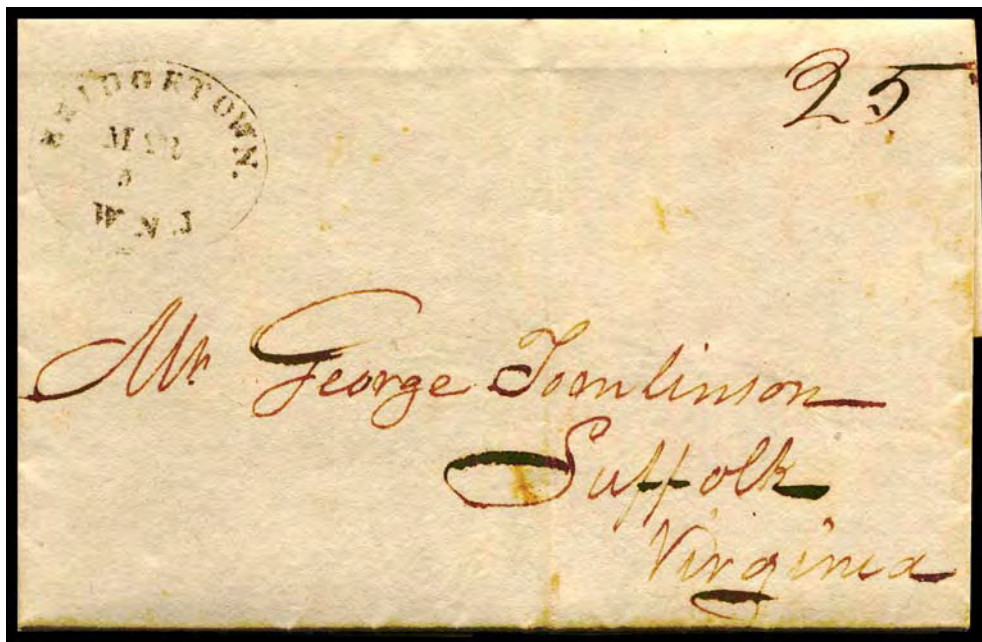


Figure 3: Newly discovered single oval handstamp on a letter dated 1817.

This single oval handstamp includes lettering in the town name “Bridgetown” with spacing identical to other single oval handstamp, both of which include a period after the town name. And unlike the double oval, the abbreviation “W.N.J.” is set in the same type as the town name rather than in the italicized letters included in the double oval.

Based on similarities between the two single ovals and their periods of usage, the newly discovered oval appears to have been used during the 1816-17 transition to the double oval handstamp which then continued in use until 1831.

ENDNOTES

¹ William C. Coles, Jr., *The Postal Markings of New Jersey Stampless Covers*, at pg. 149 (The Collectors Club of Chicago 1983) (hereafter *Coles Book*).

² *Ibid*, Figure 40, pg. 32.

³ *Ibid*, pg. 33.

⁴ *Ibid*, p. 149; both ovals are recorded in Vol. 1 of the *American Stampless Cover Catalog*, pg. 224 (5th ed. 1997).

⁵ *Coles Book*, Figure 41, pg. 33.

ELUSIVE EARLY 19TH CENTURY NEW JERSEY POST OFFICES

By Arne Englund

A couple of months ago, Chester Smith, who with John Kay compiled *New Jersey Postal History*¹, emailed several NJPHS members a list of eight early 19th century N.J. post offices, all of them DPO's, for which he is trying to determine the current county location.

The county that each post office was located in during its operation is given in parentheses following the post office name. Several new counties were formed after the existence of these post offices, and those dates of formation have been added in parentheses after those counties. To know what county each *now* is in, the actual locality of each needed to be determined. Here is the list:

NEW HAMBURGH (Bergen) 1833-1835; **FRANKLIN** (Bergen) 1827-1828 – Either may now be in Passaic (formed 1837), or in Hudson (formed 1840)

NEWBERRY (Burlington) 1813-1818 – May now be in Hunterdon, or in Mercer (formed 1838)

WEYMOUTH FURNACE (Gloucester) 1806-19; **RIVER BRIDGE** (Gloucester) 1808-1808 – Either may now be in Atlantic (formed 1837), or in Camden (formed 1844)

MATTISON'S CORNERS (Hunterdon) 1828-1836 – May now be in Mercer

GREENBROOK (Middlesex) 1810-1810 – May now be in Mercer, in Union (formed 1857); or in Monmouth

FOSTER'S FERRY (Sussex) 1815-1823 – May now be in Warren (formed 1824)

Based on research I have conducted, I have been able to identify the location of several of these – Mattison's Corners, Foster's Ferry, and Weymouth Furnace. For the others, some information is provided, but more is needed.

MATTISON'S CORNERS – Est. Dec. 13, 1828; Disc. May 28, 1836; First (and probably only) Postmaster – **John B. Mattison**. Current Location: **Raritan Twp., Hunterdon Co.** Raritan Twp. was formed from Amwell Twp. in 1838. Thus, Mattison's Corners post office was in Amwell Twp., Hunterdon Co. during its time in operation.

With some searching, I've been able to find the name "Mattison's Corner(s)" in several places:

- (1.) The listing in Kay & Smith's *New Jersey Postal History*, that information being taken from the post office records in Washington, D.C.

- (2.) The “Register Of All Officers And Agents, Civil, Military, and Naval, In The Service Of The United States On the Thirtieth September 1833...” in the Blue Book² lists Mattison’s Corner postmaster John B. Mattison as receiving a compensation of \$6.33. No county location is given.
- (3.) Thomas Gordon’s 1834 New Jersey Gazetteer³, which lists “Mattison’s Corner, post-office Hunterdon co., by post route 185 miles from W.C. [Wash., D.C.], and 26 miles from Trenton,” with no township listed (Flemington is listed as being “23 miles N. from Trenton”).
- (4.) A postcard sent over 70 years after the Mattison’s Corners post office had been discontinued, which provided most of the answer as to the basic location of Mattison’s Corners. The card, sent in 1908, from Woodsville, N.J. in Mercer Co., is addressed to “Mrs. Viola Herder Three Bridges, N.J., Mattison Corner R.F.D. No 2” (see Fig. 1).

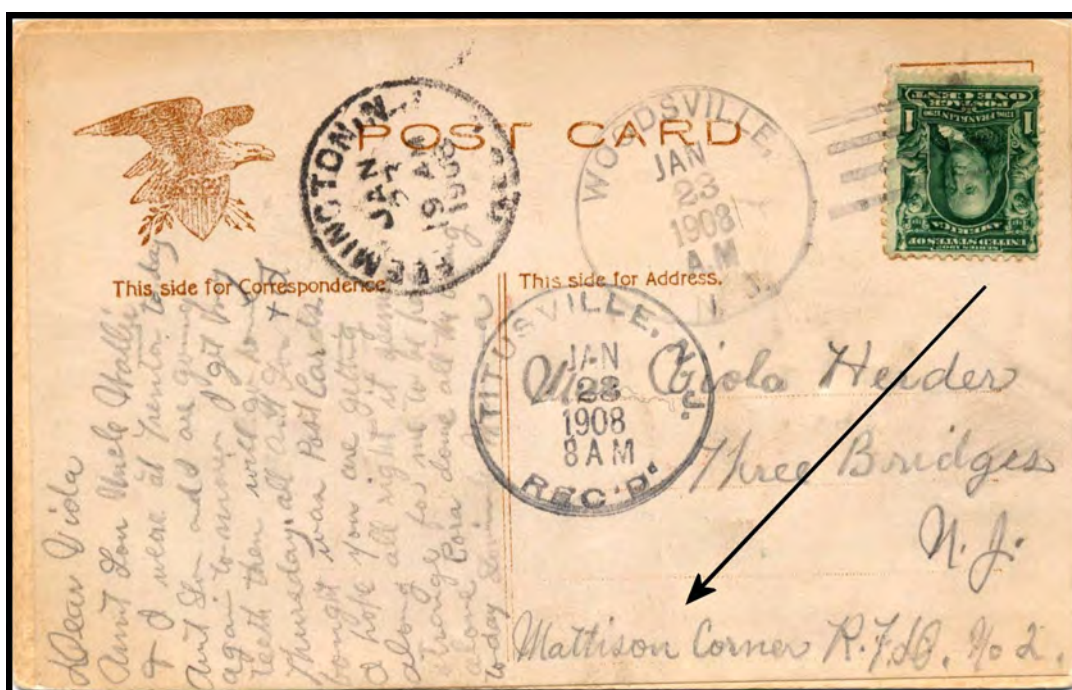


Fig. 1: Post card with manuscript “Mattison Corner R.F.D. No.2,” sent to Three Bridges.

Three Bridges in Readington Twp., Hunterdon Co. is just across the Raritan River from Raritan Twp., and is also very close to the Hunterdon/Somerset Co. line. The R.F.D. No. 2 route could have gone in any direction. However, *The Farm Journal Illustrated Farm and Business Directory of Hunterdon And Somerset Counties New Jersey 1914*,⁴ while not listing anyone named “Herder” under Three Bridges (designated as having “two rural delivery routes”) does list two Mattison households - J.E., Sr., farmer, and Jacob, butcher, The address for each is R(oute)2, Rar(itan Twp.).

ELUSIVE 19TH CENTURY POs ~ Arne Englund

Regarding further information on Postmaster Mattison, “The Hunterdon County Democrat” Oct. 22, 1839⁵ contains the following: “Marriage – On Monday the 4th inst., by the Rev. David Hull, John B. Mattison, Esq., to Mrs. Effy Ann Lowe, daughter of Mr. John Case, all of Raritan Township, Hunterdon Co.” Snell’s *History of Hunterdon And Somerset Counties, New Jersey*⁶ does not mention the name “Mattison’s Corner”. However, in the chapter on Raritan Twp. under the heading “Schools” is stated: “The only school-house which District 82 (known as Voorhees’) has had is the present modest structure, 20 by 22 feet, erected in 1833, and standing in a beautiful grove at Voorhees’ Corner... The first trustees were A.L. Case, **John Mattison**, Jacob I. Young.”

A recent New Jersey atlas shows Voorhees Corner to be just south of Three Bridges, and east of Flemington, at the junction of Voorhees Corner Rd. with County Road 613. Finally, the Raritan Twp. map in Beer’s 1873 *Atlas of Hunterdon Co., New Jersey*⁷ shows School No. 82 at this same junction. Slightly north of this, at the point where present Dory Dilts Rd. meets present CR 613, the 1873 map shows a cluster of a half dozen buildings, amongst which is one listed “Store” and next to that “J. Mattison” (see Fig. 2b). This would most certainly have to be the location of Mattison’s Corner(s). Also, present CR 613, which passes through Mattison’s Corners, was early on a portion of the Old York Road, a stage route from Philadelphia to New York since 1769.



Fig. 2a: Beer’s Atlas page showing Raritan Twp., Hunterdon County

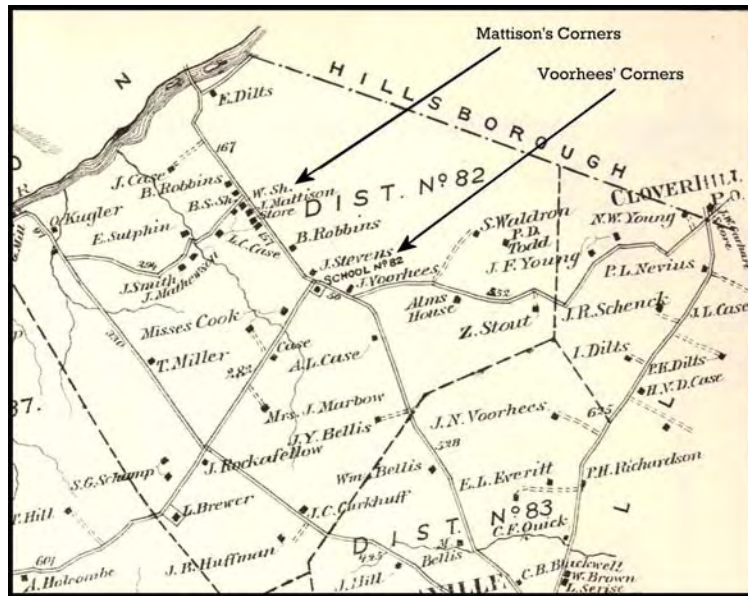


Fig. 2b: Inset: Mattison’s Corners and Voorhees’ Corners

FOSTER'S FERRY – Est. Jan. 13, 1815 (Possibly est. Nov. 23, 1814); Disc. 1823. First (and possibly only) **Postmaster** – **Julius Foster**. Current Location: **Montague Twp., Sussex Co.** Not listed in Gordon's Gazetteer.

Julius Foster's ferry proved to be elusive when searching through standard local histories containing information on Montague Twp., Sussex Co. While information on Foster himself is found in older works relating the history of the area, notably James P. Snell's *History of Sussex And Warren Counties, New Jersey*⁸ and Amelia Stickney Decker's *That Ancient Trail*,⁹ neither makes mention of the ferry nor the post office. Even the extensive 1932 article "Improving Navigation On The Delaware River,"¹⁰ which contains a section outlining the history of each of the ferries between Easton, Pa. and Port Jervis, N.Y. does not mention Foster's Ferry. The Montague Twp. ferry noted in the article is Well's Ferry, which operated between Milford, Pa. and Montague, N.J., "was established before or during the Revolution by three brothers named Wells, and "was discontinued in 1836, when the toll bridge was opened."

However, while searching the Internet, several website pages were found which not only mention the Foster's Ferry, but very definitely pinpoint its location. RootsWeb.com,¹¹ contains a reprint of Jennie Sweetman's local "History" column in the New Jersey Herald, July 28, 2002 in which she writes: "As for Julius Foster, a miller by trade, he emigrated to Montague from Long Island. Foster is credited with building the white clapboard dwelling, which served as an inn for both river and stage coach travelers, about 1789-1790. The inn undoubtedly was busy when river rafting was at its peak. Foster is credited as the co-builder of the saw and gristmills built along the Little Flatbrook with Ephraim Drake. On Nov. 29, 1812, Major Armstrong's son, James Britton Armstrong, married Foster's widowed daughter, Mary Dayton Foster Van Auken, who was the mother of a daughter, Ann Eliza Van Auken. Historians surmise that the 1½-story stone portion of the building was constructed about this time. Included among the enterprises of the two men was operating a ferry, which was located directly in the back of the dwelling. This ferry provided an important communication link as it connected the Deckertown Turnpike and the Old Mine Road across the river to Milford, Pa. The ferry operated intermittently until a bridge was built across the Delaware River."

Also, within the Delaware Water Gap National Recreation Area portion of the National Parks website¹² can be found the following regarding the Foster-Armstrong House: "It became the center of several local enterprises owned by Julius Foster and son-in-law James Britton Armstrong: a ferry (in operation until 1835), sawmill, gristmill, general store, blacksmith shop, shoemaker, distillery, and cider press."

In the data pages of the Historic American Buildings Survey website¹³ can be found the following information on Foster and Armstrong: "Julius Foster (1765-1856) came from Southampton, Long Island, and settled on this tract in 1791. He may have been a carpenter, besides joining his son-in-law James Britton Armstrong in various business enterprises, including saw and grist mills, and a ferry operated from around 1800 to 1835. James Britton Armstrong (1782-1856) married Julius Foster's daughter Mary D. in 1812. He was a distiller, blacksmith, miller, postmaster, shoemaker, and kept a general store." Note that he is listed as a postmaster. However, at which post office was he postmaster, and at what point in time?

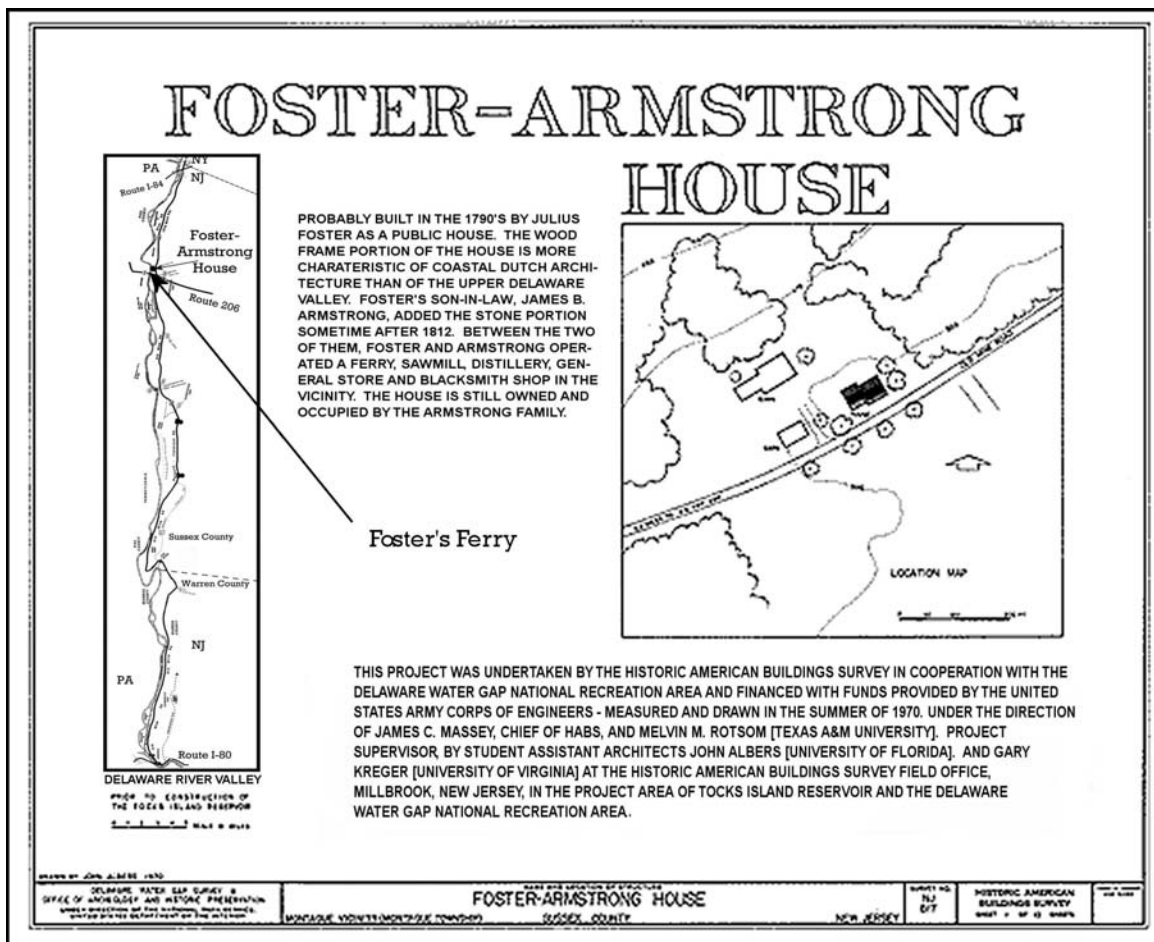


Fig. 3: Cover for drawings of the Foster Armstrong House on the “Built in America” website of the Library of Congress. [The Historic American Buildings Survey (HABS) and the Historic American Engineering Record- (HAER) collections.(enhanced)]

One puzzling aspect concerning the Foster’s Ferry post office is that the records indicate that it co-existed with the post office at Montague, the two being located within a mile of each other. Both are listed in the government Table of Post Offices in both 1817 and 1819.¹⁴ This was at a time when most post offices were still quite spread apart. The post office at Montague was established Jan. 6, 1815 with Samuel Hull listed as first postmaster. That office was located in the Brick House Hotel. According to Kay & Smith, the records also list a post office, named “Brick House” which was also established Jan. 6, 1815, and discontinued 1823. They note it as “same as Montague.” Also note that not only were the Foster’s Ferry and Montague/Brick House post offices established within a week of each other, but that both the Foster’s Ferry and Brick House offices are listed as discontinued in 1823, with no month or day given. The Montague post office was not discontinued until 1908. The relationship between these two postal entities, the Foster’s Ferry and Montague/Brick House post office’s, warrants further research, and should be treated in a separate article, the intent of this article being to only pinpoint current county locations.

WEYMOUTH FURNACE – Est.

1806; Disc. July 30, 1819. First Postmaster – **William Erwin**. Current Location: **Hamilton Twp., Atlantic Co.** Gordon's Gazetteer lists "Weymouth, blast furnace, forge, and village, in Hamilton t-ship, Gloucester co., upon the Great Egg Harbour river, about 5 miles above the head of navigation." Searching the Internet very quickly revealed the location: "County Road 559, Hamilton Twp., Atlantic Co." This is almost certainly the same location as the post office known as "**Weymouth**", which existed from 1846 to 1923 in Atlantic County. The ruins of the furnace still exist.



Fig. 4: Weymouth Furnace, now located in Atlantic County

The following post offices need more research, and perhaps other members can locate the current county for each of these and provide further information. I have included what information I have been able to find.

NEW HAMBURGH – Est. Mar. 27, 1833; Disc. July 1, 1835. First (and probably only) Postmaster – **Benjamin G. Oldis**. Gordon's Gazetteer lists "New Hamburg, post-office, Bergen co.", with no township being designated. However, the office is not listed in the 1834 Register of Officers in the *Blue Book*. Coles *NJ Stampless Covers*¹⁵ lists a manuscript cancel from 1834. The *American Stampless Cover Catalog*¹⁶ lists manuscript cancels from 1833-4.

FRANKLIN – Est. Feb. 13, 1827; Disc. Sept. 1828. First (and probably only) Postmaster – **Peter R. Bush**. Gordon's Gazetteer lists a "Franklin, small village of Caldwell t-ship, Essex co., 11 miles N.W. of Newark." However, this is probably a different Franklin. No other information found so far.

ELUSIVE 19TH CENTURY POs ~ Arne Englund

GREENBROOK – Est. July, 1810; Disc. 1810. First (and probably only) Postmaster - **Daniel Vale**. Kay & Smith note “No other information.” Gordon’s Gazetteer lists “Green Brook, village, on Green brook, above described, in Piscataway t-ship, Middlesex co., 8 miles from New Brunswick, 6 ½ from Somerville, contains a mill, a school house, 2 stores, and 15 dwellings.” The brook in question currently forms a portion of the county line between Middlesex and Somerset counties, and between Middlesex and Union counties. Assuming that the Greenbrook listed in the 1834 gazetteer is the same as the Greenbrook post office in 1810, the current location would most likely be in Middlesex Co. or possibly just across the county line in Union Co. Did this post office actually operate?

NEWBERRY – Est. Feb. 27, 1806; Disc. 1818. First Postmaster – **Wilson McGowan**. Not listed in Gordon’s. No other information found so far.

RIVER BRIDGE – Est. 1808; Disc. 1808. No postmaster named. Kay & Smith note that the records state “186 MFW” (miles from Washington?). Not listed in Gordon’s. No other information found so far. Did this post office actually operate?

One more post office could possibly be added to the list: **SYLVESTER’S TAVERN** – Est. Oct. 1808; Disc. Oct. 1808. Postmaster – **Samuel Sylvester**. County location: **UNKNOWN**. Did this post office actually operate?

It should be noted that, except for New Hamburg, there are no cancels from any of these post offices listed in either Coles or the ASCC. If anyone has more information, or corrections relating to these post offices, please submit it to the [NJPH](#).

ENDNOTES

- ¹ Kay & Smith, *New Jersey Postal History*, Quarterman Pub., 1977
- ² Key & Biddle, *Blue Book*. Phila.: 1834: Register Of All Officers And Agents, Civil, Military, and Naval, In The Service Of The United States On the Thirteenth September 1833...
- ³ Gordon, Thomas F., *A Gazetteer of the State of New Jersey*,...Daniel Fenton, Trenton, 1834
- ⁴ *The Farm Journal Illustrated Farm and Business Directory of Hunterdon And Somerset Counties New Jersey 1914*
- ⁵ *The Hunterdon County Democrat Vol. II No. 8, Oct. 22, 1839*
- ⁶ Snell, James P., *History of Hunterdon and Somerset Counties, New Jersey*, Phila.: Everts & Peck, 1881
- ⁷ Beers, et al. *Atlas of Hunterdon Co., New Jersey*. New York, 1873
- ⁸ Snell, James P., *History of Sussex And Warren Counties, New Jersey*, Phila.: Everts & Peck, 1881)
- ⁹ Decker, Amelia Stickney, *That Ancient Trail*, 1942
- ¹⁰ *A Collection Of Papers Read Before The Bucks County Historical Society*. Bucks Co. Hist. Soc., 1932. Pp. 103-219.
- ¹¹ <http://archiver.rootsweb.com/th/read/NJSUSSEX/2002-07/1027863101> [Jan 22, 2004]
- ¹² <http://www.nps.gov/dewa/Facts/GMP/gmp11.html#f> [Jan 22, 2004]
- ¹³ <http://memory.loc.gov/ammem/hhhtml/hhhome.html> [Jan 21, 2004]
- ¹⁴ Chester Smith reports government Table of Post Offices lists the following for 1817: **Brick House** (Sussex, N.J.) Hall, Samuel [377, -] & **Foster's Ferry** (Sussex, N.J.) Foster, Julius [240, -]; & in 1819 **Brick House, Montague** (Sussex, N.J.) Hall, Samuel [377, 93] & **Foster's Ferry** (Sussex, N.J.) Foster, Julius [240, 95] The numbers in brackets indicate miles from D.C., followed by miles from state capitol Since no place in NJ is 377 miles from D.C., the 93 and 95 miles from the State capitol seems more reliable, indicating that these post offices were likely 2 miles apart.
- ¹⁵ Coles, William C., Jr. *The Postal Markings Of New Jersey Stampless Covers*, Collectors Club of Chicago (1983).
- ¹⁶ Phillips, David G., *American Stampless Cover Catalog, Vol. I*. North Miami, FL: David G. Phillips, 1997. 5th Ed.

THE ORGAN CAPITAL OF THE WORLD: PART 3

Other Manufacturers in Washington Borough, Warren County, New Jersey By Len Frank

[This concludes the three-part article by Len Frank (begun in the August 2003 issue of NJPH (Vol. 31, No 3, Whole No. 151), and continued in the November 2003 issue (Vol. 31, No. 4, Whole Number 152) on the many organ companies of Washington, New Jersey, and the advertising covers and corner cards and enclosures related to them. Ed.]

The blossoming organ business in Washington, New Jersey began in the 1850's with melodeons, a popular instrument before the Civil War. The earliest known manufacturer of melodeons in Washington, N.J. was John A. Smith, who started his business in 1850. The manufacture of organs and pianos began in 1860 and continued through the 1920's. During this period, there were many different organ and piano makers in Washington - the best known were: Hornbaker, McMurtie, Plotts, Dawes and Wycoff, Alleger, Bowlby, Kennedy, Beatty, Cornish, Cole, Crevelling, Van Doren, Herrick and Florey. Of these, Beatty and Cornish were the most notable, and we have covered these two organ and piano manufacturers in earlier issues.

The growth of this industry came about for a number of reasons. Mansfield Township (now Washington Township, Warren County) is located on the Shabbecong Creek and the Morris Canal that pass through it lengthwise. The village of Washington (Washington Borough) in 1800 was known as the "Barrens." Previous to 1811, there were no dwellings except for a few small huts. Its first post office in 1814 used the name Mansfield. By 1837, it was located on the Easton-Morristown Turnpike, running east-west, and the Belvidere-Trenton Turnpike, running north-south. At that time, there were some forty dwellings, amongst which were several mechanics' shops and stores, including two cabinetmakers. This would soon change with the advent of organ and piano manufacture that would utilize the area's large supply of walnut trees and its development as a transportation center.

The change to the Washington post office name was made in 1852. In 1856, The Delaware Lackawanna and Western Railroad reached the Delaware River and connected there with the Warren Railroad at the town of Delaware. The Warren RR proceeded through Oxford to Washington, then to Hunterdon County, to connect with the Central Railroad to Elizabethport for access to the New York market and beyond. The Morris and Essex Railroad came to Washington in 1860 and the intersection of these two railroads at Washington turned it into a railroad transportation center.



Daniel Beatty's view of the world 60 miles in any direction from Washington, New Jersey

ORGAN CAPITAL OF THE WORLD - PART 3 ~ Len Frank

A survey of population growth in Washington Borough indicates the importance that organ manufacture, and being a transportation center, had:

1868 --- 1800	1900 --- 3589
1880 --- 2142 (beginning the organ era)	1910 --- 3567
1890 --- 2334	1920 --- 3341

John A. Smith and Henry Kirk White both made melodeons in Washington, New Jersey from 1850 to 1862. Stewart Street was once known as Melodeon Street. The organ business, however, began with Robert Hornbaker, who was a woodworker and coffin maker in 1852; in 1860 he started making reed organs.

It has been noted that by the 1880s, 7 of 10 children were taught to read music in school, and that the next most frequent purchase for the home, after a kitchen stove, was a piano or organ.

CARHART & NEEDHAM

One of the earliest of the Washington organ companies is one seldom associated with Washington. The Carhart & Needham Company had its offices in New York City. Earlier, Carhart (who was born March 29, 1810) resided in Belvidere, New Jersey, where he was a storekeeper. It is known that he was on board the steamship in the Delaware River disaster of 1860. While covers indicate the New York City address, the organ cabinets were made in Washington, New Jersey, by Robert Hornbaker.



Early Carhart & Needham cover, with New York City cancel from the early 1850s', showing a melodeon.

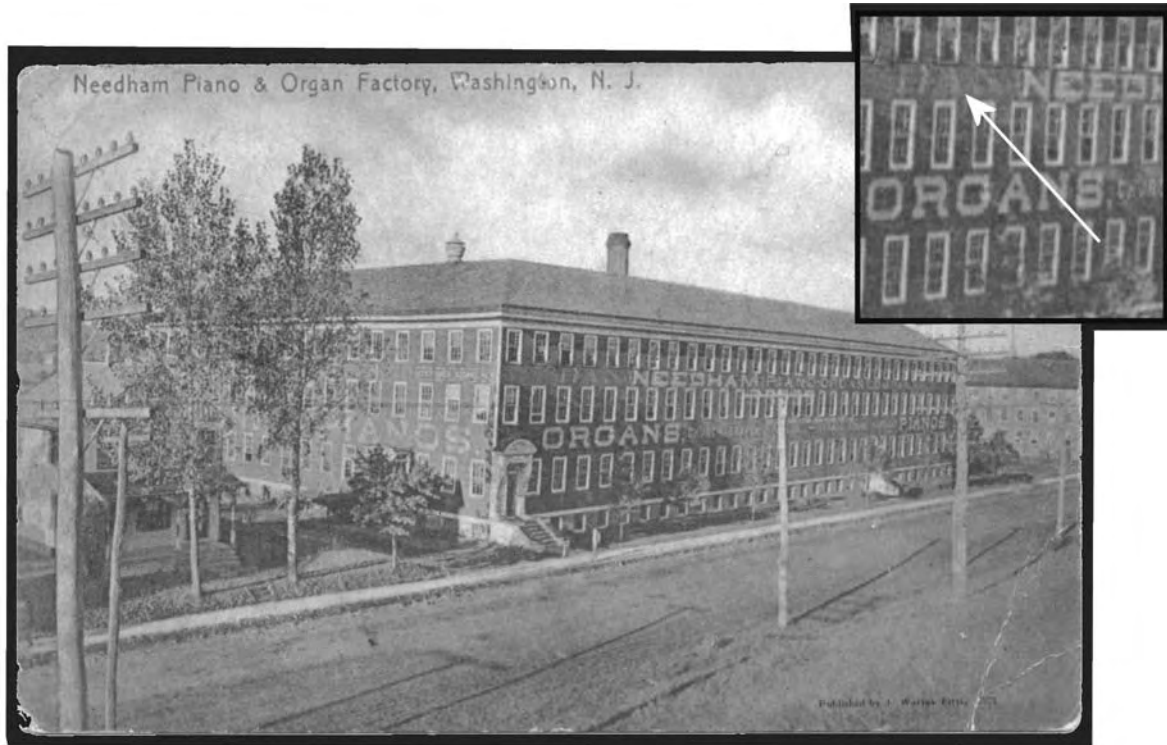
At Carhart's death in 1869, the firm became Needham and Son, and their organs were made by Alleger. In the case of both Hornbaker and Alleger, these companies made the cases or cabinets; the mechanical parts were imported from New England. In the 1890's, they acquired the old Beatty facility on Railroad Avenue, which had become the Beethoven Organ Company. The Needham Company sold pianos and organs to dealers at wholesale and also marketed at retail, as a supplier of Beethoven organs. The Needham facility was later acquired in 1915 by the John Sommer Company of Newark, who made faucets and piano backs. A year later, in 1916, a fire destroyed this old Washington factory.



An early 1870's cover. Note change to Needham & Son, and the addition of the production of organs. The cabinets were produced in New Jersey.



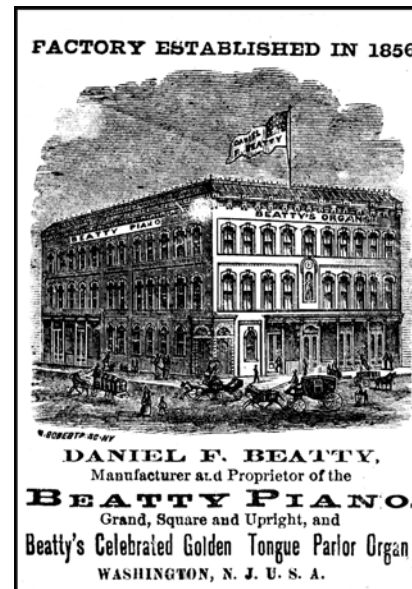
An E. P. Needham & Son cover from the 1870s, advertising Silver Tongue Organs. The printing on this cover is all in blue-green.



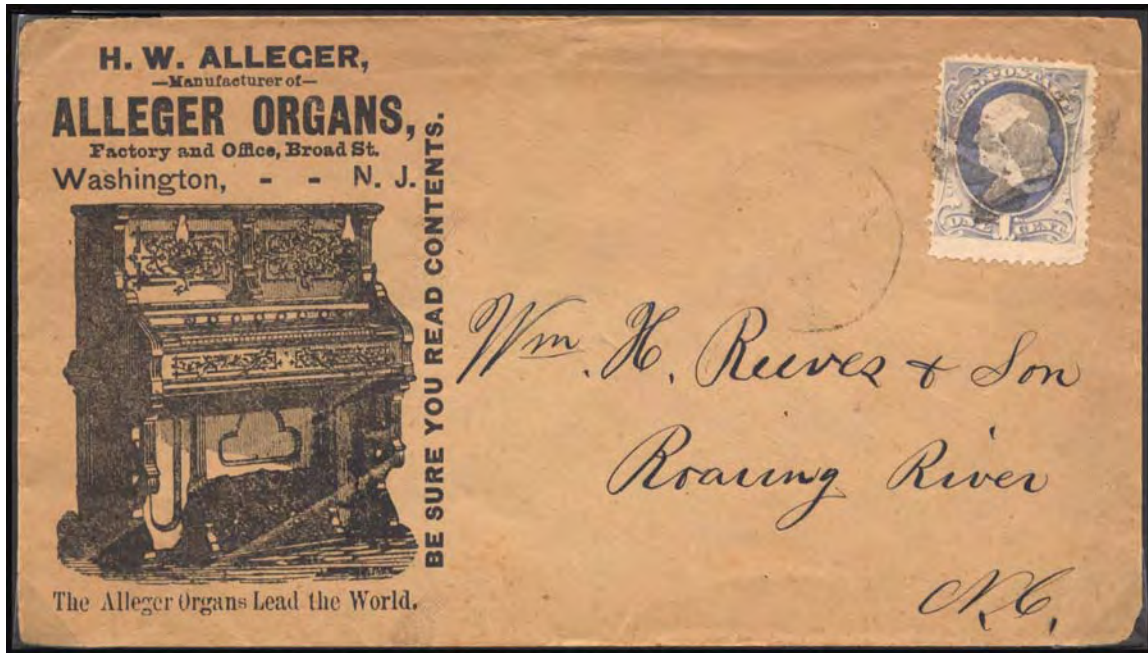
A 1907 view of the Needham & Son Organ and Piano Company which occupied the old Beatty Organ building on Railroad Avenue in Washington, NJ. The old D-A-N-I from Daniel F. Beatty can still be seen next to the Needham name. We credit this astute observation to Edsen Breyer and his online Post Card Museum. This was also the home of the Beethoven Organ Company which followed Beatty's demise.

HIRAM W. ALLEGER

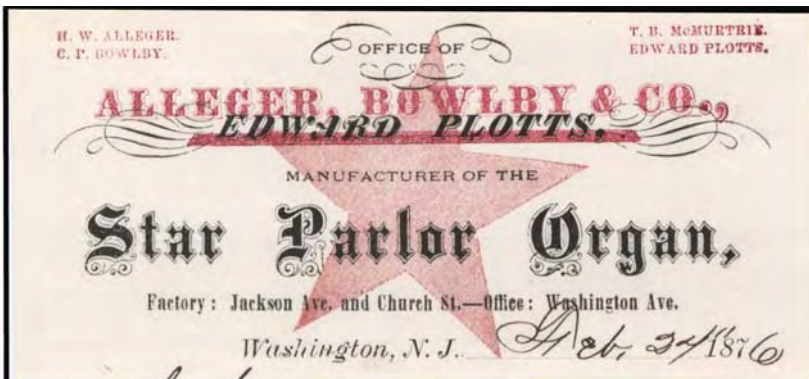
Hiram W. Alleger's skills in manufacturing organ cabinets were the result of working in his family's business making sashes, doors, blinds and moldings, utilizing a planing and turning mill. By 1870, Hiram was making organs which he named The Monarch. By 1874, he was a Washington Borough councilman. He was returned to office in 1875, 1877 and 1880, the last, with Daniel F. Beatty as mayor. His first partner was T. B. McMurtrie. In 1874, in partnership with C. P. Bowlby and Edward Plotts, the company made The Gold Medal organ. A year later, in 1875, they began making The Star Parlor organ, producing the latter through August 1, 1880. Their offices were located at the corner of West Washington & Broad, and they made organs for Daniel F. Beatty before he began producing his own organs. In fact, early covers of Beatty's showing the "Beatty Building" are in fact picturing the Alleger Building.



While early Beatty envelopes show the Beatty name and flag on this building at the corner of Broad & W. Washington, it was occupied by Alleger until 1878.



This early 1870's Alleger cover precedes the joint partnership with Bowlby & Plotts. Note Broad St. address for both factory and offices.



This cover and letterhead from 1876 shows all four partners: Alleger, McMurtrie, Bowlby and Plotts, and indicates that the building on Washington Avenue was used for offices, with the factory at Church and Jackson, site of the original Alleger Sash & Blind Co.

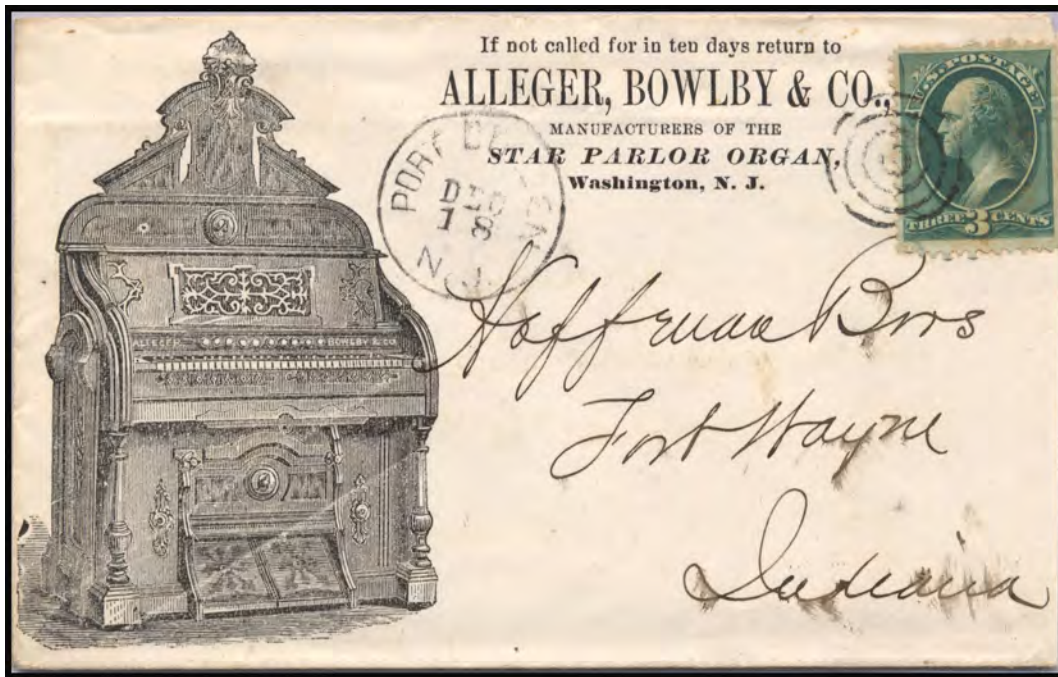


(Illustration courtesy J. Walton.)

ORGAN CAPITAL OF THE WORLD - PART 3 ~ Len Frank

Alleger, Bowlby & Plotts moved to larger quarters in 1878, at the corner of Railroad Avenue and East Washington, and rented the building at Broad and Washington to Beatty, who shortly began producing his own organs there. In 1878, however, the Alleger, Bowlby, Plotts facility located on East Washington Street was still making organs for Daniel F. Beatty.

Officers of the Alleger, Bowlby & Plotts Company were known to play instruments in local bands. Levi Bowlby played his alto sax in the Washington Brass Band and William Plotts played his French horn in Beatty's Orchestra.



A late 1870's cover from Alleger, Bowlby & Company showing a different model of the Star Parlor Organ. This bears a Port Colden (Warren Co., a stop on the Morris Canal just east of Washington) cancel with a target killer. It may have been used after the move to a new factory at East Washington and Railroad Avenue.

Soon after the move to a larger factory, the three dissolved their partnership and sold the property, each going his separate way. This factory was destroyed by fire when the Beatty Factory burned in 1881, as it was adjacent to it. Hiram Alleger began manufacturing The Acme Organ from the factory located at the intersection of Church and Jackson Streets, site of the old Alleger Sash & Blind Company. By 1881 Alleger was producing one hundred Acmes a month, up from his start of sixty a month.

Charles Bowlby and Edward Plotts both set up their own factories in 1880. Bowlby manufactured organs in Washington at the site of the old Vikon factory, near the canal and railroad; this facility burned down in 1906. Edward Plotts, after leaving Alleger in 1880, began manufacturing The Gem Organ. A Warren County business directory lists Plotts with warerooms on Belvidere Avenue in 1886, however it is uncertain that this is where he produced his organs.

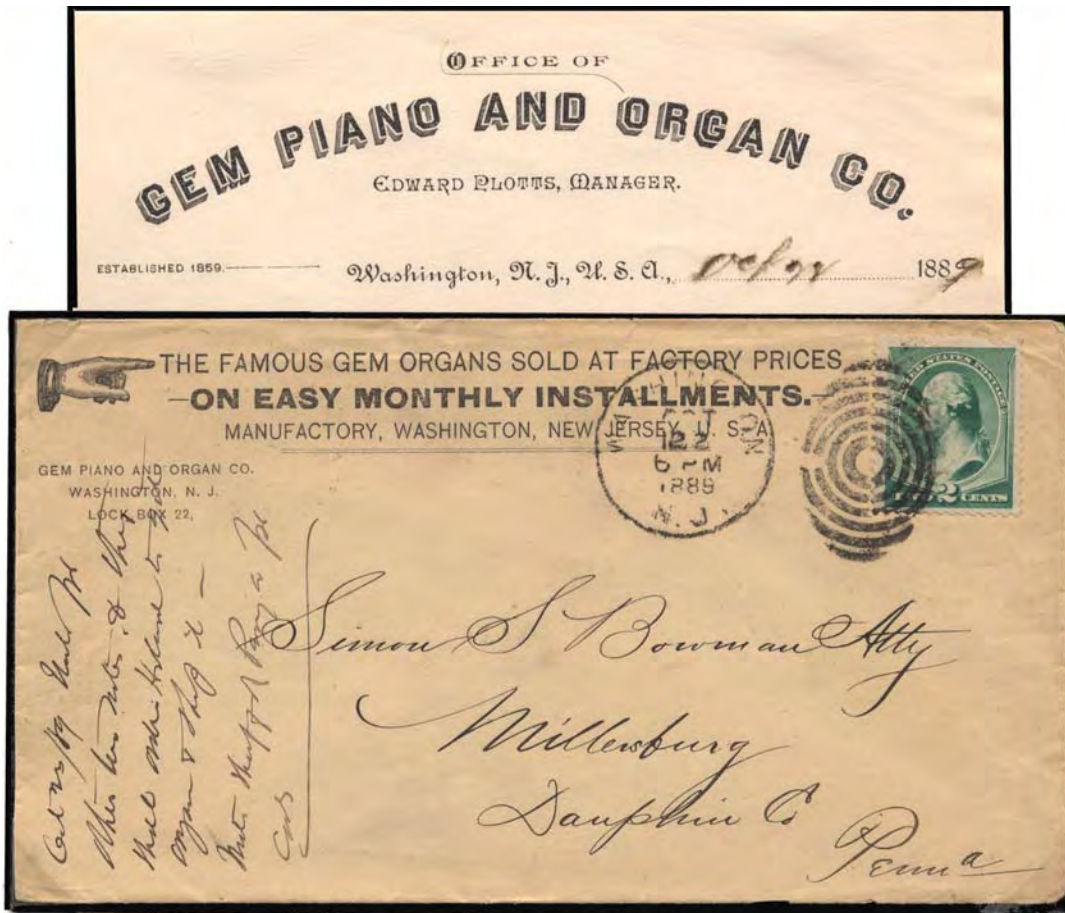


An Acme Organ cover from the 1880's with a striking Japanese design. Note the negative W killer. Alleger was again on his own, manufacturing Acme Organs. (Illustration courtesy J. Walton.)

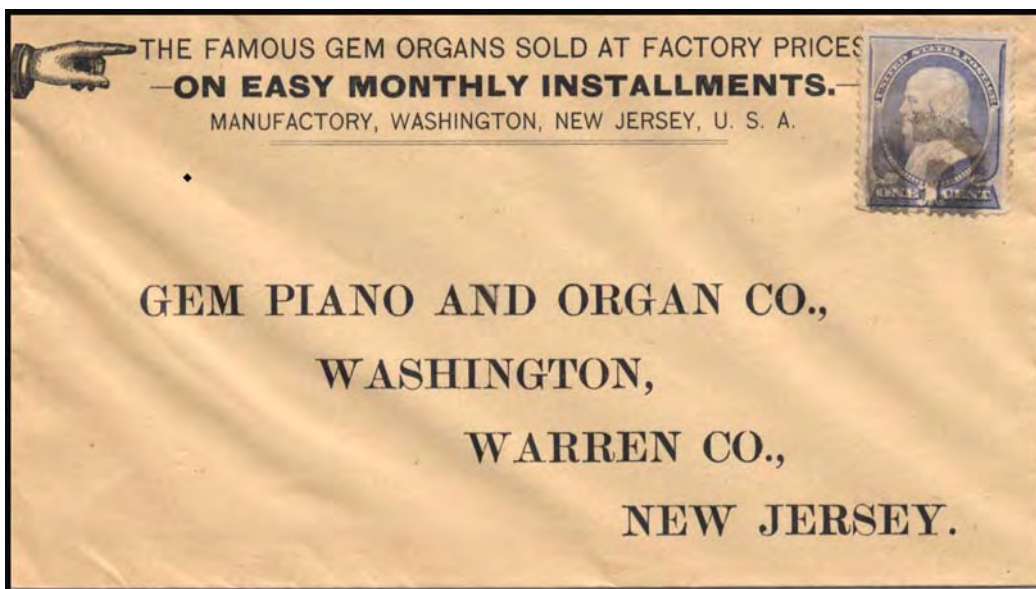
The cover below, from 1901, indicates that Alleger continued in business for some time. Whether the factory view is at Church & Jackson is unknown. Perhaps he continued using a picture of the RR Ave. plant.



EDWARD PLOTTS



The Gem Piano and Organ Company was Edwin Plotts's company when the partnership with Alleger broke up. This cover and letterhead is from 1889.

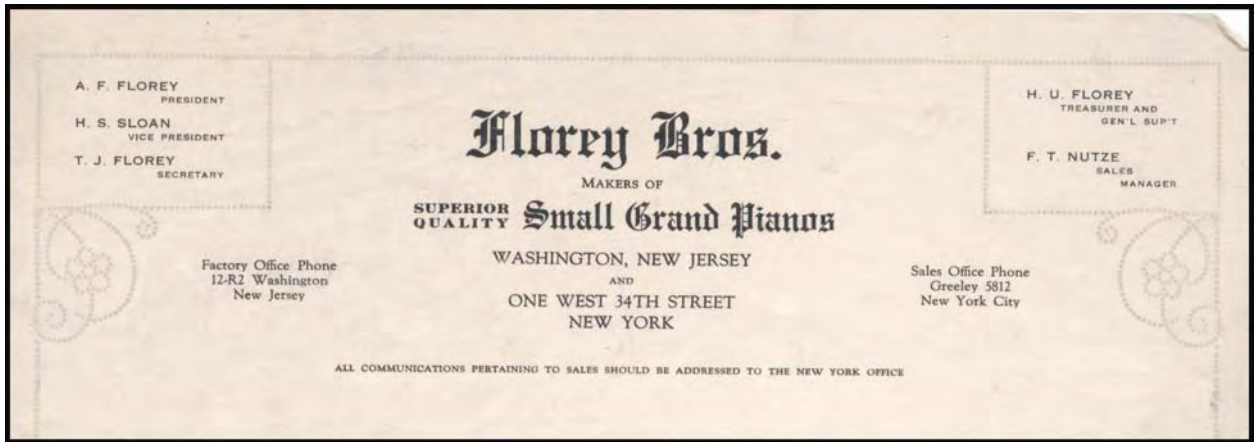


This used return envelope is similar to those used by Beatty and Cornish, to encourage response to offers.

We have no covers to show from Bowlby's efforts on his own after the partnership with Alleger. Other organ companies existed, one of which was Dawes & Wycoff, which was in business a short time before being purchased by Cornish. There was an Alliance Organ Company, but we have no covers or information on it. We also have no covers from any other companies, but would welcome input from readers who might. (Covers from Beatty and Cornish have been covered in previous installments of this article.)

FLOREY BROTHERS

The last company to enter the field of organs and pianos in Washington, was Florey Brothers in 1910, which made only pianos. The brothers, Alvin, Tilghman and Harvey, incorporated to make small grand pianos on a limited manufacturing basis, proposing to sell them at wholesale for \$400 +, to be retailed at \$800 - \$1,000. An additional section was added to the plant in 1911. Alvin was born in Bangor Pa. December 31, 1860, and received his education in Allentown while he worked in his father's organ factory. He found a job as a department foreman for Beatty, in Washington, NJ, and worked there for two years. He then went to work for Steinway Pianos in New York City. On his return to Washington, he became superintendent of manufacturing for Cornish and made upright pianos as general manager. He then formed his own business while at the same time holding an executive position with Cornish until 1921. The Florey Bros. Company was known to be the first exclusive manufacturer of small grand pianos, of a design by brother Tilghman. Alvin was postmaster at Washington and was active in service organizations. Harvey was a factory superintendent, working for Cornish for fifteen years. Florey Bros. went out of business in around 1930. The building remains standing today, but an era of organ- and piano making had ended.

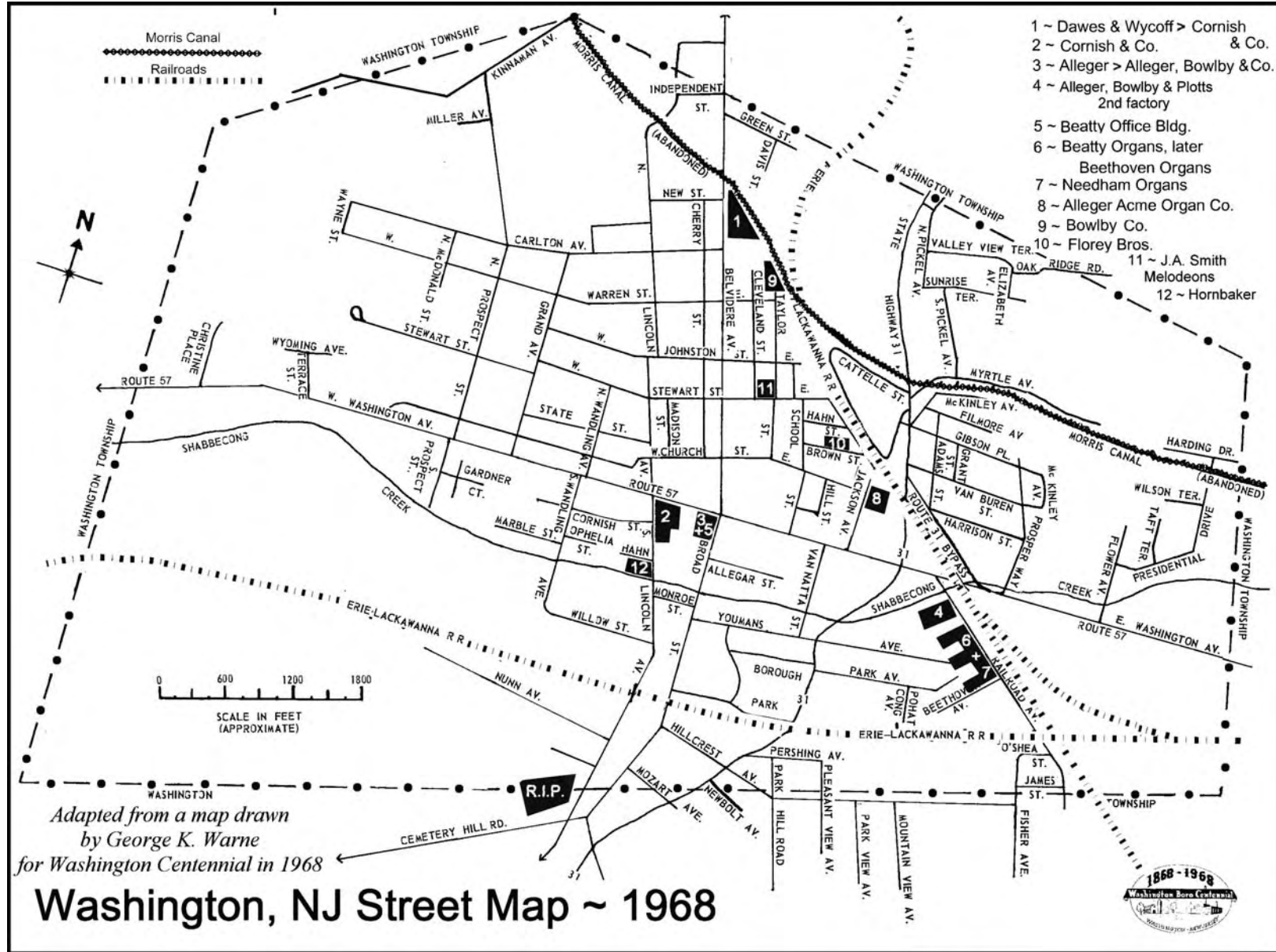


Unfortunately, no covers from Florey Bros. are in this collection; however, the above letterhead indicates that Florey Bros. maintained an office in New York City, in addition to the factory in Washington, NJ.

(Illustration courtesy of Alvin Sloan, Washington, NJ.)

*~ *♪* ~ *♪* ~ *♪* ~ *

ORGAN CAPITAL OF THE WORLD: PART 3 - Len Frank



WASHINGTON, NJ MELODEON, ORGAN & PIANO MANUFACTURERS								
MELODEONS	1850s	1860s	1870s	1880s	1890s	1900s	1910s	1920s
	JOHN A. SMITH	melodeons	moved to Erie, NY					
HENRY KIRK WHITE	melodeons	moved to Phila. In 1861.						
CARHART & NEEDHAM, THEN NEEDHAM & SON	1846 - NY City address, but organ cabinets made in Washington, NJ		1869 - became Needham and Son		1884-1887 photo supplies & materials	1891 - bought Beethoven Organ Co [old Beatty factory] 1915 sold to John Sommer		1916 - plant burns
ROBERT HORNBAKER	Made organs for Cornish and Needham							
DAWES & WYCOFF	Est. 1877			1879 - purchased by Cornish				
ALLEGER, THEN ALLEGER, BOWLBY & PLOTTS	1870 Built organs sold by Beatty w/Beatty name 1878 built new factory 1880-3 partners split		Alleger Acme Organs		H.W. Alleger & Co			
			Bowlby 1882 - 1889		Moved to Easton, PA - Bowlby's Sons 1905			
			Plotts - Gem Organs					
DANIEL F. BEATTY, THEN BEETHOVEN P.O. COMPANY	1870s sold locally 1874 brief partnership w/Plotts 1874 mail order sales 1878 in old Alleger bldg 1869 sold his first melodeon		1870s sold locally 1874 brief partnership w/Plotts 1874 mail order sales 1878 in old Alleger bldg 1879 produces own organs		1880 large new factory on RR Ave 1881 factory burns 1882 new factory same site 1884 receivership 1886 became Beethoven Piano Organ Co.		Beatty no longer a company officer - salesman only 1891 - bldg sold to Needham & Son 1915 sold to Sommer Faucet Co. 1916 burns	
CORNISH & CO., THEN CORNISH & SON	Cornish, Winter & Co.		Sold organs made by Hornbaker Worked for Beatty 1879 - bought Dawes & Wycoff, began organ production		1879 - first organs produces 1880 - new factory Wash. & Lincoln Sts. - [then Hornbaker St.] 1882 - addition 1886 - addition		1890 - 2 additions 1896 - addition 1910 - millwork for Florey Cornish Sr. dies 1920 - Cornish Jr. dies Business dissolved 1921	
FLOREY BROS.	Alvin worked for Beatty and Steinway in NYC Alvin & Harvey worked for Cornish					1910 Florey Bros - specializing in small grand pianos, out-of bus. by 1930		
*Light blue areas indicate organ production								

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Other Resources [with special thanks]

- Jeremiah Apgar - Washington NJ Historical Society
- Edsen Breyer, Online Post Card Museum: http://www.ebpm.com/menu_washnj.html Aug 17, 2003
- Richard Harpster for loan of materials
- Carol McNeil - Washington NJ Library
- Alvin Sloan for his help and a copy of an article written by him
- George K Warne., for permission to use of his fine map
- Washington NJ Cemetery, final resting place of most of the players in this drama, indicated R.I.P. on map

LITTLE YORK: 08834

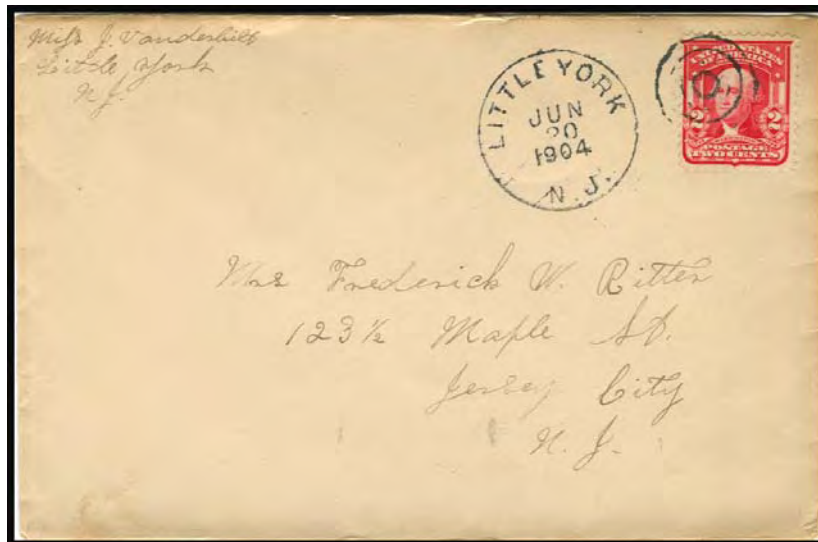
By Jim Walker

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.



View of Little York, on a post card sent from Little York, cancelled July 18, 1921

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



Cover from Little York, dated Jun 20, 1904

When Donald L. Crouse made known his intention to retire in 1993, after twenty years as Postmaster, a search was begun for a new location for the Little York Post Office. This was necessary because the 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 Emergency Suspension. On July 30, 1993 it was removed to the Milford Post Office.

LITTLE YORK: 08834 ~ JIM WALKER



1990 cover from Little York, NJ

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. 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 U.S.P.S.’s intention to close a small town office, the news is invariably met with grassroots opposition. This was the case in the mid 1970’s when the U.S.P.S., citing the results of a study, called for the elimination of the Sergeantsville and Rosemont offices, which are still active offices today.



NEW JERSEY PRIVATE EXPRESS COMPANIES: PART 3

Buck's Express and The Hope Express Company

By Bruce H. Mosher

© 2004 Bruce H. Mosher

While recently browsing at the Camden County Historical Society Library, we came across the *New Jersey State Business Directory for 1866*.¹ This was the only annual edition of this volume in the CCHSL, and it was found to contain some previously unreported private express information. Figure 3-1 shows excerpts from the illustrated headings in this Directory. These two lists concentrate on named express companies operating in New Jersey in 1866, while most of the individual expressmen that were also included in the full Directory listings have been left out.

Express Companies.	
West Jersey Express Co.,	Bridgeton
Dannehower & Willett, Market st.	
Ferry,	Camden
Freehold & New York Express,	
A. Yard,	Freehold
Hoboken Express Co., 172	
Washington,	Hoboken
Raub's Hoboken and New York	
Express Co., 172 Wash'n,	Hoboken
City Express, Wm. H. Dohrman,	
6 Exchange pl.,	Jersey City
United States Express Co.,	
Pavonia av.,	Jersey City
White A., Grove c. Morgan,	Jersey City
Seward R.,	Millburn
Buck & Pomeroy, 134½ Market,	Newark
Budd's Express Co., 134 Market,	Newark
Newark & New York Express,	
Harrison, c. Market,	Newark
New Jersey Express Co., 162	
Market,	Newark
New Jersey Express Co.,	
Church c. Dennis, G. R.	
Dunn, Sup't,	New Brunswick
ORANGE & NEW YORK EXPRESS,	
O. & E. Reeve, Main,	Orange
Ward T. H., Main,	Orange
Blundell's Express, 120 Congress	
	Paterson
PATERSON EXPRESS CO.,	
138 Main, M. S. Crane, Sup't,	
(See card)	Paterson
South Orange & New York,	South Orange

Agents, Express.	
CLIFT EDWARD, New Jersey	
Ex. Co., 93 Main,	Bordentown
Hope & Co.,	Clinton
Hope Express Co., 193 Broad,	Elizabeth
New Jersey Express Co.,	
203½ Broad,	Elizabeth
Breese & Co., S. side Park,	Morristown
Breese & Co., J. Gasner, 42½ E. Main,	
	Orange
Burroughs C. C., N. J. Ex. Co.,	
48 E. State,	Trenton

Figure 3-1. 1866 New Jersey Express Companies

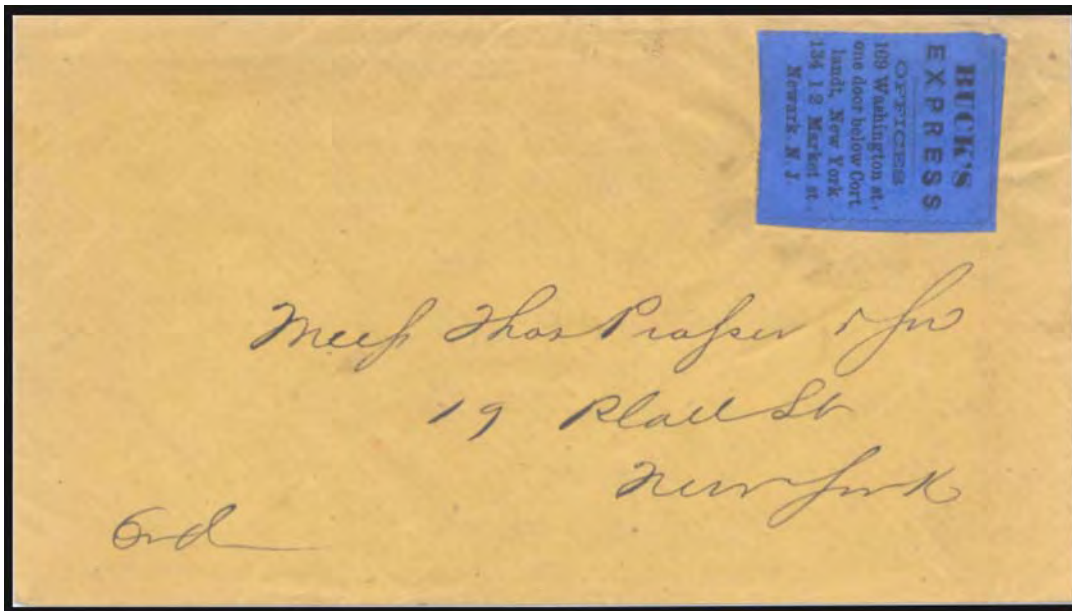
Some historical information is known about several of the express companies in these lists, among which are Buck & Pomeroy (previously Buck's Express) and The Hope Express Company that will be the discussion topics in this article. Note that the United States Express Co. was discussed in Part 1 (but not their 1866 New Jersey operations) and Breese & Co. was discussed in Part 2 under its alternate name of Brees' Express. The remaining 1866 listed expresses, for which historical information is known, will be discussed in future parts of these New Jersey express companies' articles.

Any readers who have access to other annuals of the “New Jersey State Business Directory” should find additional lists of New Jersey expresses and express agents published in them. The author is very interested in receiving photocopies of all such annual lists from these books.

Buck’s Express, 1861–65

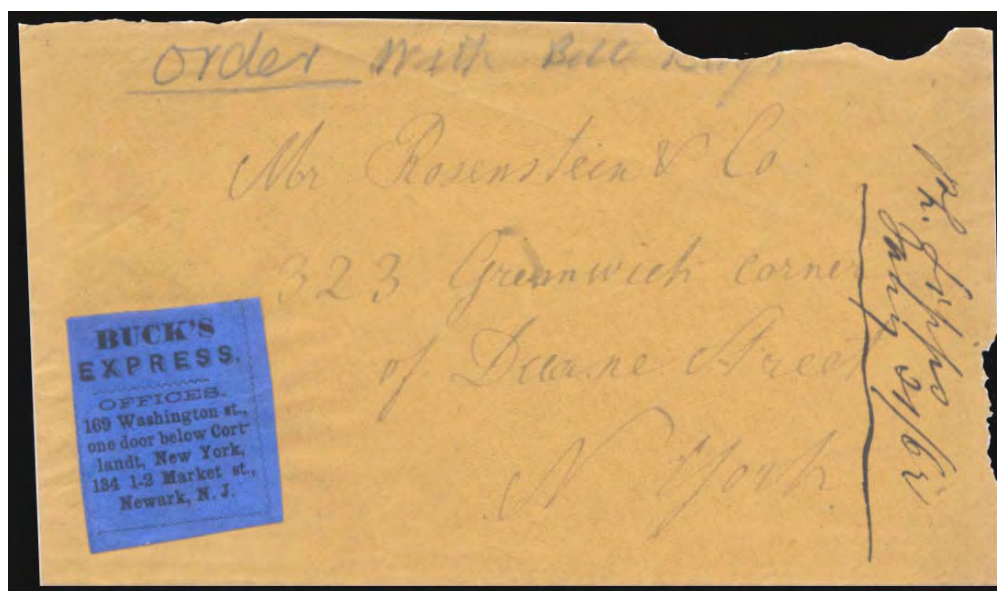
The Buck & Pomeroy Express is believed to be a one year (1866) successor to its predecessor, Buck’s Express. Evidently, a gentleman named ‘Pomeroy’ joined with Buck in 1866 for about a year’s partnership. Buck’s Express had previously maintained an office at the same 134½ Market Street address in Newark, N. J. for several prior years and also delivered express mail between New York City and Newark. The New York office of Buck’s Express was at 169 Washington Street (one door below Cortlandt), according to the address printed on their labels. Samuel L. Buck was the proprietor of Buck’s Express, beginning in approximately 1861² and continuing until 1865. In 1859 the predecessor express company at the 134½ Market Street address was called Buck & Smith. The 1860 name of the express business at this address has not been identified.

Three, and possibly five, Buck’s Express covers bearing its labels have been reported. Two blue Buck’s Express labels were used on amber envelopes addressed to New York are shown in Figures 3-2 and 3-3. These labels are printed in black on blue paper and measure about 26x31mm at the outer rectangular border extremes on each. The first envelope appears to be early 1860s vintage, based on the similarity of its affixed label to the label on the Figure 3-3 cover. The second envelope is docketed “order” near the top and “Jany 21/62” along the right side. This cover apparently was delivered in January 1862 and probably hosted a now discarded merchandise order to addressee Mr. Rosenstein & Co. in New York City. These labels most likely indicate that any express fees for letter delivery by Buck’s Express had been paid by the consignor.



(Bill Sammis Collection; BUKX-L3 label³)

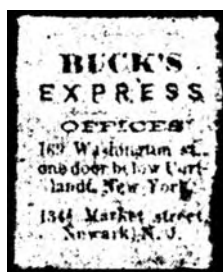
Figure 3-2. Early 1860’s Buck’s Express cover to New York City.



(Bill Sammis Collection; BUKX-L2 label⁴)

Figure 3-3. January 1862 Buck's Express cover to New York City.

A third cover (whose present owner is unknown) was sold by Parke-Bernet Galleries, Inc., in the May 1941 Auction of Edward Knapp's Collection. This cover was Lot 795 and its catalog description reads: "BUCK'S EXPRESS, New York and Newark, N. J., blue label, Newark local use. Aug. 20, 1861. . ." A partial illustration of this cover was included that revealed it was addressed to "Mr. Thea. F. Johnston" at Jacob Johnston & Co. in Newark, N. J. The black on blue 25x30mm label on this cover is shown in Figure 3-4. This illustration is not very good because it was scanned from a dark photocopy of the Lot 795 halftone in the Parke-Bernet Catalog. There is a thin, wavy rectangular line around this label that doesn't show in the figure, but it is similar to the



(BUKX-L1⁵)

Figure 3-4. 1861 Buck's' Express blue label.

lines around the Figure 3-2 and 3-3 labels. The Lot 795 description also includes mention of a similar (to Figure 3-4), single, red, Buck's Express label, but no illustration was provided and no other record is known of this red label.

Buck's Express is discussed in the American Stampless Cover Catalog (ASCC)⁶ under the heading "Buck's Express - c. 1850" and is described as operating solely between Newark and New York. However, no mention of this express was found in the 1847 to 1857 Newark Business Directories, so the 'circa 1850' citation is considered to be wrong. The ASCC Catalog states that "The two [Buck's Express] covers recorded bear adhesive labels, 25x30mm, printed in dark blue on light colored paper." No illustrations are shown. The cited covers with labels have not been seen and no other record of these two covers has been found. We could speculate that the cited covers may be those shown in Figures 3-2 and 3-3, but with the labels erroneously described. However, this would not seem very plausible since the Figure 3-3 cover is clearly docketed "Jany 21/62" versus the "c. 1850" citation in the Catalog. We don't have any way to validate or further describe the ASCC Buck's Express covers because the express material used as reference for this section of the American Stampless Cover Catalog is not available for our review.

Hope Express Company, 1852–68?

One of the earliest descriptions of the Hope Express Company that has been found was penned in 1858 by Alexander Stimson⁷ who stated:

“THE HOPE EXPRESS COMPANY, 74 Broadway, [New York City] (whose line runs from this city via the Central R. R. of New Jersey, and Delaware, Lackawanna and Western R. R.; also via Lackawanna and Bloomsburgh R. R.; Lehigh R. R., and North Pennsylvania R. R., to Philadelphia,) was founded three to four years ago [translates to 1854–55] upon an express business built up by A. D. Hope, and long known as Hope’s Express. He is Superintendent of the present very much extended line, and is a hard-working, faithful, and excellent manager.”

Note: The bracketed information was inserted by the author of this article.

In a relatively recent history of the Central Railroad of New Jersey (a.k.a. Jersey Central Railroad),⁸ the author states:

“The earliest express company doing business on the Jersey Central was “Hope’s Express” named for and operated by Mr. A. D. Hope, father of Passenger Traffic Manager W. C. Hope, then residing in Somerville. Mr. Hope was the first railroad agent at Phillipsburg from which point he made daily trips to New York to care for his express business. The agency work was attended to before leaving in the morning and after returning in the evening.”

The earliest reported Hope Express cover with a label pasted on it is shown in Figure 3-5. This blue folded letter is date-lined “Somerville, N.J. Aug. 30 1852” on the inside. Somerville was a Central Railroad of New Jersey station in Somerset County. The large affixed label is black on red glazed paper and exhibits glue stains around it. This letter reportedly contained an advertisement sheet that may have defined a book which was being ordered for an enclosed \$3.00, as indicated by the upper-right front inscription.



(Courtesy NJPHS)

Figure 3-5. August 1852 folded letter forwarded by Hope’s Express.

It is believed that “Hope’s Express” was the earliest form of this company’s business name. Perhaps the 1854–55 business start date that was derived above from Stimson’s 1858 comments only applied to “The Hope Express Company” that was somehow different than the “Hope’s Express” organization. We also note that the 1853 New York Directory⁹ contains this entry under ‘Expresses’: “Hope’s New Jersey and Pennsylvania [Express], 74 Broadway,” but there is no Hope’s Express entry in the 1852 New York City directory. It seems plausible that the brand new Hope’s Express endeavor wasn’t directory-listed until the year (1853) after its business was initiated (1852).

An early Hope Express ‘ORDER’ cover that is pencil annotated Jan 11, 1858 is shown in Figure 3-6. This cover was previously illustrated at the top of page 56 in the September 1983 *NJPH*. This yellow cover is printed in dark brown. Presumably the annotated date came from an 1858 order for goods that was found inside this cover, and/or by deciphering the partly legible circular date cancel. It is not unusual to find merchandise orders, carried by private expresses in the mid-19th Century, that contained written instructions for ordered goods to be shipped via the ‘earliest express.’ Many of these order sheets also had colored express labels glued to them to identify the preferred express company for delivering the ordered goods.



(Courtesy NJPHS)

Figure 3-6. 1858 Hope Express Merchandise Order Cover.

Figure 3-6 is the first pre-printed “ORDER” envelope that we have seen from an express company. No doubt other 19th century expresses printed and gave away similar order envelopes to promote use of their free order-delivery services. The advertisement at the left of this cover states: “THE HOPE EXPRESS CO. / THE ONLY EXPRESS VIA / Central R.R. of N.J. / AND / Delaware, Lackawanna & Western Railroad,” and then goes on to list three other Pennsylvania railroads that it also operated on. This cover is addressed to Madison Raub, Washington, N.J. and does not bear an U.S. postage stamp (nor telltale residue from one being affixed), so it may not have been handled by the U.S. Mail system. While the poorly struck date cancels are reminiscent of U.S. Post Office circular cancels, they may have come from private handstamps.

There is more than a page of Hope Express Agent names, all located in New Jersey and Pennsylvania towns, published in the back of Stimson’s 1860 express history book.¹⁰ The inclusion of seven railroads and 85 town agencies (mostly in Pennsylvania) under ‘Hope Express Company’ indicates that this organization operated a large network of express collection and delivery offices in the 1860’s. New Jersey oriented excerpts from these listings are shown in Figure 3-7. Under the ‘New Jersey Central Rail Road’ heading, all but Easton are New Jersey towns while just the first five towns under the ‘Delaware, Lackawanna & Western Rail Road’ heading are in New Jersey. In total, 27 New Jersey-based, 1860 Hope Express agencies are present. Incidentally, the middle initial of Superintendent “A. S. Hope” is in error on this page in Stimson’s 1860 book. Hope’s middle initial is “D” as recorded in several contemporary accounts, including Stimson’s own writings. Interestingly, Mr. Hope’s first name has not been found in print, so perhaps he always went by his first two initials.

HOPE EXPRESS COMPANY.			
A. S. HOPE, Superintendent, New York.			
NEW JERSEY CENTRAL RAIL ROAD.			
OFFICE.	AGENT.	OFFICE.	AGENT.
Elizabeth City	M. D. Wilson	Lebanon	John Heine
Craneville	Baldwin	Clinton	Wm. A. Hope
Westfield	Chas. Clark	High Bridge	A. Rockafellow
Scotch Plains	V. L. Frazer	Clarksville	C. Chapin
Plainfield	M. F. Cushing	New Hampton	W. Welsted
New Market	C. C. Morgan	Asbury	J. Allen
Bound Brook	A. C. Mollison	Bloomsbury	Jos. Smith
Somerville	Jno. W. Taylor	Valley	Wm. Johnson
Raritan	C. P. Beekman	Springtown	J. Umlatt
North Branch	Wm. Judd	Easton	Jno. M. Seigfried
White House	Davis & Haver	Belvidere	A. N. Easton
Flemington	Geo. F. Crater		
DELAWARE, LACKAWANNA AND WESTERN RAIL ROAD.			
OFFICE.	AGENT.	OFFICE.	AGENT.
Washington	J. J. Samus	Granville	
Oxford Furnace	Marrone	Seranton	Jno. D. Fuller
Bridgeville	G. Bogart	Clark's Summit	Sherman
Delaware	W. H. Hemingway	Abington	N. Phelps
Columbia	Enos Goble	Factoryville	W. V. Mace
Del. Water Gap	L. Broadhead	Hop Bottom	Geo. Thompson
Stroudsbury	Jno. N. Stokes	Oakley's	D. K. Oakley
Oakland	Coleman	Montrose Depot	B. Case
Pocono	G. F. Conklin	Montrose Village	
Gouldsboro	A. W. Jones	New Millford	C. G. Merrill
Tobyhanna	L. E. Ford	Nicholson	A. D. King
Moscow	Jno. Lattouche	Great Bend	John Colston
Dunnings			

Figure 3-7. 1860 Hope Express Agents in New Jersey and Pennsylvania.

In 1863, The Hope Express Co. delivery routes and agencies still followed the Central Railroad of New Jersey (CRRNJ) and the Delaware, Lackawanna and Western Railroad (DL&WRR) rails as shown in Figure 3-8. This routing information is taken from an 1867, Eastern U.S. railroad map that contained 1863 express agency information.¹¹ In 1863, the state’s CRRNJ tracks extended eastward from Phillipsburg to Elizabeth City while the New Jersey portion of the DL&WRR entered from Pennsylvania at the Delaware River train bridge (near Delaware, N. J.) and headed southeast to the town of Junction in Hunterdon County that was also a station on the CRRNJ route.

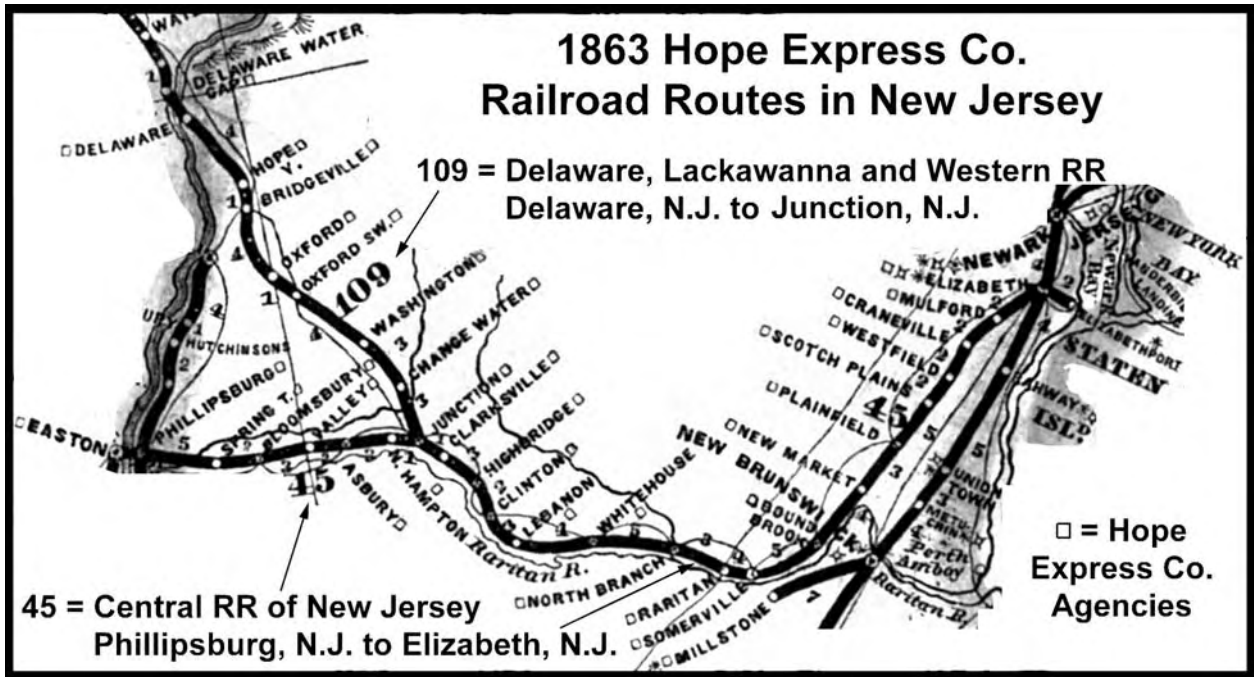
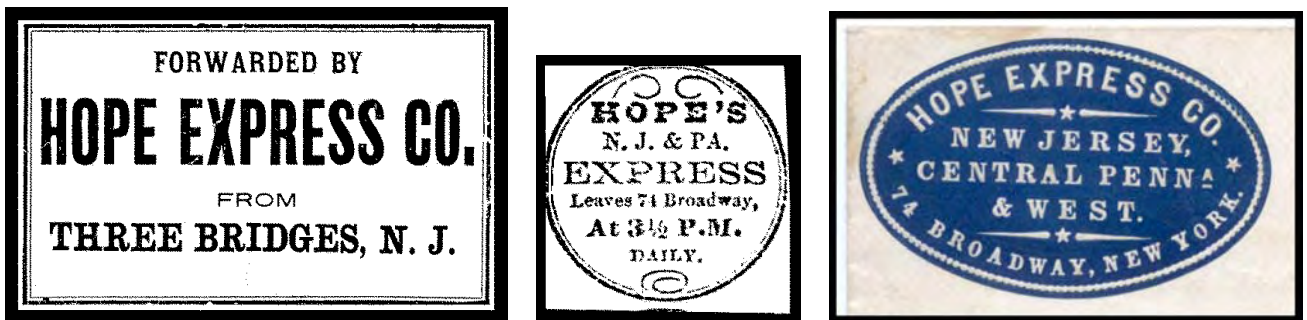


Figure 3-8. 1863 Hope Express Routes in northern New Jersey

Two Hope Express labels that relate to New Jersey operations have been reported and are shown below in Figure 3-9. The first label is black on orange and its outer rectangle measures 86x52mm. Express labels this big are known used on the back of larger mail envelopes, but are used mostly on packages. Three Bridges, N. J. is in Hunterdon County and was a station on the South Branch Railway that ran southwest from Somerville to Flemington. The South Branch Railway reportedly began in 1863 and became a part of the CNJRR in July 1864.¹² This may explain why this railroad branch does not show on the 1863 express map shown in Figure 3-8.



(Courtesy Frank Q. Newton, Jr.; HOPX-L20¹³)

(HOPX-L1¹⁴)

(Bill Sammis collection)

Figure 3-9. Two Hope Express labels and an early corner card.

NJ PRIVATE EXPRESS COMPANIES: PART 3 ~ Bruce H. Mosher

The second label shown in Figure 3-9 is also black on orange and its circle design is 22mm in diameter. This label is known used on a folded letter that carries the dateline 'Easton Apr 19/54' (1854) with "Order" written (presumably by the mailer) on the outside near the label. This folded letter is addressed to Geo. W. Dow & Co., New York. We also have record of this Hope Express label affixed to an 1855 cover, but don't know any other details. The third item in Figure 3-9 is a 54x34mm, blue corner-card image that is embossed in the upper left corner of an envelope. The only report of this corner card is on an unaddressed envelope. It isn't known if this type of Hope Express cover ever saw any contemporary express or U.S. Mail usage, but we assume that some were used to carry letters or merchandise orders.

Another Hope Express corner card is shown in Figure 3-10 on a complete cover. It is addressed to Oxford, N. J. and since it bears no postage, it appears to have been delivered outside the U. S. Mails by Hope Express. Oxford is a town on the DL&WRR in Warren County. A short letter was enclosed in this envelope that is handwritten on a Western Union "Blank No. 1" form that contains a pre-printed "186_" dateline, but neither the city of origination, nor the exact year, is stated. This corner card design measures 38x42mm and is printed in violet on a buff colored envelope.



(Bill Sammis Collection; HOPX-C1¹⁵)

Figure 3-10. 1860's Hope Express envelope addressed to Oxford, N. J.


THE
HOPE EXPRESS COMPANY,
FORWARD
Merchandise and Money,
COLLECT
NOTES & DRAFTS & BILLS WITH GOODS,
ON THE LINE OF THE
Central Railroad of New Jersey; Lehigh Valley Rail Road;
Delaware, Lackawanna and Western Railroad;
Lackawanna & Bloomsburgh Railroad; and
East Pennsylvania Railroad;
Running Daily, Sundays Excepted.

Each Express in charge of a Special Messenger,
via the above Roads.

—TO—

ELIZABETH, PLAINFIELD, BOUNDBROOK, SOMERVILLE.	FLEMINGTON, WHITE HOUSE, NEW GERMANTOWN CLINTON, CARBONDALE, GREAT BEND, READING, TAMAQUA, POTTSVILLE, HARRISBURGH SUNBURY, DANVILLE, LOCKHAVEN,	NEW HAMPTON, BELVIDERE, etc. (In New Jersey.) JERSEY SHORE, MYERSTOWN, LEBANON, WILLIAMSPORT, BLOOMSBURGH, BERWICK, MUNCEY, TROY, etc. (In Pennsylvania.)
---	--	--

By connection at Harrisburg—making a through line to
Pittsburg, and all points West.



J. C. BRADY, Stationer, 78 Wall Street, N. Y.

HOPE EXPRESS COMPANY,
GENERAL FORWARDING & COMMISSION HOUSE,
GENERAL OFFICE, 74 BROADWAY, NEW YORK.

RECEIVED Sept 4 1861

Riley & Siskhop
1 box of Merchandise Dollars
Marked *US MERRY & Co*

has delivered to us

To be forwarded to our Agency insured or not at discretion to destination with, perils of navigation and transportation excepted. And it is hereby expressly agreed that the said HOPE EXPRESS COMPANY are not to be held liable for any loss or damage, except as forwarded by the consignee, in any case where the goods are not properly packed and secured or transportation is not open freight when a notice of consignment is filed with the same, nor upon any Articles consisting of or contained in glass.

[Contents unknown]

FOR THE PROPRIETORS,

A. D. King

Figure 3-11. September 1861 Hope Express shipping receipt. Back view (left) and front view (right).

To date, no Hope Express receipts that were issued in New Jersey have come to the author’s attention. However, several receipts for Pennsylvania to New York City express shipments are known. These shipments obviously passed through New Jersey en route, and of perhaps more importance, these receipts list some of the contemporary Hope Express agency offices that existed in New Jersey. One such receipt is shown in Figure 3-11. It originated in Nicholson, Penna., on September 4, 1861 for the consignment of one package that contained four hundred dollars. This receipt is signed by A. D. King who was previously noted as the Hope Express agent in Nicholson (see Figure 3-7). The Hope Express agency at Nicholson was in conjunction with the DL&WRR, so the receipted \$400 package was probably transported to Junction, N. J., and then was transferred to a CRRNJ train for delivery to Wilson Barnes & Co. in New York City. Ten Hope Express agencies in New Jersey are listed on the back of this receipt.

**THE
HOPE EXPRESS COMPANY**
FORWARD
MERCHANDISE AND MONEY,
COLLECT
NOTES AND DRAFTS AND BILLS WITH GOODS,
ON THE LINE OF THE
Central Railroad of New Jersey; Lehigh Valley R. R.
Delaware, Lackawanna & Western N. R.; Lacka-
wanna and Bloomsburg R. R.; East Pennsyl-
vania R. R.; Lebanon Valley R. R. and
Pennsylvania Central R. R.
Connecting at Pittsburg with all Roads West and S. W.
RUNNING DAILY, SUNDAYS EXCEPTED.
Each Express in charge of a Special Messenger, via
the above Roads to

Elizabeth, Plainfield, Bound Brook, Somerville, Flemington, Whitehouse, New Germantown, Clinton, New Hampton, Belvidere, in New Jersey.	Easton, Bethlehem, Allentown, Mauch Chunk, Reading, Harrisburg, Pittsburg, Stroudsburg, Scranton, Pittston, Wilkesbarre,	Montrose, Carbondale, Great Bend, Tamaqua, Pottsville, Sunbury, Danville, in Pennsylvania, Cincinnati, Chicago, St. Louis,
---	--	--

And all Points West and South West.

HOPE EXPRESS COMPANY,
GENERAL FORWARDING AND COMMISSION HOUSE,
Principal Office, 162 Broadway, N. Y. Branch Office, 416 Broadway.

Nov 23 1864

HOPE EXPRESS CO.

RECEIVED PAYMENT FOR PROPRIETORS,

A. D. King

J. O. BRADY, Stationer, 19 BROADWAY, N. Y.

Figure 3-12. 1864 Hope Express payment receipt.

A Hope Express payment receipt is shown above in Figure 3-12. It was issued on November 23, 1864 by A. D. King (in Nicholson, Pa.?) for receipt of 35¢ for the transportation of one package to New York. The left side of the receipt is enlarged to the left side of Figure 3-12 and this shows the same ten New Jersey Hope Express agencies that appeared in the previous shipping receipt.

We would speculate that these ten agencies were the largest (or busiest, or both) Hope Express offices in New Jersey. Of further interest on this receipt are the new, New York City Office addresses in the header at 162 and 416 Broadway. The Hope Express move from 74 Broadway to these new locations probably happened sometime in the early 1860's. The move apparently did occur before 1863 according to the 1863 New York Business Directory entry that appears under 'Expresses':¹⁶ "Hope Express Co. 416 B'way."

The Hope Express book in Figure 3-13 below contains 250 express receipts that were to be filled out and usually given to consignees by a Hope Express agent when shipments were received. This book has one completed and 249 unused receipts in it. All of the receipts are pre-printed with a New York dateline. The completed receipt is dated Dec. 22d 1866 and was written for the shipment of one package to McKeesport, Penn. This receipt was never removed from the book, so perhaps the sender was given custody of the entire book. The black on orange label glued to the front of this book measures 117x66.5mm.

The chronology of the demise of the Hope Express Company is not explicitly known. We do know that this company probably was not in business late in 1869, because it does not appear in Campbell's 1870 Shippers Guide.¹⁷ The most recently dated, Hope Express paper-artifact is the December 1866 receipt in the Figure 3-13 book. Evidently, this express company ceased operations between 1867-69. Review of the 'Expresses' listings in annual New York City Business directories for the late 1860's should reveal the years when the Hope Express Co. no longer maintained a Principal Office in New York. In addition, absence of Hope Express listings in the late 1860's New Jersey Business Directories also should be usable to establish their final operating year.



(Courtesy Bill Sammis; HOPX-L40 label¹⁸)

Figure 3-13. 1866 Agent's book of Hope Express receipts.

In the absence of the desired and helpful directory information, we estimate that The Hope Express Company went out of business sometime in 1868. The Hope Express business on the CRRNJ and the DL&WRR in New Jersey and Pennsylvania was probably acquired by the Central Express Company, as this is the 1870 express company that was operating on these roads and in Hope's prior New Jersey (and Pennsylvania) agency towns, according to the aforementioned Campbell's Shippers Guide. The Central Express business will be discussed in a future part of this New Jersey expresses series.

(This report will be continued in the next NJPH)

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

ENDNOTES

- ¹ Published by Talbott and Blood, printed in New York. The 'Express Companies.' listings were excerpted from pages 109 & 110. 'Agents, Express.' listings were excerpted from pages 18 & 19.
- ² Pierson, B. T., *Directory of the City of Newark for 1861-62*, Twenty Seventh Edition, p. 498.
- ³ Mosher, Bruce H., "BUCK'S EXPRESS (ca. 1860)," *Catalog of Private Express Labels and Stamps*, 2002, p. 53
- ⁴ Ibid.

- 5 Ibid.
- 6 Phillips, David G., Editor in Chief , "Eastern Independent Letter Mail and Express Company Markings/ Buck's Express – c. 1850," *American Stampless Cover Catalog*, Volume II, Fourth Edition, 1987, p. 10.
- 7 Stimson, A. L., "Part Fourth," *History of the Express Companies: and the Origin of American Railroads*, 1858, p. 195.
- 8 Anderson, Elaine, *The Central Railroad of New Jersey's First 100 Years, 1849–1949 A Historical Survey*, 1984, p. 14.
- 9 Rode, Charles R., *The New-York City Directory for 1853–1854*, p. 56.
- 10 Stimson, A. L., "Hope Express Company.," *Express Office Hand-book and Directory, etc.*, 1860, pp 222–3.
- 11 Lloyd's Railroad, Telegraph & Express Map of the United States and Canadas from Official Information, 1867, [July 1863 inset information used].
- 12 Edson, William D., *Railroad Names*, 1999, p. 84.
- 13 Mosher, Bruce H., "HOPE EXPRESS CO. (Unkn.)," *Catalog of Private Express Labels and Stamps*, 2002, p. 90
- 14 Ibid, p. 89.
- 15 Ibid.
- 16 Trow, John F., *Wilson's Business Directory of New York City*, 1863, p. 151.
- 17 Campbell, R. A., *Campbell's Shippers Guide and Travelers Directory, etc.*, 1870, p. V.
- 18 Mosher, p. 90



WELCOME TO THESE NEW MEMBERS AND RETURNING FRIENDS:

SOME LAPSED MEMBERS REJOINING:

Jack A. Gordon, The Bond Force House, 88 Eagle Rock Ave., Roseland, NJ 07068, email: JackAGordon@comcast.net, Interests: Black Jacks, and anything pertaining to Bond & Force Families.

Michael Marino, 127 Sand Spring Drive, Eatontown, NJ 07724-2150, email: michael.marino@alumni.monmouth.edu. Collects Monmouth County

Edward M. Moore, P.O. Box 2071, Vincentown, NJ 08088, email: emmzeppelin@comcast.net. Collects USS Akron covers

Steven M. Roth, 1280 21st St, NW, #209, Washington, DC 20036-2343, email: stevenroth@comcast.net. Collects inland waterway and ship mail pre-Civil War.

AND NEW MEMBERS:

Kurt Alstede, P.O. Box 278, Route 24, Chester, NJ 07930 email : Kurt@nac.net. Interests - General.

Rev. Rev. Donald Beers, 619 County Road 519, Belvidere, NJ 07823. Collects US blocks [panes], worldwide.

Doug Davino, 6 Dunham Lane, Mount Holly, NJ 08060, email: davinod@earthlink.net. Collects: Washington Franklins with sederographer initials, which he covers in detail in his website at <http://home.earthlink.net/~davinod/Initials.htm>

John Hankin [Doug], [address withheld], Collects anything mailed at or postmarked Boonton

George A. Schmitt, 19 McCullough Rd., Washington, NJ 07882-2101. Interests: general.

Mike Schwartz, 5 Pasture Rd., Whitehouse Station, NJ 08889-3357, email: tmsnj@att.net. Interests: General

ON THE AUCTION SCENE: THINGS AREN'T ALWAYS AS THEY APPEAR

By Robert G. Rose

Schuyler J. Rumsey Philatelic Auctions conducted its 17th public auction sale in San Francisco on December 11-12, 2003. The sale included nine lots of scarce New Jersey stampless covers. The highlight of the grouping, lot 938, is what appeared to be a striking example of the Lambertville postmark containing negative lettering, which is illustrated below.

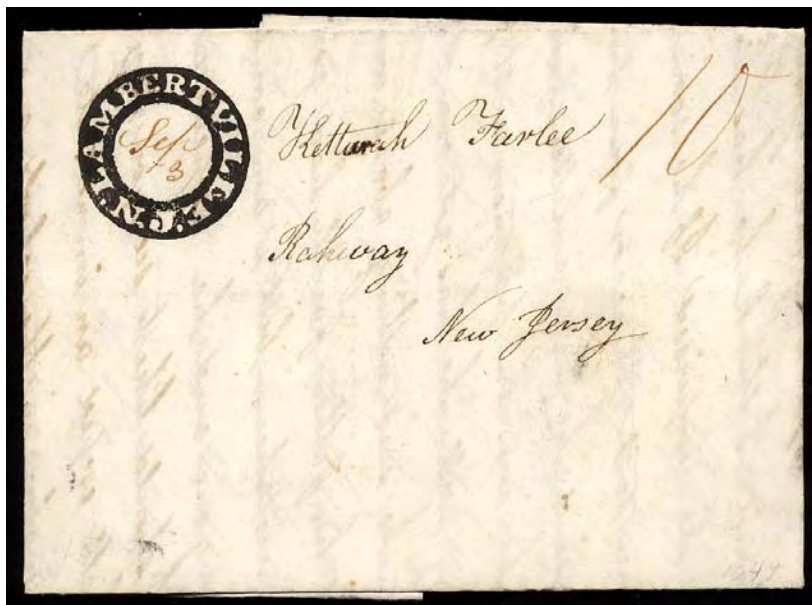


Fig. 1: Schuyler J. Rumsey Auction

The catalogue's illustration depicts a pristine cover, used in 1839 to Rahway. The description states "Superb, a stunning example of the rare marking."¹ Estimated at \$1,500 to \$2,000, the cover brought the equally stunning hammer price of \$4,250 plus 10% commission for a total of \$4,675. That price, to the author's knowledge, represents the highest auction realization for a New Jersey stampless marking during the entire statehood period.

In fact, this very same cover has been sold in public auction sales on at least two occasions in the last 30 years prior to its most recent appearance in the Schulyer Rumsey auction. However, in those earlier auctions, the Lambertville cover had a very different appearance or description. The cover was first included in an Apfelbaum auction held on November 29, 1977, as lot 1049, as illustrated below in Figure 2.



Fig. 2: Apfelbaum Auction (Enlarged from a very small illustration in that catalogue.)

The cover in the sale catalogue clearly shows significant areas of staining although the description makes no mention of it. Instead, it is described as “with beautiful negative circle . . . Extremely Fine” with a suggested bid of \$150-\$200.

The cover next appeared in Robert G. Kaufmann Auction Galleries, Inc.’s, Public Sale 58, held on May 13, 1989, as lot 29 with the following description:



“Sale #58, 5/13/89, lot # 29: Lambertville, N.J., incredibly bold negative circle on 1839 FL, ms “10” rate, couple light stains at right o/w Fresh and Very Fine ASCC \$750.00”

Fig. 3: Kaufmann Auction (Shown in a field of covers, and highlighted here.)

Perhaps to highlight the cover's positive attributes, the illustration in the auction catalogue, as shown in Figure 3, depicted only the left side of the face of the cover with the negative handstamp, with no sign of the staining which had been mentioned in its description. The winning bid of \$750.00 matched the then American Stampless cover catalogue value of \$750.00

Obviously, between its sale by Kaufmann in 1989 and its inclusion in the Schulyer Rumsey sale in December, 2003, a collector or dealer had the cover professionally cleaned to remove the staining, so that the cover now appears in its current "Superb" state, having jumped in value from \$750.00 to \$4,675.00 in its present enhanced condition. The fact that the cover had been cleaned may well have been unknown to either the seller who consigned it to auction or the auctioneer. However, with the continued efforts of students to document accurate census numbers of rare markings, the auction history of many of these scarce markings has been documented. Before spending significant sums, collectors should seek out their prior histories. This Lambertville cover is certainly a striking example of the "before" and "after."

ENDNOTES

-
- ¹ Bill Coles recorded fewer than five examples of this marking. William C. Coles, Jr. *The Postal Markings of New Jersey Stampless Covers*, pg. 43 (Collectors Club of Chicago 1983). However, based on a careful review of auction catalogues and other sources over the last 20 years, a more accurate census would be closer to at least 15 covers with this handstamp.



WE NEED ARTICLES NOW!

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

New Jersey postal history are always welcome.

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

Morristown, NJ 07962-1945

or rrose@pitneyhardin.com

NJPHS MARCH EBAY AUCTION

By Arne Englund

NJPHS held another seven day Ebay auction ending Sept. 28, 2003. There were 77 lots posted, which is the largest number we've had in an Ebay auction so far. Of these, 41 lots sold – 47 lots received bids, but six of those lots had reserves that were not met. Prices realized ranged from \$9.95 for such items as a Lower Squankum 1895 10c Registered cover, a Townley 1909 on postcard, and an 1840 Rutgers student letter with a New Brunswick cancel, to \$32.00 for a Johnsonburgh 1880's cover with an illustrated ad corner card.

We are planning another seven day Ebay auction that will end on Sunday, March 14. The deadline for submitting items will be Feb. 29. Again, items submitted should be related to New Jersey postal history, and should have a minimum bid or reserve of \$9.95. Also, please include a check to cover the insertion fee for each lot listed, and to cover return postage for unsold lots.

Also, as of Feb. 2, 2004, Ebay increased insertion fees for a number of types of listings. The fee increases that would affect our listings are as follows

INSERTION FEES FOR NON-RESERVE LISTINGS:

Item Starting Price	Old Fee	Item Starting Price	Fee as of Feb.2, 2004
\$0.01-\$9.99	\$0.30	\$1.00-\$9.99	\$0.35
\$10.00-\$24.99	\$0.55	\$10.00-\$24.99	\$0.60
\$25.00-\$49.99	\$1.10	\$25.00-\$49.99	\$1.20
\$50.00-\$199.99	\$2.20	\$50.00-\$199.99	\$2.40

FEES FOR RESERVE AUCTION LISTINGS:

Reserve Price	Old Fee	Reserve Price	Fee as of Feb. 2, 2004
\$0.01-\$24.99	\$0.50	\$0.01-\$24.99	\$1.00
\$25.00-\$99.99	\$1.00	\$50.00-\$199.99	\$2.00
\$100 and up	1% of Reserve Price	\$200 and up	1% of Reserve Price

After deducting the Ebay insertion fee, Ebay final auction value fee, and my 15% fee for listing the items, consignors in the NJPHS auctions have been receiving roughly 80% of the price realized for each item. Ebay's insertion fee increases will affect this very little.

The March auction is pretty much full. Send future consignments to: Arne Englund, P.O. Box 57, Port Murray, NJ 07865. [Please try to limit your sendings to ten lots per member.] If you have any questions, please contact me at the above address, or by e-mail at:

NJPHS1@aol.com.



ANNOUNCEMENTS!

We are pleased to announce that we will now produce the NJPH both in the usual hard copy in black & white, and a digital version with color illustrations, available to those with an online connection, who wish to download it and print it out on their own computers. While we cannot afford color printing, you can have the journal in color either as a digital file to view on your computer, or print out yourself, by dropping an email to njpostalhistory@aol.com and requesting the service. If you wish to discontinue your hardcopy edition by mail, you may certainly do that, which will of course save us the cost of postage needed to send it to you. However, if you would like to maintain your print copy and still access the online Adobe Acrobat version, you may do so - just let us know.

Since we are now producing a color version, it is even more important than before, when submitting articles, to submit scans in color - preference is for full size and full color scans at 300dpi. If you do not have a scanner or the ability to adjust your scanner for a scan at 300dpi, you may send your material to Jean Walton at 125 Turtleback Road, Califon, NJ 07830, and we will scan it for you and do our best to return it to you quickly and safely.

You may now also purchase all four of the 2003 issues of NJPH on one CD, for viewing on your computer. It is in .Pdf [Acrobat Reader] format, fairly easily to navigate, and you will find that the color images included make reading even more enjoyable. It is available for \$12.00 postpaid.

In addition, thanks to Don Chafetz, we expect to be producing an update to the William C. Coles, Jr. book, *The Postal Marking of New Jersey Stampless Covers*. This seminal work was originally published by the Collectors Club of Chicago in 1983. Don has produced a supplement, updating this work, which we expect will be available at NOJEX. More on this subject in our May issue.

In the back of the Journal, we have included a puzzle, just for fun, and have chosen for this first one to use the oldest post offices in New Jersey - those in existence before 1800. It is a Word Search puzzle, and the post office names can be found horizontally, vertically, and diagonally, and even backwards. The solution will be posted on the [New Jersey Postal History Society Website](http://members.aol.com/njpostalhistory/phsindex.htm) (<http://members.aol.com/njpostalhistory/phsindex.htm>) and now also at a mirror site <http://home.comcast.net/~njpostalhistory/phsindex.htm>), where we also try to provide information on upcoming shows, our Ebay auctions, and some useful links as well. If you want the solution and do not have a computer, just send us a note and we will put it in the mail to you [Jean Walton, 125 Turtleback Rd., Califon, NJ 07830]. Feedback on this new feature will be appreciated.

Please note the new members on page 38, and some returning members as well. We hope you will encourage those who show an interest in our areas of collecting to join. A membership application can be downloaded off our website, or a note to me will do as well - I would be happy to send you copies of our membership form so that you can enlist new members.

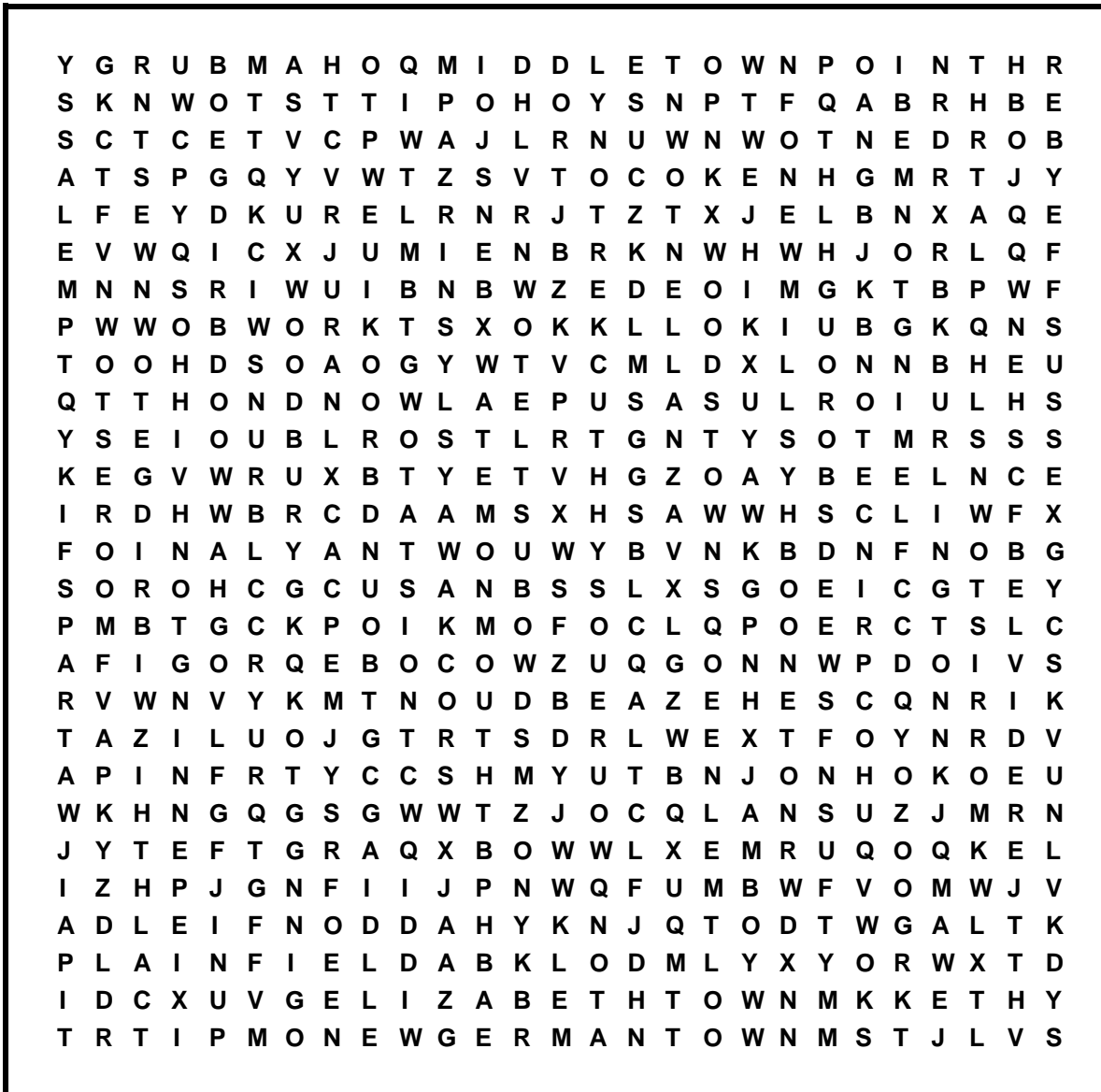
If you have articles for the Journal, or suggestions about the Journal, please feel free to write or email.

Jean Walton, 125 Turtleback Rd. Califon, NJ 07830 email: njpostalhistory@aol.com

WORD PUZZLE

WORD SEARCH: NEW JERSEY POST OFFICES 1776 ~ 1800

[CLICK FOR SOLUTION!](#)



Look for these post offices:

* Source: *New Jersey Postal History* by Kay and Smith

- | | | | |
|-----------------|------------------|----------------|---------------|
| Allentown | Bustle Town | Mount Holly | Salem |
| Amboy | Elizabeth Town | Newark | Shrewsbury |
| Atsion | Flemington | New Germantown | Sparta |
| Belvidere | Hackettstown | New Mills | Sussex |
| Booneton | Haddonfield | Newtown | Sweedsborough |
| Bordentown | Hamburg | Pennington | Trenton |
| Boundbrook | Middletown Point | Pittstown | Tuckerton |
| Bridgetown West | Monmouth | Plainfield | Woodbridge |
| Brunswick | Moorestown | Princeton | Woodbury |
| Burlington | Morristown | Rockaway | Woodstown |

Post offices from this era not included in the puzzle

- | | | | |
|-----------------|---------------|-----------|-------------|
| Bridgetown East | Johnsonburg | Paramus | Somerset |
| Elizabethtown | Millstone | Pluckemin | Springfield |
| Hackensack | New Brunswick | Rahway | |

CLASSIFIED ADS:

WANTED: STAMPLESS COVERS any state, strong strikes, quality covers. Send copy with prices to J. Haynes, Box 358, Allendale, NJ 07481.

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

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

WANTED TO BUY OR TRADE: USS AKRON event and flight covers including Roessler labels or cachets or nifty Akron covers in general. Contact: Edward M. Moore, PO Box 2071, Vincentown, NJ 08088, email emmzeppelin@comcast.net.

WANTED: PRESBYTERIAN CHURCH RELATED COVERS from New Jersey or other states, also small town Presbyterian churches on post cards. Craig Mathewson, 114 Hayes Mill Rd, Apt D-202, Atco, NJ 08004, phone: 856/809-7484

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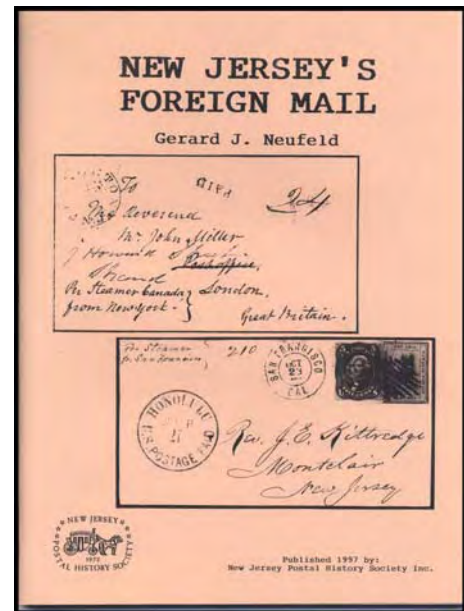
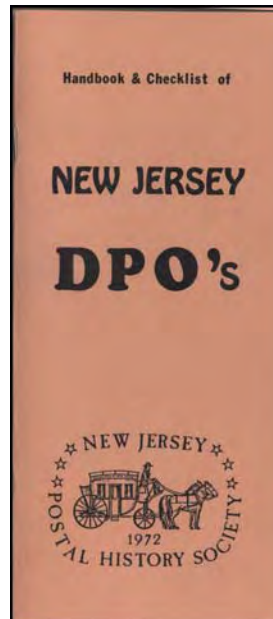
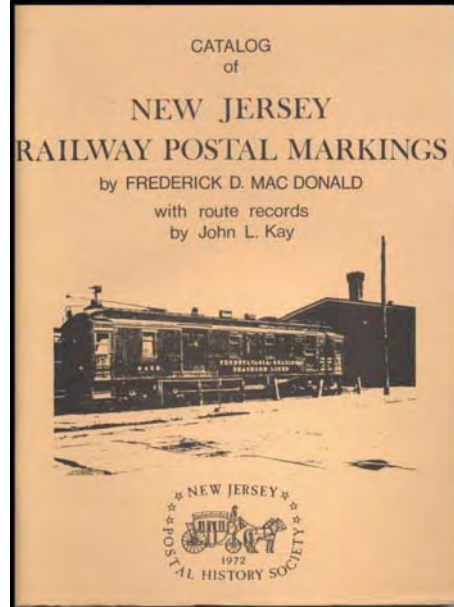
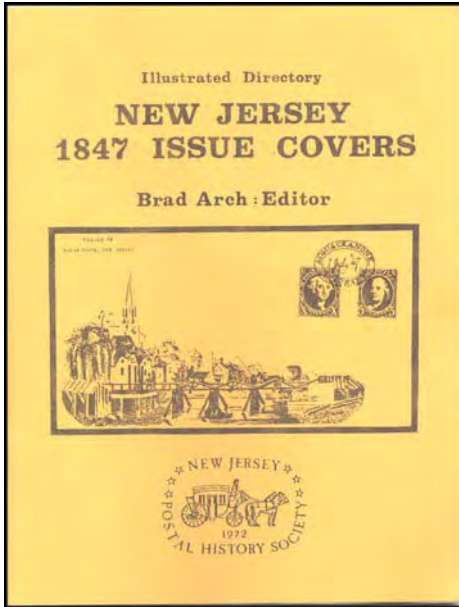
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WANTED: Calno, Brotzmanville, Millbrook, Pahaquarry, Dunnfield, Delaware Gap, Flatbrookville, Walpack Center, Bevans, Layton, Hainesville, Montague. Arne Englund, P.O. Box 57, Port Murray, NJ 07865-3012 or alenglund@aol.com.

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