



# NJPH

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## *State of New Jersey to London*



*A cover addressed to London from Henry C. Kelsey, New Jersey Secretary of State. For a fascinating story, see page [187](#).*

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**DUES TIME AGAIN!**

If your dues have not yet been paid, you will find an enclosed reminder for dues payment for 2018. Dues are still \$15 a year, and again this year you have the option of paying your dues online by Paypal (no extra fee), by going to our web site [[www.NJPostalHistory.org](http://www.NJPostalHistory.org)] where you will find a link for membership renewal on the home page. You can also donate to the Society at the same time, if you would like. We are happy to accept your dues and donations in whatever form you like!

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**PRESIDENT’S MESSAGE**

Collectors of postal history are reminded that often there is more to a cover than the study of its postal markings. We need to always review its contents. Two of this Journal’s articles bear witness to this admonition. The first is a cover from the office of New Jersey’s Secretary of State with a letter signed by that office holder, Henry C. Kelsey. As detailed by author Andy Kupersmit, Kelsey was the leader of the Kelsey Ring, a notorious group of Gilded Age politicians who controlled much of the State House politics in Trenton. The second letter is postmarked Bergen, N.J., which became a part of Jersey City in 1870. The cover, based on its contents, was mailed in 1867 and provides a fascinating glimpse into baseball as played by the Bergen Base Ball Club in what is now Jersey City. Larry Rausch, a new author to these pages, contributes an article detailing New Jersey towns which used the fancy Wheel of Fortune cancel during the latter years of the 19<sup>th</sup> Century. Captain Larry Brennan continues with his series on New Jersey built WW II fighting ships and their postal history. This article, concerning the Second Guadalcanal Naval Battle, highlights two such ships, the Battleship *South Dakota* built at New York Shipbuilding in Camden and the destroyer, U.S.S. *Benham*, built at Federal Shipbuilding and Dry Dock in Kearny. Gene Fricks returns with a first, an article in full color, highlighting color cancels as well as shade varieties of the two cent shield stamp used on covers. Don Chafez returns with an addition to his series on Morristown foreign usages, this article on mail to Canada. Finally, I have included a short “On the Auction Scene” detailing the sale of a 5 cent 1847 Issue with a manuscript Cross Keys postmark, and another in the long running series “Hometown Post Offices,” this one describing the Brookside post office, operating in the same building for over 125 years! A lot of good reading.

The continued success of our Society is due in large part to our members who do the heavy lifting. First and foremost, my many thanks to our editor, Jean Walton who spends countless hours in producing our award winning journal. In addition, I am most grateful to our webmaster, Warren Plank who continues to add new content to our website. Take a look.

Your renewed membership for 2018 is so important to our Society’s future. Once again, dues will be held at \$15 per year, a sum that does not cover the cost of printing and postage. To close that gap, I again urge you to include a tax-deductible donation with your dues payment on the enclosed dues notice.

With the Holiday Season upon us, I wish all the best to each of you!

**ROBERT G. ROSE**

A COVER & LETTER FROM HENRY C. KELSEY - LEADER OF THE KELSEY RING

By Andy Kupersmit

This cover and accompanying original enclosures are full of clues to an earlier time and place, as a little research will show. The enclosures are a four-page letter on official government stationery and a fifth page hastily written and included in the envelope, all in the hand of Henry C. Kelsey, leader of the Kelsey Ring. The Kelsey Ring ran state Democratic politics for the final three decades of the 19<sup>th</sup> Century. The Ring chose the party's candidates for governor, U.S. Senate and a host of lesser offices, and wrote the party platforms.



Fig. 1: Scott #148, 6¢ National no grill, cork cancel with “Trenton NJ Jul 4” and red “New York Jul 5 X” transit and “London Paid 15 JY 73” receiving datestamps, State of New Jersey Department of State printed corner card, endorsed “By Baltho” “White Star” mail - July 5” to London, England.



Fig. 2: Letterhead from a sheet of State of New Jersey stationery, Department of State, dated Trenton, July 4, 1873, showing a vignette of the State seal.

Kelsey's four-page letter plus postscript on State of New Jersey Department of State letterhead shown above and datelined July 4, 1873 to London, reads (in part):

*My Dear Staff,*

*No fire-crackers for me –" not any" - neither races parade or orations. The day is warm but fine, not over bright & a fine breeze stirring.*

*Last night was very hot, thermometer 89° in your room whither we moved for a while in the evening in hope of more comfort. It was cooler however, 2 or 3 in our own rooms. The day was the warmest of the season, about 92° here, 96, 98 & 100 elsewhere...*

*I think notwithstanding this you could gladly exchange your location for today, if you could, to Long Branch to witness the big race between Bowling and the other crack nags – "Springbok" is the favorite it seems.*

This last refers to the Jersey Derby, to be held on July 4<sup>th</sup> at the Long Branch race track, with its two top contenders, Tom Bowling and Springbok.

**THE JERSEY DERBY.**

**TOM BOWLING VS. SPRINGBOK.**

**A DISPUTE ABOUT THEIR RELATIVE MERITS—WHAT SPORTING MEN SAY AND THINK.**

Ever since the "Jersey Derby," which was run on the Fourth of July, all kinds of stories have been in circulation among the patrons of the turf relative to the respective merits of Tom Bowling and Springbok, the two most famous contestants, and of the way in which one was encouraged and the other broken up in the race. The "Derby" was of peculiar interest, both on account of the number of persons who witnessed the running of the horse, the celebrity of the contestants, and the amount of money which changed hands on the result. The betting, particularly, was of an extraordinary character, the greater part of the spectators becoming so interested in the race that they risked their funds in the most reckless manner. Confidence in Springbok had been nursed by the apparently knowing ones, until it seemed a foregone conclusion that he would win, and so the general public followed their lead and lost their money. That this was unfortunate for the crowds which were impoverished, can readily be conceived.

There were many whose confidence was so strong

porter next crossed the course, and at the opposite side found the stables of Col. McDaniel, the owner of Springbok, who was defeated by Tom Bowling. Col. McDaniel was seated on an empty keg in front of the stable, talking to several friends upon the merits of his stud and concerning the defeat of Springbok.

The Colonel is apparently about the same age as Mr. McGrath, but is scarcely so stout or straight in build. His face is ruddy and his manner courteous and congenial. He wore a straw hat, and his dress was plain but neat. He seemed to feel very badly about the defeat of his favorite, and explained the reasons in the following words:

"You see there was no fair play on the Fourth of July to me on this race-course. In the first place, when Tom Bowling came up to the post he began running about eighty yards away, which is against the rules of the association. No notice was taken of this, however, and when the tap of the drum sounded Tom Bowling got over so many lengths ahead of Springbok before my horse even got in motion. Now, my horse can't beat Tom Bowling if he gets over so many yards ahead at the start for the race ought to be a pretty close at the best. But Springbok did as well as could be expected under the circumstances. Why, that horse would have won, even with

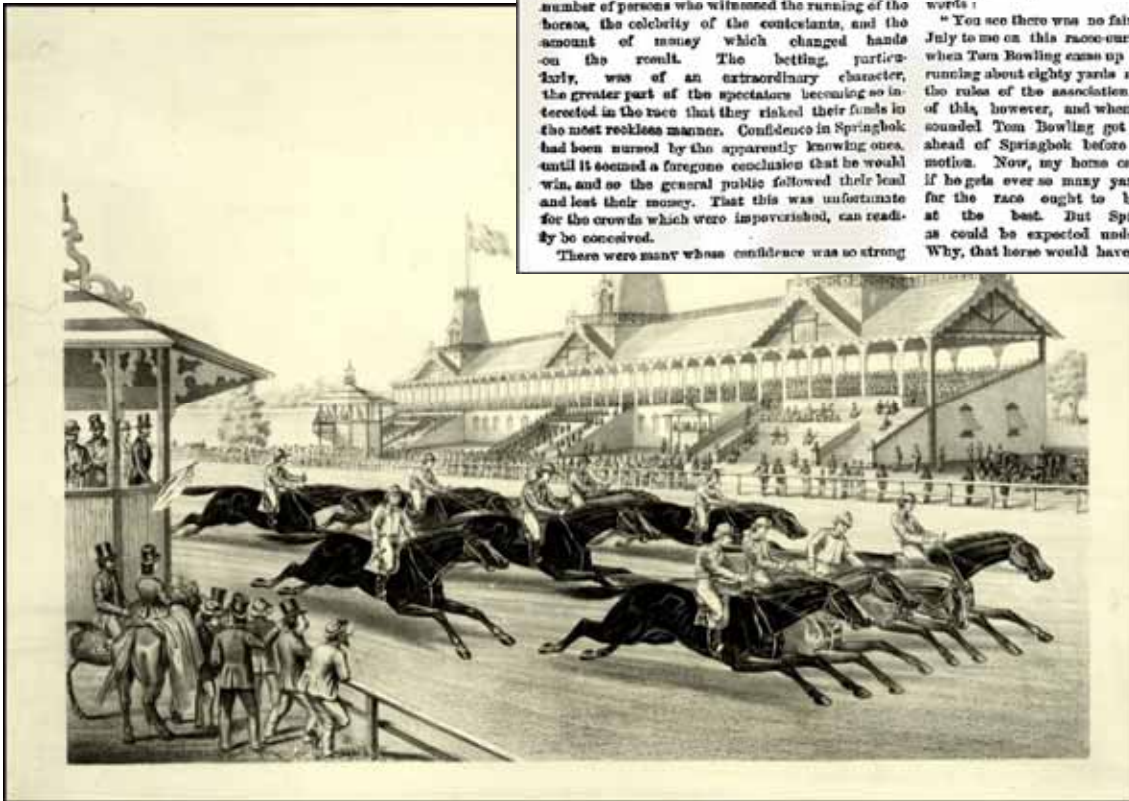


Fig. 3: A lithograph from the Library of Congress shows "Summer Meeting at Long Branch," ca. 1870. This first Monmouth Park was built in 1870, closed in 1873 for financial reasons, and was replaced by the 1880s with a larger race track.<sup>1</sup> A newspaper account from July 7, 1873 (*New York Times*) describes the 4<sup>th</sup> of July races, mentioned by Kelsey, with Tom Bowling the winner, but not without some controversy.<sup>2</sup>

Kelsey continues:

*The funeral of the Chancellor takes place on Monday at 1PM. Court has adjourned until Tuesday. Will probably adjourn for the term on the 14th or 15th...*

“The Chancellor” refers to Abraham O. Zabriskie, who was appointed Chancellor of New Jersey in 1866. He died on June 27, 1873 on a trip to California shortly after ending his term.<sup>3</sup>

The rest of the four-page letter relates to personal affairs, house sales, and investments in the Delaware, Lackawanna, and Western Railroad. For the curious, a transcription (as best as possible) is included at the end of this article. Of interest to the author is a sentence at the bottom of page 3 that reads, “The ‘grey beards’ of the Cincinnati Society are dining with Peter today ...” The Cincinnati Society was founded in 1783 by officers of the Continental Army and their French counterparts who served together in the American Revolution. Its mission was to promote knowledge and appreciation of the achievement of American independence and to foster fellowship among its members.

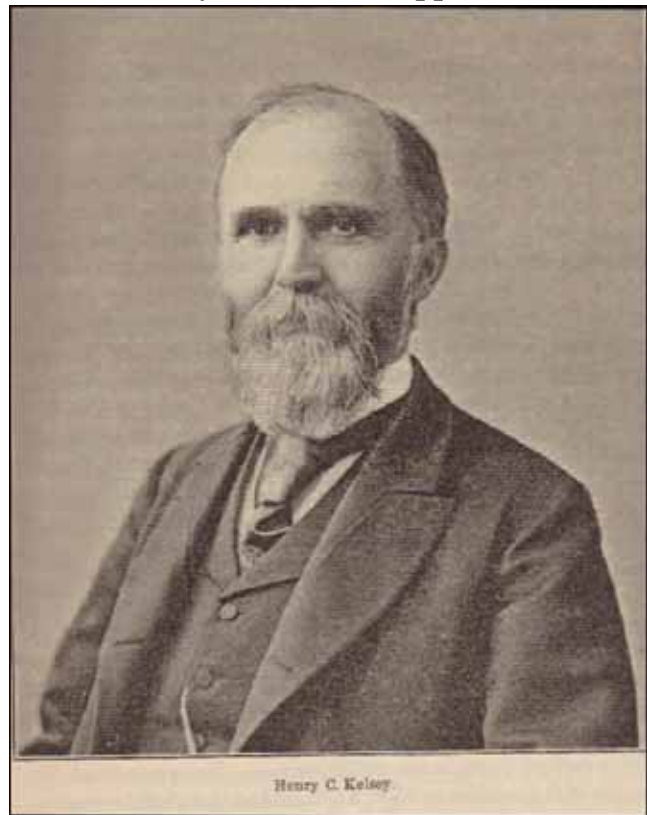
Most interesting, however, is the “fifth” page (the hastily written postscript) which appears to be a large part of a ledger page on which Kelsey writes,

**“Ben Lee has just been in telling me about the constitutional coms.<sup>4</sup> (Jacob L.) Swayze was on the rampage – wants to abolish Chancery & Errors & Appeals. Also all fees, passes, etc. Elect all offices by the people, judges included. I will send you the evening report from the *Sentinel*. The effect of all this can but be to bring more ridicule upon the whole job. Parker’s crop of glory from this seed promises badly. Let ‘em go it.”**

The writer signs the 4-page letter as “Kelsey” and the extra page with an “H.”

New Jersey Secretary of State Henry C. Kelsey served in that post from 1870 to 1897.<sup>5</sup> Together with Benjamin F. Lee, Clerk of the N.J. Supreme Court for 30 years, and the recipient of the letter, Henry S. Little, Clerk of the Chancery Court, the three men were called “the Kelsey Ring” (also known as the “State House Ring”) -- New Jersey's own Tammany Hall. And this letter involves all three!

Marc Mappen, in his book *There’s More to New Jersey than the Sopranos*,<sup>6</sup> describes this era of New Jersey history in a less than flattering light:



**Fig. 5: Henry Cooper Kelsey. Kelsey was the leader of the Kelsey Ring. The Kelsey Ring consisted of Kelsey, Benjamin Lee and Henry Little. This letter was written by Kelsey and sent by him to Little while Little was in London during the summer of 1873.<sup>7</sup>**

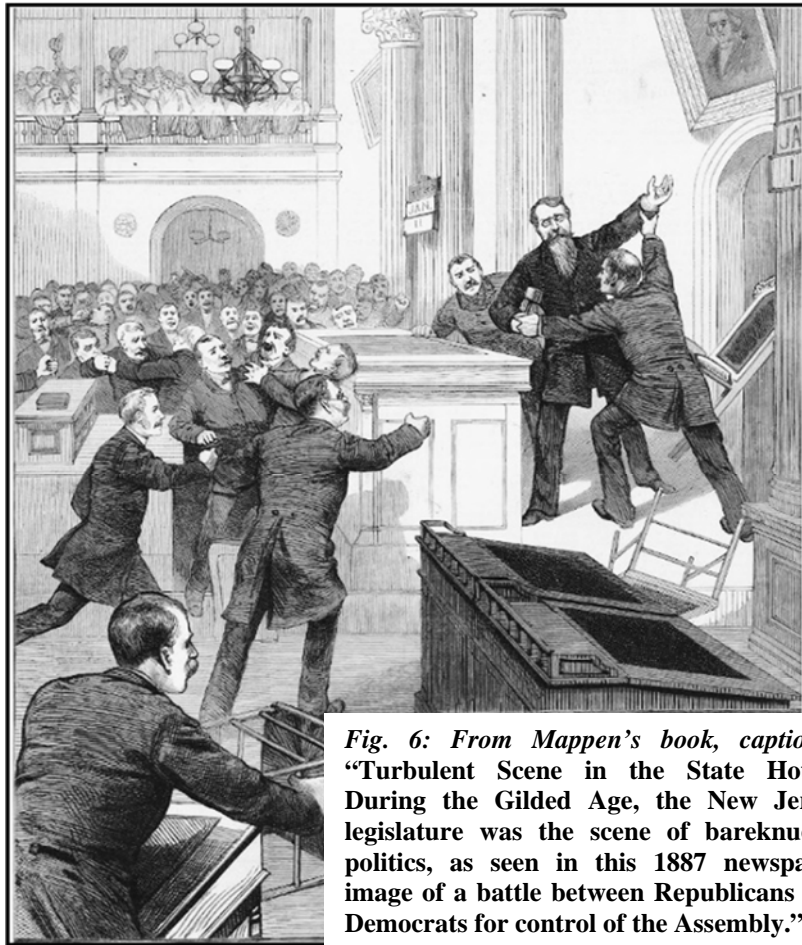
## A COVER & LETTER FROM HENRY C. KELSEY ~ Andy Kupersmit

*[R]eal power rested with the so-called “State House Ring,” the leader of which was Henry C. Kelsey, who served as N.J. Secretary of State for a quarter of a century.*

*The State House was not only the scene of corruption, but for much of the late nineteenth century was itself a prime example of that corruption, a sort of palace of plunder. There was an open bar with marble, glass, and mahogany, open for business near the center of the building in the quarters of Barney Ford, the superintendent of the State House and a lieutenant in the State House Ring. By every account, Barney was a popular fellow with legislators, governors, lawyers, judges, and local officials, and reputedly was a go-between in bribery and looting. A friendly saloon with free liquor was part of his hospitality.*

*The rest of the State House had been spared no expense. It was later found by a Senate investigating committee that the costs of the capitol building had gone from \$19,000 in 1888 to \$71,000 six years later, that a construction project that should have cost \$7,500 wound up costing \$27,817, and that a flagpole and flag on the front of the State House cost \$1,350. (This was in an era when the average worker made around \$700 a year.) Expense accounts were padded with three-dollar lunches - regarded as outrageously extravagant. Printing contracts were enormously inflated. Furniture and carpets purchased for the State House were taken away for private use... Favorite contractors were making a fortune by overcharging, and the State House Ring was benefiting from kickbacks.*

But as many things in life, there are two sides to the story and the man, and while Kelsey may have controlled the Democratic Party at that time with a firm grip, it was also a period when much was accomplished – including the new Railroad act in April 1873 which freed the State from the crippling Camden & Amboy Railroad monopoly (even though, as the letter shows, Kelsey and his colleagues had a financial interest in the success of the competition; why else would he be discussing stock prices?), and the revision of the 1844 State Constitution through a series of amendments (in place of a constitutional convention), which were prepared and approved by the Legislature in 1875, certainly beneficial to the State as a whole. Kelsey’s memorials all praise his appreciation of the arts and his interest in promoting education.



**Fig. 6: From Mappen’s book, captioned “Turbulent Scene in the State House: During the Gilded Age, the New Jersey legislature was the scene of bareknuckle politics, as seen in this 1887 newspaper image of a battle between Republicans and Democrats for control of the Assembly.”**

Illus. credited NJ Office of Legislative Services Library

Trenton, July 4, 1873

My Dear Staff,

No fire crackers for me – “not any” – neither races, parades or orations. The day is warm but fine, not over bright & a fine breeze stirring. Last night was very hot – thermometer 89° in your room whither we moved for a while in the evening in hopes of more comfort. It was cooler however, 2 or 3 in our own rooms. The day was the warmest of the season about 92° here – 96, 98, 100 elsewhere. I think notwithstanding this you would gladly change your location for today, if you could, to Long Branch to witness the big race between Bowling and the other crack nags – “Springbok” is the favorite it seems. The funeral of the Chancellor takes place on Monday at 1 PM – Court has adjourned until Tuesday, will probably adjourn for the term on the 14<sup>th</sup> of 15<sup>th</sup>.

I have had your house insured for \$4000 – 3 years at 1% - prem \$40 which Meredith will pay. I have put Van Camp & Worthington and E. H. Murphy at work to rent or sell it at \$7000, their commission is 1% - I went to Saml D Bailey & Son, but they require a contract binding for a year and giving them the commission whether they sell or not, that I declined making. The other parties think it will sell – and commission is to be paid only to him who sells –

I send you a lot of slips from various papers, selecting such items as I think most likely to interest you. I was rather surprised at the conviction of Chalworth, yet perhaps it should have been so. It’s safer but yet wrong. Phelps made a very strong argument,

Meredith has given me \$2000 – all he had – which I shall pay on the Del., Lack, & W stock tomorrow – together with \$3000 or \$4000 of my own. That is ample to carry it – The dividend will go wholly to our credit – over \$5000.

The stock still stands at about 97½. The “grey beards” of the Cincinnati Society are dining with Peter today and so we have ice cream for dinner. I put you down in London about Monday next – the 7<sup>th</sup> – and know how anxious you are sure to put foot on shore but when you get there make the most of it & God bless you. We await word from you anxiously.

Wife joins in regards,

Faithfully, Kelsey

P.S. Ben Lee has just been in telling me about the constitutional coms.\* Swayze was on the rampage – wants to abolish Chancery & Errors & Appeals, also all fees, passes, etc., elect all officers by the people, judges included – I will send you the evening report from the Sentinel. The effect of all this can but be to bring more ridicule upon the whole job. Parker’s\*\* crop of glory from this seed promises badly. Let ‘em go it. H

*Fig. 7: Transcription of the Kelsey Ring letter, involving all three key players – Kelsey (the sender), Little (the recipient) and Benjamin Lee, mentioned in the text. \* refers to the Constitutional Commission, and \*\* is a reference to Democratic Governor Joel Parker.*

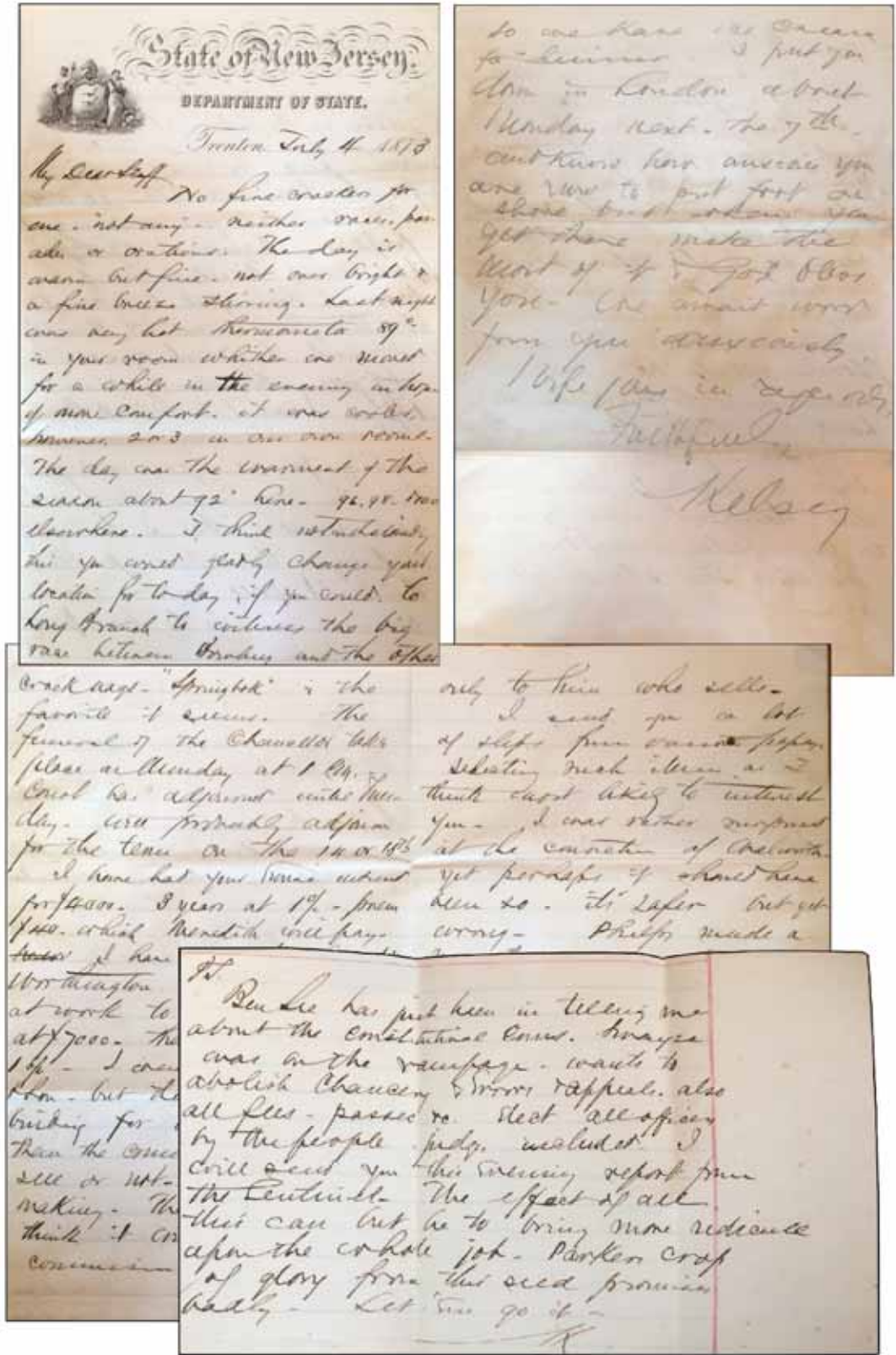


Fig. 8: Showing the actual pages of the letter, including the State seal and Kelsey signature, as well as the postscript.

ENDNOTES:

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- <sup>1</sup> “Summer meeting at Long Branch,” by: H. Schile 36 Division St., N.Y. [between 1870 and 1873] from the Library of Congress image collection, <http://www.loc.gov/pictures/resource/pga.02691/>.
- <sup>2</sup> For the full story of this race at the 1873 Jersey Derby, go to NYTimes Archives for July 7, 1873 and July 11, 1873 at Jersey Derby: <http://query.nytimes.com/mem/archive-free/pdf?res=9C07E5D71539EF34BC4F53DFB1668388669FDE> and July 11, 1873 at NYTimes Archives at <http://query.nytimes.com/mem/archive-free/pdf?res=9501E0DB1F3BE532A25752C1A9619C946290D7CF>
- <sup>3</sup> An extensive biography of Abraham Zabriskie as a jurist (as well as his predecessors) at <https://sites.google.com/site/bergencogenweb/home/biographies/zabriskie-abraham-oothout-1>
- <sup>4</sup> A Constitutional Commission to consider revisions to the State constitution was formed in 1872 – in lieu of a Constitutional Convention, and 28 amendments were recommended and included in the State constitution as a result, under the approval of the legislature, in 1875. One result was the elimination of the specific local (or special interest) law which gave the Camden and Amboy Railroad sole rights to any railroad lines between New York and Philadelphia, thus opening the door for other companies to begin expansion – including the Delaware, Lackawanna & Western, mentioned earlier in this letter by the writer. See Robert F Williams, *The New Jersey Constitution, A Reference Guide, Westport Ct, 1990* and *The General Railroad Law of the State of New Jersey: approved April 2, 1873* at Hathi Trust at <https://babel.hathitrust.org/cgi/pt?id=uiug.30112078747810;view=1up;seq=1>.
- <sup>5</sup> Information on Kelsey can be found at <http://trentonhistory.org/Kelsey.htm> and on the Thomas Edison State College site, [https://www.tesu.edu/documents/Campus\\_with\\_a\\_History.pdf](https://www.tesu.edu/documents/Campus_with_a_History.pdf).
- <sup>6</sup> Marc Mappen, *There’s More to New Jersey Than the Sopranos*, Rutgers University Press, 2009 - [https://books.google.com/books?id=7IZGnDLuTgC&dq=kelsey+ring+1871&source=gbs\\_navlinks\\_s](https://books.google.com/books?id=7IZGnDLuTgC&dq=kelsey+ring+1871&source=gbs_navlinks_s). Cartoon (p. 181).
- <sup>7</sup> Photo from FindaGrave website at <https://www.findagrave.com/memorial/14774912>, picture credit Scott Balyer.

## BASEBALL AND BERGEN: One Cover, Two Stories

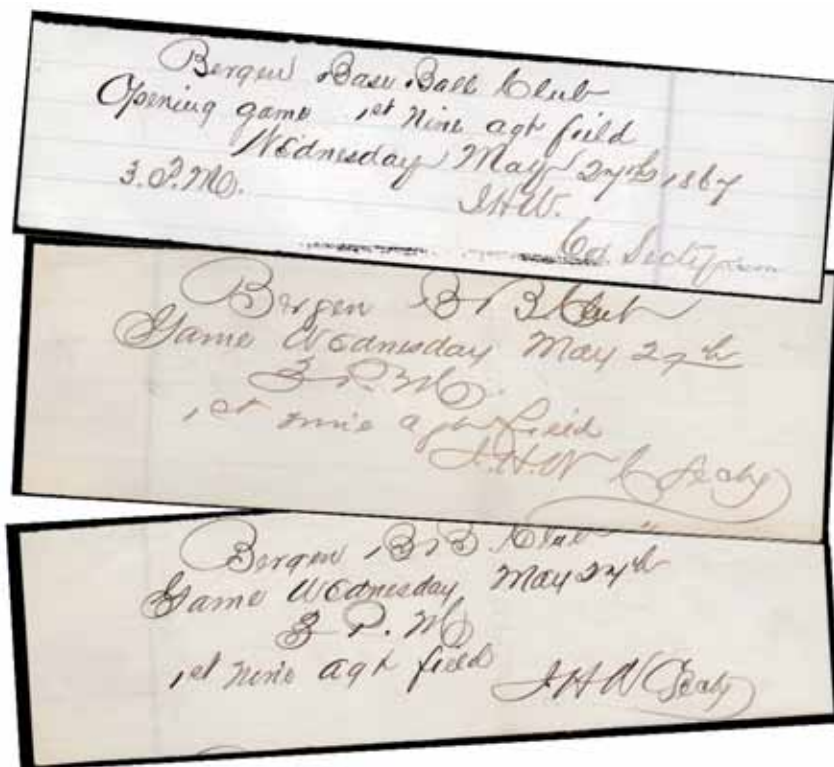
By Don Bowe

### Part I: BASEBALL in Bergen

In a collection of New Jersey postal history covers I bought, I turned up the cover shown in *Figure 1*. John Zinn, a baseball maven I discovered at the Society for Baseball Research, was invaluable in understanding the terms and identifying people.<sup>1</sup>



*Fig. 1: An 1867 cover from Bergen, NJ with a 3 cent 1861 Issue stamp, Scott #65. Not a very pretty cover, reduced at right, but it contained a nice surprise.*



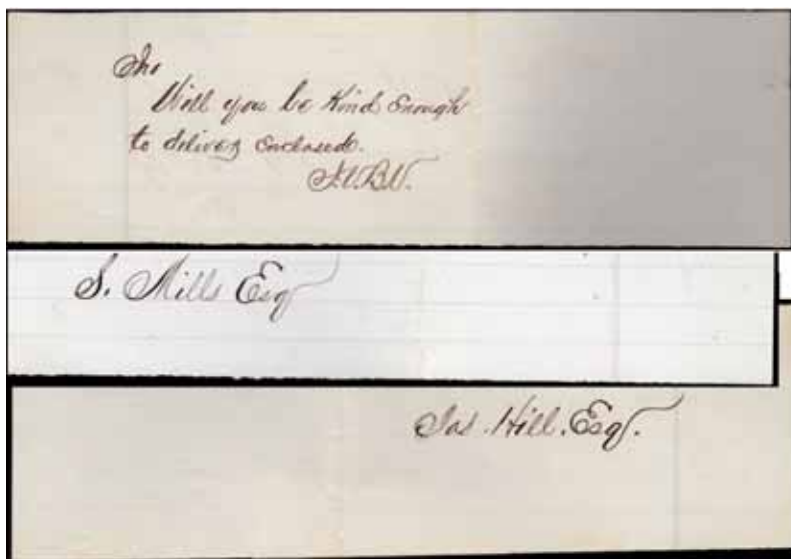
*Fig. 2: Enclosed slips for distribution.*

Inside this envelope were three slips of paper, nothing more, but they added to the value of this old cover, for they are notices from the Bergen Base Ball Club for a game to be held Wednesday, May 27<sup>th</sup>, 1867. The Bergen team is offering their 1<sup>st</sup> nine (their “A” team), against the field – i.e., against other members of the club, or anyone who turns up to play – in a kind of “exhibition” game.<sup>2</sup>

Fig. 3: Reverse sides.

The note on one requests the addressee, J. Winner, Jr., that he distribute the others to the names on the reverse, those other two being S. Mills and Jas. Hill. The writer's initials are J.H.W., Corres. Secty.

Again, the wizardry of John Zinn identifies these people as the following:



*On the communication itself, there were three slips in the letter, one for J. Winner, the addressee and two for S. Mills and James Hill. I looked for J. Winner in the NYC directory for 1867, but found no one with an address at 150 West Street. However, the 1870 census shows a John Winner Jr., living with his father, John Winner Senior in the 13th Ward of Jersey City. He was a bookkeeper, a popular profession for early ball players, and was born about 1847 so he would have been 20 in 1867. I'm very confident, he's our man, I'm guessing the address was his place of business.*

*The slips are signed by JHW, and the corresponding secretary of the Bergen Club was one J.H. Westervelt. The 1870 census shows a John H. Westervelt, age 21, a retail cash merchant. He seems the best candidate, the one fly in the ointment is that the Evening Journal of January 16, 1868 reports a Jacob Westervelt from the Bergen Club being elected treasurer of the state base ball association. I'm guessing that's a misspelling, but it would be nice to confirm it further.*

*With regard to Messrs Hill and Mills, I've found box scores of three Bergen Club matches in 1867. Mills doesn't appear and I'm guessing he either didn't make the first nine or dropped out for some reason. Hill appears in two of the three, but he's proven hard to identify. He must have lived or worked in NYC, but there are too many candidates in the NYC directories and no likely candidates on the 1870 census ... it may be too common a name.*

The legends of Hoboken's Elysian Fields as the location of the first inter-club play by modern baseball rules abound, but it is a myth that it was the first game. Baseball had been around for a long time. Elysian Fields, just below Castle Point, was known as the home field for the Knickerbocker Base Ball Club of New York which, in 1845, had been displaced from a growing New York City by the loss of open spaces for ball games. But base ball (spelled as two separate words at this time) was a longstanding favorite sport, and New Jersey had many teams of its own.

The *Evening Journal*<sup>3</sup> noted on July 26, 1867 that the Bergen Club played its first game as a senior club – that term was originally used to distinguish between under 21 and over 21 aged players, but it began to refer to the level of competition. The Champion Club was Jersey City's premier club, and consistently defeated the Bergen Club.<sup>4</sup>

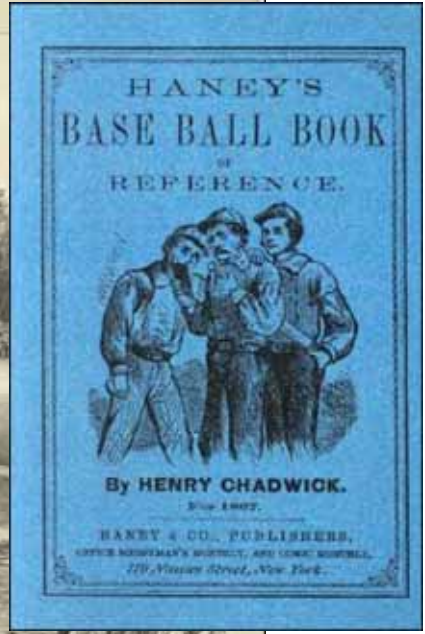


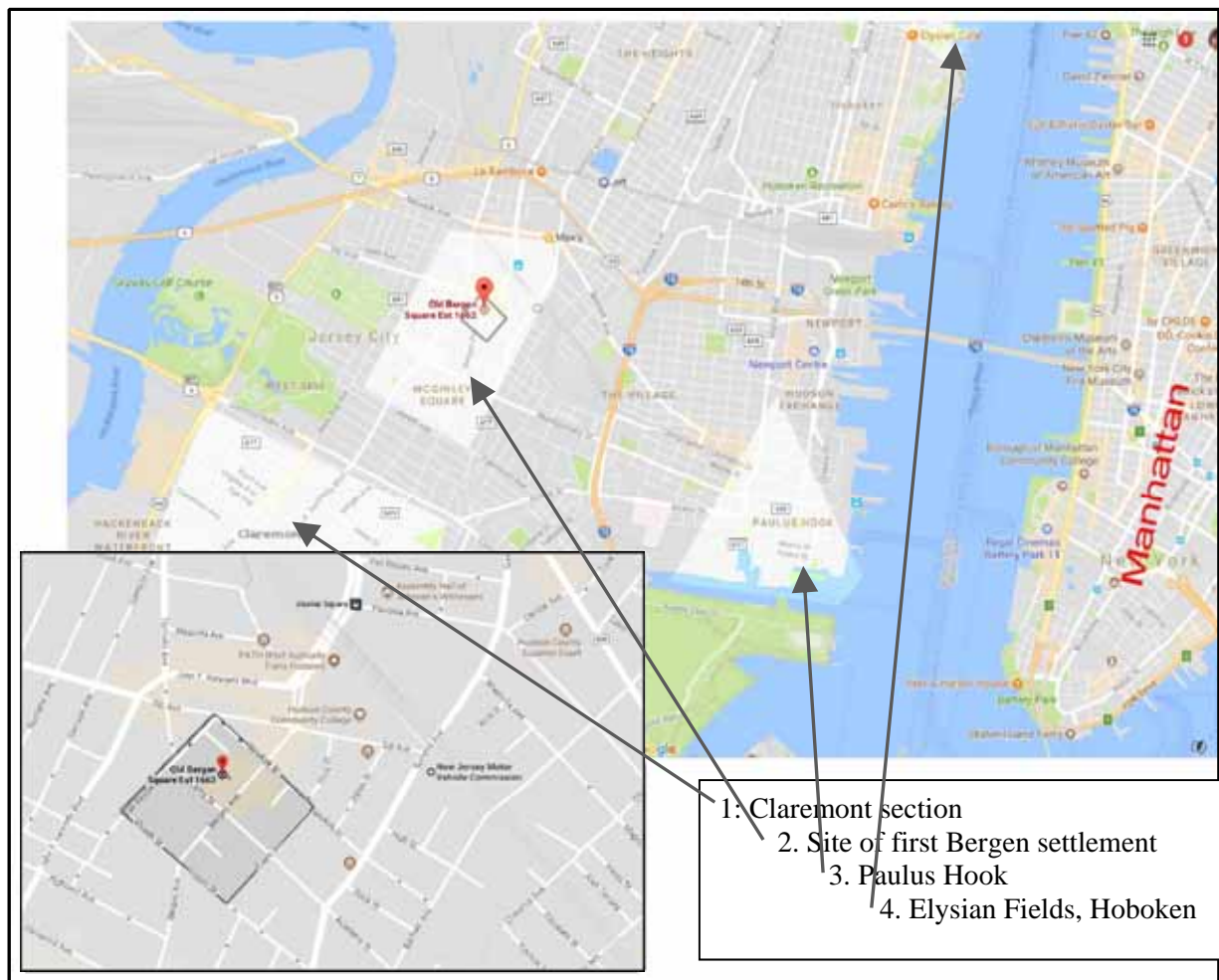
Fig. 4: A Currier & Ives 1866 print of a base ball game played at Hoboken's Elysian Fields.  
Library of Congress LC-DIG-pga-00600 (digital file from original print)

Fig. 5: Haney's 1867 rulebook.

BASE BALL.		The decisions of the umpire were satisfactory to all. At the conclusion the Champions and their friends were invited by the Bergen Boys to partake of a bountiful collation prepared for the occasion.																																																			
<p><b>MORE VICTORIES FOR THE CHAMPION CLUB.</b> A fine game was played yesterday at Bergen by the Champion Club of Jersey City and the Bergen Club of the first-mentioned place. There was a large crowd present, including many ladies, who viewed the progress of the game with evident interest. There were good plays made on both sides, but the batting of the Champions was the feature. The ground upon which the game was played is laid out upon the side of a hill, and is full of long grass and very wet from the recent heavy rains, which was much against the batters. If the game had been played on the Champion's ground there would have been no end to home runs. The result was a most decided victory for the Champions, by a score of 73 to 14.</p>		<p>Annexed is the score:</p> <table border="0"> <thead> <tr> <th colspan="2">CHAMPIONS.</th> <th colspan="2">BERGENS.</th> </tr> <tr> <th>O</th> <th>R</th> <th>O</th> <th>R</th> </tr> </thead> <tbody> <tr> <td>Willis p</td> <td>1</td> <td>11 Hill</td> <td>3</td> </tr> <tr> <td>Bliven c</td> <td>5</td> <td>6 McDugall</td> <td>2</td> </tr> <tr> <td>McMahon ss</td> <td>4</td> <td>7 Arbuckle</td> <td>1</td> </tr> <tr> <td>Reynolds 2d b</td> <td>3</td> <td>5 Keyser</td> <td>4</td> </tr> <tr> <td>Edwards 1st b</td> <td>5</td> <td>6 Harrison</td> <td>6</td> </tr> <tr> <td>Delaney c f.</td> <td>2</td> <td>9 Sipp</td> <td>5</td> </tr> <tr> <td>Johnston 3d b</td> <td>1</td> <td>11 George</td> <td>1</td> </tr> <tr> <td>Snowden lf.</td> <td>2</td> <td>9 Westervelt</td> <td>2</td> </tr> <tr> <td>Bennett r f.</td> <td>1</td> <td>9 Kirpey</td> <td>0</td> </tr> <tr> <td></td> <td>24</td> <td></td> <td>14</td> </tr> </tbody> </table> <p>Home Runs—Johnson, Willis and Reynolds. Fly Catches—Bergen 6; Champion 8. Umpire—Mr. M. Simmons, of Eagle, of N. Y.</p>				CHAMPIONS.		BERGENS.		O	R	O	R	Willis p	1	11 Hill	3	Bliven c	5	6 McDugall	2	McMahon ss	4	7 Arbuckle	1	Reynolds 2d b	3	5 Keyser	4	Edwards 1st b	5	6 Harrison	6	Delaney c f.	2	9 Sipp	5	Johnston 3d b	1	11 George	1	Snowden lf.	2	9 Westervelt	2	Bennett r f.	1	9 Kirpey	0		24		14
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Fig. 6: An August 28, 1867 box score from the Evening Journal, between the Champions and the Bergen Base Ball Club, with the Bergen team suffering another loss, but with good spirit. Note both Hill and Westervelt are listed as players on the Bergen team.<sup>5</sup>

Bergen’s home field, as described in *Figure 6*, had some decided disadvantages, especially after heavy rains. John Zinn was helpful in approximating the location of this site, noting that Bergen’s home field was in the Claremont section of the city, and as a Claremont Avenue still exists, we can take a guess where it was.<sup>6</sup>



**Fig. 7:** The highlighted section just above the inset locates the Claremont section of Jersey City, giving us at least a “ballpark” location of the Bergen Base Ball Club’s home field. This map also locates Paulus Hook and the original Bergen settlements, and Hoboken’s Elysian Fields, an easy ferry ride from New York City.

A nice find, and a window into New Jersey baseball of this era.

John Zinn is currently preparing an exhibit on early New Jersey baseball for the Morven Museum & Garden in Princeton. It will open in June 2018. For updates, visit <http://morven.org/exhibitions/upcoming-exhibitions/> where it will be posted when plans are complete.

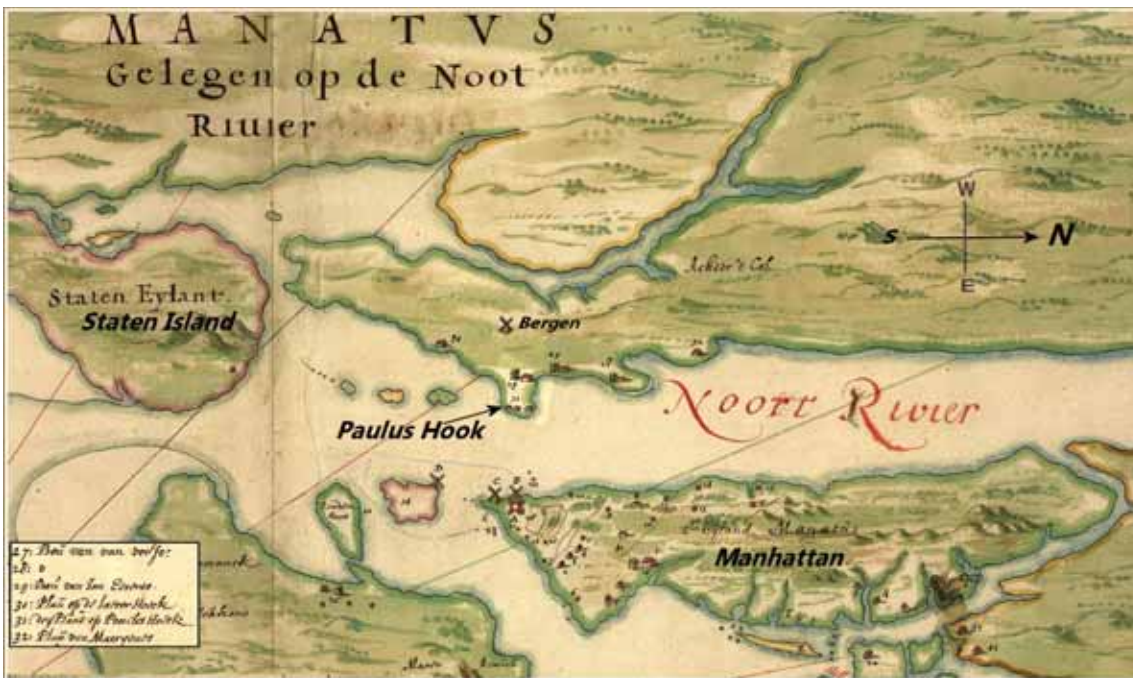
Morven Museum & Garden  
55 Stockton Street Princeton, New Jersey 08540  
609.924.8144

**For Part II relating to this cover, see below.**

**Part II: BERGEN: Where was it, and what became of it?**

This brings us however to a larger question which until now we have ignored. As there is no longer any City of Bergen, just where was it? And what happened to it?

Bergen was in fact one of New Jersey's oldest communities – some say the first – settled by the Dutch who crossed the Hudson from New Amsterdam to settle on the eastern shore of New Jersey, in places close to shore such as Communipaw and Paulus Hook as early as 1639, and soon after the village of Bergen, further inland on the higher elevation of what is now Jersey City.



*Fig. 8: A Dutch map from 1639, showing Manhattan, Staten Island, and the Hudson (North) River, with what would become New Jersey at the top of the map.<sup>7</sup> (North to the right, South to the left.) We have approximated where Bergen will be located in a matter of years.*

My 1867 cover with its damaged stamp and unclear cancel is actually a somewhat late usage, for soon after, there would no longer be a City of Bergen, nor a post office by that name, except as a station of Jersey City. This village, which began its settlement within twenty years of Hudson's exploration of the river named for him in 1609, would be consolidated with other surrounding communities into the City of Jersey – or as it is known today, Jersey City, by 1870.

The old Bergen Square in Jersey City (see *Figure 7*) marks the center of that original settlement, and by 1662, the community had a church, a court, a school, and about 40 families, and was named the Village of Bergen.<sup>8</sup> It came under British rule, replacing the Dutch in 1665, by the charter granted to Phillip Carteret by his brother George. He established a new charter for Bergen which included all of what is now Jersey City, Communipaw, and Bayonne. By 1682, the Province of East Jersey was divided into four counties – Bergen, Essex, Middlesex, and Monmouth – with Bergen becoming the county seat of the county that bore its name, until 1710, when it was changed to Hackensack as more central to the community.<sup>9</sup>

Even before the Revolution, stage routes passed through Bergen to the ferries on the Hudson, as commerce grew between the City of New York and that of Philadelphia. A stage route that was both shorter in time than earlier routes and avoided the long passage around Staten Island by boat, was established by 1761. William H. Benedict, writing in the “Proceedings of the New Jersey Historical Society” in April 1922 notes:

*The 1761 records show Sovereign Sybrandt set out from Philadelphia on Mondays for Trenton and Brunswick, to the Sybrandt House, known as “By the Sign of the Roebeck, two miles and a half off Elizabeth-Town” and by the new Post Road “to Bergen generally resorted to by the populace who prefer a passage by said places before the danger of crossing the Bay to Powles’s Hook, opposite New York where it discharges the passengers.”*<sup>10</sup>

Thus mail passed easily through Bergen on its way to and from New York to Philadelphia, with the exception of the period of the Revolution, when Bergen passed back and forth between British and American hands. Bergen’s first post office was established on May 3, 1820. In 1837, Bergen County was diminished by the creation of Passaic County from its western portion, and likewise in 1840 by the establishment of Hudson County from its southernmost portion, so that the town of Bergen was now in Hudson County and no longer even in the county that bore its name.

Jersey City, originally included in the Village of Bergen, was just to the east on the shores of the Hudson and below Bergen on the ridge, and this area of Paulus Hook and Communipaw grew quickly as the terminus of the many stage routes, ferries, and the Morris Canal. Its first post office was established in 1807.<sup>11</sup> Along with Bergen, it too became a part of Hudson County in 1840, and began to overshadow its Bergen roots

Hudson City and Bergen City were both established in 1855, each incorporating various sections of the land between the Hudson River and the Hackensack River, with Hudson City including parts of North Bergen, and Bergen City some parts of Greenville – basically Hudson being more northerly, and Bergen more to the south. In March 1870, however, both were incorporated into Jersey City<sup>12</sup> – so the short-lived Hudson and the ancient Bergen were no more.

The Post Office quickly followed suit. In 1873, this resulted in both Hudson City and Bergen City becoming part of the Jersey City post office. Some of the branch offices it eventually included were: Bergen, Bergen Avenue, Five Corners, General Lafayette, Greenville, Hudson City, Jackson, Jackson Avenue, Journal Square, La Fayette, Merritt, Pavonia Sta. A, Sta. B, Sta. D, Sta. J, Terminal and West Side. Whether any or all of these still exist today would be an interesting area of study.



**Fig. 9: Main Post Office, Jersey City**



**Fig. 10: Jersey City, North Bergen Station**

Photos by Evan Kalish at the PMCC site: <http://www.postmarks.org/photos/us.php?st=NJ> .

BERGEN COVERS



Fig. 11: Manuscript marking used 1848.

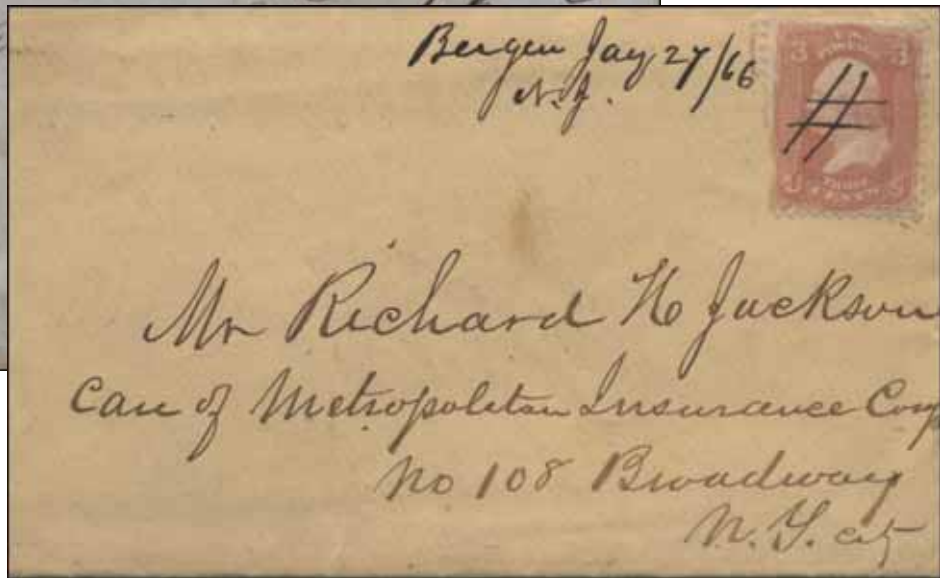


Fig. 12: Another mss, used in 1866, and after the Bergen post office had a hand canceller.

Courtesy Stephen Roth

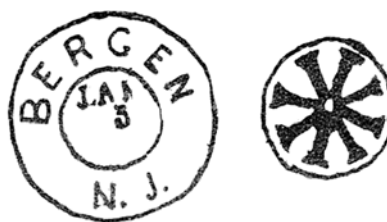


Courtesy Robert G. Rose.<sup>13</sup>

Fig. 13: Two different Bergen hand cancels, from 1852 on a stampless cover, and one from the 1870s with a 3 cent Banknote, both from its Hudson County existence. Coles reports a stampless manuscript usage (with Money Letter) in 1834 during its Bergen County life, but we have not seen it.

**Don Bowe ~ BERGEN AND BASEBALL: One Cover, Two Stories**

The previous owner of my 1867 cover had included an image of the canceller, with a wheel killer – although the cancel is light, it does appear that this is the type of cancel on it:



**Bergen, Hudson, and Jersey City Postmasters to 1873**

<b>BERGEN COUNTY</b>	<b>Bergen County 1833-1840</b>	<b>Bergen PO</b>
Bergen PO	3 May 1820	* See Wm Coles Jr.
Bergen PO	2 Feb 1833	John G. Spear
Bergen PO	2 Feb 1839	Enoch G. Smith
Bergen PO	16 Sep 1841	John Tise
Bergen PO	<b>Hudson County 1840- present</b>	
Bergen PO	16 Sep 1841	John Tise
Bergen PO	4 Aug 184?	Wm. H. Boyd
<b>Name changed to Hudson</b>		

<b>HUDSON COUNTY</b>	<b>6 Apr 1853</b>	<b>Hudson PO</b>
Hudson PO	6 Apr 1853	John H. Platt
Hudson PO	11 Mar 1859	John Tise
Hudson PO	8 May 1861	Thomas Aldridge
Hudson PO	17? Apr 1867	Willett G. Tripp
Hudson PO	11 May 1869	Henry A. Hellerman
Hudson PO	25 Aug 1873	<b>Discontinued</b>
<b>26 Aug 1873 (Jersey City)</b>		

<b>HUDSON COUNTY</b>	<b>Bergen PO re-established</b>	<b>Bergen PO</b>
Bergen PO	7 Apr 1865	Arthur L. McDuff
Bergen PO	30 Jun 1865	Daniel Van Winkle
Bergen PO	25 Aug 1873	<b>Discontinued</b>
<b>26 Aug 1873 (Sta. Jersey City)</b>		

<b>BERGEN COUNTY</b>	<b>Bergen County 1833-1840</b>	<b>Jersey City PO</b>
Jersey City PO	Jan 1807	Samuel Beach
Jersey City PO	20 Feb 1813	Charles A. Jackson
Jersey City PO	29 Sep 1815	Joseph Lyons
Jersey City PO	1825, 1831	William Lyon
Jersey City PO	2 May 1835	William R. Taylor
Jersey City PO	21 Mar 1837	Samuel R. Bridgart
<b>HUDSON COUNTY</b>		
<b>Hudson County 1840- 1873</b>		
Jersey City PO	21 Mar 1837	Samuel R. Bridgart
Jersey City PO	26 July 1841	David Smith
Jersey City PO	18 June 184?	Thomas J. Foot
Jersey City PO	26 Aug 1845	John Ogden
Jersey City PO	17 Jul 1846	Samuel Bridgart
Jersey City PO	1 Jun 1847?	David Smith
Jersey City PO	27 Aug 1850	David Smith
Jersey City PO	6 Apr 1853	Saml M. Chambers
Jersey City PO	6 Apr 1861	Henry Greene
<b>Post Office continues in operation today<sup>14</sup></b>		

**Bergen City, Hudson City and Jersey City post offices merged into Jersey City 26 Aug 1873**

**ENDNOTES:**

- <sup>1</sup> There is no shortage of baseball information online, one of the best sites being the Society for Baseball Research (SABR at <http://sabr.org/research>). Nevertheless, the Bergen Base Ball Club proved elusive, and John Zinn from that site served as my guide in understanding what I was looking at, and the information he provided was invaluable. We appreciate his expertise.
- <sup>2</sup> *Ibid.* John Zinn.
- <sup>3</sup> The *Evening Journal* was Hudson County's daily newspaper, beginning May 2, 1867. In 1909 it became the *Jersey Journal*, and in 1911 moved to Bergen & Sip Avenues in Jersey City. That building was demolished in 1923, and a new building on the same spot was named Journal Square after the newspaper. The *Journal* remained there for 90 years, moving to Secaucus in 2014. See Wikipedia, [https://en.wikipedia.org/wiki/The\\_Jersey\\_Journal](https://en.wikipedia.org/wiki/The_Jersey_Journal).
- <sup>4</sup> *Op cit.*, information from John Zinn, with our thanks.
- <sup>5</sup> This box score article contributed by Danny Klein, a librarian at the [Jersey City Free Public Library's New Jersey Room](http://www.jerseycitylibrary.org).
- <sup>6</sup> July 26, 1867 article from the *Evening Journal*, retrieved by John Zinn – see above.
- <sup>7</sup> Map (c1639) *Manhattan situated on the Noort Rivier* with numbered key showing settlements: 27. Farm of Van Vorst; 28. v (sic); 29. Farm of Evertsen; 30. Plantation at Lacher's Hook; 31. Plantation at Paulus Hook; 32. Plantation of Maerytensen. See [https://en.wikipedia.org/wiki/Pavonia,\\_New\\_Netherland#/media/File:Manatvs\\_gelegen\\_op\\_de\\_Noot\\_Riuier.jpg](https://en.wikipedia.org/wiki/Pavonia,_New_Netherland#/media/File:Manatvs_gelegen_op_de_Noot_Riuier.jpg).
- <sup>8</sup> Barber & Howe, *Historical Collections of the State of New Jersey*, Newark, 1844. (Published by Benjamin Olds for Justus H. Bradley, New Haven, Ct). See also *History of Hudson County and of the Old Village of Bergen*, published by the First Trust Company of Jersey City, 1921.
- <sup>9</sup> JerseyCityOnline – see [http://www.jerseycityonline.com/jc\\_history.htm](http://www.jerseycityonline.com/jc_history.htm).
- <sup>10</sup> Harry W. Konweiser quotes Robinson in an article in *NJPH* from March 1974 (Whole No. 7). See <http://www.njpostalhistory.org/media/archive/001-025-jan73-nov77njph.pdf>
- <sup>11</sup> Coles, Wm C. Jr. *The Postal Markings of New Jersey's Stampless Covers*, published by The Collectors Club of Chicago in 1983.
- <sup>12</sup> For text of this Act, see: <https://babel.hathitrust.org/cgi/pt?id=hvd.32044020545893;view=1up;seq=5>.
- <sup>13</sup> Brad Arch, in his long-running series on NJ DPOs, shows a manuscript Bergen, NJ cover – see <http://njpostalhistory.org/media/archive/117-mar96njph.pdf>,
- <sup>14</sup> For a full list to date of Jersey City postmasters, see USPS Postmasterfinder at <http://about.usps.com/who-we-are/postmasterfinder/welcome.htm>, and search by City (Jersey City, New Jersey).



**Illustrations from The History of Hudson County and the Old Village of Bergen,**  
Published by the Trust Company of New Jersey, 1921.

NEW JERSEY WHEEL OF FORTUNE CANCELLATION

By Larry Rausch

This article details those towns using the Wheel of Fortune postmark that I have identified for the State of New Jersey.

In the November 2005 U.S. Cancellation Club News issue, Arthur Beane announced a project to produce a monograph on the Wheel of Fortune cancels. I've taken up the task to complete this monograph.

*Here is where you can help... by providing any additional covers that I have not identified and by forwarding photo scans of these covers to me at [stonywoods840@gmail.com](mailto:stonywoods840@gmail.com) . All state towns and duplicates would also be appreciated.*



Fig. 1

In 1880 the F.P. Hammond Co. of Aurora, Illinois, introduced the canceller (*Figure 1*). Today this fancy rubber canceller is called **Wheel of Fortune (WOF)**. The highly detailed stamper was made possible with the invention of vulcanized rubber. The Peerless Vulcanizer shown on the 1898 cover below (*Figure 2*) may have been the type of machine to make the Wheel of Fortune device.

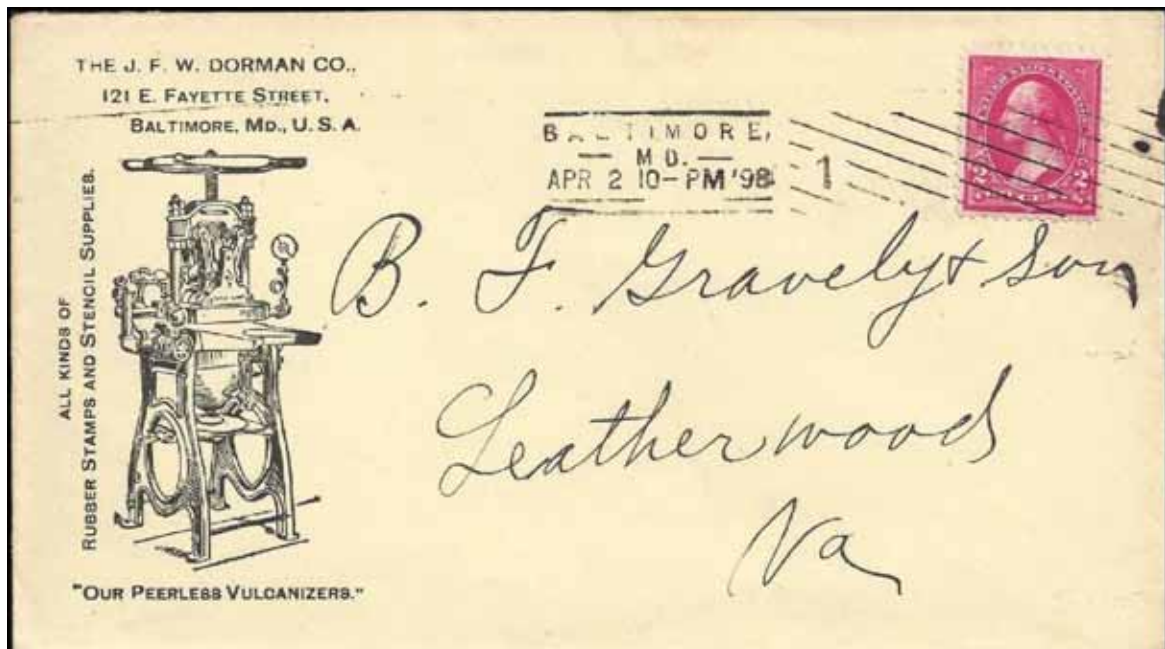


Fig. 2. Illustrated advertising cover for the "Peerless Vulcanizers" which made rubber handstamp devices like the Wheel of Fortune killer possible.

The first advertisement for the WOF appeared in the January 1881 U.S. Official Postal Guide (Figure 3). Although this advertisement depicts postmarks dating in the 1870's, the earliest WOF postmark found to date is February 26, 1880 from New Lisbon, Wisconsin. The earliest from New Jersey is dated May 10, 1883 from Clinton, New Jersey (Figure.4).

(Note: In the advertisement under "Best Offer," this canceller and kit cost \$3.00.)

**" WHEEL OF FORTUNE "**

*No. 529.*

**POST OFFICE SUPPLIES**

ESTABLISHED 1872.

**WE ARE HEADQUARTERS**

**For the most complete line of articles used by P. M.'s and their Clerks.**

Engraved Letter Headings,  
 " Note Headings,  
 Stamp Ribbons (all colors),  
 Money Order Daters,  
 Post-Office Daters,  
 Registered Letter Daters,  
 Received Daters,  
 Patent Inking Pads,  
 P. O. Canceling Ink (*by Express*),  
 P. O. Rubber Canceling Corks,  
 Twine Cutters,  
 Steel and Rubber Stamp Racks,  
 Coin Detectors,  
 Paper Weights,  
 Letter and Package Scales,  
 Check Protectors,  
 Gem Type Case,


**THE BEST OFFER YET.**

One RUBBER P. O. Dater and Canceller, Ink Powder, and Pads, Dates for ten years in Walnut case with tweezers, and all the single line stamps needed in a Post Office, this style type: **UNCLAIMED**  
 By mail, postage paid, on receipt of price, \$3.00.

**PROOFS FROM POSTMASTERS.**

Your Quarterly Record received, and I like it very much. — JOHN COON, P. M., California, Md.  
 The \$5 Outfit ordered by me was duly received this evening. They are all A No. 1 articles, and give entire satisfaction. — JAS. S. HANCOCK, P. M., Orangeburg, N. Y.  
 The Rubber Stamps, Note and Bill Heads, came to hand all right and meet with favor with those who have examined them, for cheapness, neatness, and durability. — T. W. LITTLE, P. M., Picture Rocks, Pa.  
 I have been using one of your Stamps and Pads for the last year and it gives satisfaction. — W. S. BOWEN, P. M., Sheffield, Iowa.  
 I received my Note and Letter Heads, Dater, etc., all O. K. Am satisfied with your job. It far exceeds my expectations. — W. J. KING, P. M., Maxville, Mo.  
 The Dater received, and I am well pleased with it. — CHAS. COON, P. M., Albion, Idaho.  
 Your Box Record received, and is all O. K. — J. W. FROW, P. M., Fort Madison, Iowa.  
 The Pads ordered came to-day. I am very much pleased with them. — ED. S. MENARD, P. M., St. Genevieve, Mo.

Illustrated Catalogue of Post Office Supplies sent free to Postmasters only. For samples of Note and Letter Headings send 6 cts. Address  
**F. P. HAMMOND & CO., Aurora Illinois.**




*No. 530.*




*No. 531.*




*No. 532.*

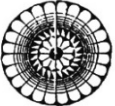



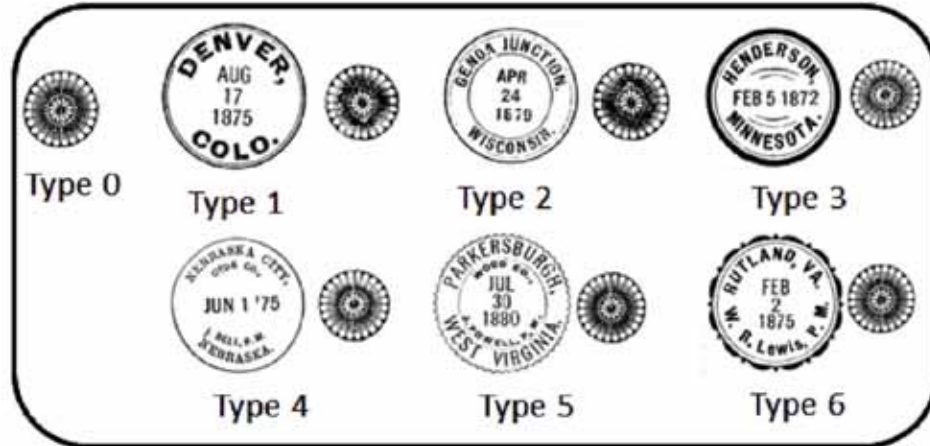
Fig. 3



Fig. 4:  
 Clinton, New Jersey  
 May 10, 1883

**NJ WHEEL OF FORTUNE CANCELLATION ~ Larry Rausch**

Wheel of Fortune cancels/killers were generally used in conjunction (as a duplex) with town postmarks, as shown (*Figure 5*) in Types 1 through 6; however, the WOF is known stand-alone as well (Type 0) as shown in the Shiloh, New Jersey cover (*Figure 6*).



*Fig. 5*



*Fig. 6 Shiloh, N.J. ~ Aug. 6, 1883*

The 1995 book *Cancellations and Killers of the Banknote Era 1870-1894* by James M. Cole listed a total of 353 US towns using the WOF cancel; for New Jersey he listed six towns. Also the Kelleher Auction of the 2011 Arthur Beane sale had 19 New Jersey WOF covers listed. To date, 21 different New Jersey towns have been identified (*Figure 7*). Some of these Wheel of Fortune Postmark covers follow.

Larry Rausch ~NJ WHEEL OF FORTUNE CANCELLATION

count	Town	Photo	Usage Range	type	County	Cover Date
1	NJ Bloomingdale * **				Passaic County	
2	NJ Cape May CH * **				Cape May County	
3	NJ Cedar Creek **	p	1888-9	1	Ocean County	88-12-8
	NJ Cedar Creek	p	1888-9	1	Ocean County	89-6-28
4	NJ Clinton * **	p	1883	0	Hunterdon County	83-5-10
	NJ Clinton	p	1883	0	Hunterdon County	83-9-19
	NJ Clinton	p	1883	0	Hunterdon County	83-9-21
5	NJ Delaware * **		1884-5		Warren County	84-7-18
6	NJ Delaware Station **				Warren County	
7	NJ Dunnfield **				Warren County	
8	NJ Elmer **				Salem County	
9	NJ Folsom **				Atlantic County	
10	NJ Hartford * **		1884		Burlington County	84-10-23
	NJ Hartford	p	1884		Burlington County	84-12-12
11	NJ Jobstown **	p	1887	1	Burlington County	87-2-9
12	NJ Key East **	p	1887	1	Monmouth County	87-2-8
13	NJ Liberty Corner **				Somerset County	
14	NJ Malaga **				Gloucester County	
15	NJ Newell **				Monmouth County	
16	NJ Oakland **				Bergen County	
17	NJ Pemberton **				Burlington County	
18	NJ Plainville **				Somerset County	
19	NJ Pointville				Burlington County	
20	NJ Shiloh	p	1883	1	Cumberland County	83-8-6
21	NJ Westwood * **	p	89-95	2	Bergen County	89-9-21
	NJ Westwood	p	89-95	2	Bergen County	90-6-30
	NJ Westwood	p	89-95	2	Bergen County	95-7-18
	* Cole list ** 2011 Beane sale					

Fig. 7. List of New Jersey post offices known to have used Wheel of Fortune cancels.



Fig. 8: Cedar Creek, N.J. ~ Dec. 8, 1888.



Fig. 9: Hartford, N.J. ~ Dec. 12, 1884.

Larry Rausch ~NJ WHEEL OF FORTUNE CANCELLATION



Fig. 10: Jobstown, N.J. ~ Feb. 9, 1887.

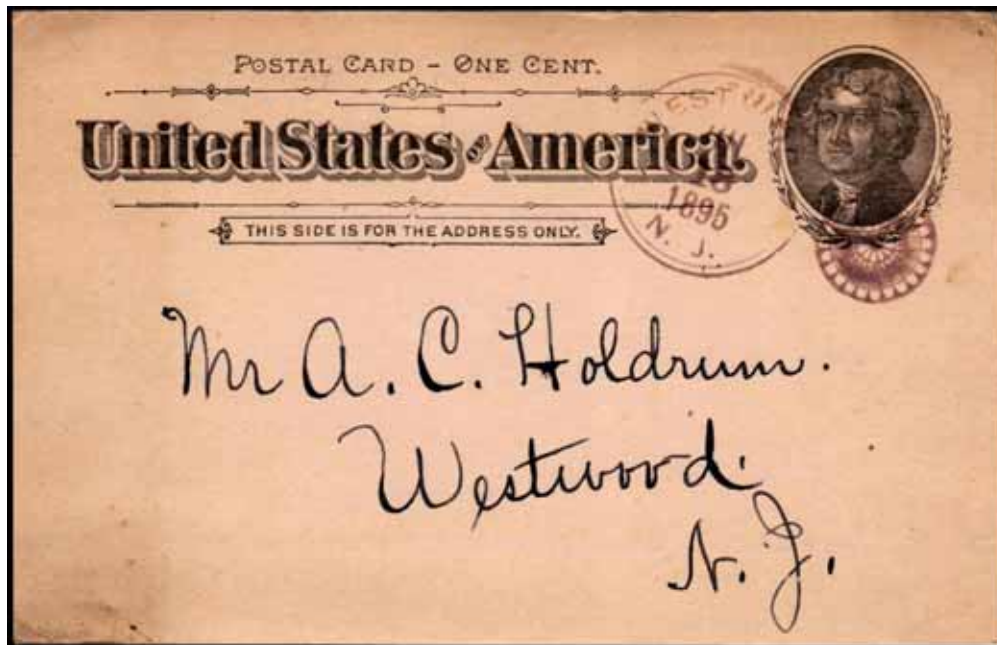


Fig. 11: Westwood N.J. ~ Jul. 18, 1895.

**REFERENCES:**

- *Cancellations and Killers of the Banknote Era 1870-1894*, James M Cole.
- US Cancellation Club News.
- Kelleher Auctions sale #623, January 14, 2011, Arthur Beane sale.

## NEW JERSEY'S MANY CONTRIBUTIONS TO THE DECISIVE NAVAL BATTLES OF GUADALCANAL 11-15 November 1942 ~ PART 2

By: Captain Lawrence B. Brennan, U.S. Navy (Retired)<sup>1, 2</sup>

(Continued from our previous issue, NJPH August 2017, Whole Number [207](#), detailing the story of NJ-built Navy ships. In the 2<sup>nd</sup> Naval Battle - 14-15 Nov - these were USS *South Dakota*, and USS *Benham*.)

### IV. The Second Naval Battle of Guadalcanal 14-15 November 1942 –Battleship Night Action

Halsey's autobiography revealed the strategic crisis he faced after the First Naval Battle of Guadalcanal.

*[I ordered Kincaid] on the afternoon of the thirteenth, to put his two battleships and four of his destroyers under command of Rear Adm. Willis A. Lee, Jr., with instructions to lay an ambush that night east of Savo Island.*

*The plan flouted one of the firmest doctrines of the Naval War College. The narrow, treacherous waters north of Guadalcanal are utterly unsuited to maneuvering capital ships, especially in darkness ... but if any principle of naval warfare is burned into my brain, it is that the best defense is a strong offense ...*

*[A] dilemma confronted us ... the remnants of Callaghan's force were in no condition to fight another battle. Yet if I did not take positive action, if I let the enemy enter the combat zone unmolested ... not only would he increase his strength [ashore] at the expense of ours but our morale would be riddled. Lee's ships were my only recourse, so I ordered them in.<sup>3</sup>*

The *Combat Narrative* for the Second Naval Battle of Guadalcanal<sup>4</sup> provides a more coherent and comprehensive account. In large measure, this is due to the survival of Admiral Lee who was a detailed and well-prepared warrior, an expert in naval gunfire as well as a record-setting Olympic Gold Medal winner. His success at Guadalcanal was a foreshadowing of what he may have achieved with Third Fleet's fast battleships of the not quite formed Task Force 34 during the Battle of Leyte Gulf. The whole world still wonders.

*Task Force LOVE, consisting of the Washington (F), South Dakota, Benham, Gwin, Preston, and Walke, reached a point about 50 miles southwest of Guadalcanal before noon on Saturday, 14 November. Most of the day was spent in this area avoiding contact with enemy planes. One Japanese aircraft did sight the force, however.*

*As has been noted, an enemy force of 2 battleships, 1 light cruiser, and 11 destroyers had been sighted early that morning ... preceding the transport group. ... On Saturday afternoon 4 heavy cruisers, 1 large destroyer, and 10 ordinary destroyers were sighted about 130 miles north of Florida Island, course 165° T., speed 17, closing Indispensable Strait.*

*It was probable that some of these vessels would bombard Guadalcanal during the night in preparation for the arrival of the transports. Consequently, COMSOPAC communicated with Admiral Lee at 1542 and ordered him to retire in time to be in position southeast of Savo Island by midnight that night, unless he was "profitably engaged."*

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*Late in the afternoon Admiral Lee commenced an approach designed to intercept the enemy bombardment group and such cargo ships and transports as might have survived the aerial pounding which the convoy had been receiving that day. In the early evening Task Force LOVE, having rounded the western end of Guadalcanal, passed between Savo and the Russell Islands ...*

*[A]t 2110 zigzagging was abandoned ...*

*At 2120 a message from a friendly plane was intercepted which reported an enemy cruiser and destroyer hiding in a cove on Savo. The Task Force temporarily slowed to 20 knots and formed single column (Walke, Benham, Preston, Gwin, Washington, South Dakota, in that order), the destroyers keeping station 300 yards apart, with the heavy ships about 5,000 yards astern. The sole experience of the 2 battleships in division formation had been the 30 hours of high speed run in submarine infested waters which had just been completed. All ships were at general quarters. Personnel was [sic] at battle stations for 29 hours before and after the ensuing action.*

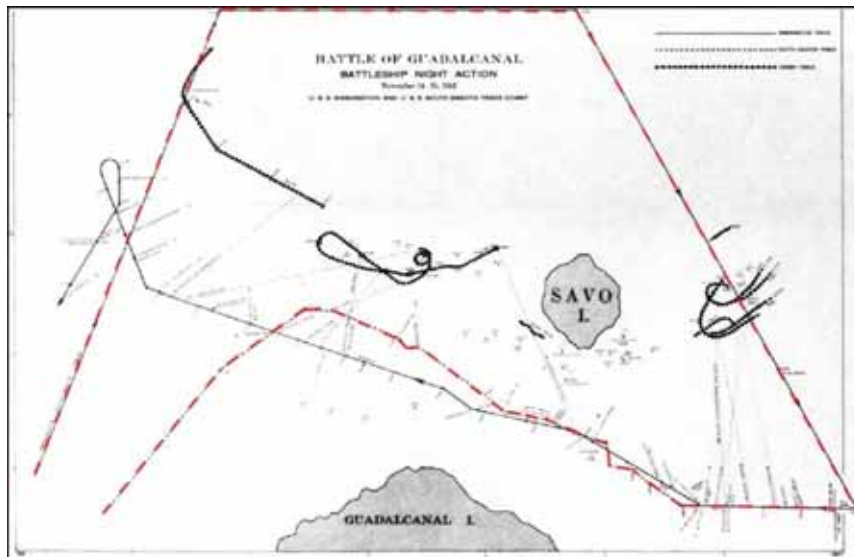
*At 2130 Japanese voice transmissions were picked up on the radio ... Savo was now 11 miles to the south. The sky was partly covered with cirro-cumulus clouds, mostly at about 10,000 feet, with the overcast gradually increasing. The temperature was 83°. The sea was calm, with a 7-knot breeze blowing from 170° T. A quarter moon was shining, and prominent landmarks were visible as far as 25 miles ...*

*At 2245 the enemy voice transmissions, now heard from three stations, became very excited. Shortly thereafter, the Task Force changed course to 150° T. to pass between Savo and Florida Islands, and speed was reduced to 17 knots ...*

*The Task Force began to change course to 270° T. to cut across the sound south of Savo.*

**FIRST PHASE OF THE ACTION - 0000-0024**

*By 0000 Task Force LOVE was 13.5 miles southeast of the southernmost point of Savo, in the location set for midnight by Admiral Halsey ...*



Included in *The Battle for Guadalcanal 11-15 November 1942*<sup>5</sup>  
**Fig. 1: Battle of Guadalcanal, Battleship Night Action, showing track of the USS South Dakota in the 2<sup>nd</sup> battle action, the night of 14-15 November 1942.**

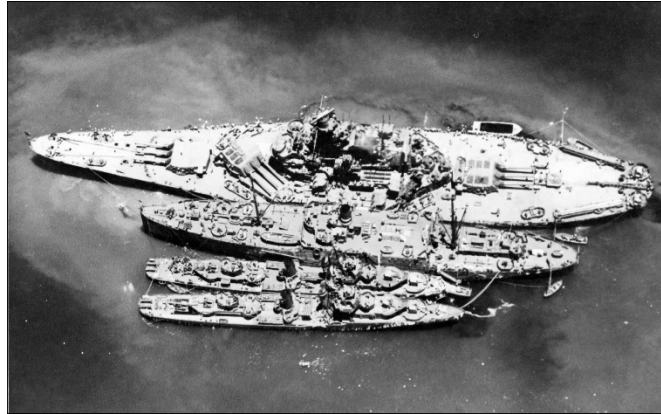


Photo courtesy Naval History & Heritage Command<sup>6</sup>

**Fig. 2: Temporary repairs being made on South Dakota  
(seen at top of photo).**

*As radar contacts by [US] battleships multiplied, Admiral Lee ordered course changed to 300° T. and informed the South Dakota that she might open fire when ready. The Gwin, keeping station 5,000 yards ahead of the flagship, observed two ships in the target area ... thought to be of the Mogami type.*

*At 0016, before being fired upon or illuminated by the enemy, the Washington opened on the leading Japanese ship with her main battery at 18,500 yards, using radar ranges and optical train. In 3 minutes, 42 rounds of 16-inch armor-piercing ammunition were fired. At the time the first salvo landed, the secondary battery began firing on targets about 15,000 yards away, possibly three destroyers ...*

*A minute or so after the Washington went into action, the South Dakota opened fire on the nearest ship of the main group at a range of 15,700 yards, using radar control. This vessel was not far from the targets of the Washington's secondary battery ... the Japanese were not in battle formation and therefore [it was clear] that they had been surprised. The South Dakota's first or second salvo hit the mark. Tremendous fires blazed up both on this ship and on the Washington's main battery target...*

*At 0019, after the Washington's seventh or eighth salvo, her flaming target disappeared and was presumed to have sunk ... [I]ndeed the Japanese were slow to reply to [US] battleships and did no damage whatever in this first phase of the action ...*

*At 0024, after the South Dakota's eighth salvo, her target was seen to sink. The other cruiser, on which she had opened originally, was now only a doubtful pip on the radar screen. Several Japanese voice transmissions had ceased abruptly. Only the weaker ones continued.*

#### SECOND PHASE - 0020-0045

*As has been noted, the van destroyers of [the US] Force opened fire about 0020 ... [A] group estimated to include 6 to 10 Japanese ships (destroyers and probably light cruisers) began rounding the southwestern corner of Savo. No doubt their purpose was to launch a torpedo attack against [US] capital ships ...*

*At 0026 the Gwin opened fire on the leading ship of the enemy group hugging the shore of Savo, range 10,000 yards ... Soon afterward the Gwin reported that she was being fired on by a Kuma-type light cruiser on her port quarter.*

\*\*\*

*Meanwhile an enemy heavy cruiser came in on the port side of the column "virtually undetected," and the Preston was hit on the port side by part of an 8-inch salvo (probably three shells) ... The whole after part of the ship soon became a mass of flaming wreckage. The Preston listed to starboard and settled by the stern. The commanding officer, Comdr. Max C. Stormes, gave the order to abandon ship. In half a minute the destroyer rolled over on her side and began to sink. The bow rose vertically and remained in that position about 10 minutes before the vessel slid beneath the surface.*

\*\*\*

*Benham [the only US destroyer equipped with fire control radar] was struck by a torpedo on the starboard side, about frame No. 6. The ship rose forward, heeled about 5° to port, then rolled to starboard about 30°, settling by the head and righting herself slowly. ...*

*At this instant there was a heavy explosion on the Preston, and debris, oil, and water fell on the after part of the Benham ...*

*The Benham was nearly dead in the water. She ... then headed for the survivors of the Preston, intending to rescue them. ... Benham changed course and steered toward Guadalcanal. As she did so, there was a terrific explosion which shook her violently. This was probably depth charges detonating. The destroyer worked her way to seaward ... and took no further part in the action.*

*[After extensive but unsuccessful damage control and salvage efforts, the following afternoon at] 1615 the Benham stopped and requested the Gwin to approach. The sea was too rough ... by 1824 all hands had reached the escort ship. Rafts, lines, and the Benham's whaleboat (for the injured) were used, and many men swam.*

*The Gwin then attempted to sink the Benham with torpedoes ... it was necessary to use the 5-inch battery. The Benham's magazine exploded, and she broke in two amidships and sank.*

*After the Walke's second target disappeared behind Savo ... As she did so, the Preston blew up astern. ...*

*Immediately thereafter [Walke] was hit by what appeared to be a cruiser salvo. There were explosions in the radio room, near the foremast, and in the vicinity of gun No. 3 ... All engines were stopped, and the commanding officer, Comdr. Thomas E. Fraser, gave the order to abandon the ship, which was sinking fast by the head. Only two life rafts were in a condition to be launched. Before the crew went over the side, depth charges were double-checked and reported set on safe. At 0042 the ship disappeared stern last. The bow, detached, remained afloat. A minute later an unknown number of depth charges exploded, killing and injuring many of the men in the water.*

*As the Preston was sinking about 0032, the Gwin received a 4.7-inch hit which entered No. 2 engine room on the starboard side about 4 feet above the waterline. It exploded in the vicinity of the control station, killing all the personnel on the upper level. All torpedo safety links failed. Three torpedoes slid out of No. 1 mount and over the side. The Gwin came hard right to avoid the vanishing Preston and then back to course 300° T. Just after she passed, the Preston's depth charges exploded and gave the Gwin "quite a shaking up." Next the destroyer was struck by an unknown caliber shell on the starboard side at the break of the deck near frame No. 188. It left a jagged hole about 2 feet square ... Two 600-pound depth charges were knocked open and their contents spilled on the deck.*

\*\*\*

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*While [US] destroyers had been engaging the enemy light forces, the battleships had not been idle ...*

*The South Dakota had continued firing her main battery with unobserved results at targets in the area where the two heavy Japanese ships had been sunk in the first phase of the action. After five salvos she checked fire. At this moment (0033) she began to suffer a series of electrical failures. Gunfire had caused a short circuit on the feeder cable to No. 4 secondary director. The circuit breaker was locked in, so the overload resulting from the short was transmitted to the main circuit supplying half the power to the after part of the ship. The breaker on this line tripped, and power was lost. A switch was made to the alternate power supply. The original circuit breaker was still locked in, so the same thing happened again. All power was lost aft. Gyros and electric fire-control installations went out, and from 0033 to 0036 power was reported off in all turrets. [At 0034 the Washington's secondary battery ceased fire. Mount No. 3 had fired wild as a result of the training motor kicking out ...] the main battery shifted to auxiliary but did not fire. The trouble was isolated in little more than 2 minutes, and power came back on again, with the exception of mounts 6 and 8. However, isolated electrical failures continued to occur during this phase of the action, though not to the extent which was later caused by enemy hits.*

\*\*\*

*At 0041 the SC radar went out and did not operate again for 5 minutes, a fact which was to have important repercussions ...*

*At about this time the South Dakota took under fire a target astern ... the Kuma cruiser which had been firing on them. The range was 15,500 yards ... The main battery ceased firing after the fourth salvo, because the target broke in two and was lost from the radar screen.*

*Station keeping by the South Dakota had been complicated by the break-down of her SG radar ... South Dakota could not be sure of her own position, nor could she detect the four ships located at 0035 by the Washington.*

*THIRD PHASE - 0045-0250*

*A brief lull followed... [At 0046] the OTC ordered [US] destroyers to retire. Only the Gwin receipted. Thereafter the battleships were entirely without screen.*

*The South Dakota's SG radar was now back in operation ... She had unwittingly approached within the 7,000-yard range prescribed by the Task Force Commander, while the Washington had not. The comparative experience of the two ships in the next few minutes was dramatic evidence of the wisdom of remaining beyond effective searchlight illumination in order to capitalize on the advantage afforded by [US] fire-control radar.<sup>7</sup>*

*At 0100 the second enemy ship illuminated the South Dakota with searchlights slightly forward of the beam ... The Washington's main battery and mounts No. 1 and 3 of her 5-inch immediately fired on the leading Japanese vessel, a Kongo battleship, at a range of 8,400 yards. The target bore 008° T.*

*About 30 seconds after the enemy searchlights came on, the Japanese and the South Dakota opened fire almost simultaneously. The lights on the illuminating ship were extinguished, and the third vessel in line took over its task. The lights on this ship and those on the next one to attempt illumination were successively darkened by the secondary batteries of [the US] battleships. The South Dakota's main battery fired two or three salvos at the second vessel in line after its lights had been shot out, and it apparently broke in two. The South*

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*Dakota was now under triple or quadruple concentration of enemy fire, and hits were soon received, the first ones probably in the 1.1-inch clipping room. Speed was increased to 27 knots. More hits were felt. The main battery shifted to the third ship in the enemy column, which was being fired on by the Washington's 5-inch.*

*The flagship's main battery had hit the Kongo battleship with at least three salvos, all shells exploding. Large clouds of black smoke and steam poured forth, followed by flames. At 0102½ "cease firing" was ordered on an erroneous report that the target had sunk.*

*The South Dakota was hit many times by battleship and cruiser shells (14-, 8-, 6-, and 5.5-inch), but only about 3 of the explosions were of a high order. The enemy was shooting high, which resulted in many overs, but there was also a great deal of damage to the foremast structure. Radars, directors, fire-control instruments, and other valuable installations, including TBS, were put out of action. A 6-inch shell smashed into Radar Plot, demolishing it. Another shell immediately followed and landed in almost the identical spot. There were other hits and some fires in the Battle II area. Five fuel oil compartments were ruptured. Thirty men were killed and 60 wounded.*

*The Washington observed that the Kongo battleship was still firing with three of her four twin turrets, so the main battery resumed after ceasing fire for a minute and a half. More hits were obtained. The enemy vessel continued to fire with one turret. At 0107 the Washington, which was still undamaged, ceased fire because the Kongo had been silenced and was heading away ... Later information definitely identified her as the Kirishima, and it is known that she later sank.*

\*\*\*

*At 0110 the Japanese had not been firing for 2 or 3 minutes. Turret III on the South Dakota had reported difficulty in training due to a 14-inch hit somewhere near the gas seal. The ship was badly cut up topside by 6- and 5.5-inch shells, although her armor had withstood two 14-inch hits. Repair parties were fighting fires, which were reported as not serious. Damage control observed that some water was being shipped on high-speed turns. Both batteries had lost all targets and had ceased firing. The Washington could not be seen, and communication with her was impossible, due to radio damage. In view of the injured condition of his ship, Capt. Gatch decided to retire, feeling that he was more of a liability to the Task Force Commander than anything else.*

*At 0117 the Washington shifted her main battery from the stricken Kirishima, which was steadying on a westerly course at a speed of 18 knots, to track a new target. This was the leading vessel of a group of five (probably destroyers) heading northwest at 29 knots.*

\*\*\*

*At 0133 Admiral Lee reversed course to 180° T. to avoid a possible torpedo trap and slowed to 20 knots. The Task Force Commander thought that the enemy transports had been sufficiently delayed to prevent them from reaching the beaches and unloading before daylight.*

*During her retirement the Washington's course was held well to the west of the probable tracks of our damaged ships ... The Task Force Commander was still unable to raise the South Dakota on the TBS. Speed was now 25 knots.*

*A few minutes later a torpedo was observed on the port quarter. From this time until 0219 the flagship was subjected to torpedo attacks by a single ship on the starboard bow and by several destroyers on the port quarter. Seventeen separate torpedoes were noted, some of these observations being duplications ... But four or five real "fish" came too close for comfort ...*

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*By 0155 the South Dakota had managed to extinguish all her fires. A few minutes later communication with the flagship was restored. The South Dakota acknowledged an order directing her to retire at her best speed, after which radio silence was maintained.*

\*\*\*

*At 0649 the Washington secured from general quarters. Orders were received from COMSOPAC to proceed toward Espiritu Santo and rendezvous with fully fueled destroyers. Admiral Lee was then to operate so as to reach the Savo Island area by 2200 that night. However, the hasty retreat of the Japanese units from the southeastern Solomons during the day later caused this order to be countermanded.*

*At 0951 the South Dakota was sighted at the rendezvous set for 1000. A visual was received from her as follows: "We are not effective. Turret III out. Fire control badly damaged. Only one radar operative. Fuel tank holed." The two ships joined and proceeded eastward ... At 2240 the destroyers Dale, Lardner, and Stack joined and formed antisubmarine screen. Two days later the Force reached Noumea, whence the South Dakota was dispatched to the United States for repairs.*

**OBSERVATIONS**

\*\*\*

*In any event, it is obvious that the American force was greatly outnumbered, as in the Cruiser Night Action. The firepower of [the US] battleships, however, was overwhelming, and our destroyers clinched this advantage for us by absorbing the enemy's vastly superior torpedo strength.*

*It is probable that the Japanese were surprised, or if they were not, that they did not open fire first because their radar equipment was inferior, or because their disposition in groups, similar to the formation employed two nights previously, made them afraid of firing on their own forces. Admiral Lee believed that the enemy expected to meet opposition but intended to arrive on the scene before Task Force LOVE. "The long range at which we opened fire," he wrote, "and the accuracy of our initial salvos, fired without artificial illumination, must have been a distinct and unpleasant surprise. On the other hand the celerity with which the enemy fell away from our attack was a distinct surprise to us."*

*SG radar was of great importance in permitting our forces to approach the enemy undetected. According to Admiral Lee, it also "permitted us to navigate with some confidence at high speed in restricted and unfamiliar waters, when visual ranges and optical bearings were unobtainable." The results of the loss of SG radar by the South Dakota demonstrated how invaluable this instrument had become.*

\*\*\*

*The South Dakota used radar fire control throughout the engagement. Splash identification was most successful. According to Capt. Gatch, "on the opening salvo the radar operator identified three targets, our splashes, and the splashes made by the Washington."*

\*\*\*

*The Battleship Night Action of 14-15 November had immediate and conclusive results. Although COMSOPAC envisaged the possibility that the enemy would return the next night and attempt another bombardment and was providing against such a contingency (see p. 77), the following day found the Japanese in full retreat ... It is obvious that the enemy expected us to follow up our victory, though this would have been difficult, in view of the damage we had suffered, even if full information as to these moves had been speedily available ...<sup>8</sup>*

## V. Conclusion

Author Richard B. Frank encapsulated the crucial distinction between the First and Second Naval Battles of Guadalcanal. It all came down to a single man who, unlike his distant relative, Robert E. Lee, mastered cutting-edge technology.<sup>9</sup>

*To Willis Lee went many accolades. "Audacious planning and execution" marked his operations, commented Halsey... Unlike Callaghan, **Lee never allowed the action to degenerate into a nautical brawl**, because he formulated a workable plan and adhered to it, even after **every ship in his task force except Washington was sunk or forced to retire**. Lee was never more incisive than in his own evaluation of his success: "We realized then and it should not be forgotten now, that our entire superiority was due almost entirely to our possession of radar. Certainly we have no edge ... in experience, skill, training, or performance of personnel."<sup>10</sup> [Bold added for emphasis]*

## POSTAL HISTORY

*One of the two naval ships in this article was the last battleship built at New York Ship Building in Camden, New Jersey, across from the Philadelphia Shipyard. The other was built at Federal Shipbuilding and Drydock Company at Kearny Point, in Kearny, NJ, just north of the confluence of the Hackensack and Passaic rivers, about 3 miles from Newark Liberty Airport in an area now known as River Terminal Development.*

### USS SOUTH DAKOTA (BB 57)

Along with USS *Idaho* (BB 42), the younger of two New Jersey-built battleships that was at Tokyo Bay on 2 September 1945 when Japan surrendered, *South Dakota* was the last battleship built by New York Shipbuilding, Camden, New Jersey. She was the class-leader of four fast battleships all commissioned in 1942, two of which [*Massachusetts* (BB 59) and *Alabama* (BB 60)] are preserved as memorials. *South Dakota* participated in 13 major combat actions. The *South Dakota* class included the last battleships to be built in commercial shipyards.



**Fig. 3: USS South Dakota Launching Day cover, NY Shipbuilding in Camden, with a Philadelphia (League Island) PA Marine Barracks cancel 1941-06-17.**

Cover credit Greg Ciesielski at the Naval Cover Museum.<sup>11</sup>

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*South Dakota* was commissioned 20 March 1942 and decommissioned nearly five years later, 31 January 1947; she effectively was laid up when she returned to the East Coast in early 1946. *South Dakota* had an actual service life of less than four years, nearly all of which was during wartime. She saw combat in both the Atlantic and Pacific Theatres. At the US Naval Academy— above the Rotunda in Bancroft Hall — is a large mural depicting *South Dakota* during the Battle of the Santa Cruz Islands. The mural is based on a painting by Dwight Shepler. One of *South Dakota's* battle flags is also on display in Memorial Hall.

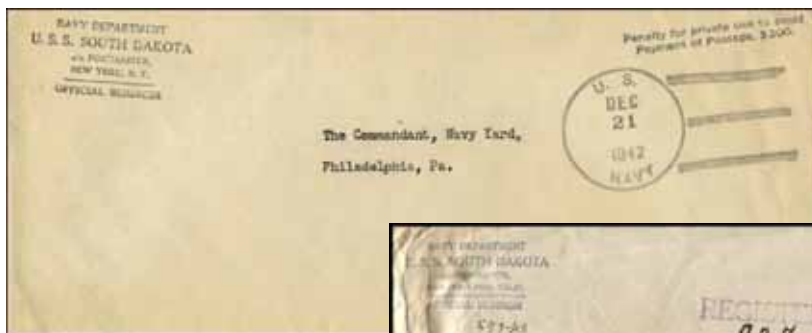
**Fig. 4: USS South Dakota 1<sup>st</sup> Day of Mail cover 15 Apr 1942. Locy Type FDPS 3z.**



Cover credit Jon Burdett at the Naval Cover Museum. <sup>12</sup>

*South Dakota* returned to the U.S. west coast in October 1945 as Admiral Halsey's flagship. She served in the same role in Tokyo Bay. The battleship received the following decorations and awards: Combat Action Ribbon, Navy Unit Commendation (October 26 to November 15, 1942), American Campaign Medal, European-African Middle Eastern Campaign Medal, Asiatic-Pacific Campaign Medal with 13 Service Stars (13 "Battle Stars"), World War II Victory Medal, Navy Occupation Service Medal, Philippine Liberation Medal with 2 Service Stars, and Philippine Republic Presidential Unit Citation

**Fig. 5: USS South Dakota Business envelope 21 Dec 1942. Locy Type 3z (BTB).**



Cover credits Jon Burdett at the Naval Cover Museum. <sup>13</sup>

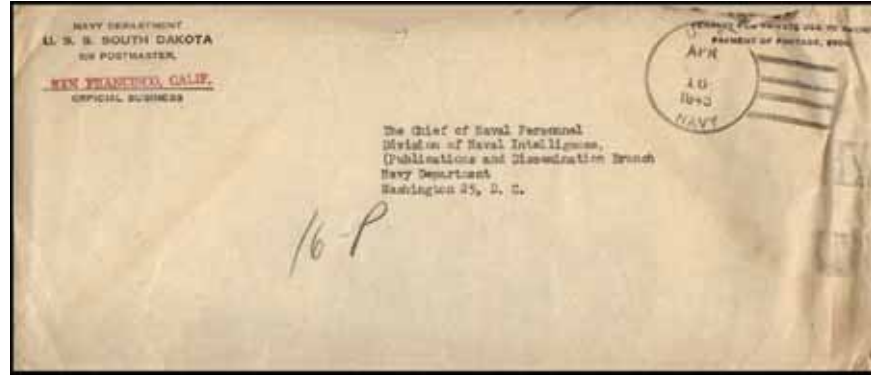
**Fig. 6: USS South Dakota registered envelope 23 Oct 1943. Locy Type 9vz.**



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**Fig. 7: USS South Dakota business envelope 16 Apr 1945. Locy Type 9vz.**

Cover credit Jon Burdett. <sup>15</sup>



**Fig. 8. USS South Dakota Navy Day cover 27 Oct 1945. Locy Type 3 (AC-BTB).**

Cover credit Jon Burdett. <sup>16</sup>



**USS BENHAM (DD 397)**

The oldest and only pre-war New Jersey ship to be involved in the two Naval Battles of Guadalcanal, *Benham*, the lead ship of her class, was built by Federal Shipbuilding and Dry Dock Co., Kearny, N. J.; and commissioned 2 February 1939. She had a service life of three years and ten months. *Benham* received five battle stars for her 11 months service in World War II in the Pacific Theatre. She was scuttled after receiving torpedo damage to her bow during the Second Naval Battle of Guadalcanal.

**Fig. 9: First Day of Postal Service cover for the Benham 2 Feb 1939, with a New York Naval Yard cancel, Locy Type FDC 3.**

Cover credit Greg Ciesielski. <sup>17</sup>



New Jersey-built ships participating in the Second Naval Battle of Guadalcanal  
14-15 November 1942



Photo NH 97264 at Naval History and Heritage Command<sup>18</sup>

*Fig. 10: USS South Dakota, (BB 57), built in Camden, New Jersey at New York Shipbuilding, the last battleship to be built there.*

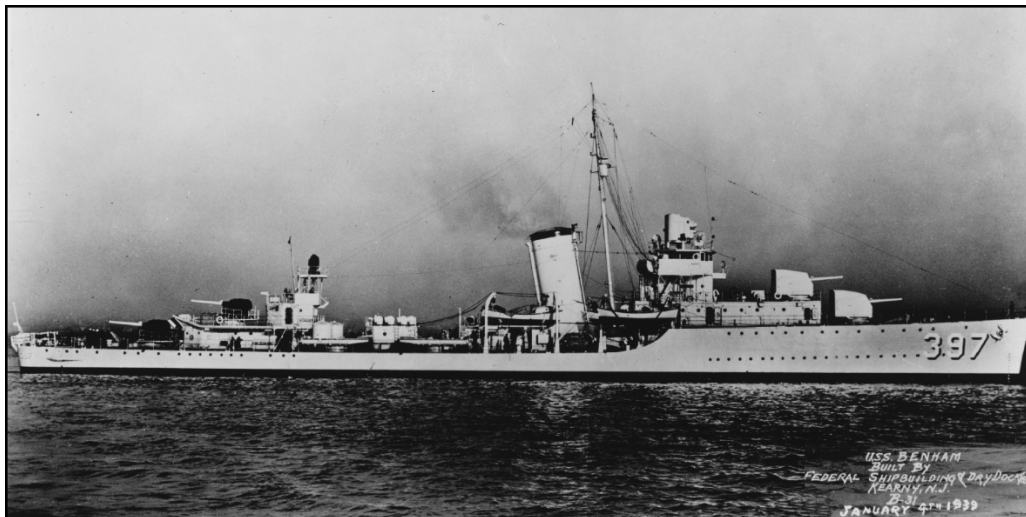
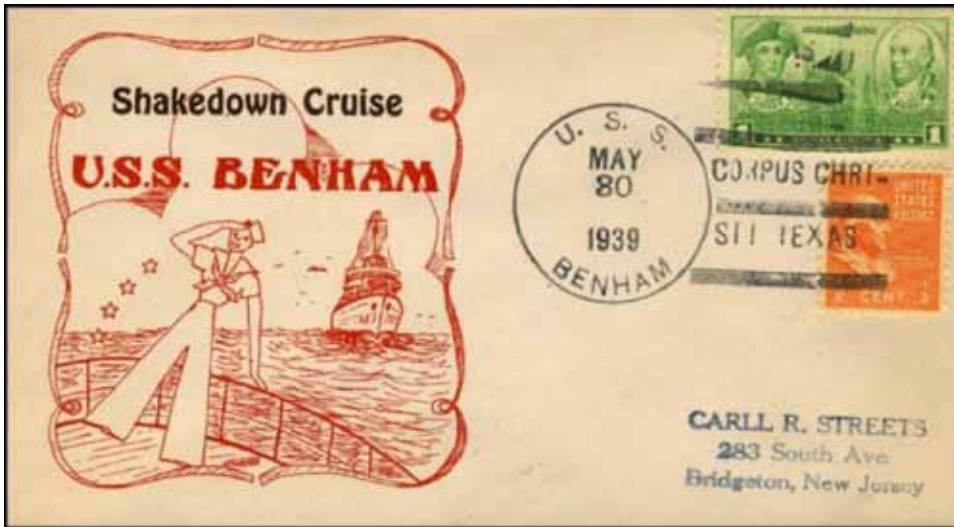


Photo NH 97822 USS Benham Naval History & Heritage Command.<sup>19</sup>

*Fig. 11: The USS Benham (DD 397), built in Kearny New Jersey at Federal Shipbuilding, had not quite four years of service before she was sunk by naval shelling.*



Cover credit Greg Ciesielski.<sup>20</sup>

Fig. 12: A cancel from USS Benham's shakedown cruise 30 May 1939, with a Corpus Christi cancel, 2 Feb 1939, Locy Type 3 (A-BT.T)



Cover credit Jon Burdett.<sup>21</sup>

Fig. 13: A USS Benham cover showing a Benham Mare Island cancel, and in addition, a Benham registered cancel (Locy Type 9v) and a Benham parcel post cancel (Locy Type 9x).

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Cover credit Greg Ciesielski. <sup>22</sup>

*Fig. 14: A cover created to commemorate the sinking of the USS Benham, with a cancel preceding her sinking by 2 days! On 15 November 1942, the Benham was sunk after taking a torpedo in the 2<sup>nd</sup> Naval Battle of Guadalcanal, and after her crew was picked up by the USS Gwin.*



Naval History and Heritage Command photo NH 106830<sup>23</sup>

*Fig. 15.: (DD-397) Members of the Benham's crew at Espiritu Santo, New Hebrides, shortly after she was sunk on 15 November 1942. As noted under Figure 14, no lives were lost.*

The *Dictionary of American Fighting Ships Online* described *Benham's* illustrious (although short-lived) history:

*The second Benham (DD-397) was launched 16 April 1938 by Federal Shipbuilding and Dry Dock Co., Kearny, N. J.; sponsored by Mrs. A. I. Dorr, grandniece of Rear Admiral Benham; and commissioned 2 February 1939, Lieutenant Commander T. F. Darden in command.*

*Assigned to the Atlantic Fleet Benham patrolled off Newfoundland during most of 1939 and then shifted to the Gulf of Mexico. Ordered to the Pacific, she arrived at Pearl Harbor 14 April 1940. After alternating between Californian and Hawaiian waters, the destroyer served as an escort for Enterprise (CV-6) during the delivery of Marine planes to Midway (28 November-8 December 1941), thus missing the attack on Pearl Harbor. Benham served with the Enterprise and Saratoga (C V-3) task forces off Hawaii and with TF 16 during the Doolittle raid on Tokyo (8-25 April 1942). She continued operating with TF 16 through the Battle of Midway (3-6 June), during which she rescued 720 survivors from Yorktown (CV-5) and 188 from Hammann (DD-412), landings on Guadalcanal and Tulagi (7-9 August), and the Battle of the Eastern Solomons (23-25 August). Benham joined TF 64 on 15 October as part of the naval covering force off Guadalcanal. During 14-15 November she took part in the Naval Battle of Guadalcanal. At 0038, 15 November she took a torpedo forward, lost her bow, and had to withdraw from the battle. Benham doggedly stayed afloat, making slow headway towards Guadalcanal during the 15th but, by 1637, further progress was impossible and her valiant crew had to abandon. Gwin (DD-433) picked up the survivors and sank the hulk at 1938 by shellfire.*

*Benham (DD-397) received five battle stars for her 11 months service in World War II.*<sup>24</sup>

## ENDNOTES:

- <sup>1</sup> Copyright MMXVII, Lawrence B. Brennan. All legal and moral rights reserved. Not to be copied, reproduced, or redistributed without the express, prior, written consent of the author.
- <sup>2</sup> A two-part article by the same author, "From Guadalcanal to the Garden State," on the August 1942 landings appeared in the pages of *NJPH*, February and May 2012. For further reading go to Whole #s 185 and 186 at <http://njpostalhistory.org/media/archive/185-njphfeb12.pdf> & <http://njpostalhistory.org/media/archive/186-njphmay12.pdf>.
- <sup>3</sup> Halsey, William F. Jr., and J. Bryant, III, *Admiral Halsey's Story*, New York, McGraw-Hill Book Co., Inc., 1947, pp. 128-29.
- <sup>4</sup> This narrative is largely taken from the Battle of Guadalcanal, 11-15 November, 1942, *Including the Enemy Air Attacks of 11 and 12 November; the Cruiser Night Action of 12-13 November; the Air Operations of 13, 14, and 15 November; and the Battleship Night Action of 14-15 November*, Confidential [declassified], OFFICE OF NAVAL INTELLIGENCE, U.S. NAVY, [1943]. Publications Branch, Office of Naval Intelligence - United States Navy, 1944. For the non-abbreviated version, see <https://www.history.navy.mil/research/library/online-reading-room/title-list-alphabetically/b/battle-of-guadalcanal.html#phase2>.
- <sup>5</sup> *Ibid.* Battle for Guadalcanal.
- <sup>6</sup> Official U.S. Navy Photograph, now in the collections of the National Archives. **Catalog #:** 80-G-36088: <https://www.history.navy.mil/our-collections/photography/us-navy-ships/battleships/south-dakota-bb-57/80-G-36088.html> [11/16/2017 3:57:19 PM].
- <sup>7</sup> Wikipedia's explanation of fire-control radar: A radar that is designed specifically to provide information (mainly target azimuth, elevation, range and range rate) to a fire-control system in order to calculate a firing solution (i.e., information on how to direct weapons such that they hit the target(s)). A typical radar emits a narrow, intense beam of radio waves to ensure accurate tracking information and to minimize the chance of losing track of the target. Some modern radars have a track-while-scan capability, enabling them to function simultaneously as both fire-control radar and search radar. This works either by having the radar switch between sweeping the search sector and sending directed pulses at the target to be tracked, or by using a phased-array antenna to generate multiple simultaneous radar beams that both search and track. See [https://en.wikipedia.org/wiki/Fire-control\\_radar](https://en.wikipedia.org/wiki/Fire-control_radar).

**Lawrence Brennan, (US Navy Ret.) ~ NJ CONTRIBUTIONS TO NAVAL BATTLES OF  
GUADALCANAL: PART 2- 11-15 Nov 1942**

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- <sup>8</sup> Combat Narratives, Solomon Islands Campaign: VI, *Battle of Guadalcanal, 11-15 November 1942* ~~Confidential~~ Publications Branch Office of Naval Intelligence - United States Navy, 1944, pp. 60-79.  
<http://ibiblio.org/hyperwar/USN/USN-CN-Solomons/index.html>
- <sup>9</sup> The introduction of radar technology challenged mariners for decades. Officers who first went to sea prior to the introduction of radar were troubled by its use even during peacetime, routine operations. Judge Charles S. Haight, a Senior Judge of the United States District Court for the Southern District of New York and an Admiralty lawyer, has addressed the issue in his talks on “gull-winged collisions”.
- <sup>10</sup> Frank, Richard B., *Guadalcanal: The Definitive Account of the Landmark Battle*. NY, 1990: Random House, p. 486.
- <sup>11</sup> Naval Cover Museum, USS *South Dakota* at:  
[http://www.navalcovermuseum.org/wiki/index.php?title=SOUTH\\_DAKOTA\\_BB\\_57](http://www.navalcovermuseum.org/wiki/index.php?title=SOUTH_DAKOTA_BB_57) [11/16/2017 12:36:03 AM].  
All covers shown are from the same source – Cover credit Greg Ciesielski. Henceforth , we will note the cover owner.
- <sup>12</sup> Ibid, Cover credit Jon Burdett.
- <sup>13</sup> Ibid, Cover credit Jon Burdett..
- <sup>14</sup> Ibid, Cover credit Jon Burdett..
- <sup>15</sup> Ibid, Cover credit Jon Burdett..
- <sup>16</sup> Ibid, Cover credit Jon Burdett..
- <sup>17</sup> Naval Cover Museum, USS *Benham* at  
[http://www.navalcovermuseum.org/wiki/index.php?title=BENHAM\\_DD\\_397](http://www.navalcovermuseum.org/wiki/index.php?title=BENHAM_DD_397) [11/16/2017 1:09:54 AM]. Cover credit Greg Ciesielski.
- <sup>18</sup> Naval History & Heritage Command: <https://www.history.navy.mil/our-collections/photography/us-navy-ships/battleships/south-dakota-bb-57/NH-97264.html>
- <sup>19</sup> Ibid, <https://www.history.navy.mil/search.html?q=NH+97822+>.
- <sup>20</sup> Naval Cover Museum, USS *Benham* at  
[http://www.navalcovermuseum.org/wiki/index.php?title=BENHAM\\_DD\\_397](http://www.navalcovermuseum.org/wiki/index.php?title=BENHAM_DD_397) [11/16/2017 1:09:54 AM]. Cover credit Greg Ciesielski.
- <sup>21</sup> Ibid, Cover credit Jon Burdett..
- <sup>22</sup> Naval Cover Museum, USS *Benham* at:  
[http://www.navalcovermuseum.org/wiki/index.php?title=BENHAM\\_DD\\_397](http://www.navalcovermuseum.org/wiki/index.php?title=BENHAM_DD_397) [11/16/2017 12:36:03 AM].  
All covers shown are from the same source – Cover credit Greg Ciesielski...
- <sup>23</sup> Navy History and Heritage Command photo At <https://www.history.navy.mil/our-collections/photography/numerical-list-of-images/nhhc-series/nh-series/NH-106000/NH-106830.html>.
- <sup>24</sup> History of the *Benham* in *the Dictionary of American Fighting Ships* at  
<http://www.hazegray.org/danfs/destroy/dd397txt.htm>.

**MAIL SENT ABROAD FROM MORRIS COUNTY, PART 6: Canada**  
**By Donald A. Chafetz**

Mail sent to Canada during the 1860-70s presents fewer problems than mail sent to Europe as discussed in the previous five articles. By 1851, the Canadian provinces cooperated with each other to form one postal entity. Each province continued to issue its own stamps until Confederation in 1867. The Postal Convention of March 25, 1851, between the United States and Canada, set rates and exchange offices applicable to cross-border mail during the period under discussion.

**RATE/ROUTE TO CANADA**

Effective April 6, 1851, the postage charge to Canada on a letter not exceeding half an ounce in weight was 10 cents for a single letter. The letters need not be prepaid, but if prepaid the entire amount was due to be paid.

Article II. The mails exchanged between the offices of New York, Albany, Buffalo, and Boston, on the one side and Toronto, Kingston, and Montreal, on the other, are to pass each way as *through-mails*, - not to be opened at any intermediate frontier office.

ARTICLE VI. The Post-Office Department of the United States will collect and keep all the postages on the unpaid letters from Canada, as well as the postages on letters to Canada, prepaid in the United States, and the Post Office Department of Canada will collect and keep all the postages on the unpaid letters from the United States, as well as the postage on letters, prepaid in Canada to the United States.<sup>1</sup>

Covers in *Figures 1-2* are typical of those sent in the 1860s. Both covers are addressed to the same family – Lyman – and have the appropriate 10 cents stamp. While there is no indication where the mail exchange occurred, I assume based on the regulation shown in *Figure 3* it took place in Albany, NY.

The cover was mailed five days before the start of the American Civil War (April 12, 1861).



**Fig. 1:**  
**Morristown, NJ to Montreal, Canada, April 7, 1860.**  
**Backstamped Montreal April 10, 1860 receiver.**  
**Albany NY probable exchange post office.**



Fig. 2:  
 March 4, 1862  
 Mendham, NJ to  
 Montreal, Canada,  
 backstamped  
 Montreal March 6,  
 1862. Albany NY  
 probable exchange  
 post office.

Based on my observation of the address handwriting on the covers in *Figures 1-2*, it appears they were addressed and sent by the same person. The mourning cover has an enclosed letter, which is very difficult to read. I did find in the book *History of Morris County 1739-1882*<sup>2</sup> a mention of a Reverent Asa Lyman. I assume the writer of the letters was a member of his family, but I am not sure.

POSTAL CONVENTION WITH CANADA. MARCH 25, 1851.  
*Postal Convention between the United States and Canada.*

ARTICLES

*Of Agreement between the Post-Office Department of the United States and the Post-Office Department of Canada.*

For the purpose of establishing and regulating the interchange of mails between the United States and Canada, it is agreed between the Post-Office Department of the United States and the Post-Office Department of Canada:—

ARTICLE I. That there shall be an exchange of mails between the United States and Canada, at the following points, viz.:—

On the side of the United States, at	On the side of Canada, at
Port Haron, Michigan.	Port Sarnia.
Detroit, "	Windsor.
Black Rock, New York.	Waterloo.
Lewiston, "	Queenstown.
Youngstown, "	Niagara.
Rochester, "	Coburg.
Cape Vincent, "	Kingston.
Morristown, "	Brockville.
Ogdensburg, "	Prescot.
Whitehall, "	
Plattsburgh, "	
Rouse's Point, "	St. Johns.
Burlington, Vermont. }	
Derby Line, " }	Stanstead.
Buffalo, New York. }	
Albany, " }	Montreal.
<b>Albany, "  </b>	<b>Montreal.</b>
New York, "	Toronto.
Boston, Massachusetts.	Dundee.*
Fort Covington, New York.	

Fig. 3: 1851 Postal Convention between the US and Canada showing exchange point as Albany, NY for mail sent from Morris County, NJ to Montreal, Canada.

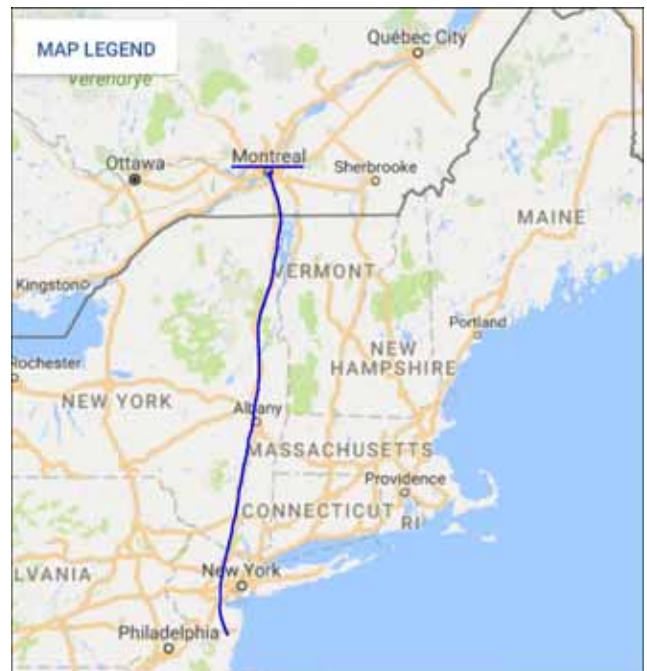
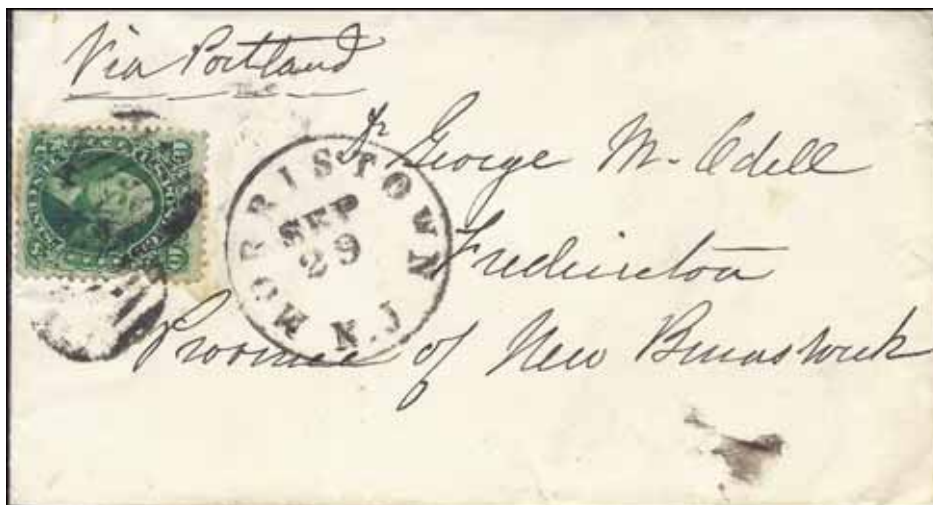
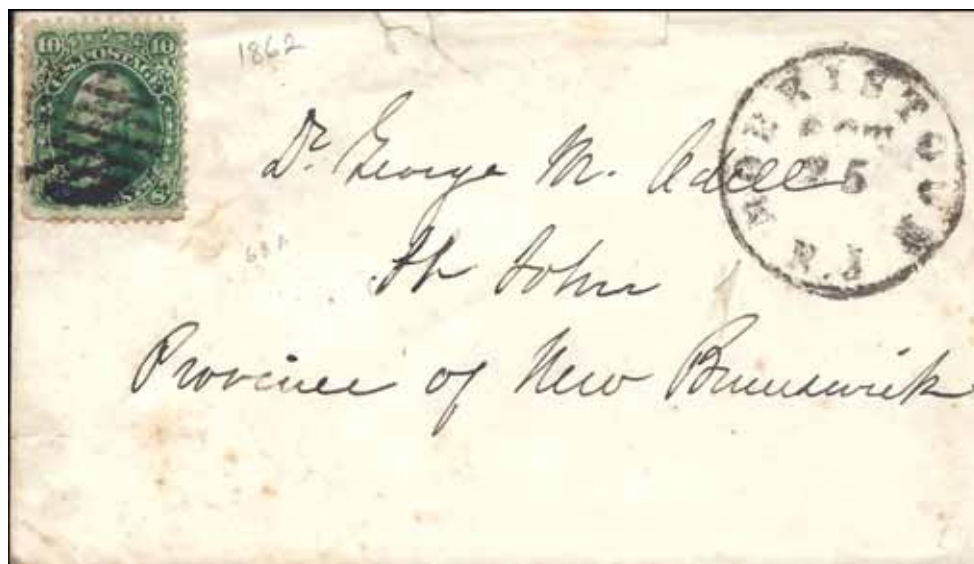


Fig. 4: Map showing routes from New Jersey to Montreal.<sup>3</sup>



*Fig. 5: Morrystown, NJ, September 29, 1862 to Fredericton, Province of New Brunswick.  
Backstamped (city not readable) N.B. October 1, 1862  
Received Fredericton October 2  
Upper left corner endorsed via Portland, Maine.*



*Fig. 6: Morrystown, NJ, October 25, 1862 to St. John, Province of New Brunswick.  
Backstamped St. John October 29, 1862.*

At this time (1862), the Province of New Brunswick had not yet become a part of Canada (until the formation of the Dominion of Canada in 1867), but mail was carried at the same rate as mail to Canada, as noted above.<sup>4</sup>

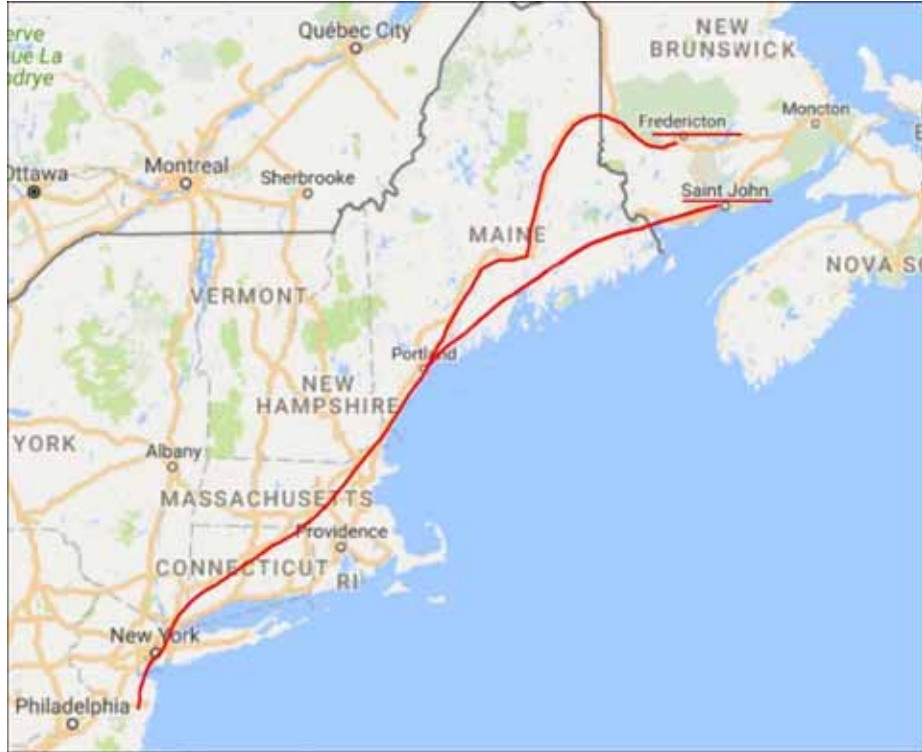


Fig. 7: Map showing routes from New Jersey to Fredericton and St. John.

**THE RATE WAS CHANGED ON APRIL 1868 TO 6 CENTS**

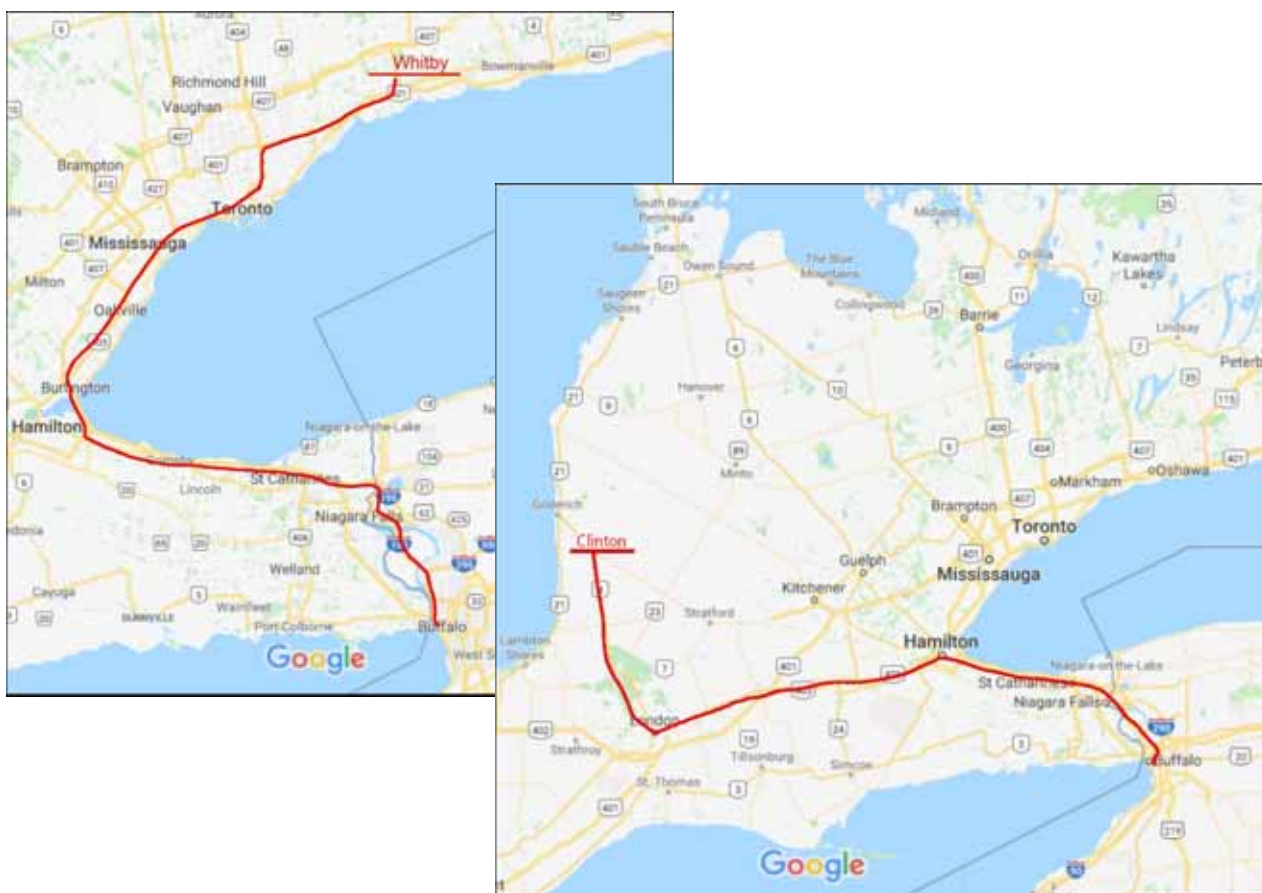
As of April 1, 1868, the prepaid postage fee was 6 cents.<sup>5</sup>



Fig. 8: Morristown, NJ to Whitby, Ontario, Canada  
July 16, 1873. Very weak backstamp of Whitby July 18.  
Morristown eight segment wedge geometric design cancellation.



*Fig. 9: Morrystown, NJ July 17, 1879 to Clinton, Ontario, Canada  
Backstamp transit New York July 18; backstamp Hamilton, July 19  
Receiver cancellation Clinton July 21  
Distorted Morrystown star geometric design cancellation.*



*Fig. 10: Routes from exchange point at Buffalo, NY via Hamilton, Ontario to Whitby & Clinton.*

On the side of the United States at—	On the side of Canada, at—	
Sault St. Marie, Michigan.	Sault St. Marie.	
Algonac, "	Baby's Point.	
Detroit, "	Chatham.	
<u>Buffalo, New York.</u>	<u>Hamilton,</u>	} by through bag.
	Queenstown,	
	London.	
Buffalo, New York.	Fort Erie,	
	Port Dover,	
	Port Simcoe,	
	Port Rowan,	
	Port Burwell,	
	Port Vienna,	
	Port Stanley.	
Suspension Bridge, New York.	Suspension Bridge.	
Plattsburgh, "	Montreal.	
Moorea, "	Henningford.	
Troy, "	Montreal — by through bag.	
Sackett's Harbor, }	Kingston — by steamer, in summer.	
Oswego, }		
New York, }	{ Toronto,	
Albany, }	{ Kingston,	
Boston, }	{ Montreal,	} by through bag.
	{ Hamilton,	
Portland, Maine.	{ Montreal,	
	{ Sherbrooke, }	} by through bag.
Route Agents — Portland to Canada Line.	Canada Route Agents and Montreal.	

Fig. 11: Additions to the exchange point table from the 1851 US-Canada postal convention, with subsequently added offices.

Rutland, Vermont.	{ St. John, }	} by through bag.
Island Pond "	{ Montreal, }	
Richford "	Montreal, Sherbrooke, and Route Agents.	
Franklin "	Abercorn.	
North Troy "	Frelightsburg.	
Canaan "	South Paton.	
Swanton "	Hereford.	
Boston, Massachusetts.	Phillipsburg.	
Cleveland, Ohio.	Sherbrooke.	
	Port Stanley.	

\* By subsequent arrangement, letters originating at either of the following line offices and destined for the corresponding line office, as hereafter named, the distance being short, are allowed to go at a postage of two cents each, without regard to weight, viz.: —

Between Sault St. Marie, Michigan, and Sault St. Marie, Canada.			
" Port Huron	" "	" Port Sarnia	" "
" Detroit	" "	" Windsor	" "
" Black Rock, New York,	" "	" Fort Erie	" "
" Lewiston	" "	" Queenstown	" "
" Youngstown	" "	" Niagara	" "
" Cape Vincent	" "	" Kingston	" "
" Morristown	" "	" Brockville	" "
" Ogdensburgh	" "	" Prescott	" "
" Fort Covington	" "	" Dundee	" "
" Derby Line, Vermont,	" "	" Stanstead	" "

USPCS Society List of Postal Conventions<sup>6</sup>

Fig. 12: The continuation of the list of exchange offices with a note regarding mail between two border crossing points, indicating a rate of two cents for these short-run routes. In 1856, registered mail was added at an additional five cent fee.

## ENDNOTES:

<sup>1</sup> Starnes, Charles J., *United States Letter Rates to Foreign Destinations 1847 to GPU - UPU*, Leonard H. Hartmann Philatelic Bibliopole, Louisville, KY, 1982, quoting the 1851 US-Canada Postal Convention.

<sup>2</sup> *History of Morris County, 1739-1882* at <https://archive.org/stream/cu31924028828386#page/n7/mode/2up>.

<sup>3</sup> Route maps approximated on Google maps, and should not be taken as exact for the period discussed.

<sup>4</sup> Op cit., Starnes, rate table, p. 8.

<sup>5</sup> Anthony S. Wawrukiewicz and Henry W. Beecher, *U.S. International Postal Rates, 1872-1996*, Cana Publishing Company, PO Box 19730155, Portland, Oregon, 1996, page 320.

<sup>6</sup> The United States Philatelic Classics Society maintains a list of many Postal Conventions at <https://www.uspcs.org/stamps-covers/the-foreign-mails/the-postal-conventions/>.

**ON THE AUCTION SCENE: Five Cent 1847 Issue from Cross Keys, N.J.**

**By Robert G. Rose**

New Jersey usages of the five cent 1847 stamp are not common. The most recent census, reported in this journal in 2014, recorded a total of 84 genuine covers.<sup>1</sup> Four towns, Newark, New Brunswick, Princeton and Trenton account for 59 of the total reported covers. There is only a single usage from the small town of Cross Keys, a cover with a manuscript “Cross Keys N.J. Oct. 26” in blue ink, on a folded letter dated 1850 to Doylestown, Pennsylvania, illustrated below in *Figure 1*.



Courtesy Robert A. Siegel Auction Galleries, Inc.

**Fig. 1. Five cent 1847 Issue from Cross Keys, NJ to Doylestown, Pennsylvania.**

This cover was included in Siegel’s postal history auction held on November 8-9, 2017.<sup>2</sup> Against a conservative estimate of \$300 to \$400, and accompanied by a 2000 Philatelic Foundation Certificate, it sold for the hammer price of \$700 plus a 20% buyer’s fee for a total of \$840.

The cover had been in the collection of the late Brad Arch, a longtime member of this society and a regular contributor to this journal. Following his passing, his collection was sold by Siegel in a June, 2000 auction.<sup>3</sup> At that time there were a number of serious collectors buying first issue covers, including a prominent European collector, Guido Craveri. Against an estimate of \$750 to \$1,000, the cover opened at \$800. It was knocked down to Craveri’s agent, Frank Mandel, for \$1,250 plus a 10% buyer’s fee at that time, for a total of \$1,375.

**ENDNOTES:**

<sup>1</sup> Mark A. Scheurer, “1847 Issue Cover to Newark, New Jersey,” [NJPH, Vol. 43, Whole No. 42, November 2014](#), p. 189. The article includes thumb nail images which link to an online database of virtually all reported covers. The census data mirrors the earlier study compiled by Thomas A. Alexander in his monumental work, *The United States 1847 Issue: A Cover Census*, (U.S. Philatelic Classics Society, Inc., 2001), p. 319.

<sup>2</sup> Robert A. Siegel Auction Galleries, Inc., *United States and Confederate Postal History*, Sale No. 1167, lot 2171, November 8-9, 2017.

<sup>3</sup> Robert A. Siegel Auction Galleries, Inc., *United States Stamps and Postal History*, Sale No. 825, lot 905, June 27-29, 2000.

JERSEY COLOR

By Gene Fricks, Editor emeritus



Fig. 1: A bright green cancel from Trenton dated Feb. 7, on a 3¢ large Banknote issue.

While not notably scarce, colored cancels from New Jersey post offices are unusual. Perhaps the best-known example is the green cancel that occurs on the 5 cents 1847 issue used from Princeton. The one shown, on the 3 cents large Banknote issue, is just as distinctive if lesser known.



Fig. 2: Elaborate A.C. Roessler cover from 1929 with red and green stamps with multiple cancels of an Orange, NJ duplex, commemorating Thomas Edison and "Light's Golden Jubilee."<sup>1</sup>

Well-known cover dealer A.C. Roessler must have been in a well-lubricated mood when he assembled this beauty. The stamps form the image of a light bulb.



Fig. 4: Three NJ covers and one from Philly showing color varieties on the 1903 Washington Shield 2¢ stamp.

This mini-color study of the shade varieties of the 1903 Washington Shield issue shows examples from three New Jersey post offices and one suburb of South Jersey. Enough Jersey residents pass through Reading Market on a daily basis that it would qualify as a small town.

## ENDNOTES:

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<sup>1</sup> The Golden Jubilee of Edison's Light bulb was celebrated Oct. 21, 1929 with much fanfare – See <http://afflictor.com/tag/thomas-edison/> for this description: “While Edison didn't create the first incandescent lamp (that was Sir Joseph Wilson Swan with whom he eventually partnered), his 1879 invention and business acumen enabled the brightness of modernity. It was this accomplishment among his many that was celebrated with “[Light's Golden Jubilee](#)” in 1929, a live celebration of the Edison bulb that was broadcast on radio. President Hoover was there in person, and Albert Einstein, Madame Curie, Orville Wright and Will Rogers were a few guests who were patched in remotely. Edison reenacted his eureka moment and entire cities put on blinding light shows. It was a merry time that beat by just four days the arrival of the stock market crash that begat the Great Depression.

“In 1931, when the inventor died, many American schools were closed and everything from lightbulbs to trains were turned off for a moment in Edison's honor. A pair of *Brooklyn Daily Eagle* articles embedded below recall the elaborate expressions of gratitude.”

Further information is also available at <https://www.loc.gov/programs/static/national-recording-preservation-board/documents/LIGHT%27S%20GOLDEN%20JUBILEE.pdf>.

## **WE NEED ARTICLES NOW!**

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

**New Jersey postal history are always welcome.**

**PLEASE submit these to your Editor:**

**Robert G. Rose**

**at 18 Balbrook Drive**

**Mendham, NJ 07945**

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

## ADDITIONAL THOUGHTS ON THE HUFFVILLE PUZZLE

By Jean Walton

It is always a pleasure to get feedback from readers. It was Sheila D'Avino who got back to me on this one. After a great deal of research, she had concluded that in all likelihood it was a simple error in the canceller. That forced me to take a closer look at Hurffville.



Fig. 1: May 11, 1889 HUFFville cancel



Fig. 2: Dec 1, 1892 HURFFville cancel



Fig. 3: Side-by-side comparison

Sheila pointed out that Huffville had been previously mentioned in a *NJPH* article in Whole #9 (September 1974), as Huffville, with Thomas W. Huff as postmaster, not operating in 1857 & 1859.<sup>1</sup> Kay & Smith list Hurffville as established in 1858, with Thomas W. Hurff as postmaster. This appears to be too close a coincidence not to be the same place.

More information on the early post office at Hurffville was provided in an 1883 article on the history of Washington Township (Gloucester County) on a genealogical site Sheila found:

*A post office was established here in 1852, and named Hurffville, with Thomas Hurff as postmaster. Johnson Becket was the pioneer mail-carrier. He was running a stage between Philadelphia and Glassboro, and when this office was established he was induced to make a deflection in his route in order to take in Hurffville. This was done at the expense of Mr. Hurff, as he had agreed with the post office department at Washington to pay all the expenses for carrying the mail between this place and Philadelphia for a term of four years. Robert C. Clark is the present postmaster, and the office is kept in his store, opposite Bethel Church. Mails are received and despatched daily by Fisler, who runs a stage from Hurffville to Barnsboro, on the West Jersey Railroad.<sup>2</sup>*

It would be interesting to find evidence of this original “contract” of sorts between Hurffville and the Post Office, before a true post office was established, when it appears that Hurff prevailed upon a local stage line to include Hurffville in its stops, and paid for this service himself.

It is worth a look at the Hurffville postmaster list, which might provide some clues:

<b>Hurffville In Camden County</b>	
Thomas W. Hurff	13 Sep 1858
Calvin G. Richman	24 Jun 1863
John W. Downs	14 Dec 1864
<b>Service To Bethel</b>	1868-1869
Alfred Cramer	21 Dec 1868
<b>Hurffville re-established</b>	6 Feb 1869
John W. Chew	1 Feb 1869
Calvin G. Richman	15 Mar 1870
<b>Hurffville in Gloucester County</b>	
Clark J. Hurff	28 Apr 1873
John W. Chew	1 May 1876
Robert C. Clark	6 Apr 1880
Thomas W. Hurff	22 July 1885
Robert C. Clark	14 May 1889
Elmer F. Porch	25 Aug 1893
Robert C. Clark	8 Aug 1897
<b>Discontinued, mail to Sewell</b>	17 Sep 1902 From National Archive PM Appointments <sup>3</sup>

A note of explanation on Hurffville's history: Washington Township, Gloucester County (where Hurffville is located) became part of the newly formed Camden County in May 1844, where it remained until February 28, 1871. It then returned to Gloucester County, with most of Washington Township, where it remains today. Hurffville's first post office was created in the period when it was in Camden County, and continued when the township once again became part of Gloucester County.

Most of Hurffville's postmasters were store owners<sup>4</sup> – could this explain why an incorrect hammer might turn up in 1889? The original Huffville cancel is dated May 11, 1889, and it appears that the post office was changing its location at just that time – from the store of Thomas Hurff to that of Robert Clark. Perhaps in the move and exchange of materials and supplies, an old hammer that had been received and discarded was unearthed and used by mistake.

The two cancels shown in *Figures 1-3* are seen on the covers below, and it is easy to identify similarities. The dater hub seems identical, using the same typeface in both cases. The concentric circle killer used on both also seems the same. While these were likely standard issue at the time, at least they do not disprove the theory that Huffville and Hurffville were one and the same post office.



Fig. 4: Huffville cancelled May 11, 1889, to Clayton, NJ



Fig. 5: Hurffville cancelled Dec. 1, 1891, to Barnsborough, NJ.



In 1902, the post office at Hurffville was discontinued, and Hurffville was serviced from nearby Sewell. It was part of Sewell's RFD routes, as witness the photo at left.<sup>5</sup>

The question of whether Huffville and Hurffville were the same post office has not been definitively answered, but it is a likely theory, and we thank Sheila for her suggestion and research.

### ENDNOTES:

- <sup>1</sup> Holland, James in <http://www.njpostalhistory.org/media/archive/001-025-jan73-nov77njph.pdf>, p.25.
- <sup>2</sup> *The History of Washington Township, Gloucester County, NJ in History of the counties of Gloucester, Salem, and Cumberland, New Jersey: with Biographical Sketches of Their Prominent Citizens* by Cushing & Sheperd, 1883, at [http://genealogytrails.com/njer/gloucester/washington\\_history.html](http://genealogytrails.com/njer/gloucester/washington_history.html).
- <sup>3</sup> National Archives, Postmaster Appointments. 1832-1971.
- <sup>4</sup> Op cit., *The History of Washington Township, Gloucester County*.
- <sup>5</sup> Photo from Acadia Press's *Washington Township, Gloucester County*, showing Ellwood Hurff in 1931, as the rural route carrier for Sewell's RFD Route 1, as noted on his wagon.

**TREASURER'S REPORT – JANUARY 1, 2016 THROUGH DECEMBER 31, 2016**

BALANCE BROUGHT FORWARD	January 1, 2016		\$19,921.99
INCOME	Dues x 94*	\$1,425.00	
	Donations x 40	\$ 900.00	
	D'Avino Donation	\$2,349.64	
	CD & Literature Sale	\$ 35.00	
	<b>TOTAL 2016 INCOME</b>	<b>\$4,709.64</b>	<b>\$4,709.64</b>
EXPENDITURES	Paypal Fees	(\$18.56)	
	Journal	(\$2,015.37)	
	Paper Statement Fee	(\$24.00)	
	<b>TOTAL 2016 EXPENDITURES</b>	<b>(\$2,057.93)</b>	<b>(\$2,057.93)</b>
BALANCE YEAR END	12/31/2016		\$22,573.70
NET CHANGE			\$2,651.71

**Journal Expenses by Issue**

Month	Printing	Mailing	Total
February 2016	\$330.00	\$228.06	\$558.06
May 2016	\$285.00	\$205.33	\$490.33
August 2016	\$270.00	\$147.80	\$417.80
November 2016	\$265.00	\$284.18	\$549.18
<b>TOTAL</b>	<b>\$1,150.00</b>	<b>\$865.37</b>	<b>\$2,015.37</b>

The asterisk next to the number of dues received reflects the 3 members who prepaid their 2017 dues in 2016 and one life member. Our total membership for 2016 was 94.

The only real expense the Society incurs is the printing and mailing of the Journal, and costs remain nearly identical since 2008. In 2012, the Journal expense was \$2,369.50; in 2013, the journal expense was \$2,504.20; in 2014, it was \$2,395.05, in 2015 it was \$2,624.87 and in 2016 it was \$2,015.37.

Also, I thank the late Doug D'Avino and his lovely spouse Sheila. The D'Avinos donated his New Jersey post card collection to the Society and as the sales so far have been impressive. Sheila also has made significant cash donations to the NJPHS in her husband's memory.

In 2011, 45 donors gave \$952. In 2012, 52 donors gave \$1,000. In 2013, 53 donors contributed \$1,085. In 2014, 52 donors (half the membership) gave \$925. In 2015, 51 members (more than half the membership) donated \$1,007. In 2016, 40 members gave \$900. The donors' kind contributions (excluding the D'Avino donation) allowed the Society to continue to hold dues at the very reasonable \$15 annual rate yet again, which it has been for well over a decade. I thank the 40 Society members who contributed beyond their dues.

**Andy Kupersmit, Treasurer**

**NEW JERSEY POSTAL HISTORY SOCIETY. INC.  
NOJEX 2017 - NEWARK, NJ – SEPT 10, 2017**



No NOJEX show was held in 2016, as it conflicted with the international NYStampShow in New York City. In 2017, NOJEX was held September 8-10, 2017, instead of in the Spring as previously, at the Robert Treat Hotel in Newark, New Jersey. This was the result of our previous venue in Secaucus becoming unavailable. The Robert Treat proved to be an excellent location, with more room, allowing for more space for the dealer bourse and exhibits shown next to instead of in the middle of the bourse, with good lighting. The show was easily accessible by car, with parking across the street connected by an underground tunnel to the hotel. Hence the 43<sup>rd</sup> Annual Meeting of the New Jersey Postal History Society (although this is our 45<sup>th</sup> year) was held on September 10, 2017 at the Robert Treat Hotel.

The NJPHS meeting was called to order by President Robert G. Rose on Sunday September 10, 2017. Jean Walton, Secretary, was the only other officer present. Bob conducted a short business meeting, and reported that our financial standing remains solid, and our membership remains reasonably constant, despite the loss of several members dropping out because of change in avocation interests. Other members present were Larry Brennan, John Trosky, Don Bowe, George Kramer, Mike Schwartz, Vern Morris, and Lou Pataki, a guest.

The remainder of the meeting was devoted to a PowerPoint presentation by Bob Rose on the History of Stampless Letter Collecting – an interesting perspective on a large part of our collecting interests – which was enjoyed by all.

The meeting was adjourned by 1:00 PM.

Respectfully submitted,  
Jean Walton, Secretary

**DUES TIME – DON'T FORGET TO PAY YOUR 2018 MEMBERSHIP FEE,  
DUE BY JANUARY 1, 2018.**

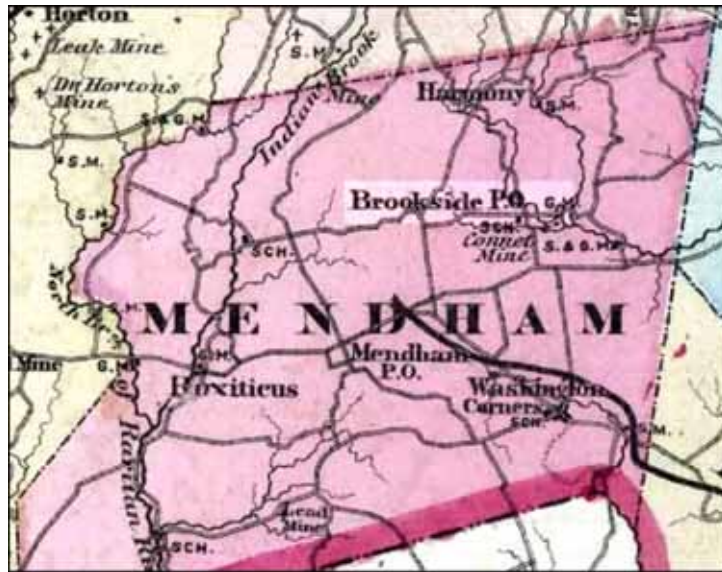
**MEMBER CHANGES:**

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Glenn Burns, 11 Kenyon Dr., New Egypt, NJ 08533, <a href="mailto:endlesssumer24@gmail.com">endlesssumer24@gmail.com</a> , Ocean & Monmouth Ctys, New Egypt & nearby towns
Elwyn Doubleday, Doubleday Postal History, P.O. Box 70, Rindge, NH 03461
Peter Mosiondz, Jr., 26 Cameron Circle, Laurel Springs, NJ 08021-4861
John Lupia, 13A Cedar Street, Toms River, NJ 08757-2224
<b>MEMBER CHANGES</b>
From E. Leslie Byrnes P.O. Box 765, Kinderhook, NY 12106-0765 To: E. Leslie Byrnes c/o The Pines, 154 Jefferson Heights, Catskill, NY 12414-1215
From: Matt Stoll, 26 Pinecrest Plaza # 272, Southern Pines, NC 28387 5/17 (in May journal) To: Matt Stoll, 10205 US Hwy 15-501, Unit 26 PMB # 272, Southern Pines, NC 28387-4301
John Best, 65 Sycamore Lane, Skillman, NJ 08558 from <a href="mailto:jjbest@comcast.net">jjbest@comcast.net</a> to <a href="mailto:JJbest57@gmail.com">JJbest57@gmail.com</a>
Capt. Lawrence B., Brennan (US Navy ret.), 176 Christol St., Metuchen, NJ 08840 to this email: <a href="mailto:Lawrence.brennan7@gmail.com">Lawrence.brennan7@gmail.com</a>

## HOMETOWN POST OFFICES: Brookside, New Jersey

By Robert G. Rose

Brookside is located in Morris County, about five miles southwest of Morristown. It is an unincorporated section of Mendham Township, located just north of Mendham Borough which seceded from the Township in 1906. Below in *Figure 1* is an 1872 map of Mendham Township depicting the location of the Brookside post office at the same site it continues to operate today.



*Fig. 1. Map of Mendham Township from an 1872 Morris County map.*

The Brookside post office was established on February 10, 1868 and has continuously operated since then except for a brief hiatus from September 30, 1925 to December 3, 1927.<sup>1</sup> For the last 125 years, it has operated from the same building, a remarkable run that few post offices can lay claim to. For many years, the building housed both the post office and a general store as seen in *Figures 2* and *3* below in post card views from 1910.



*Fig. 2: Brookside 1910 realphoto post card.*

**HOMETOWN POST OFFICES: Brookside, NJ ~ Robert G. Rose**



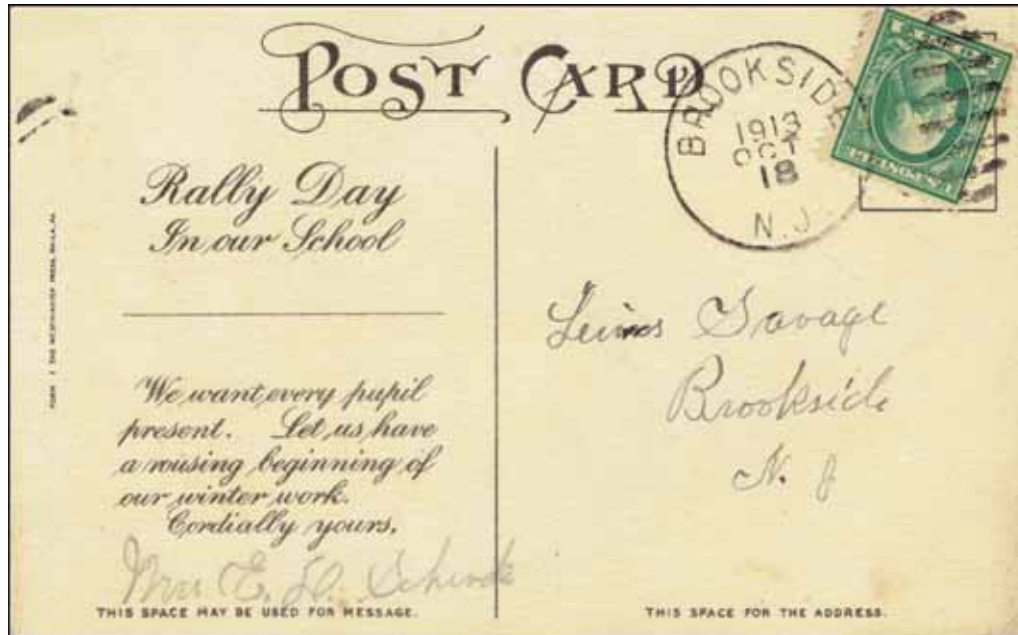
*Fig. 3: Brookside c.1910 color post card.*

The Brookside post office used a handstamp duplex postmark with a concentric cancel during the 1890s as illustrated in *Figure 4*.



*Fig. 4: 2 cent Carmine Type III, Scott No. 267 on July 14, 1897 cover.*

The Brookside post office used a handstamp duplex postmark with an oval obliterator during the first two decades of the 20th century as illustrated in *Figure 5*.



*Fig. 5: Brookside duplex postmark, October 18, 1913.*



*Fig. 6: Brookside post office in current (2017) photo.*

A list of postmasters at Brookside follows below. The first post office at this location was named Waterville and existed for a period of nine years before becoming Brookside.

**HOMETOWN POST OFFICES: Brookside, NJ ~ Robert G. Rose**

<b>National Archives</b>		<b>Waterville</b>	
<b>Postmaster appointments<sup>2</sup></b>	Lewis H. Porter		3 Feb 1859
	Charles J.. Burget		6 Mar 1862
	Aaron Losey		20 May 1864
		<b>Name changed to</b>	
		<b>Brookside</b>	
	Aaron Losey	postmaster	10 Feb 1868
	Lewis Thompson	postmaster	23 Oct 1875
	Charles J. Marsh	postmaster	21 Sep 1885
	Wm P Garrabrant	postmaster	2 Jun 1888
	Hargreaves Dixon	postmaster	17 July 1889
	Wm P Garrabrant	postmaster	27 Jul 1893
	Hargreaves Dixon	postmaster	19 Jun 1897
	Madison M. Comet	postmaster	5-Oct-01
	Theodore B. Comet	postmaster	19-Nov-14
	Gustav Hoffman, Jr.	postmaster	2-Dec-21
	C. Estelle Horner	postmaster	26-Jun-23
		<b>Sept 1925 Discontinued/ moved to Morristown</b>	
		<b>Brookside Reestablished</b>	
	Joseph Brown	postmaster	3-Dec-27
	Durward C. Hulbert	postmaster	31-Jul-50
<b>USPS</b>	<b>Name</b>	<b>Title</b>	<b>Date Appointed</b>
<b>Postmasterfinder<sup>3</sup></b>			
	Amel M. Bontempo	Postmaster	14-Sep-85
	Carol A. Ewing	Postmaster	18-Dec-99
	Rita L. Schmidt	Postmaster	25-Aug-01

**ENDNOTES:**

<sup>1</sup> John L. Kay & Chester M. Smith Jr., *New Jersey Postal History* (Quarterman Publications, Inc., Lawrence, Mass. 1977) p. 99.

<sup>2</sup> National Archives Postmaster Appointments – NJPHS has copies of these records and we are always glad to provide them for any New Jersey post office. They go however only to 1973. Also available on Ancestry.com.

<sup>3</sup> USPS Postmasterfinder at <https://about.usps.com/who-we-are/postmasterfinder/welcome.htm> - not all cities are researched, but many are.

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

**WANTED: PSYCHOLOGY, PSYCHIATRY, MENTAL HEALTH COVERS SOUGHT.** Please send scan and price to [DrMarionRollings@gmail.com](mailto: DrMarionRollings@gmail.com). Dr. Marion Rollings, 101 New Amwell Rd., Hillsborough, NJ 08844.

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

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**ANIMAL WELFARE COVERS SOUGHT.** Please send scan and price to [DrMarionRollings@gmail.com](mailto: DrMarionRollings@gmail.com). Dr. Marion Rollings, 101 New Amwell Rd., Hillsborough, NJ 08844.

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

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

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

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

Always looking for **STAMPLESS LETTERS OF SAMUEL L. SOUTHARD.** Contact me at [jwalton971@aol.com](mailto: jwalton971@aol.com), or write Jean Walton, 125 Turtleback Rd., Califon, NJ.

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

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

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**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).

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**WANTED: UNUSUAL PICTURE POST CARD of TEANECK, WEST ENGLEWOOD, BOGOTA, NEW BRIDGE, NORTH HACKENSACK, NJ.** Contact Bill Berdan, 475 Forest Ave., Teaneck, NJ 07666, 201-310-1156 or by email at [William.Berdan@gmail.com](mailto:William.Berdan@gmail.com).

**WANTED: COVERS, ETC PERTAINING TO THE BLAWENBURG POST OFFICE 08504.** Contact; John J. Best, 65 Sycamore Lane, Skillman, NJ 08558. [jjbest57@gmail.com](mailto:jjbest57@gmail.com).

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**WANTED:** Port Murray, Anderson, Changewater, Port Colden, Karsville, Rockport, Beatyestown, Pleasant Grove, Stephensburg, Anthony, Woodglen. Arne Englund, 423 Penwell Rd., Port Murray, NJ 07865-3012 or [alenglund@aol.com](mailto:alenglund@aol.com).

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

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

**WANTED: JERSEY CITY POSTAL HISTORY**, before 1940, including stampless, advertising, picture post cards, unusual cancellations and auxiliary markings as well as Patriotics. Contact John A. Trosky, 2 St. Clair Ave., Rutherford. NJ 07070-1136/201-896-8846/, or email [JTJersey@verizon.net](mailto:JTJersey@verizon.net).

**WANTED: BURLINGTON CTY** (Whitesbog, Batsto, Woodland & Washington Townships, etc.): Historical information/images of old POs/mail from Pine Barrens towns. Plus old Atco PO & any RPO information/images from NJ service. Contact George Martin at [canoethepines@comcast.net](mailto:canoethepines@comcast.net).

**WANTED: NJ DPOs** all counties stampless to Modern. No philatelics please. Email pics and prices to Mike Yannotta, 415 Monmouth Ave., Leonardo, NJ 07737, [mikey218@verizon.net](mailto:mikey218@verizon.net), 908/930-3585.

**WANTED: CLEAR HANDSTAMPS on New Jersey stampless covers** for exhibition collection. Send copies and prices to Robert G. Rose, Robert G. Rose, 18 Balbrook Drive, Mendham, NJ 07945 or e-mail [robertrose25@comcast.net](mailto:robertrose25@comcast.net).

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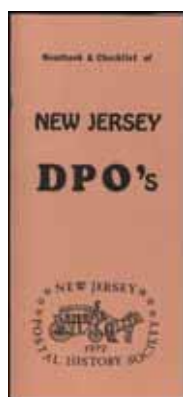
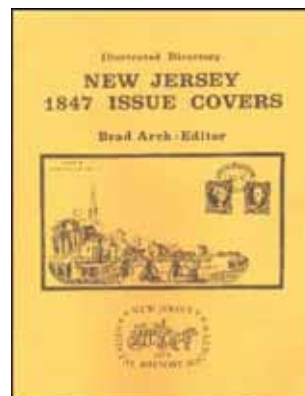
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<b>CD:</b> Bruce Mosher's <i>NJ Private Express Companies</i> ..... <ul style="list-style-type: none"> <li>• 10 compiled articles by Bruce Mosher on many aspects of private express mail in New Jersey</li> <li>• Many color illustrations</li> <li>• Previously unpublished material in lengthy postscript</li> <li>• Alphabetical index</li> </ul>	\$10.00	\$15.00
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