



NJPH

The Journal of the
NEW JERSEY POSTAL HISTORY SOCIETY
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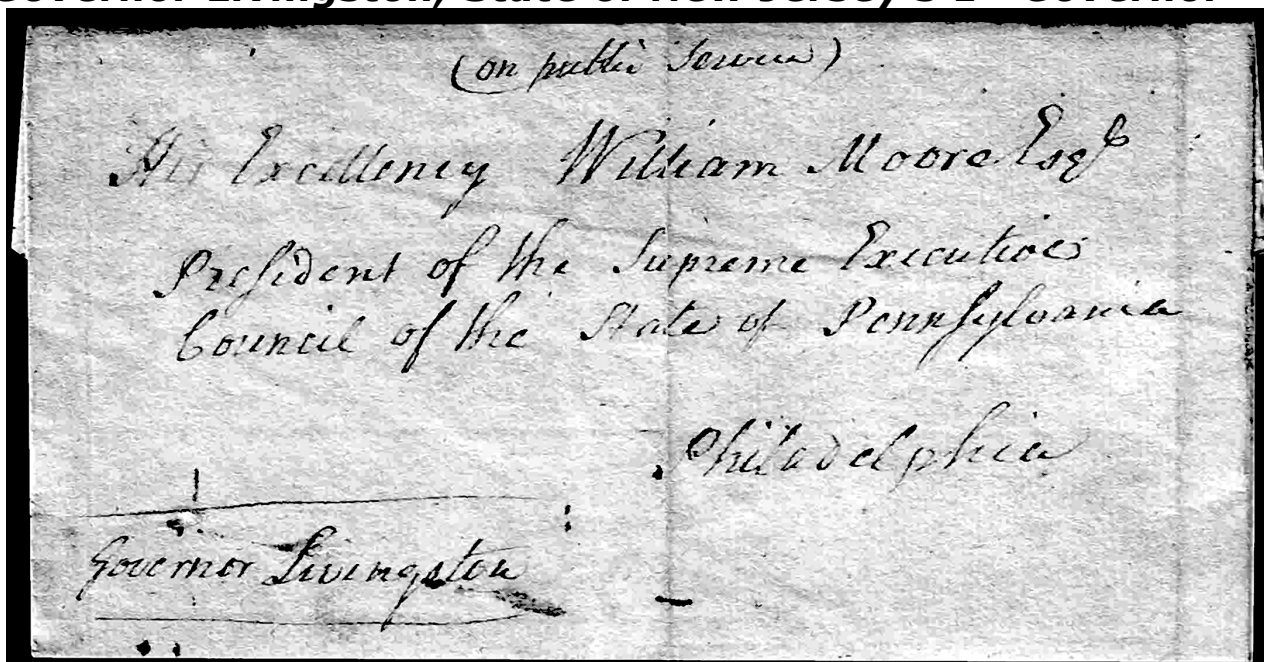
Vol. 36

No 2

Whole Number 170

May 2008

Governor Livingston, State of New Jersey's 1st Governor



Governor Livingston writes to his counterpart in Pennsylvania in 1782. See page 78.

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NEW JERSEY POSTAL HISTORY SOCIETY, INC.

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DUES REMINDER!

If you have not already paid your dues for 2008, this is your last issue! If you have not paid, a form is enclosed for dues payment. Dues may be paid by check, or online by Paypal for an additional fee of 75¢. We do not want to lose any members, so if you have not paid, please do so now.

THANKS FOR DONATIONS RECEIVED!

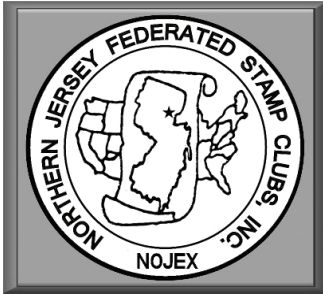
We are grateful to acknowledge donations received from the following members: Albert Aldham, E. Leslie Byrnes, Maurice Cuocci, Art Desimine, John W. Edge, Daniel W. Elliott, Robert Livingstone, Frederick J. Mancuso, Michael Marino, and Hugh Merritt. Your generosity is very much appreciated, and will help significantly in offsetting the difference between dues collected and expenses.

PRESIDENT'S MESSAGE

NOJEX 2008 is quickly approaching. This year's show will be of great interest to collectors and students of United States stamps and postal history with the annual conventions of the U.S. Philatelic Classics Society, the United States Stamps Society, the Carriers and Locals Society as well as your own New Jersey Postal History Society. The competitive exhibition of over 200 frames, drawn in large measure from the participating societies' memberships, will be a joy to study. The societies will present a number of outstanding programs that are open to the public. The bourse of over 40 dealers should have something for almost all collecting interests and pocket books. Bennett International will conduct an auction of a world class U.S. collection at the Show on Saturday May 24, beginning at 11:00am. Your New Jersey Postal History Society will be present, looking to sign up new members with a full complement of literature and CDs for sale. The Society's annual meeting will be held on Sunday, May 25 at noon. After a brief discussion of Society business, I will present a PowerPoint presentation showing New Jersey usages of U.S. Classics. I have enclosed a free pass for the Show. Complete information concerning the Show can be found on its website, www.nojex.org. Please stop by the NJPHS table and say hello!

Finally, I thank all of you have donated so generously to the Society this year. With these donations, the Society is able to hold its dues to \$15 per year in the face of ever escalating postage and printing costs.

ROBERT G. ROSE



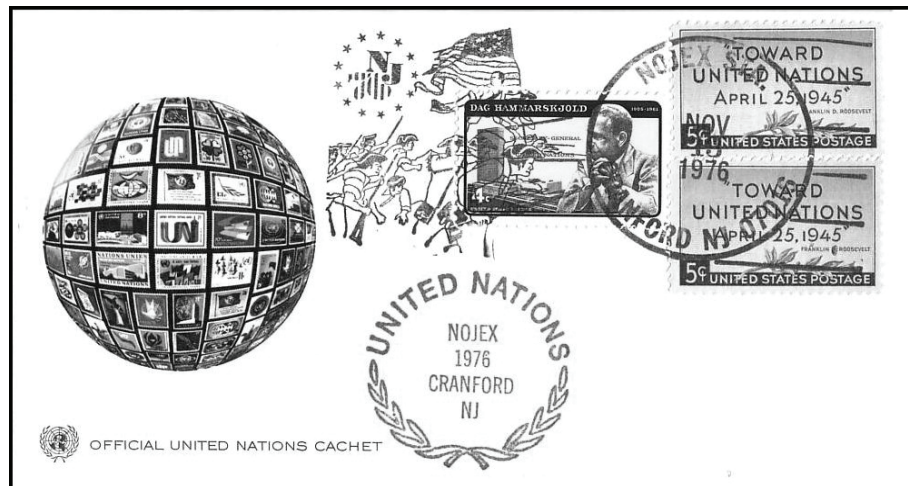
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**NEW JERSEY POSTAL HISTORY SOCIETY
ANNUAL MEETING!
SUNDAY, MAY 25
12:00 NOON
SEE YOU THERE!**

BEAUTIFUL SPRING LAKE AND ITS POST OFFICES: 1875-2008

By Charles D. Wrege

Historian, Academy of Management, Cornell University

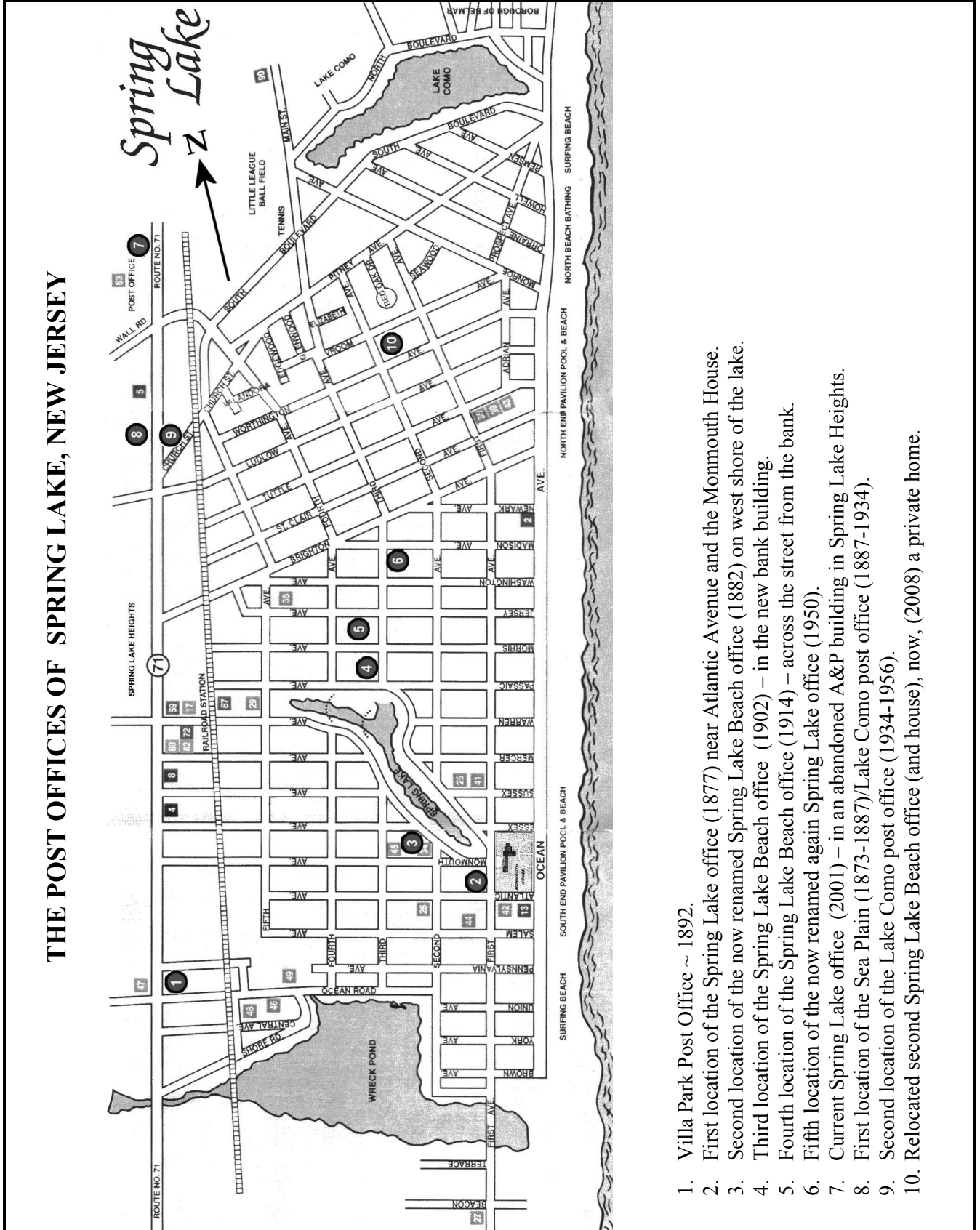
Discovering the Remains of the Spring Lake Beach Post Office in 2007.

A year ago, on April 8, 2007, when I was in the old First National Bank (now Wachovia) conferring with my financial advisor Jonathan Chachko, I had to use the bathroom and asked Jonathan where it was located. He replied: "You will never find it, I'll lead the way." We walked down a hall, through a narrow corridor, up a short narrow flight of stairs and into a large room with barred windows and a large walk-in safe. I said: "What is all this?" Jonathan replied, "It's the old Spring Lake Post Office." I was stunned, as after living in Spring Lake 44 years and researching its history, I had never known that remains of the old post office still existed inside the bank. And so my search began for the history of Spring Lake post offices. *Figure 1* shows what I found in the depths of my local bank. How that bank looked in 1903 is shown in *Figure 13*.



Fig. 1: Barred windows and a large walk-in safe served the spring Lake Beach post office from 1901 – 1914.

Since 1875, the Spring Lake area has had post offices in seven locations. Present day Spring Lake is composed of four other seashore developments: Villa Park, Spring Lake Beach, Brighton-North Brighton (later North Spring Lake) and Como. The names and locations of the post office have changed, and local historians and postal historian do not always agree just what names were used when (or where).



1. Villa Park Post Office ~ 1892.
2. First location of the Spring Lake office (1877) near Atlantic Avenue and the Monmouth House.
3. Second location of the now renamed Spring Lake Beach office (1882) on west shore of the lake.
4. Third location of the Spring Lake Beach office (1902) – in the new bank building.
5. Fourth location of the Spring Lake Beach office (1914) – across the street from the bank.
6. Fifth location of the now renamed again Spring Lake office (1950).
7. Current Spring Lake office (2001) – in an abandoned A&P building in Spring Lake Heights.
8. First location of the Sea Plain (1873-1887)/Lake Como post office (1887-1934).
9. Second location of the Lake Como post office (1934-1956).
10. Relocated second Spring Lake Beach office (and house), now, (2008) a private home.

Villa Park: 1875

In 1873, the New York and Long Branch Railroad established a connection to the railroads from Philadelphia that reached Squan Village (Manasquan.). Villa Park was next to Sea Plain, a community north of Spring Lake Beach and south of Ocean Beach (Belmar). Villa Park consisted of two farms owned by William Reid and John Rogers who formerly operated stagecoach lines. Their farms began at Squan Turnpike (State Highway 71) and extended eastward to the intersection of Wreck Pond and its North Branch. In 1872 the two men decided to convert their farms into adjoining resort towns and in 1874 they applied to the county for the construction of a road between the Turnpike and the Atlantic Ocean. When it was constructed in 1875, two towns were established on each side, Reid's Villa Park on the south and Rogers Villa Park on the north.

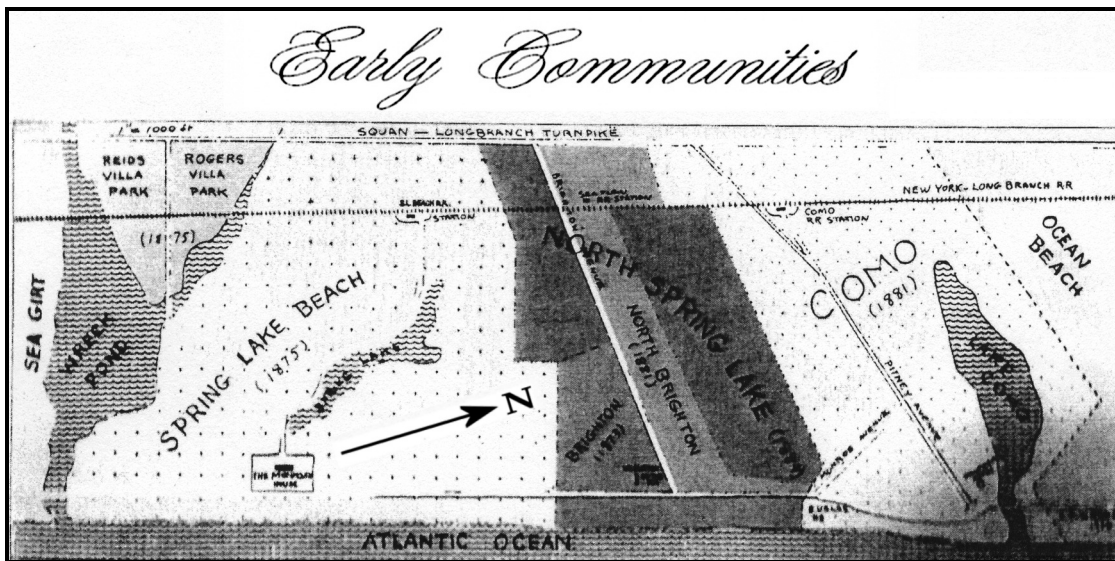
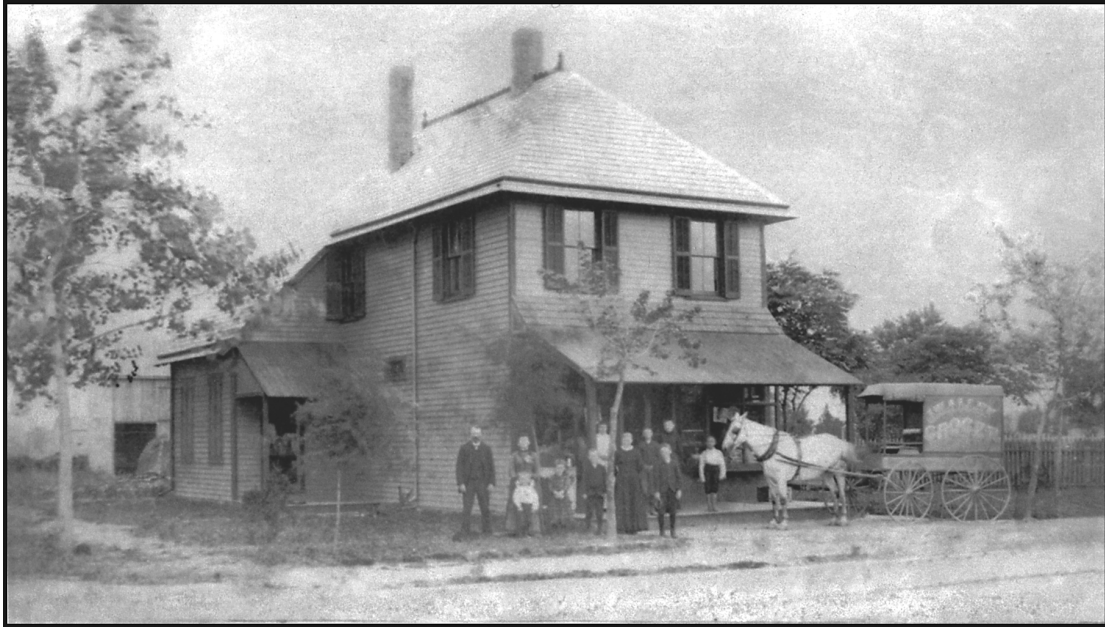


Fig. 2: Early Farms and communities in Spring Lake, New Jersey Area C.D. Wrege, *Spring Lake: An Early History*, 1976.¹

The *Ocean Grove Record*, on September 1875, called Reid's Villa Park an “embryo summer city where Reid has already sold a number of choice cottage sites to prominent New Yorkers.” In 1876, Frederick J. Anspach issued a “Ground Plan of Spring Lake Beach, Monmouth County” which had Spring Lake Beach extending westward to the Squan Turnpike, placing Villa Park within the boundaries of Spring Lake. However, when Spring Lake Beach was finally built in 1876, the boundary terminated at the New York and Long Branch Railroad. In 1892, a post office for the two towns, designated as “Villa Park,” was established in a house in Rogers Park, north of William Reid’s, on the east side of the Squan Turnpike (now 810 State Highway 71 at Prospect Avenue – *Figures 3 & 5*). In 1906, the original Postmaster, Jerome T. Allen, died and his daughter, Antoinette A. Allen was appointed Acting Postmaster; in 1907, President Theodore Roosevelt appointed her postmaster. She remained postmaster for 32 years, retiring at age 84, when the post office was discontinued on January 31, 1940 and consolidated with the Lake Como post office.² I visited the old post office on April 23, 2008 and Mrs. Dawn Monroe allowed me to examine the store where the post office was located. I photographed the original brass post office boxes (for 24 patrons – *Figure 4*) and a stamp delivery device which Mrs. Monroe has preserved.



Courtesy Dawn Monroe

Fig. 3: *Villa Park Post Office, 810 State Highway 71 [Long Branch & Squan Turnpike] and Prospect Avenue, Spring Lake Heights, NJ.*



Fig. 4: *U.S. mail boxes, Villa Park Post Office.*



2008 C.D. Wrege

Fig. 5: *Former Villa Park post office location, now a private home.*

Brighton, North Brighton and North Spring Lake: No Post Office

In 1872, the Spring Lake area saw the establishment of two new seaside towns: “Ocean Beach” (now Belmar) and “Brighton” now part of Spring Lake. Brighton was created by William Reid and C. Wilbur Tuttle. As with Reid's Villa Park and Rogers Villa Park, a road was built from Squan Turnpike to the Atlantic Ocean (supposedly to service the Life Saving Station on the ocean). It was named Brighton Avenue and the area north of this avenue was named North Brighton and the area south of it Brighton (see map *Fig. 2*). A large hotel named the Wilburton (named after Wilbur Tuttle), was built on the ocean. Today this hotel is still standing as The Breakers. The business district for Brighton and North Brighton was on Third Avenue between Jersey Avenue and Washington Avenue. The largest store was owned by Oliver H. Brown who – in 1903 – established the third post office in Spring Lake, as discussed later. North of Brighton and North Brighton was a 100 acre farm owned by Samuel Ludlow. It was purchased by C. Wilbur Tuttle and Samuel Tuttle in 1881 who divided the area between North Brighton and present day Worthington Avenue into building lots. In 1884, Brighton, North Brighton and the Ludlow farm were incorporated as North Spring Lake, but no post office was established in Brighton or North Brighton.

Como (Sea Plain/Lake Como)

North of Worthington Avenue was a large piece of land extending to “Three Corner Pond,” (now Lake Como) and west to the New York and Long Branch Railroad. In 1880, its 240 acres was purchased by Harry Yard and William Force as the site of an exclusive summer resort. West of Como and the NY&LB railroad line was a small village of 20 houses – once known as Pearce – but later known as Sea Plain. On April 10, 1873, a post office was opened in a small general store at the corner of the Squan Long Branch Turnpike and Church Avenue with James Pearce as postmaster. In 1887, the Sea Plain post office was renamed Lake Como, perhaps reflecting the changing nature of the community it served. Nine postmasters ran the post office (two of them women) between 1873 and when it closed June 1, 1956.



Fig. 6: Sea Plain/Lake Como Post Office, 2002 State Highway 71, Spring Lake Heights, N.J. Addition to right side of main building is where Lake Como post office was established in 1934.

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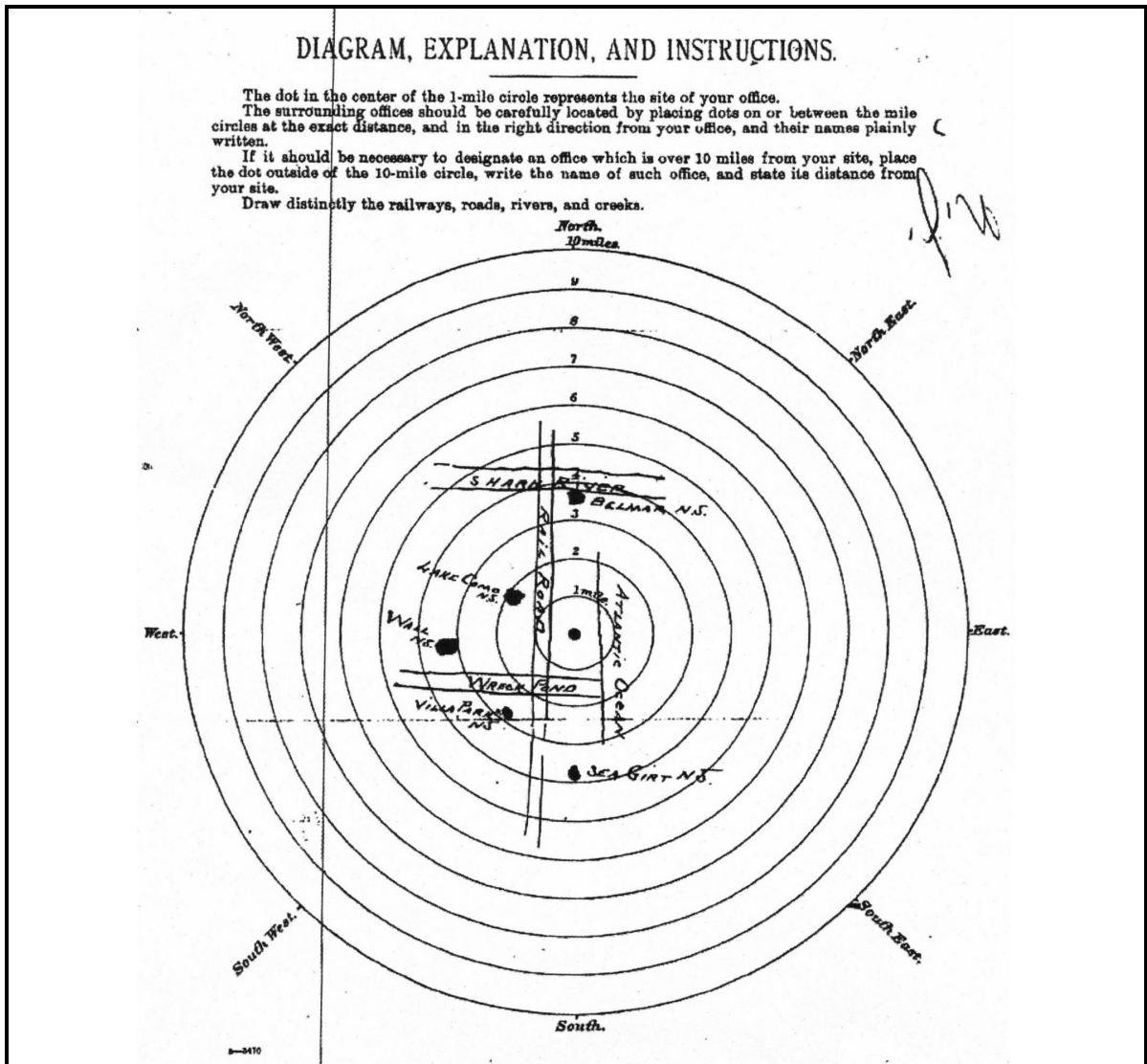
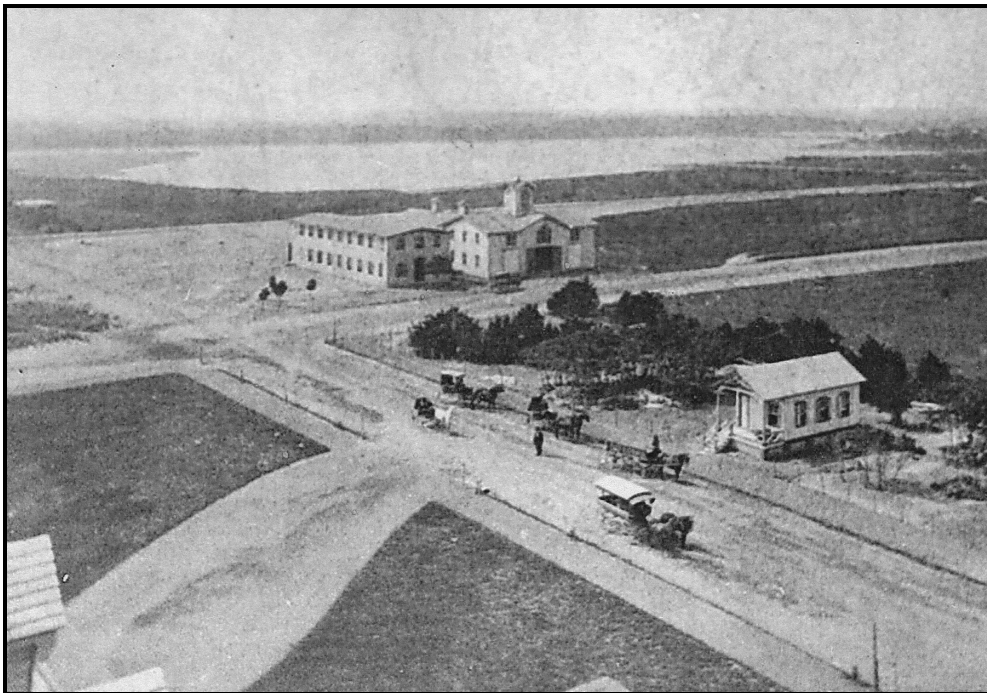


Fig. 7 : This site map from 1901, requested by the P.O.D. in Washington to show the exact location of a specific post office, was filled out by the postmaster. In this case it shows Spring Lake Beach post office as the center dot, with Villa Park PO to the southwest, Wall to the west and Lake Como to the northwest. Also shown are Belmar and Sea Girt. The double vertical line indicates the railroad, and the single vertical line the coastline and the Atlantic Ocean. This form was completed by H. C. Van Arsdale, PM, April 30, 1901. He indicates that Lake Como was the nearest neighboring post office, being a mile and a half from the Spring Lake Beach post office.

In 1934, the Lake Como post office at the Turnpike (now State Route 71) and Church Avenue was replaced by a gasoline station, and on September 10, 1934, the office moved across the street to Vanderhoef's Bakery, in an addition added to the north side of the building which is still in existence. Mary Vanderhoef became postmaster on September 10, 1934 and served until September 1, 1945, when Florence E. Morton became postmaster. On July 1, 1927, Lake Como and Villa Park seceded from Wall Township and incorporated as the Boro of Spring Lake Heights, but the U.S. Postal Service retained the name of Lake Como for the post office. Coincidentally, the location of this old Sea Plain/Lake Como office is two blocks south of the present day Spring Lake Post Office, which is actually located in Spring Lake Heights.³

Spring Lake Beach: 1877

Between Reid's Villa Park and Rogers Villa Park and Brighton was a 285 acre farm owned by Foreman Osborne. In 1874 it was visited by a Philadelphia clergyman, Dr. Alfonso A. Willits, who was impressed by its smooth white beach and a small fresh water pond fed by natural springs called "Fresh Water Pond." When Willits returned to Philadelphia, he initiated a campaign praising the beauty of Osborne's farm and the possibility of the site as a seaside town. Wealthy Philadelphians saw the merits of Willits' plan and the Spring Lake Beach Improvement Association was formed on March 20, 1875, its purpose —"building up a seaside resort, selling lots and building cottages." The Osborne Farm was purchased on April 28, 1875, and the fresh water pond enlarged into a fresh water lake and renamed "Spring Lake." As in the other towns, a road was built from Squan Turnpike almost to the ocean and named Monmouth Avenue. At First Avenue, 1,000 feet from the ocean, the Association built a large hotel named "The Monmouth House" with 200 rooms which opened on June 10, 1876. By 1877, many buildings were under construction at First and Monmouth Avenues, across from The Monmouth House: Barnman's Grocery, Trout & Bye's Pharmacy, and ten other stores. The wealthy Philadelphians wanted a post office so a small post office was built on First Avenue, south of Bye's Pharmacy and north of Atlantic Avenue on the west side of the street. Although the community was called Spring Lake Beach in 1876, the name assigned to this post office on August 23, 1877 was Spring Lake, and Benjamin H. Yard became the postmaster. In 1882, he filed a map with the Post Office Department showing the location of this first post office, shortly before it was moved. This map and a photograph of the post office in 1878 are shown below.



Courtesy Spring Lake Historical Society.

Fig. 8: First Spring Lake post office, First and Atlantic Avenues, Spring Lake Beach, 1878 This view is from the top of the Monmouth House, and shows Wreck Pond in the distance. On the far side of Atlantic Avenue are the stables belonging to Tim Hurley.⁴

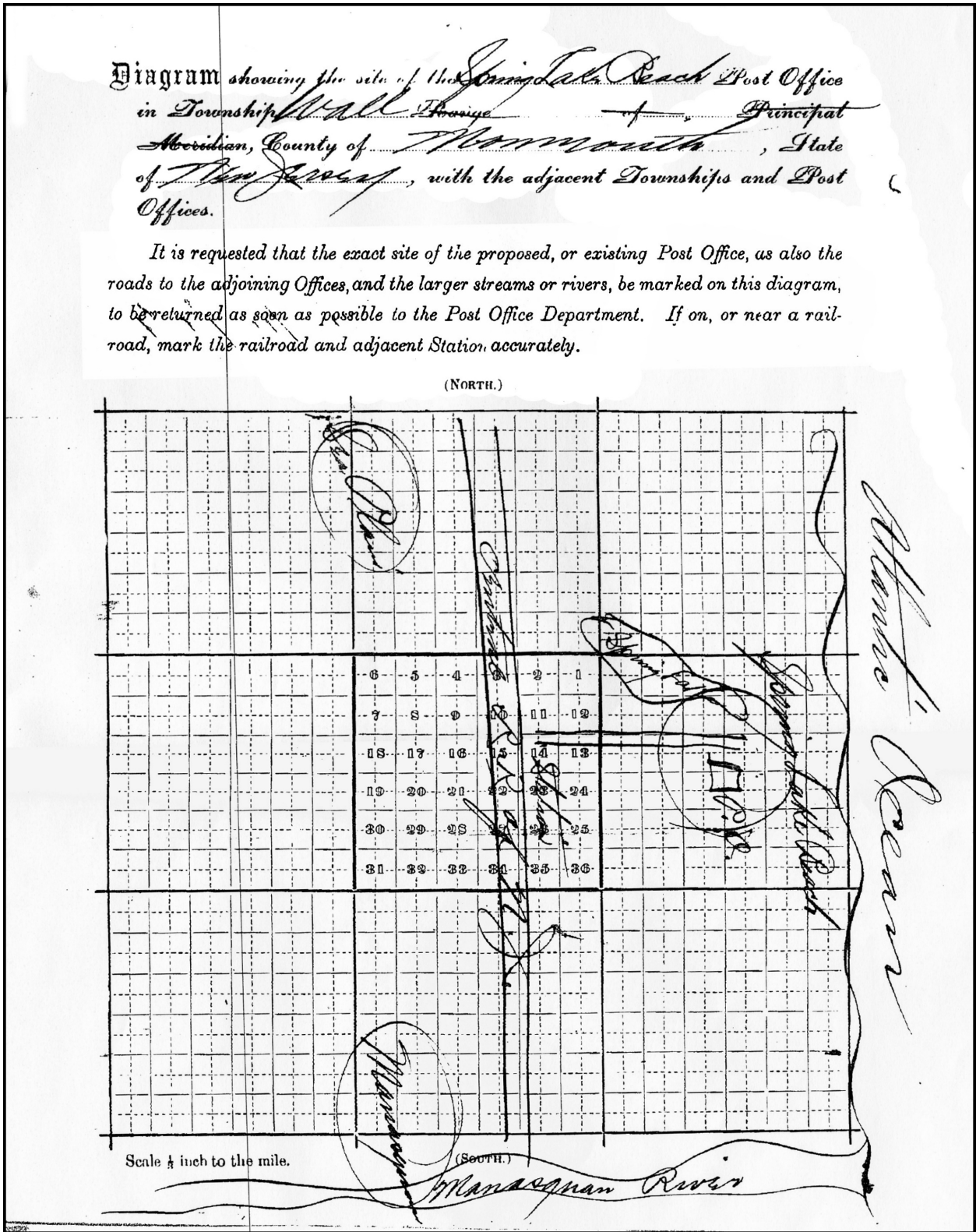


Fig. 9: Map by Benjamin Yard of first Spring Lake post office location in 1882, filed when the name was changed to Spring Lake Beach, apparently shortly before its move to the west side of the lake. Nearby post offices shown are Manasquan to the south and Sea Plain [later lake Como] to the northwest.⁵

SPRING LAKE POST OFFICES ~ Charles D. Wrege

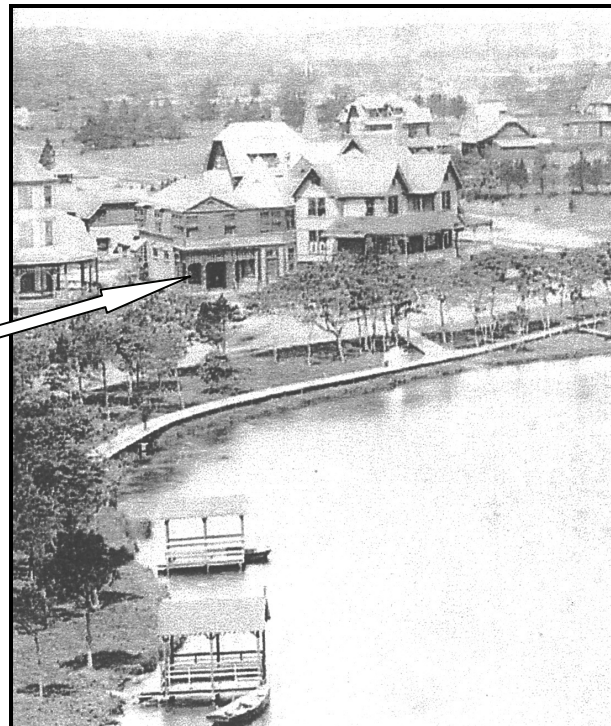
The area around The Monmouth House became the Spring Lake Beach business district and the small post office became incapable of serving its needs. In 1882, Yard built a new home on the west side of the lake, next to the Hewitt-Wellington Hotel and the post office was moved to this location. The photographs below show this second location of the Spring Lake Beach post office, when it was located on the west side of the lake.



Courtesy of the Spring Lake Historical Society

Fig. 10: Second Spring Lake Beach post office, West Lake Avenue. Spring Lake Beach, New Jersey, 1892.

Fig. 11: Enlarged view of second Spring Lake post office on West Lake Avenue, Spring Lake Beach, New Jersey, 1892.





C.D. Wrege. 2008

Fig. 12: Second Spring Lake Beach post office, now at 112 Worthington Ave., North Spring Lake, where it was moved. It is now used as a private home.

Spring Lake Borough Formed: 1892

Spring Lake Beach grew so rapidly between 1877 and 1885 that the Spring Lake Improvement Company found itself with inadequate funds to provide the services needed by the town's residents. The first attempt to solve the problems was the formation of the Spring Lake and Sea Girt Company on December 29, 1889, with plans to merge Spring Lake Beach and Sea Girt (to the south) into one town, but nothing came of this idea. On March 14, 1892, after a special election on March 2, 1892, Spring Lake Beach was incorporated as the "Mayor and Council of the Borough of Spring Lake."

The Disastrous Fire of 1900: Moving the Spring Lake Beach Post Office: 1902

Shortly after midnight on September 19, 1900, a fire began in the laundry adjoining Mrs. Urie's Essex House, north of the Monmouth House. Fanned by a thirty mile an hour wind from the northeast, a vast sheet of flame spread south burning The Monmouth House to the ground and 14 buildings in the business district as well. The *Philadelphia Inquirer* of September 20, 1900 described destruction by the fire in a large headline: "FLAMES ALMOST WIPE OUT BEAUTIFUL SPRING LAKE." The fire of 1900 changed Spring Lake. The most significant change was the relocation of the entire business district to Third Avenue, north of the lake. In 1901, the First National Bank was organized by Oliver H. Brown, and a large brick building was built at the corner of Third Avenue and Morris Avenue on the west side of the street. In the year 1902, fearing the possibility of another fire, the Spring Lake Beach post office was moved from the site on the west side of the lake to the south end of the new bank building. Shortly afterwards, O. H. Brown (who was in both the furniture and real estate business) moved the building that had housed the old post office to 112 Worthington Avenue, where it stands today (See *Fig. 11.*) as a private home. A photograph of the bank building showing the post office at the south end of the bank is shown below.



Fig. 13: First National Bank and third Spring Lake Beach Post Office location, Third and Morris Avenues, Spring Lake, New Jersey, 1903. Post office entrance on left.

From 1901 to 1930, many attempts were made to change the post office name to back to Spring Lake, but this was not accomplished until September 1, 1931.

O. H. Brown's nephew, Peter C. Brown, became the postmaster on January 31, 1906, followed by Charles W. Simonson. When Simonson became postmaster on June 24, 1914, the post office was relocated from the south end of the bank building to a small building at 304 Morris Avenue directly across from the north side of the bank building. It remained here until May 15, 1950 when it was moved to 1404 Third Avenue, north of Washington Avenue. It remained here until September 5, 2001, when it became too small as Spring Lake has developed into a year round residential community. In that year, it was relocated to a new site at 2407 State Highway 71, Spring Lake Heights, New Jersey, in an abandoned A&P store. A photograph of the post office at the new Spring Lake Heights location in 2008 shown in *Figure 14*.



Fig. 14: The current Spring Lake post office, located not in Spring Lake but in Spring lake Heights. It is housed in an abandoned A&P building, which allows for more parking.

The following is the name sequence indicated in Kay & Smith⁶ for the post offices discussed above:

Spring Lake Aug 23, 1877 > Aug 16, 1882
Then became **Spring Lake Beach** Aug 16, 1882 > Dec 1, 1895
Then became **Springlake Beach** Dec 1, 1895 > Dec. 1, 1905
Then became **Spring Lake Beach** Dec. 1, 1905 > Sept 1, 1931
Then became **Spring Lake** Sept 1, 1931 to present [07762]

Sea Plain Apr 10, 1873 > May 26, 1887
Then became **Lake Como** May 26, 1887 > May 31, 1956
Then became **Spring Lake Heights** June 1, 1956 [**Branch of Spring Lake 07762**]

Villa Park Feb 13, 1892 > Dec 1, 1895
Then became **Villapark** Dec 1, 1895 > Jun 1, 1910
Then became **Villa Park** Jun 1, 1910 > Jan 31, 1940
(Subsequently served by Spring Lake)

Covers representative of some of these offices are shown below.

My personal thanks go to Archivist Gregory J. Plunges of the National Archives and Records Service, Northeast Region, Thomas Rusoff, Curator, Spring Lake Historical Society, Rosemary Rizzi, President of the Spring Lake Historical Society, Jonathan Chachko, Wachovia Securities, Jeanne A. Lotito of Spring Lake, Dawn Monroe of Spring Lake, Robert White of West Belmar, and the F/Stop Photo Shop, Belmar, New Jersey for contributions to this article.

Charles D. Wrege, 23 Worthington Avenue, Spring Lake, NJ, 07762-1658, April 25, 2008

COVERS FROM SOME OF THE SPRING LAKE POST OFFICES:



Fig. 15: Spring Lake cog cancel July 12, 1882, with a star killer, shortly before the name change to Spring Lake Beach.

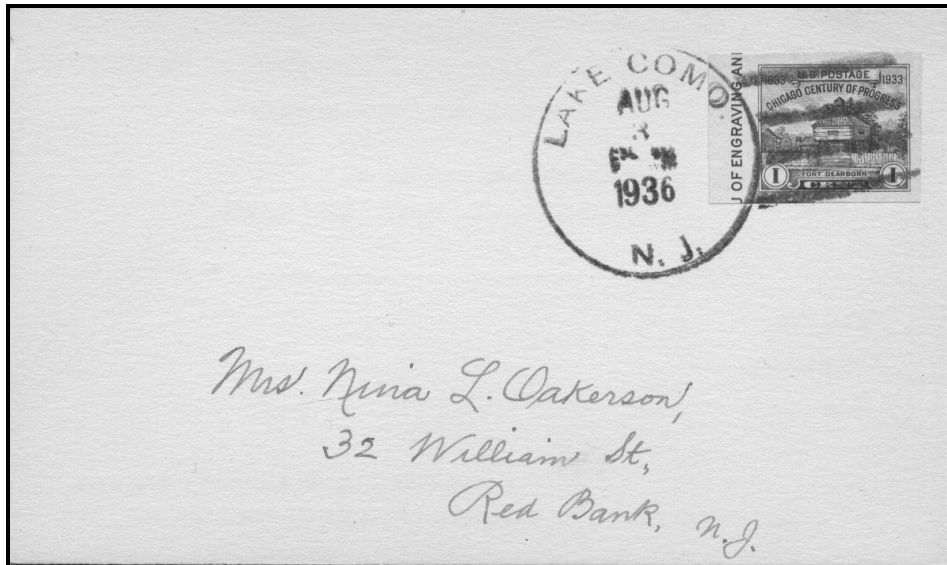


Fig. 16: Spring Lake Beach, June 12, 1895

COVERS FROM SOME OF THE SPRING LAKE POST OFFICES:



Fig. 17: Sea Plain, Aug. 9, 1884. This post office became Lake Como.



Courtesy Paul Jackson

Fig. 18: Lake Como, Aug 3, 1936, using a nice Century of Progress imperf with engraver's notation.

ENDNOTES:

- ¹ 1950 National Archives Microfilms Publications, Pamphlet Describing M126, p. 10.
- ² Kay, John L. and Smith, Chester A., Jr. *New Jersey Postal History*, Quarterman Publications, 1977. Kay and Smith indicate that this post office was established in 1892, with a name change to Villapark, and back again to Villa Park, with James Allen as first PM, and Antoinette Allen [his daughter] becoming PM in 1910.
- ³ Much (but not all) of this information on Sea Plain/Lake Como can be found in the *History of Wall Township Post Offices* by Lester Woolley. (Privately printed, n.d., collection of Robert White.)
- ⁴ Kay & Smith indicate this PO was called Spring Lake from 1877 to 1882, and covers (see Figs. 14 & 15) appear to bear this out. Post office forms are a little more ambiguous.
- ⁵ Post Office Department Reports of Site Locations 1837-1950, National Archives Microfilms Publications, pamphlet Describing M126, page 6.
- ⁶ Kay and Smith, op. cit.

GOVERNOR'S FREE FRANK?

By Ed Siskin

Shown in *Figure 1* is a free franked cover, dated August 10, 1782, from William Livingston, the first governor of independent New Jersey, to William Moore, governor of Pennsylvania. *Figure 2* shows the docketing on the back.

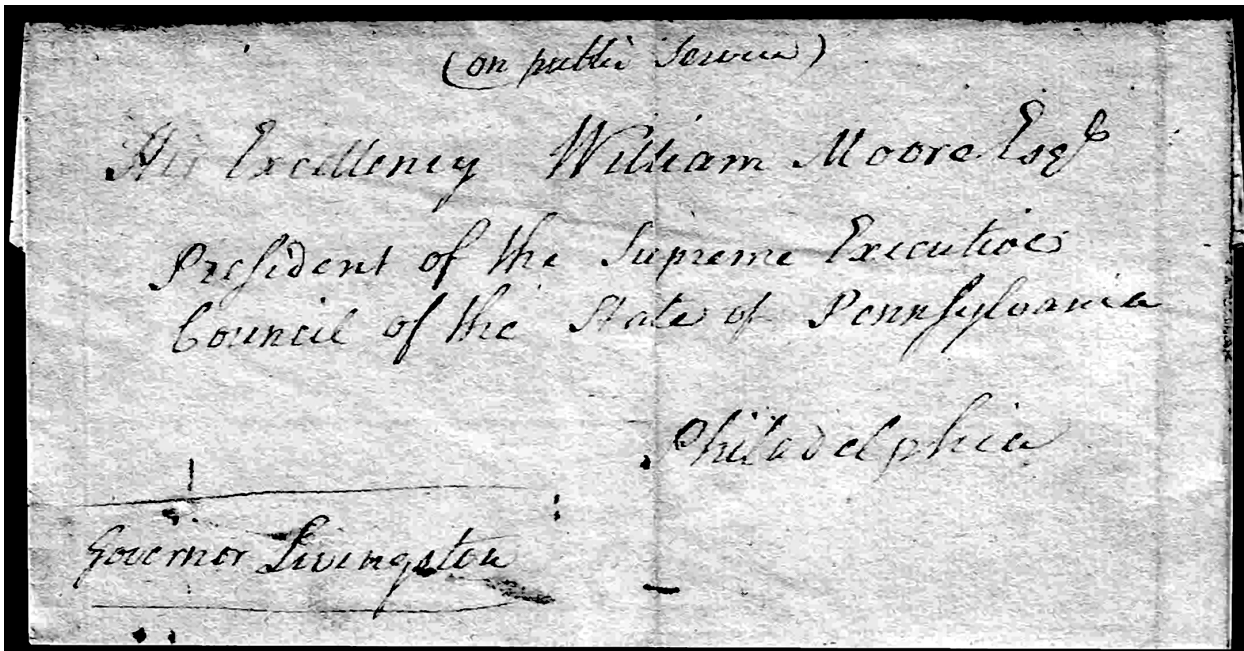


Fig. 1: Stampless folded letter sent from Governor Livingston of New Jersey (1776 – 1790) to his counterpart in Pennsylvania, Governor William Moore.- The dateline reads Trenton 10th August 1782. Note “on public Service” and the lack of any postage paid or due.

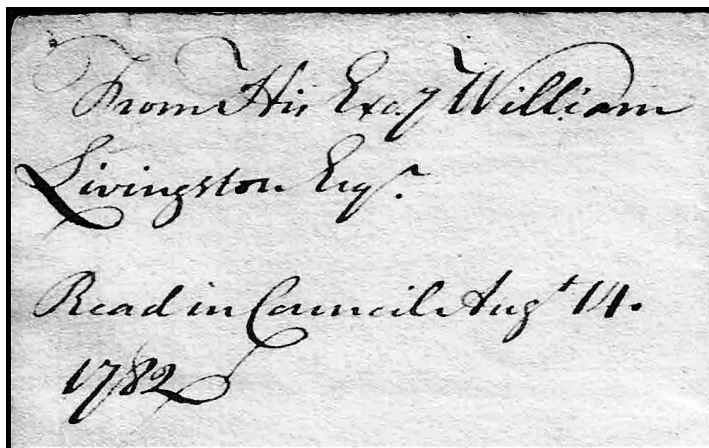


Fig. 2: Docketing on the reverse of this folded letter, indicating it was received and read in Council on the 14th.

Trenton 10th August 1702.

Sir

I was yesterday honoured with your Excellency's Letter of the 6th instant. - With respect to Paul, he is already safely lodged in gaol in Philadelphia; and as ^{to} Woodward, the judicial department of this State has taken every necessary step to bring him to justice.

I heartily congratulate your Excellency on the detection of this kind of Villains, which may probably lead to the discovery of more of the fraternity concerned in various robberies & burglaries in both States. I have the honour to be
with great respect

your Excellency's
most obedient &
very humble servant

W^m. Livingston

Fig. 3: Contents of letter from Livingston regarding the capture of some robbers, one of whom at least is currently in "gaol."

GOVERNOR'S FREE FRANK? ~ Ed Siskin

The contents, shown in *Figure 3* state:

Trenton 10th August 1782

Sir

I was yesterday honoured with your Excellency's Letter of the 6th instant. With respect to Paul, he is already safely lodged in gaol in Philadelphia, and as to Woodward, the judicial department of this State has taken every necessary step to bring him to justice.

I heartily congratulate your Excellency on the detection of this kind of villains, which may probably lead to the discovery of more of the fraternity concerned in various robberies and burglaries in both States. I have the honour to be with great esteem.

*Your Excellency's
most obedient &
very humble servant
Wil Livingston*

This Livingston free frank is not the only revolutionary governor's free frank known. I am aware of free franks by Jonathan Trumbull of Connecticut (1777), Thomas Burke of North Carolina (1781) and William Moore of Pennsylvania (1782). Free franks were a valuable privilege. The cost to mail a letter to from Philadelphia to New York in 1775 was about two days pay for a skilled craftsman. My question is what was the legal authority for these franks?

A review of laws concerning franking yields the following:¹

The legislative history of the British Franking System began in principle in 1652. In that year the Council of State ordered that "all letters of Members of Parliament, of Officers of State and Council, should be carried free of postage." In the following year an edict of the Committee for the Management of the Posts instructed the Inland and Foreign Postmaster in more detail, and this edict incorporated the first condition for acceptance of the Frank: that the letters, if not known by their seals, were to be endorsed "For the service of the Commonwealth." The Royal Governors of the various provinces took advantage of this privilege.

With the advent of the Congressional Post, established July 26, 1775, it was not long before various free franking privileges were provided. For example, the Journal of the Continental Congress² dated November 8, 1775 states:

"On motion made, Resolved, That all letters to and from the delegates of the United Colonies, during the sessions of Congress, pass, and be carried free of postage, the members having engaged upon their honour not to frank or enclose any letters but their own."

On other occasions, free franking privileges were established for the army and for various government officials.

However, I have carefully reviewed the Journals of the Continental Congress, the source of all postal laws during the period, and can find no free franking authority for governors, or State Presidents as they were called. It is possible that it was just an accepted courtesy. If anyone has any information on this matter, I certainly would appreciate hearing about it.

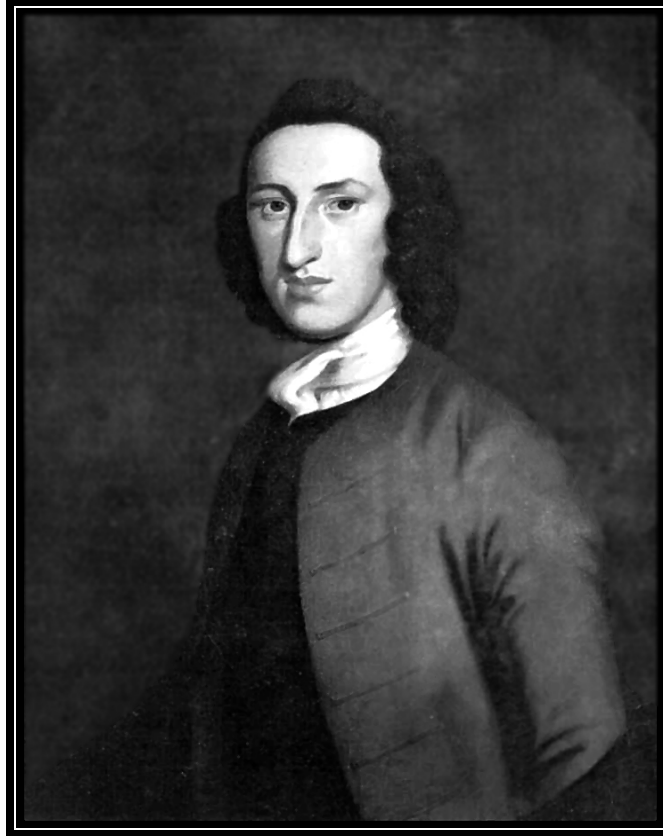


Fig. 4: William Livingston, Governor of New Jersey from 1776 until his death in 1790.

William Livingston (1723-1790), shown in *Figure 4*, was an important figure in New Jersey history. He was from a wealthy and powerful New York family. He had been a prominent New York attorney who retired to Elizabeth, New Jersey in 1772. With the advent of problems with England, he was appointed a delegate to the First and Second Continental Congress. In June 1776, before he could vote on the Declaration of Independence, he was appointed to command New Jersey's militia to help defend against the anticipated invasion by British troops. He was appointed governor on August 31, 1776, shortly after William Franklin (Benjamin Franklin's illegitimate son, who had been Royal Governor of New Jersey since 1763) was deposed and arrested. He was reappointed yearly until his death in 1790. He was effective, well respected and liked and quite humble. He was also an influential member of the Constitutional Convention of 1787 and a signer of the US Constitution.³

His brother Phillip Livingston was on the committee to draft the Declaration of Independence and was a Signer representing New York. Later, Phillip was a key negotiator for the Louisiana Purchase. His daughter Eleanor married John Jay, who became the first Chief Justice of the US Supreme Court. A son, Henry Brockhorst Livingston, was an Associate Justice of the US Supreme Court.

ENDNOTES:

¹ Lovegrove, J. W. *Herewith My Frank*, Published by Author, 2nd Edition, 1989.

² The Journals of the Continental Congress are available at the Library of Congress, and on their website at <http://memory.loc.gov/ammem/amlaw/lwjc.html>.

³ Stellhorn, Paul A. and Birkner, Michael J, ed., *The Governors of New Jersey 1664-1974*, New Jersey Historical Commission, 1982.

RURAL FREE DELIVERY

By Len Peck

History of Rural Free Delivery

Rural Free Delivery (RFD) was officially established by Congress on Oct. 1, 1896, although the first Postmaster General to champion this cause was John Wanamaker – seven years earlier in 1889. His motives in this initial effort to establish such a system were widely questioned by many of the small merchants in the rural areas. Although they knew such a service would benefit the farmers in the outer areas, they accused Wanamaker of attempting to crush the small country-store owners while creating a greater market for his large Wanamaker store in Philadelphia via its catalog mail-order business.

In the larger cities, mail delivery had been in effect since 1863, and by 1890 the farmers in the rural areas were asking the question; "why should the cities have fancy delivery mail service while the old colonial service still prevails in the country districts?"

Thus it was that between Feb. 1st & Sept. 3rd 1891, Wanamaker experimented with an RFD system in communities with populations of 800 to 4000 people, and received favorable comments from both the rural postmasters as well as the rural recipients.

In New Jersey, James Harold, postmaster at the Dunellen post-office wrote, "I am pleased to state that the experimental free delivery system is working very satisfactorily. As anticipated the box rent has and will no doubt continue to fall off but this is considered secondary to the benefits derived by the patrons of this office."

To the farmer, it would be impossible to over-emphasize the importance of RFD. It meant he could receive daily market reports that were so important in selling his crops. It meant receiving daily weather reports which were also important in planting and harvesting his crops. It also meant the saving of many valuable hours in traveling to the post office to pick up his mail, and it would bring to his door the delivery of newspapers with news of the world. It also meant they would no longer be shortchanged in the service they received by having to pay the same postage as the city folks without the advantage of home delivery.

But all of Wanamaker's efforts would be short lived, as his term as Postmaster General would end in 1893 when President Grover Cleveland would replace him with Wilson Bissell, who did not favor Rural Free Delivery.

During the next three years, much debate took place between Congress, Postmaster General Bissell, and the rural public. Finally, on June 9, 1896, Congress, under pressure, appropriated \$10,000 to be added to a previous appropriation of \$30,000, and authorized rural delivery. But PMG Bissell, who had all along opposed rural delivery, resigned his position rather than put it into effect.

President Cleveland then appointed William L. Wilson as Postmaster-General. He promised to begin experimental rural deliveries even though he disagreed with the concept. Wilson set up 44 widely diversified experimental routes in 26 states. One of the routes he established was in his hometown of Charles Town, West Virginia. The reports received from all experimental routes were so overwhelmingly in favor of the new system that on Sept. 29, 1896, Wilson issued the following letter inaugurating RFD.

“The success of the experiment of rural free delivery of mail, now being tried in the vicinity of Uvilla, West Virginia, will depend largely upon the speed and promptness with which the letter carriers will make deliveries to patrons on their routes. This will be insured if patrons erect at the roadsides boxes in which carriers may deposit the mail as they pass. The time otherwise consumed by carriers in reaching residences some distance back from the main roads will thus be saved, the service rendered efficient and its cost limited to a reasonable figure. It is hoped the Department will receive the cooperation of those who will be benefited by RFD in order that it may be able to satisfactorily demonstrate by this test the usefulness of the service.”¹

With the experiment a complete success, Oct. 1, 1896 is considered the official date RFD went into effect.

Not only was RFD a boon to the farmer but it also went a long way in development of the mail order business. Sears Roebuck & Company which started their mail order business in 1888, after only one year of limited RFD service reported that they were selling “four suits and a watch every minute, a buggy every ten minutes and a revolver every two minutes.”²

Because of the deplorable condition of certain roads, the Post Office Department had to turn down hundreds of petitions for the service. This caused local governments and the farmers to get involved with grading and development of a better highway system.

But once RFD became a fact, requests for the service multiplied rapidly. Each new route established usually brought immediate requests for additional routes from surrounding areas. By June 30, 1900 there were 1214 rural routes established in 42 States and Territories, with some 2100 additional routes pending.

To be eligible for a rural route at the turn of the century, 100 families or more along the proposed route had to sign a petition, which was then sent to their Congressman or Senator. Upon their recommendation to the Post Office Department, the request was put on the waiting list until a postal agent was available to assess and lay out the route. Road quality, year round usability, and true rural use were the principal requisites for a route to be established, with assurance by the patrons on the route that certain road standards would be maintained. The length of all routes was restricted in length so the carrier could complete all deliveries and return home in one day.

RURAL FREE DELIVERY ~Len Peck

Once a route was mapped out and established by these Special Agents, it was then advertised for a carrier. Qualifications required carriers to be of good character, neat and tidy, with no criminal record, and morals above reproach. They could be either male or female, and a few women did apply and become carriers. Carriers were required to be bonded for \$500.00 as were their substitutes. Under no circumstances were non-bonded carriers to handle the mail. The carriers were placed under the direct authority of the local postmaster, who was required to report any postal infractions or violations to the postal department immediately.

Once the route was established and a carrier chosen by the special agent, the postmaster informed the families on the route of the rules they needed to follow. They were informed "that the service was free to any family adjacent to the route, provided a suitable receptacle was installed to receive the mail in a place that can be conveniently reached by the mail carrier without alighting from the mail buggy. No mail will be delivered if a suitable box is not provided to receive it."

At first, all types of receptacles were used to receive the mail, in all shapes and sizes. Carriers reported finding such unsuitable containers as lard pails, empty coal oil cans, syrup cans, soap, sugar and apple boxes---even leaky milk cans, which were hung on a post or tree next to the road. This prompted the postmasters to warn their patrons that certain standards were expected for a rural mail box.

In 1901 a commission was appointed to set up specifications which were to be followed in constructing mailboxes. Of some 63 models submitted, 14 were considered acceptable. Later, in 1915, Postmaster General Albert Burleson approved a design submitted by Roy J. Joroleman, a post office engineer. It was the now familiar tunnel-shaped mailbox with a signal attached that could be raised or lowered. The carrier would raise the signal when mail was delivered and patrons could raise the signal so the carrier could pick up outgoing mail even if no mail was to be delivered. The signal was a great boon to the carrier on cold or inclement days when they did not have to stop for no purpose. Some carriers equipped themselves with whistles, which they would use to signal their patrons who lived a distance back from the road when mail had been delivered.

Mail routes were inspected twice a year by special inspectors who reported on the physical condition of the route, the efficiency of the carrier and mail boxes that did not conform to specifications. Inspectors turned in a report containing 36 questions encompassing every phase of the service, as well as carrier conduct.

In many cases the salary of the carriers was hardly considered adequate. In farming areas where horses were readily available and forage was abundant, the salary was considered quite good and there were always farmers' sons scrambling to get appointments. In other areas, where the carrier had to purchase a horse and wagon and pay for feed and care of his animal as well, the salary of \$50.00 a month hardly covered operating expenses. In such cases, these carriers soon learned how to supplement their income by offering special services to patrons on the route. This included purchasing and delivering supplies and errand running of all kinds.

On one occasion, where a farm-boy carrier had advertised for practically any type of service, he found a message in the mailbox requesting that he “feed the chickens and animals in the barn,” as his patrons had gone away for the weekend. Of course, this type of activity was not sanctioned by the Post Office Department, but was overlooked in most cases by the local postmasters in those areas where carriers were hard to come by.

Like everything that is new and different, there were those who were apprehensive about the RFD system. Some patrons along the route feared that anyone passing by their mailbox could remove stamps and letters that were placed in the box while small merchants in town feared the loss of revenue if farmers did not have to come to town as often.

Rural carriers were also expected to have the latest information on everything that was going on in the area. As postcards were the principal means of communication during the early years of RFD, the carrier had easy access to birth, death, wedding, and other announcements of all kinds, and the patrons along the route expected him to share this information. Thus, on cold days, the carrier would be welcomed into the homes of patrons for a hot cup of coffee or soup, or a cold glass of lemonade on those hot, humid summer days. The carrier had to be cautious about these visits and limit the number of such stops on each trip to avoid complaints of dallying, which could result in a serious reprimand or even dismissal.

But there was no question about the overall success of RFD, not only to the farmer and other patrons along a delivery route but also to the Post Office Department as well. From its inception until 1915, over 26,000 of the smaller fourth class post offices had been discontinued. Of course, there were many complaints from some of the fourth class postmasters who lost their jobs, but this was considered unimportant compared to the overall advantages gained.

The number of rural routes in service reached its highest point of 45,315 in 1926. It had grown from 82 in 1897 to 24,566 in 1904, then averaged from 35,000 to 45,000 from that point until 1926.

Road improvements and the advent of the automobile played the major part in limiting the number of routes in use. Whereas all kinds of horse-drawn conveyances were first used in covering a mail route, it was soon learned that light rigs called “runners” were the best for negotiating muddy, rutted roads. Such rigs were soon made available by carriage manufacturers. They were nothing more than a box on wheels, completely enclosed, with a sliding window through which the driver could service the mailbox without leaving the wagon.



Fig. 1: Mail Delivery runner for Hamburg, N.J., photographed May 18, 1912.

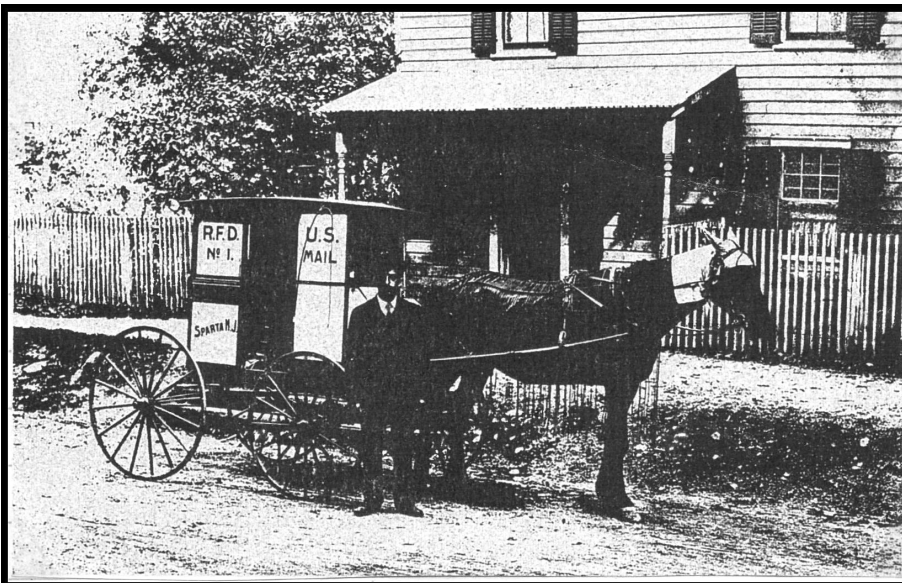


Fig. 2: Sparta RFD runner, pictured in front of the home and post office (c. 1905) of Charles Halsey on Main Street, Sparta. Halsey was postmaster from 1906-1914, and was succeeded by Herbert Dodge.

R.F.D in New Jersey

In Sussex County – my specialty -- the greatest number of post-offices in existence at any one time was 45 in 1895. Today, there are only 25, with those discontinued offices being serviced by a regular RFD carrier from a larger post-office in an adjacent area.

Other articles in *NJPH* have touched on RFD service. William Coles,³ in 1993, provided a synopsis of the earliest work, by Edith Doane – the same whose name lives on in “Doane cancels” – described the growth of the Rural Free Delivery System in New Jersey in her article in January 1959 in the Proceedings of the New Jersey Historical Society.⁴ She pointed out that:

New Jersey was not represented in this initial group but it did receive four routes near the very end of the next appropriation for fiscal 1897-1898. Three of these were started in Moorestown on June 5th and one was started from nearby Riverton on June 13, 1898.

It is unclear why Burlington was chosen to receive a concentration of these first offices. Edith Doane suggests perhaps it was the result of an active and supportive Congressman. The next rural routes to be activated from the new 1898-99 budget were Chatham (Morris Co.), Washington (Warren Co.), and in Burlington County, Marlton, Palmyra, Mount Laurel, and Moorestown. All of these had one route each, with the exception of Moorestown, which had four. These were inaugurated in late 1898 (the first four) and early 1899 (the last two). By 1904, New Jersey had 166 rural routes, operating from 90 different post offices. Burlington still maintained the highest number of routes, but New Brunswick in Middlesex County held the honors for the largest number of routes from one post office with six.

On the 100th Anniversary of Rural Free Delivery, two articles appeared in the pages of *NJPH*, a long one covering the history of the RFD by Mary K. Law,⁵ and another showing related ephemera by Robert Larason.⁶ Further contributions to this subject have been made by Richow's *Encyclopedia of R.F.D. Markings*,⁷ which records markings from 65 different post offices in New Jersey.

Special cancellers were originally issued for mail picked up by rural route carriers. Ms. Doane gave an interesting description of the cancellers in use by such RFD carriers:

Beginning in December, 1899 ... the Department had furnished a type of small canceller for the use of each rural carrier in postmarking mail he collected for delivery later along his own route. Effective August 1, 1900, the Postmaster General's Order No. 875 required carriers to cancel all mail collected on their routes and he authorized a special canceller for this purpose.

This was rectangular in shape, about 3¼ inches long, a scant inch wide and ½ inch thick. It had a deep trench into which the carrier set the movable rubber type for each date. The other hard-rubber letters were affixed to a pressed cork foundation. A small folding ring handle was soldered to the top.

The handstamp was carried face down in a small brass shell, with a narrow strip of inked felt at the bottom upon which the indicia side of the device rested. The whole fitted neatly into the carrier's palm when in use and was conveniently carried in his pocket at other times. Several of the earliest carriers interviewed in other states confided that they were so proud of this little postmarking device that they usually carried it with them because it might have been “lifted” had it been left at the post office. Their real excuse for removing it from the office was that they frequently had time to cancel their collected items while the horse jogged along between boxes or on the way back to the base office.⁸

List OF RFD Routes Compiled by Edith Doane From The New Jersey Section Of The 1905 Post Office Guide⁹		
<p>Bergen</p> <p>2 Allendale 1 Englewood 1 Hackensack 1 Midland Park 2 Ridgewood 2 Westwood</p>	<p>Gloucester</p> <p>1 Clarksboro 1 Franklinville 3 Mullica Hill 2 Newfield 2 Paulsboro 5 Sewell 3 Swedesboro 1 Thorofare</p>	<p>Ocean</p> <p>1 Tuckerton</p> <p>Passaic</p> <p>1 Paterson</p> <p>Salem</p> <p>5 Elmer 3 Monroeville 1 Pedricktown 1 Pennsgrove 2 Salem 2 Woodstown</p>
<p>9 (6 offices)</p> <p>Burlington</p> <p>1 Beverly 3 Burlington 2 Columbus 2 Jobstown 1 Kinkora 3 Marlton 3 Medford 5 Moorestown 3 Mount Holly 1 Mount Laurel 1 Palmyra 1 Riverside 2 Riverton 2 Vincentown</p>	<p>18 (8 offices)</p> <p>Hunterdon</p> <p>1 Bloomsbury 1 Milford 1 Pattenburg 2 Pittstown 5 (4 offices)</p> <p>Mercer</p> <p>1 Hightstown 3 Princeton 2 Robbinsville 3 Trenton</p>	<p>14 (6 offices)</p> <p>Somerset</p> <p>1 Bellemead 1 Boundbrook 1 Millstone 1 Somerville</p>
<p>30 (14 offices)</p> <p>Camden</p> <p>1 Berlin 1 Haddonfield 1 Laurel Springs 1 Merchantville 1 Mt. Ephraim 1 Sicklerville</p>	<p>9 (4 offices)</p> <p>Middlesex</p> <p>4 Cranbury 2 Jamesburg 1 Monmouth Jct. 6 New Brunswick</p>	<p>4 (4 offices)</p> <p>Sussex</p> <p>1 Lafayette 2 Newton 1 Sussex</p>
<p>6 (6 offices)</p> <p>Cape May</p> <p>1 Tuckahoe</p> <p>Cumberland</p> <p>6 Bridgeton 6 Vineland</p>	<p>4 (3 offices)</p> <p>Monmouth</p> <p>2 Asbury Park 2 Englishtown 1 Red Bank</p>	<p>4 (3 offices)</p> <p>Union</p> <p>2 Plainfield 3 Rahway</p>
<p>12 (2 offices)</p> <p>Essex</p> <p>1 Caldwell 1 Orange 2 (2 offices)</p>	<p>13 (4 offices)</p> <p>Morris</p> <p>2 Boonton 2 Chatham 2 Dover 1 Montville 2 Morristown 1 Newfoundland 2 Whippany</p>	<p>5 (2 offices)</p> <p>Warren</p> <p>1 Belvidere 1 Blairstown 1 Bridgeville 1 Broadway 1 Danville 2 Delaware 1 Oxford 2 Phillipsburg 1 Port Murray 2 Stewartsville 1 Townsbury 1 Washington</p>
	<p>12 (7 offices)</p>	<p>15 (12 offices)</p>

We have illustrated a few such cancellations. It should be noted that not all RFD mail carried cancels of this type. Some carriers purchased or created their own. By July 1903, cancellers for new routes were discontinued, although those still in existence were used for several years thereafter. When cancellers were no longer supplied, an indelible blue pencil – carried easily in the pocket – was also used into the 1920s. Eventually, no special cancels existed or were required for rural free delivery, as the service became an integral part of almost every post office.

In 1913, with the official inauguration of Parcel Post, the Post Office provided service to the door of packages, while other express companies stopped at the local train depot. Amongst the Parcel Post stamps issued that year, one (the 4¢) featured the rural carrier with his runner, or wagon.



Fig. 3: US Parcel post stamp depicting an RFD runner, issued Dec. 12, 1912.

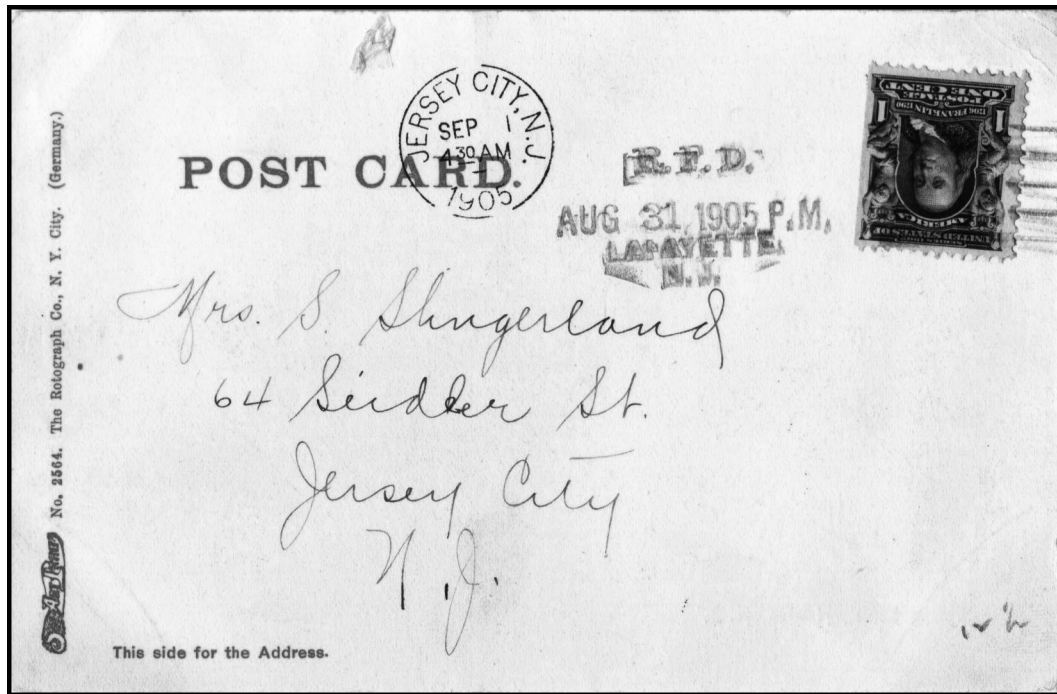


Fig. 4: RFD cancel from Lafayette, NJ August 31, 1905.

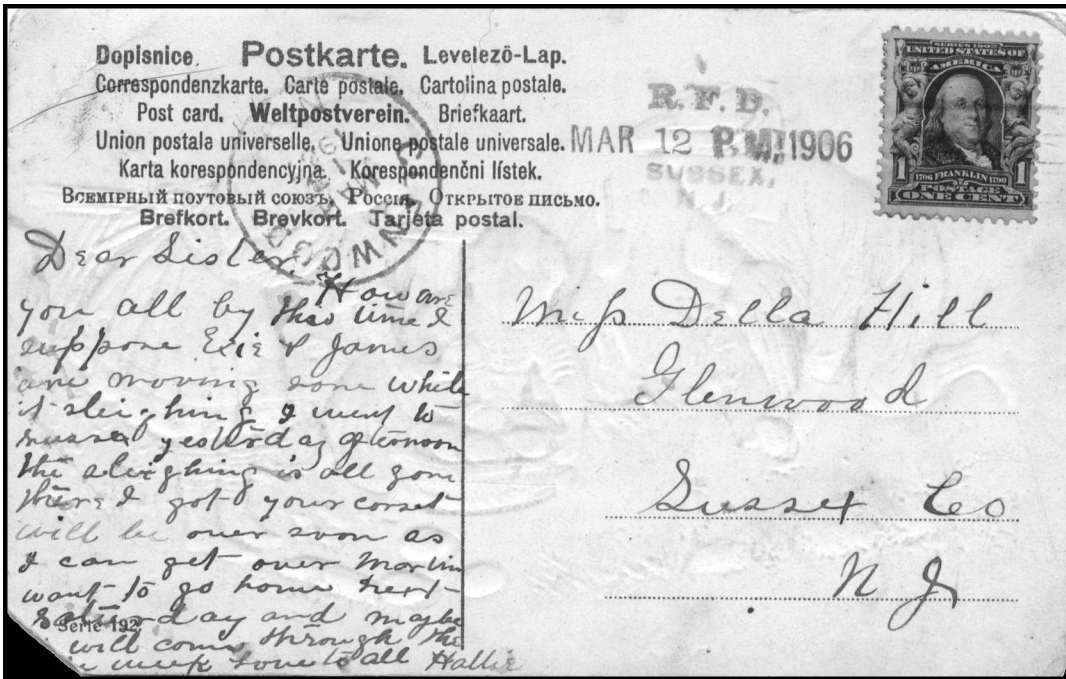


Fig. 5: March 12, 1906 RFD cancel from Sussex, NJ.



Courtesy Jim Walker

Fig. 6: Typical RFD blue pencil cancel from Junction, Jun 6, 1908.

Today, rural routes operate out of so many New Jersey post office that we no longer think of it as a “special” service. No distinctive markings indicate their existence or the service they provide.

ENDNOTES:

- ¹ Law, Mary, “Celebrating 100 Years of Rural Free Delivery,” in *NJPH*, Vol. 24, No. 4, Whole No. 119, Sep 1996, pp. 100-123.
- ² Ibid.
- ³ Coles, William C., Jr. “Rural Free Delivery in New Jersey NJ,” in *NJPH*, Vol. 21, No. 2, Whole No. 102, Mar 1993.
- ⁴ Doane, Edith R., “The Beginning of Rural Free Delivery in New Jersey,” in *Proceedings of The New Jersey Historical Society*, New Jersey Historical Society, Newark, NJ, January 1959, Pp 27-31.
- ⁵ Mary Law, ob cit.
- ⁶ Larason, Robert “Rural Free Delivery Centennial - 1896-1996” *NJPH* Vol 24, No. 4, Whole No. 120, Nov. 1996, pp. 130-159.
- ⁷ Richow, Harold E., *Encyclopedia of R.F.D. Cancels*, Lake Oswego, OR: La Posta Publications (Printed by Raven Press), c1995.
- ⁸ Edith Doane, ob cit.
- ⁹ Ibid.

TWELVE CENT 1851 ISSUE USAGE IN NEW JERSEY

By Robert G. Rose

In preparing a presentation for the Society's annual meeting at NOJEX 2008 featuring New Jersey usages of United States classics, I was struck by the absence of reported usages of the 12¢ 1851 Issue.

To be sure, covers with 5¢ or 10¢ 1855-56 Issue usages from New Jersey are also rarities. All existing covers bearing the 5¢ stamp (Scott 12) come from the same correspondence, addressed to Lieutenant Earl English, serving on the Sloop of War *Levant*, care of the American Consul in Hong Kong. Two covers, each with a strip of four of the 5¢ stamp together with a single 1¢ 1851 Issue, all postmarked from Trenton in 1856 were in the find, as well as a single 5¢ usage in 1856 from Trenton to Hong Kong.¹ The English correspondence also yielded a number of 10¢ usages from Trenton, with examples of Types I through IV (Scott 13-16), including a combination pair of Types II-IV (Positions 53-54L1).²

Unfortunately, no foreign correspondence from New Jersey has ever turned up with the 12¢ stamp. The only trans-Atlantic rate that would have required the use of this highest value postage stamp of its time was the 24¢ rate to Great Britain. Students of this stamp estimate that only 2,000 covers with the 12¢ stamp exist today, compared with over 9,000 of the 5¢ 1847 Issue and 3,000 of the 10¢ 1847 Issue.³ No domestic cover with a New Jersey usage has been reported with a complete 12¢ stamp. Indeed, the *only* reported New Jersey usage of the 12¢ stamp is as a bisect and is shown below in *Figure 1*.

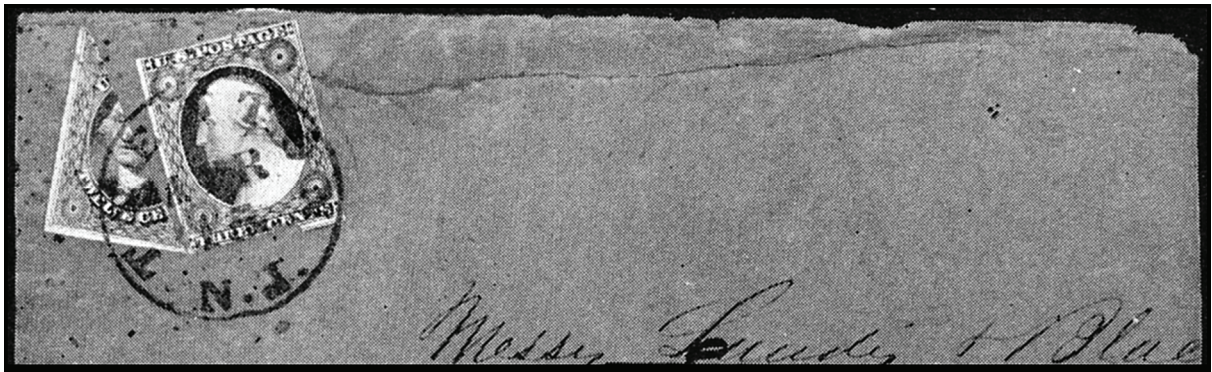


Fig. 1: 12¢ bisect with 3¢ red (Scott 11) paying triple (9¢) domestic rate.

The 12¢ bisect in *Figure 1* is shown on the partial illustration of a restored buff cover with a blue Trenton, N.J. postmark to Lancaster, Pennsylvania, and was sold as part of the legendary Caspary Collection.⁴ To this author's knowledge, in the over 50 years since the Caspary Sale, no cover with a 12¢ stamp showing a New Jersey usage has ever appeared on the auction scene. If such a cover exists, please contact the author at rrose@daypitney.com.

ENDNOTES:

-
- ¹ The single 5¢ usage from Trenton to Hong Kong was included in Robert A. Siegel Auction Galleries, “2003 Rarities of the World, Sale No. 863, May 31, 2003, lot 250.
- ² *Ibid*, lot 247. Additional 10¢ usages are illustrated in the same sale, lots 248-49 and 251-53. See Rose, Robert G. “The 10 Cent 1855 Issue on Cover,” *NJPH*, Vol. 31, No. 2 (May 2003), pp. 52-53; “New Jersey Classics Featured in Recent Auction Sales,” *NJPH*, Vol. 31, No. 3 (August 2003), pp.95-97.
- ³ Allen, James F., “Early Uses of the United States 1851 12¢ Imperforate Stamp (Scott U.S. #17),” in Skinner, Hubert C. & Peterson, Charles J., editors, *The 1851 Issue of the United States Stamps: a Sesquicentennial Retrospective*, New Orleans, The U.S. Philatelic Classics Society, Inc., 2006, p. 180.
- ⁴ H.R. Harmer, Inc. “The Alfred H. Caspary Collection” Sale 2, United States General Issues 1847 to 1857-61, January 16-18, 1956, lot 569. Against the then Scott catalog value of \$350 for a bisect on cover, the lot (the 12¢ described as having “tiny faults” and the 3¢ with “defects”) sold for \$190.

WE NEED ARTICLES NOW!

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

New Jersey postal history are always welcome.

PLEASE submit these to your Editor: Robert G. Rose

at PO Box 1945

Morristown, NJ 07962-1945

or rrose@daypitney.com

NEW JERSEY PERFINS

By Paul Jackson

Perfins are stamps which have been punched with a series of initials or insignia – hence the name, an acronym for PERForated INSignia or INInitialS. Originating as early as 1868 in England, their purpose is to discourage employee stamp theft, usually in large organizations or companies, such as insurance companies or railroads.¹ They are known as well to have been used by government organizations.

The earliest U.S. perfin I have on cover is from December 21st 1908: American Trust and Savings Bank [#A2651]. I do have an earlier unauthorized usage from July 7th 1908 on a vacation post card. My next earliest is May 13, 1909. It might be of interest to NJPHS members to see if they can beat that date.

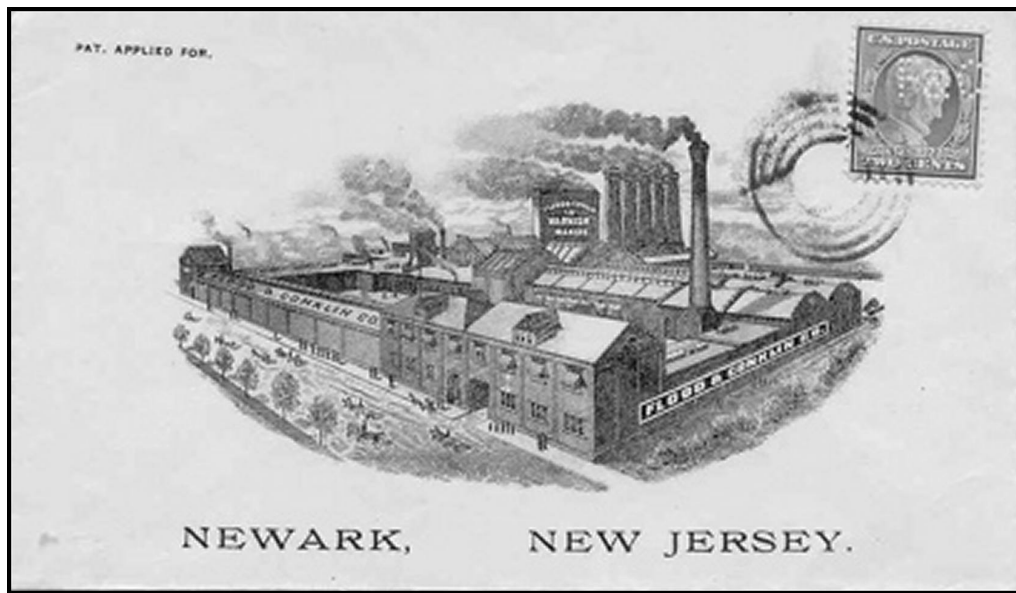


Fig. 1: Early (1909) New Jersey perfin for Flood & Conklin, used on a company return envelope.² The picture of the factory and Newark, New Jersey was apparently sufficient address.

A very interesting early New Jersey perfin is from Flood and Conklin Co. It is actually a very unique return envelope – no street address, just city and state, and a picture of the factory (see *Figure 1* above). I have included a list of my own New Jersey perfins; perhaps others can add to that list. [26 listed]. See table on last page.

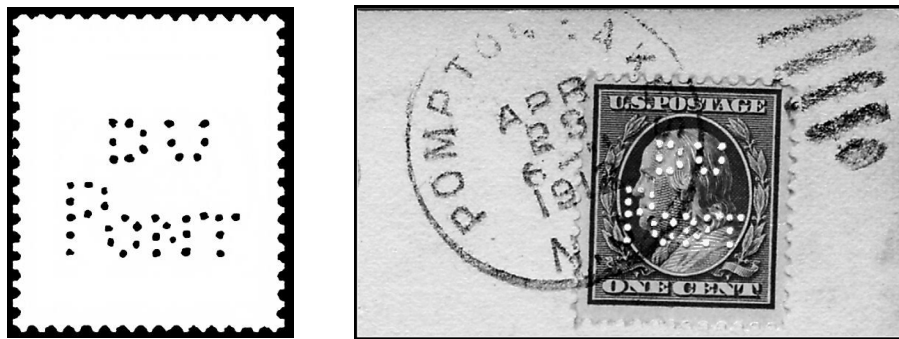


Fig. 2A & B: Enlargements and enhanced views of the perfin in Fig. 2C.



Fig. 2C: A du Pont perfin used (probably unauthorized) on a vacation post card from Pompton Lakes on April 29, 1912. Perhaps this indicates that the anti-theft intention was not completely successful!

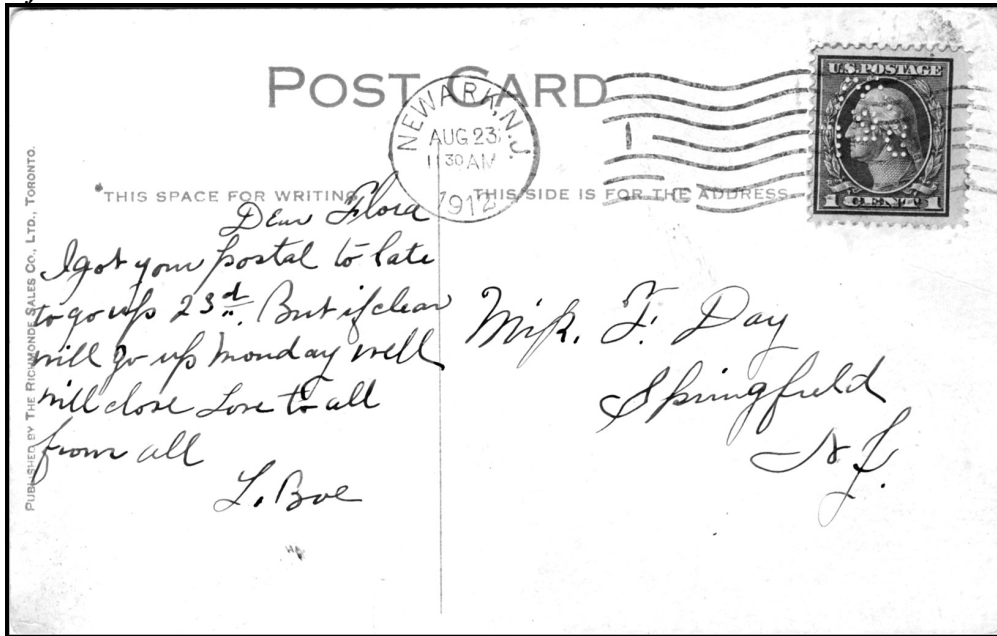
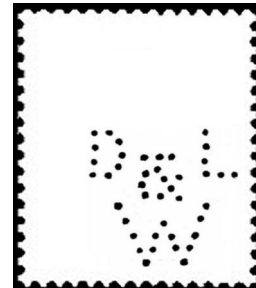
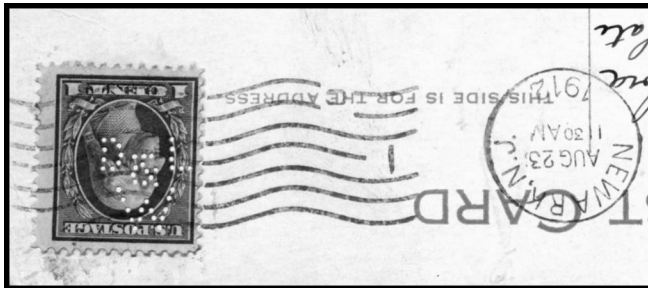


Fig. 3A: Another vacation post card, this one with an Aug. 23, 1912. DL&W perfin cancelled in Newark. Figure 3B & C below show enlargements and enhancements of this perfin.



NEW JERSEY PERFINS		
Company	Location	Date
Acme Fast Freight	Newark, NJ	1953
Autographic Register Co.	Hoboken, NJ	1915 & '16
The Central RR of NJ	Various	
Crocker-Wheeler Co.	Ampere, NJ	
Delaware Lackawanna & Western RR	Newark	1912
Driver-Harris Co.	Newark, NJ	1917
DuPont (perfans on Krees Pigment & Color Corp.)	256 Vanderpool St. Newark, NJ Also Pennsgrove, NJ Arlington, NJ Pompton Lakes, NJ	1912
Federal Ship Building & Dry Dock Co.	Kearney, NJ	1937
Firemans Insurance Co (Later Superior Insurance).	Newark, NJ	
Flood and Conklin Co.	Newark, NJ	1909
Garden State Parkway	Box 244, Cape May Court House, NJ	1960
Home Rubber Co.	Trenton, NJ	1933
Ingersoll-Rand Co.	Phillipsburg, NJ	1923
Joseph Dixon Crucible Co.	Jersey City, NJ	1919
Kereffel & Esseer	Hoboken, NJ	1924
Lidgerwood Mfg..	775 Lidgerwood Ave Elizabeth, NJ	1943
Luckenbock Steamship Co.	Port Newark, NJ	1955
Mereck, Sharp & Duhme		1959
Octagon Soap	Jersey City	1937
Pavery Envelope & Tag Co. [PET]		
The Palmer-Prive Co.	Newark	1914
Standard Oil	Box 278, Newark	1913
Swift & Co. (Harrison)	Newark	1918
Taylor Iron & Steel	High Bridge	1912
Western Union	Hoboken	1935
Worthington Pump & Machinery Corp.	Harrison (Newark)	1934

Many others are out there – See what you can find!

Many thanks for the February 29 birthday messages! Very much appreciated! Paul Jackson

[The key reference on U.S. perfins is the Catalog of United States Perfins, published by the Perfins Club in 1998, and its companion, Catalog of United States Perfins by Location, edited by Adele Ottenheimer, published in Long Beach, NY, 1999.]

ENDNOTES:

¹ See the web site of the Precancel Stamp Society at <http://www.perfans.org/Intros/intro.htm> [May 11, 2008].

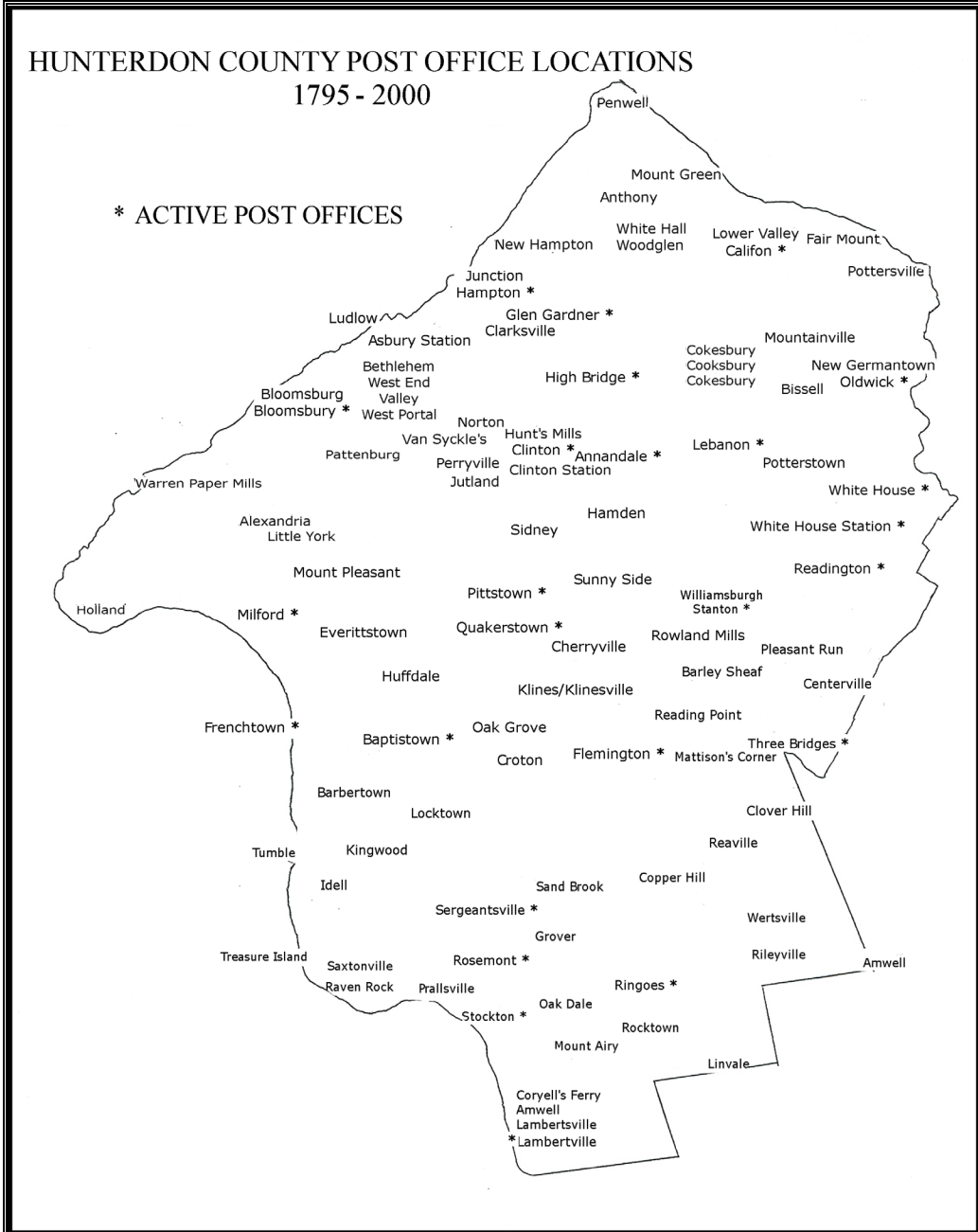
² <http://www.us1909.com/albums/367-369%20Perfans/367-369%20Perfans.html> [May 11, 2008].

HUNTERDON COUNTY POSTAL HISTORY: PART 4: DPOs by Township

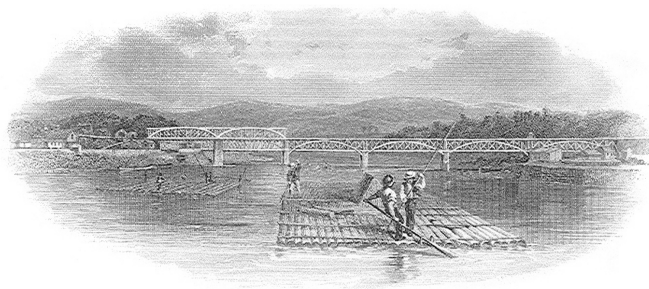
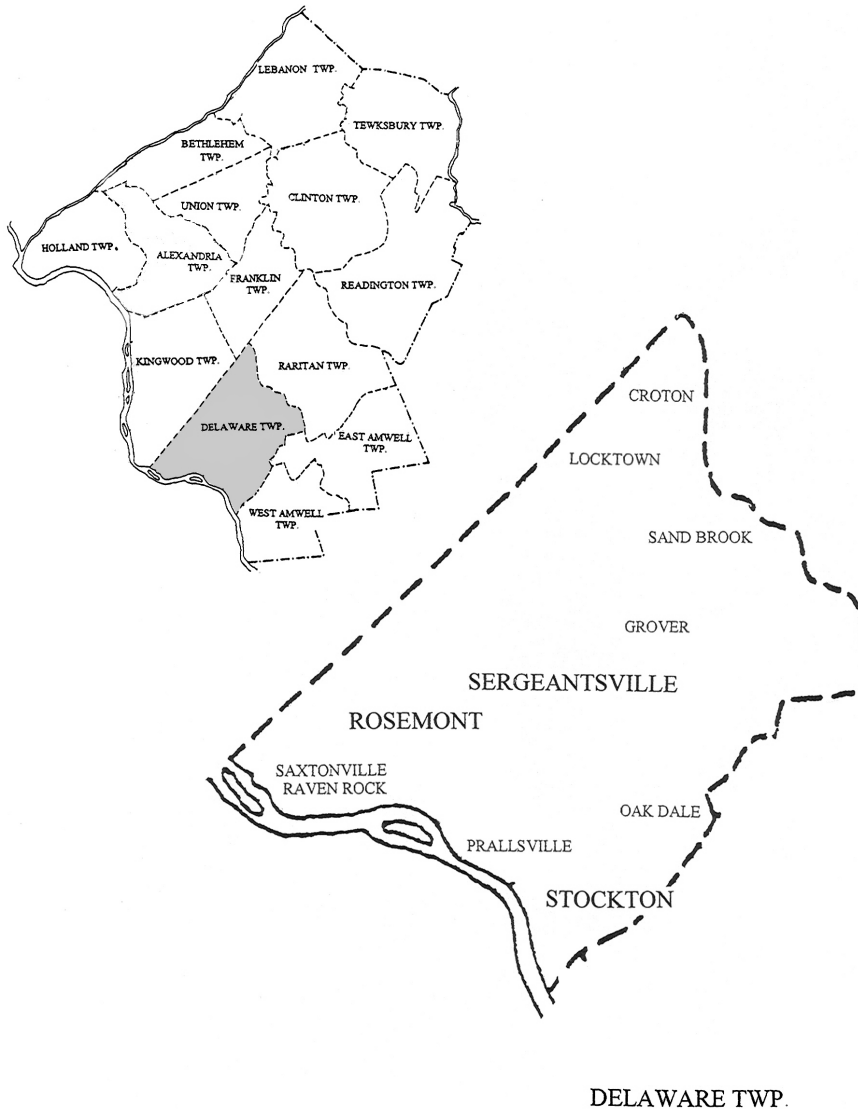
By Jim Walker



This is the fourth in a series on Hunterdon County Post Offices by Jim Walker [for Parts 1, 2 and 3, see the August & November issues of NJPH, Vol 35, Nos. 3 & 4, 2007 and the February issue, Vol 36, No 1, 2008— The DPO offices were begun in Part 3]. We will continue it in upcoming issues of NJPH.



HUNTERDON COUNTY DISCONTINUED POST OFFICES: DELAWARE TOWNSHIP



CROTON [DELAWARE TOWNSHIP]

Croton is located in the northeast corner of the township at the intersection of routes 579 & 608 (Old Croton Road). Before 1845 it was known as Allertown. A post office was established here on April 18, 1846 with John S. Hockenbury as postmaster. It was discontinued June 29, 1935, with service from Flemington.



Fig. 23: Croton receiver Oct 8, 1900 on a US postal card mailed from Flemington.

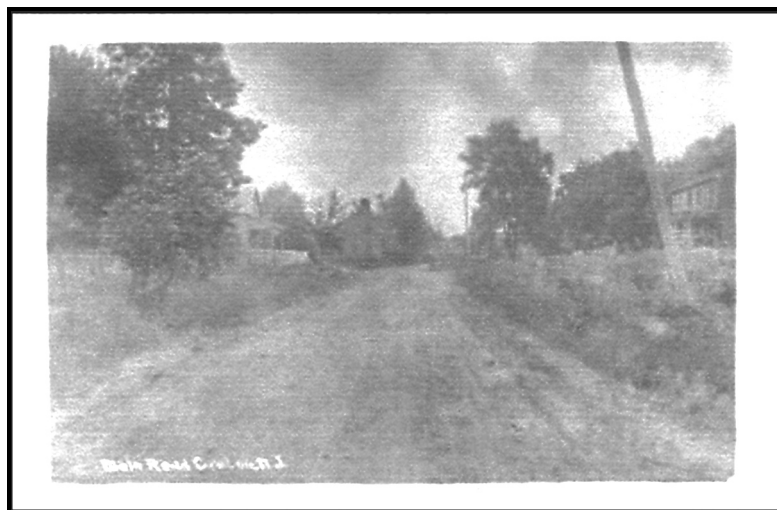


Figure 24: The main road at Croton. The building at left is the store and post office.

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GROVER [DELAWARE TOWNSHIP]

This office was located at the intersection of Route 604, east of Sergeantville and Lambertville - Headquarters Road. This area has been known as Headquarters from the Nation's earliest days. However, on December 14, 1887, a post office named in honor of the sitting president, Grover Cleveland, was established here with Joseph Denson as postmaster. On October 31, 1905 this office was discontinued and service was provided by Stockton.

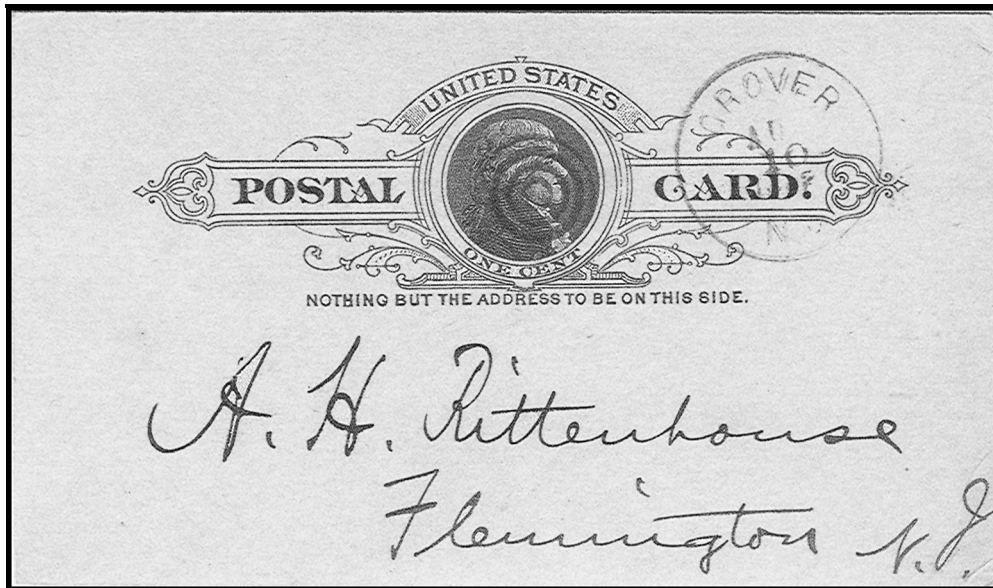


Fig. 25: A fine example of this hard-to-find cancel from Grover, Apr 10, ?

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LOCKTOWN [DELAWARE TOWNSHIP]

Locktown is located in the northwest corner of the township; a post office was established here November 8, 1856 with John Bellis as postmaster. Records show it was discontinued with service provided from Clinton on April 9, 1864. It was reestablished June 27, 1865 with John M. Chamberlin as postmaster. The office was located in Chamberlin's store. Snell states that the population of the town in 1880 was 29. It was finally discontinued July 30, 1906, with service provided from Flemington.

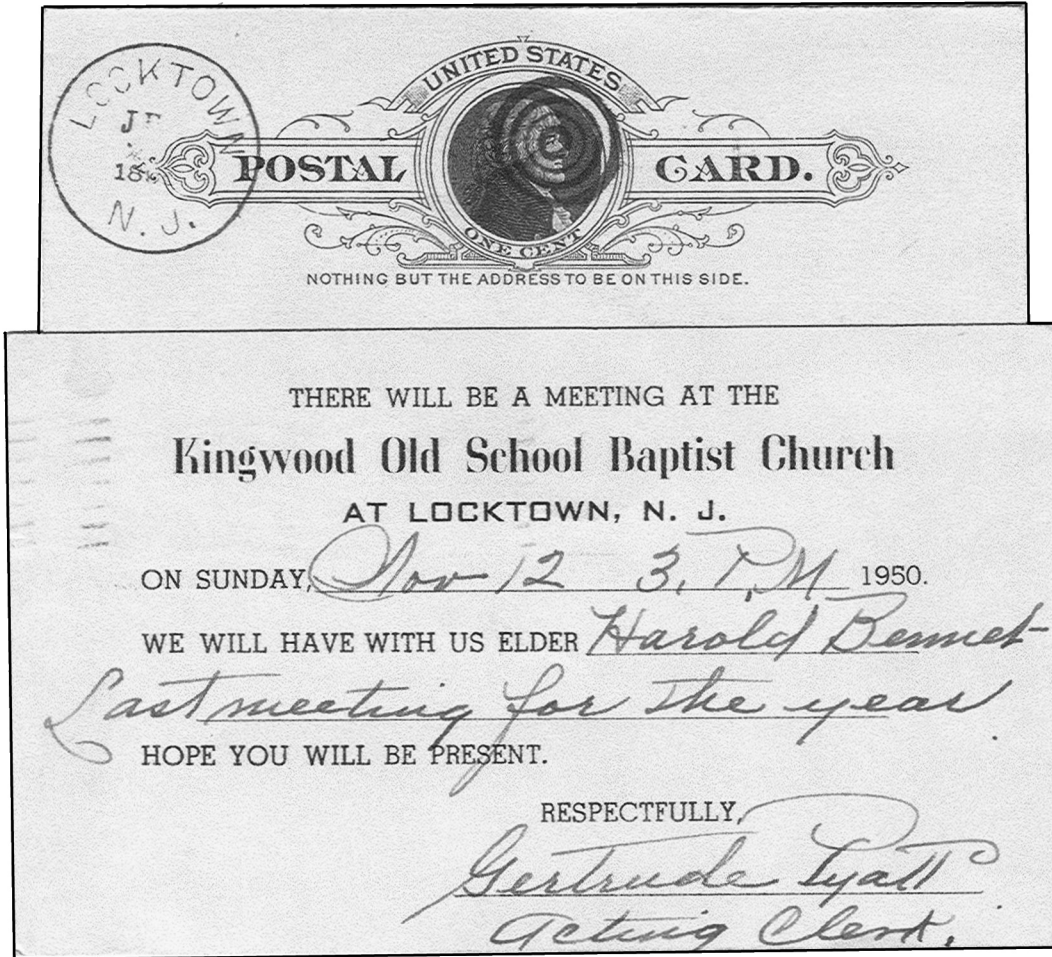


Fig. 26: Two postal cards from Locktown, one in 1888 and the other a 1950 church meeting notice.

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OAK DALE [DELAWARE TOWNSHIP]

This settlement located near the West Amwell township line was originally known as Barber's Station of the Lambertville-Flemington Railroad. A post office was established here November 24, 1856, with William Barber as postmaster. It was discontinued October 31, 1905, with service provided from Stockton. This area has been known as Bowne Station since the closing of the post office.

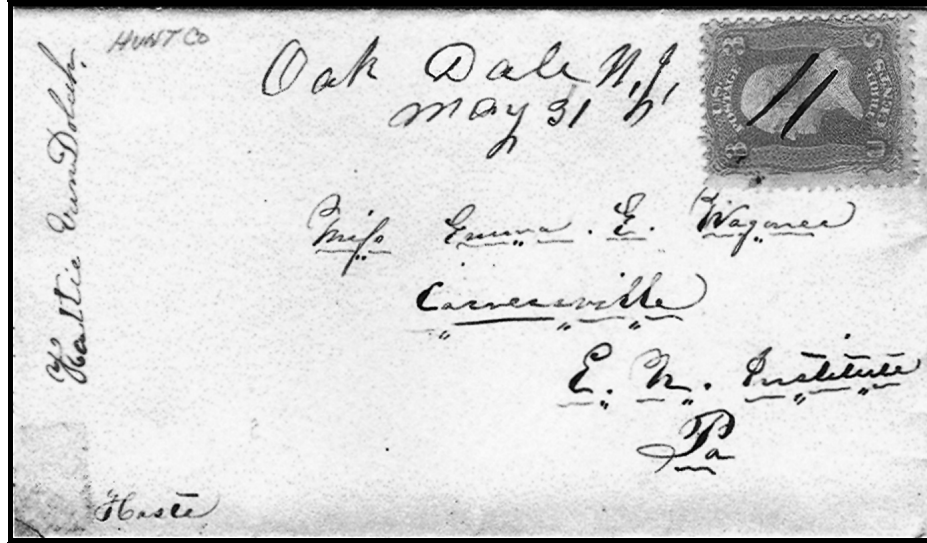


Fig. 32: Oak Dale manuscript cancel to Carversville, PA.

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PRALLSVILLE [DELAWARE TOWNSHIP]

John Prall, Jr. built mills along the Wickechoek Creek where it empties into the Delaware River in the 1790s. A post office was established here December 31, 1817 with his son William L. Prall as postmaster. This office was discontinued June 10, 1853 when it was moved a mile down river to the village of Stockton.

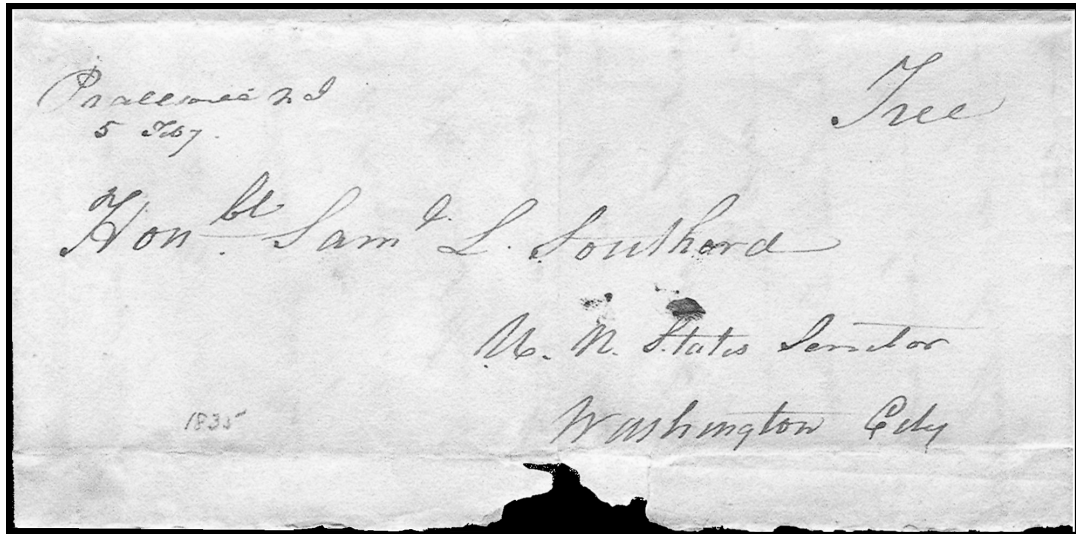


Fig. 27: Prallsville manuscript of 1835. This stampless cover was sent free by postmaster Jacob Lambert, son-in-law of mill owner, John Prall.

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RAVEN ROCK [DELAWARE TOWNSHIP]

This office, formerly known as Saxtonville, is located three miles northwest of Stockton, and was established May 7, 1853. Mahlon H. Hoffman was the first postmaster. For many years the post office was housed in the Pennsylvania Railroad station. This office was discontinued when the railroad station was closed June 30, 1936; at the time the station master was Fred Moore and the postmaster was Earl F. Kerr.

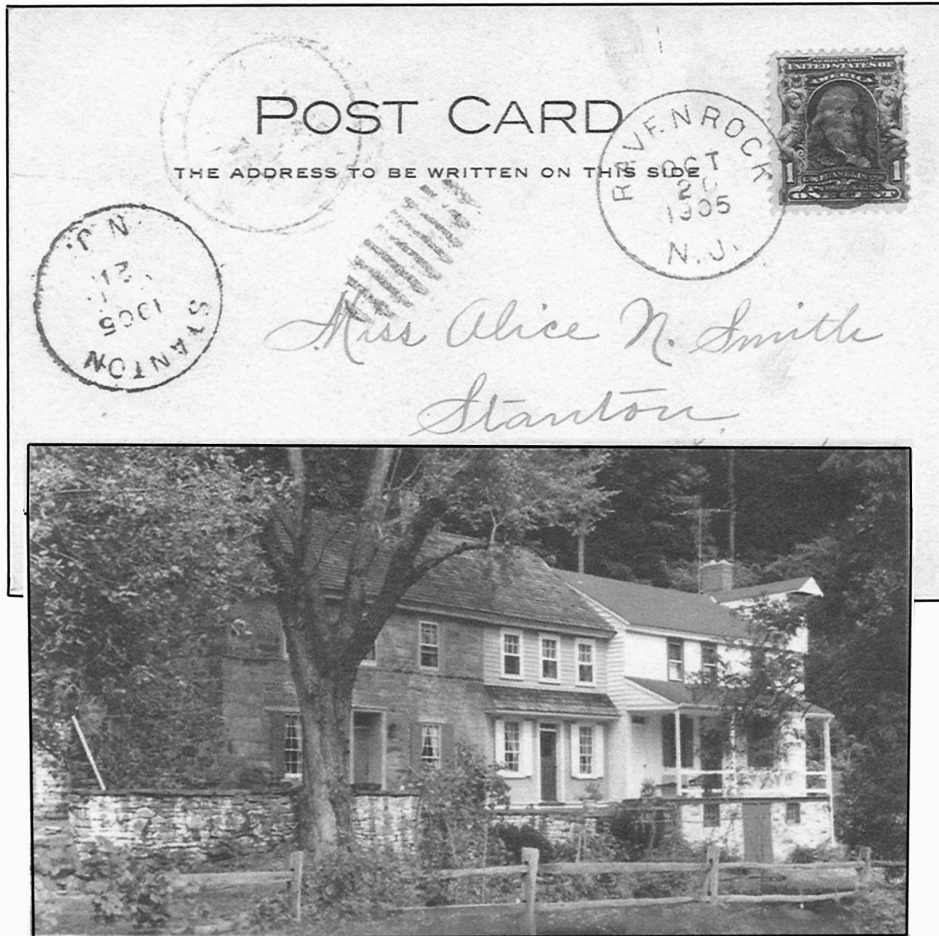


Fig. 28: River bank homes along the Delaware at Raven Rock which doubled as home and office for postmaster Earl F. Kerr.

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SAND BROOK [DELAWARE TOWNSHIP]

Sand Brook was located about 5½ miles east of Stockton at the intersection of Route 523 and Sand Brook – Headquarters Road. This office opened March 19, 1858 with Reading Moore as the postmaster. On December 31, 1959, Sand Brook became a rural station of the Stockton post office. The purpose was to extend that office’s rural routes. The only other rural station in Hunterdon County was Jutland which became a rural station of Clinton in 1960. The Sand Brook station was closed May 21, 1970.



Fig. 29: Sand Brook, NJ manuscript cancel July 2 [1861?].

This cover carries a manuscript Sand Brook cancel with a July 2 date. In order to determine the year we must consider the postage stamp. U.S. #26 came into use in 1857. Due to the outbreak of the Civil War, new postage stamps were issued by August of 1861, and this stamp and previous issues were demonetized, by order of the post office by January 1862. The only E. Heath listed is Elijah, a corporal in Company B Fourth Regiment, who mustered in August 9, 1861 and is listed as deserted March 24, 1862 at Camp Seminary, VA. ¹

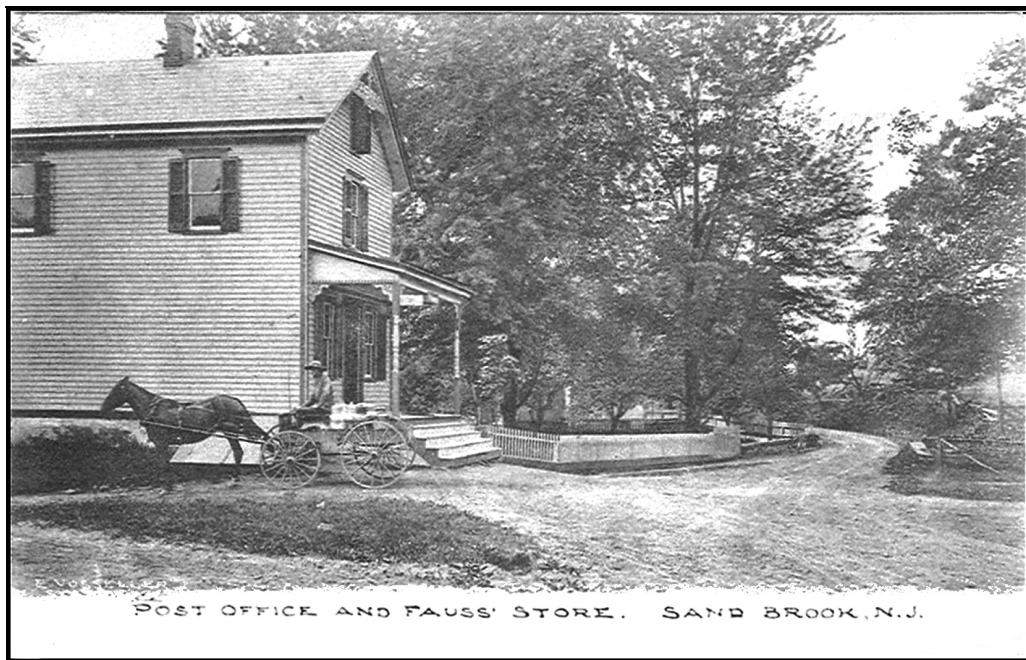


Fig. 30: Post card view of the location of the Sand Brook post office.

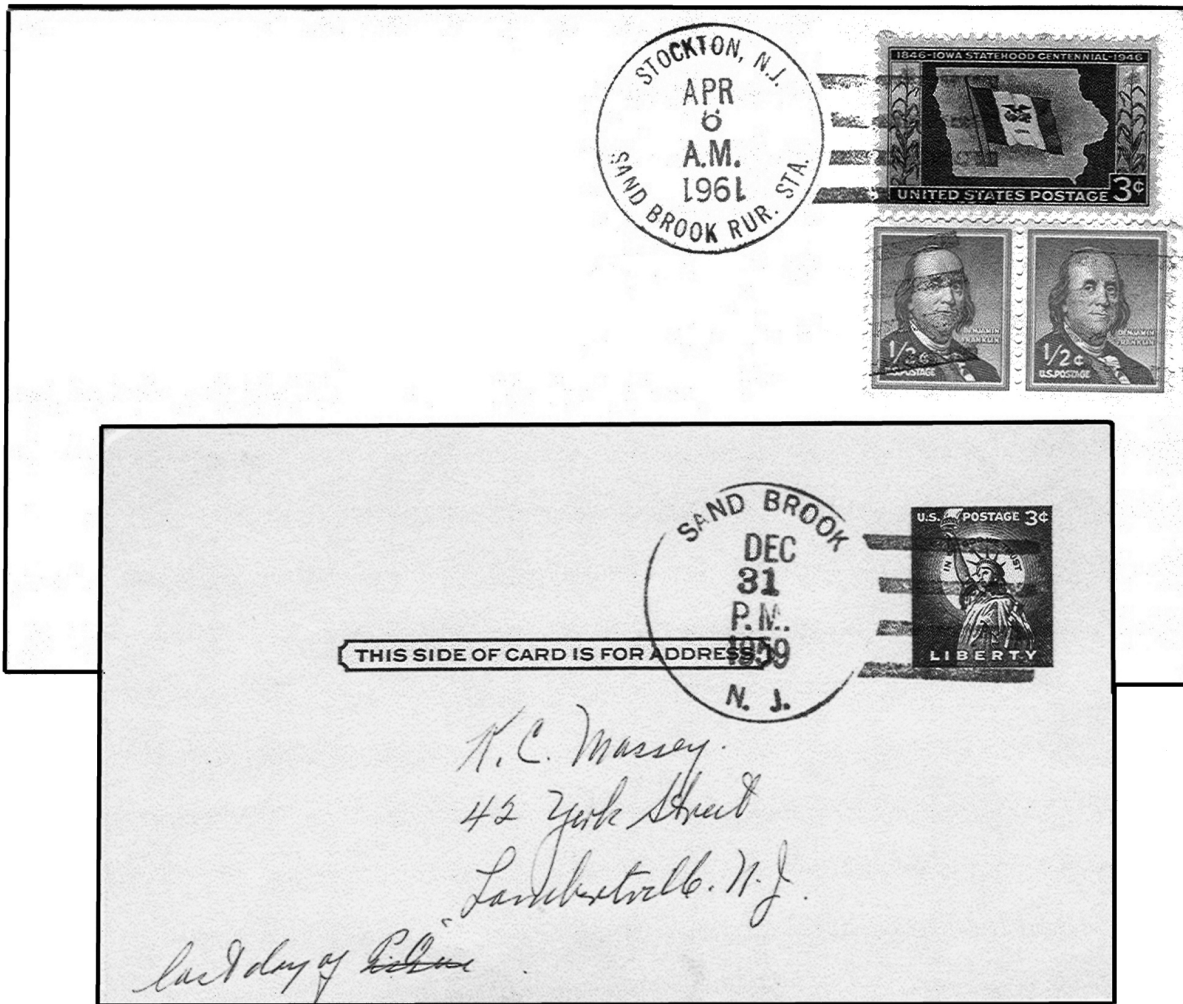


Fig. 31: The upper post card shows the rural station cancel used at Sand Brook until it was closed in 1970. The post card at bottom was canceled on the last day of operation, December 31, 1959, when it became a Rural Station.

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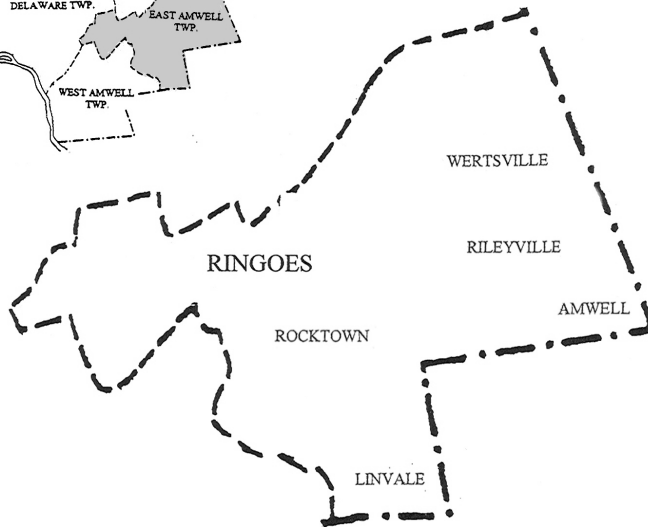
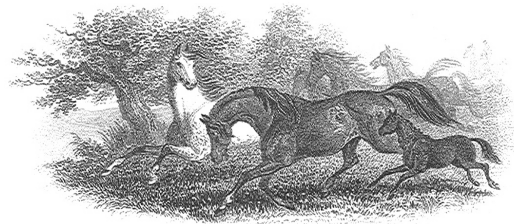
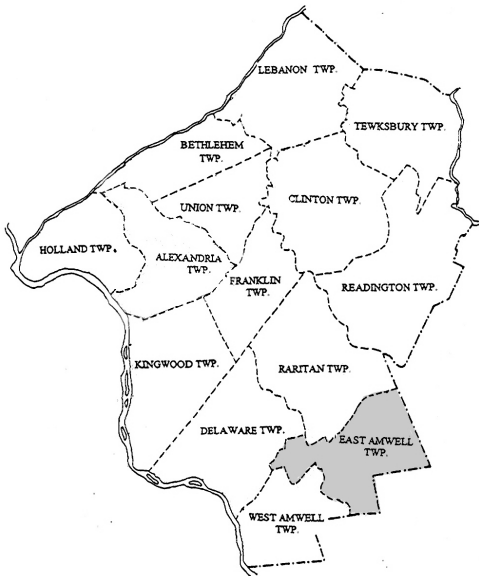
SAXTONVILLE [DELAWARE TOWNSHIP]

Saxtonville was the name of the area opposite Bull's Island, three miles north of the borough of Stockton. Named for an early landowner, Nathaniel Saxton, ca.1812, it later came to be known as Raven Rock. Postal records state a post office was located here February 29, 1832 with Peter H. Dilts as postmaster. This office was discontinued on October 2, 1837 and reestablished October 4, 1841, with David Phillip as postmaster. Records are vague as to when this office was discontinued; however, the office of Raven Rock was established here on May 7, 1853.

(SEE RAVEN ROCK)

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HUNTERDON COUNTY DISCONTINUED POST OFFICES: EAST AMWELL TOWNSHIP



EAST AMWELL TWP.

AMWELL [EAST AMWELL TOWNSHIP]

This short-lived post office was located at the extreme southeast corner of the county. It should not be confused with the Amwell office that was changed to Lambertsville in 1823. This office was established February 16, 1885 with James N. Craft as postmaster. It was discontinued with service provided by the Skillman, Somerset County office on May 20, 1895. William C. Durling was postmaster at the time and when the Zion post office was established on December 11, 1897, Durling became the first postmaster of that office in Somerset County. The Amwell office was re-established June 21, 1897 with George F. Smith as postmaster and again discontinued December 31, 1900.



Fig. 33: This post office was located at the intersection of Zion Road, East Amwell Township on the right, and Spring Hill Road, Somerset County on the left. Shown as it appears today.

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LINVALE [EAST AMWELL TOWNSHIP]

The southern-most community in the township located on Route 31. This short-lived post office was established July 20, 1889 with John C. Horn as postmaster. It was discontinued October 31, 1906, with service provided by Woodsville, Mercer County.

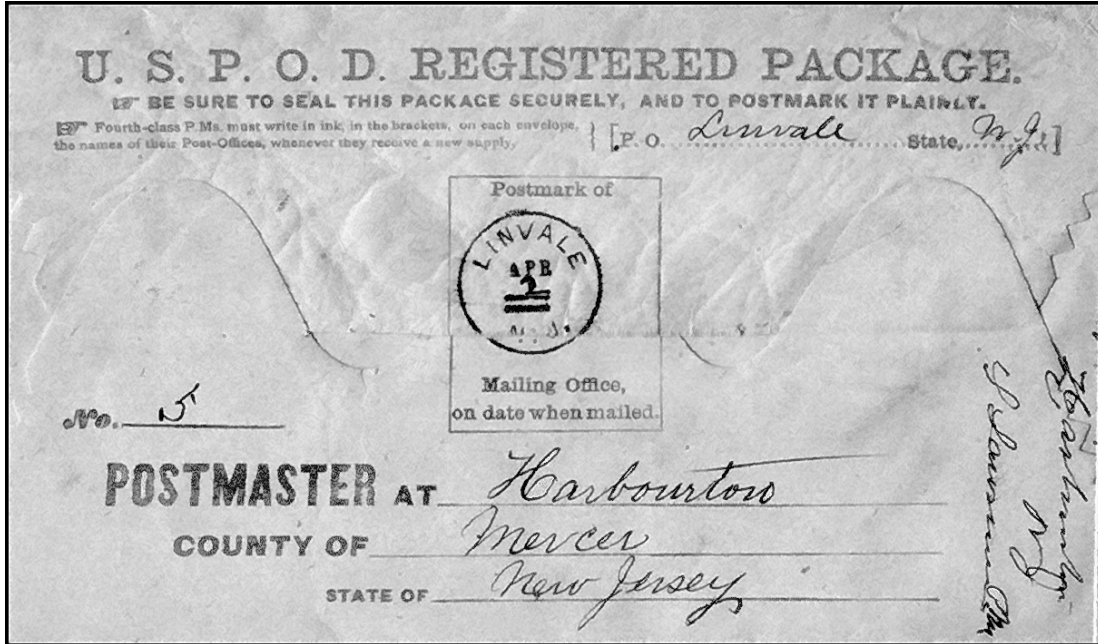


Fig. 34: This is a registered letter package mailed at Linvale April 2, 1894 to Harbourton, Mercer County.

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RILEYVILLE [EAST AMWELL TOWNSHIP]

Located at the intersection of Route 607 and Ridge Road, this office was established September 16, 1889 with Simpson D. Stillwell as the postmaster. It closed July 31, 1907, with service provided by Hopewell in Mercer County.

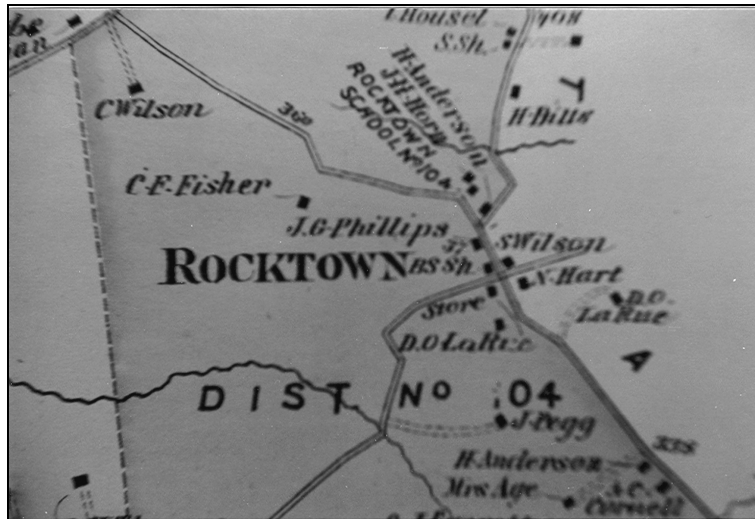


Fig. 35: July 7, 1891 Rileyville cancel with a U.S.#223, paying the 5 cent rate to London, England.

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ROCKTOWN [EAST AMWELL TOWNSHIP]

Rocktown lies on the township line between East and West Amwell, about 2 miles south of Ringoes. A post office was established here April 12, 1888, with Jonathan N. Taylor as postmaster. This office was discontinued on August 21, 1889, with service from Linvale. It was reestablished July 14, 1897, and discontinued again April 30, 1907, with service provided from Lambertville.



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WERTSVILLE [EAST AMWELL TOWNSHIP]

Located at the intersection of Wertsville and Lindbergh Road. This post office was established in the store there March 16, 1854 with Charles W. Holcombe as postmaster. It was discontinued May 26, 1887 with service provided from Ringoes.

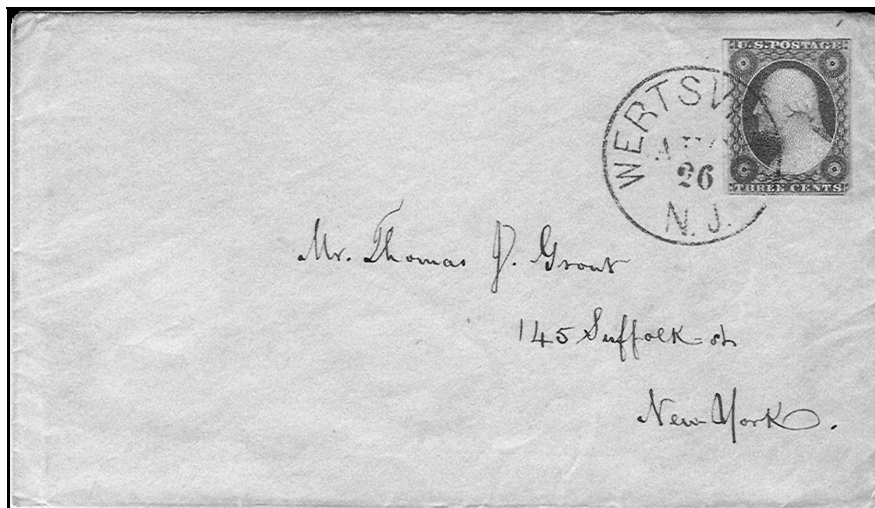
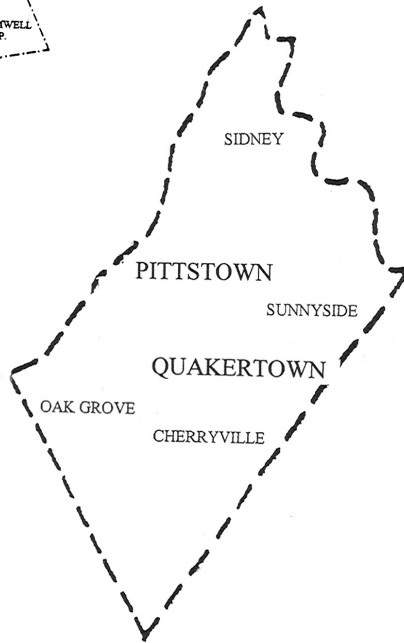
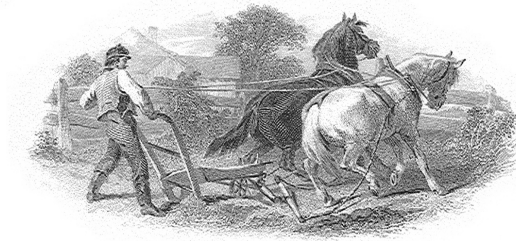
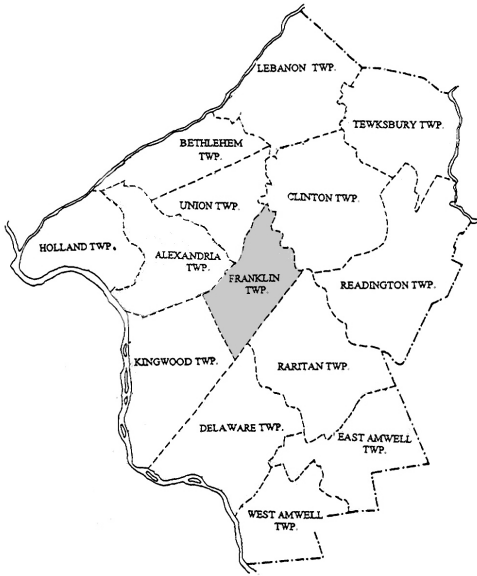


Fig. 36: U.S. #11 of the 1851 issue tied by a black 28mm Wertsville cancel.

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HUNTERDON COUNTY DISCONTINUED POST OFFICES: FRANKLIN TOWNSHIP



FRANKLIN TWP.

CHERRYVILLE [FRANKLIN TOWNSHIP]

Located at the intersection of Routes 616 and 617, the name was derived from the Cherry Family of local landowners. A post office was established here December 26, 1850, with William Large as postmaster. This office was in continuous operation until April 29, 1919; thereafter service was provided by Flemington.

Fig. 37: A fancy cover with a manuscript Cherryville cancel to Rowlands Mills.



Fig. 38: The photo above shows Asa S. Everitt's store and post office. Everitt served as postmaster at Cherryville from April 21, 1906 to June 3, 1909.

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OAK GROVE [FRANKLIN TOWNSHIP]

Oak Grove is located in the southern part of the township on Route 615. A post office was established here October 2, 1857 with Josiah Willson as postmaster. He held this position for more than forty years. The post office was discontinued December 15, 1900, with service provided from Pittstown. Records show that the first rural free delivery in Hunterdon County commenced on November 1, 1900. The route covered the area south of Pittstown along the Baptistown-Oak Grove Road. The Oak Grove post office became the first office eliminated by R.F.D. in the county.

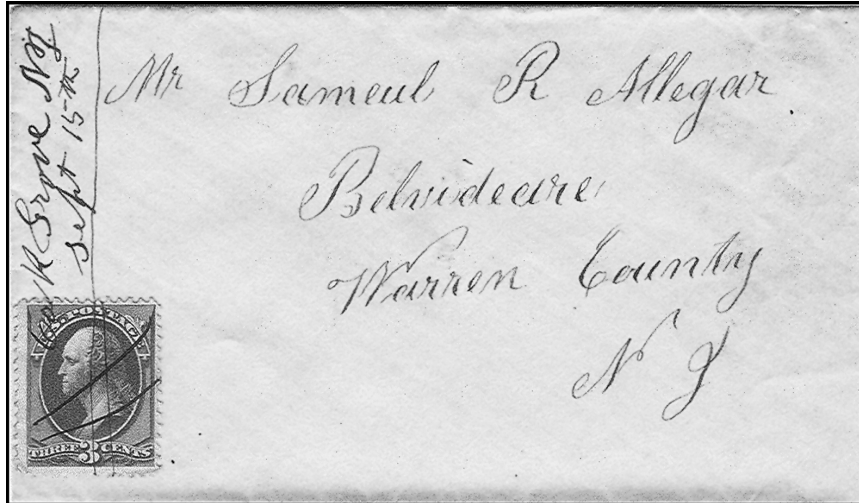


Fig. 39: Oak Grove manuscript cancel with a U.S. #207, used in the early 1880's.

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SIDNEY [FRANKLIN TOWNSHIP]

This village is located at the intersection of Route 617 and Landsdown Road, south of Clinton. A post office was established here March 10, 1832, with Richard Coxe as postmaster. This office was discontinued October 30, 1908, with service provided by the Pittstown office.

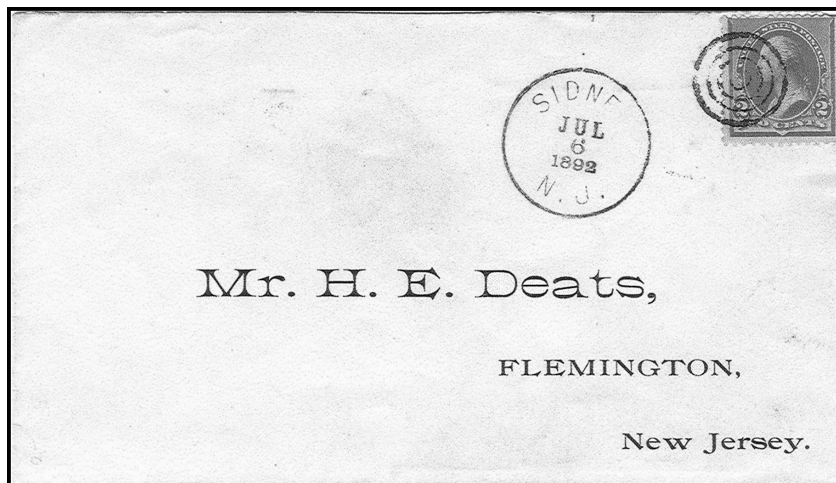


Fig. 40: Sidney 1892 on a self-addressed envelope to Hiram Deats at Flemington.

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SUNNYSIDE [FRANKLIN TOWNSHIP]

A post office was established here on January 18, 1876 with George N. Marshall as first Postmaster. This office used a Doane cancel Type 1 #2 from July 1905 to June 7, 1910. In 1891, this town began to receive its mail by way of the Lehigh Valley Railroad with a N.Y. & Geneva R.P.O. This office was discontinued on May 31, 1915 with service by R.F.D. from Annandale.

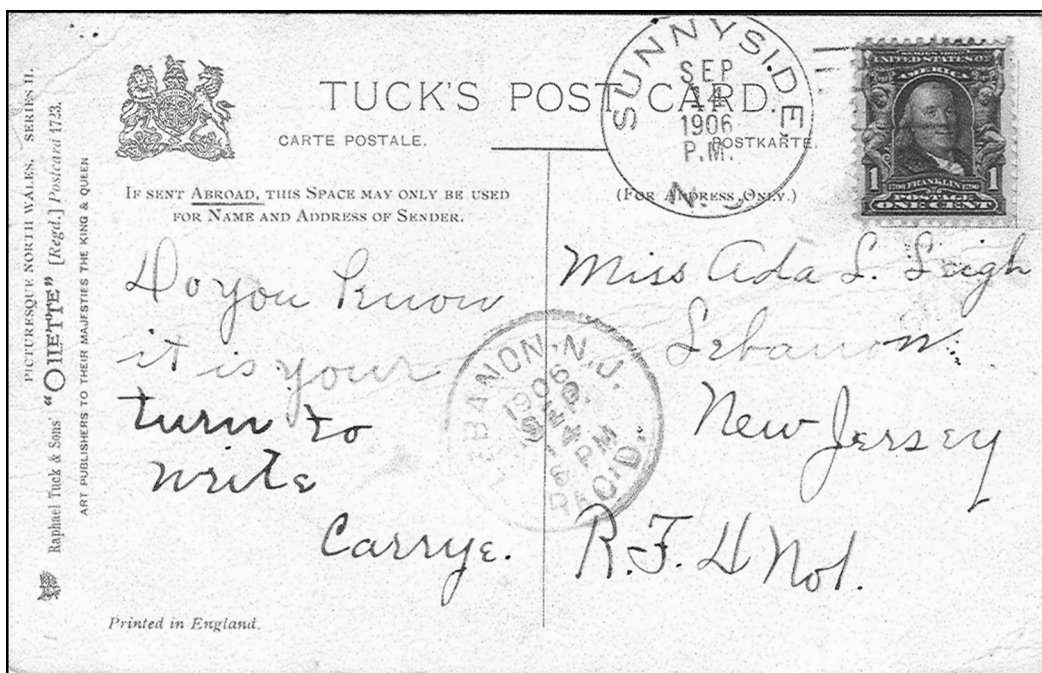
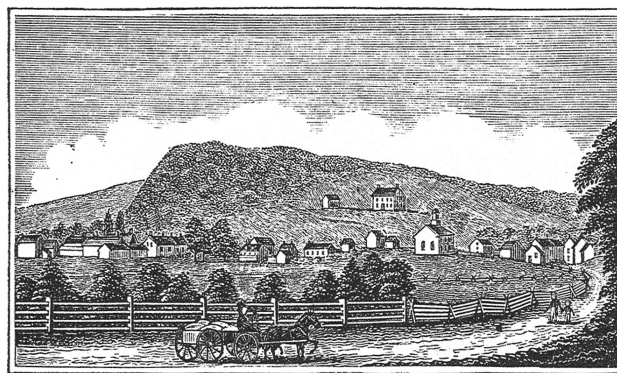
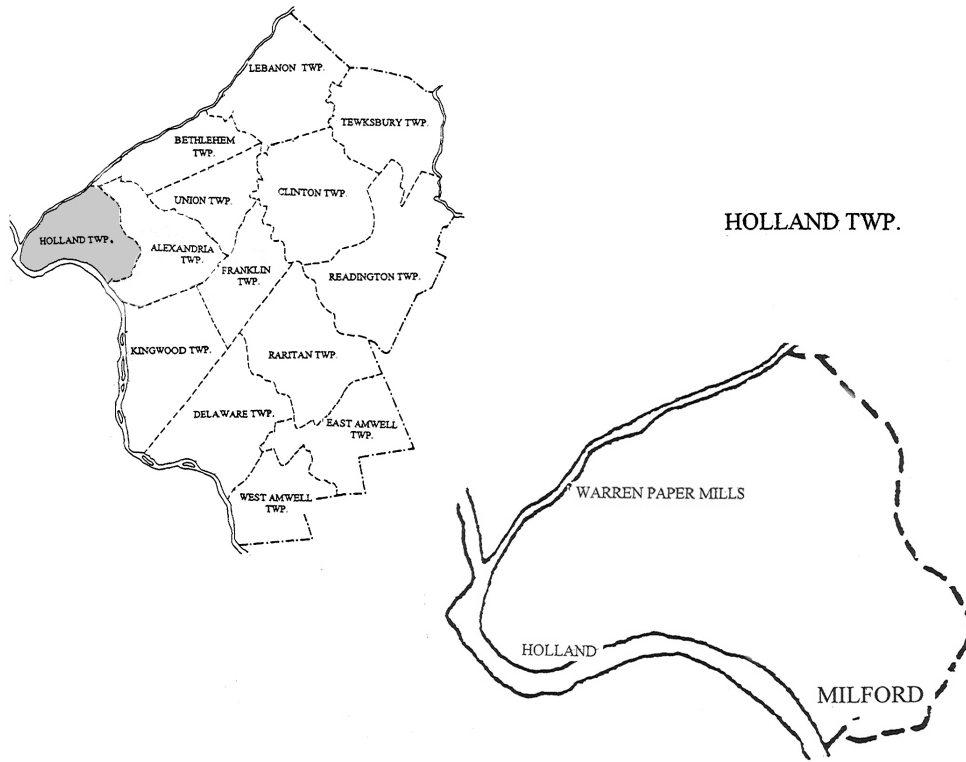


Fig. 41: Sunnyside Doane cancel 1906.

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HUNTERDON COUNTY DISCONTINUED POST OFFICES: HOLLAND TOWNSHIP



Southern View of Milford.

HOLLAND [HOLLAND TOWNSHIP]

Located on Route 627 near the Delaware River a station on the Belvidere & Delaware Railroad. A post office was established here January 14, 1854 with John C. Britton as postmaster. This office was discontinued July 31, 1933 with service provided by the Milford office.



Fig. 42: This envelope with a large Holland cancel was sent to Musconetcong post office in Warren County in the 1880's.

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WARREN PAPER MILLS [HOLLAND TOWNSHIP]

Warren Paper Mills was located a mile from the Lehigh Valley Railroad station on the Musconetcong River, opposite the town of Hughesville, Warren County. The post office name derived from the Warren Manufacturing Company Mills. It was virtually a company town, with the mills employing most of the citizens. The post office was opened February 11, 1884 with Charles Bachman as the only postmaster. This office closed May 3, 1909; service was handled by Bloomsbury R.F.D.

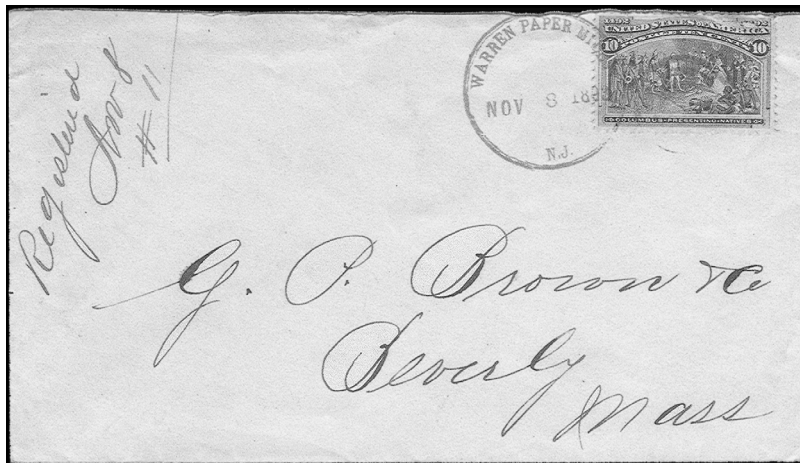


Fig. 43: A 32mm purple Warren Paper Mills cancels a U.S. #237 ten cent denomination of the 1893 Columbian issue which pays the registered letter rate.

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[To be continued in future issues of NJPH]

¹ *Record of Officers and Men in the Civil War 1861-1865* by William S. Stryker 1876 Vol.1 p.192.

GLOUCESTER CITY IMMIGRATION STATION: NJ WWII Internment Camp By Jean Walton

Looking to pass the time at the Orapex stamp show in Ottawa, where I rarely expect to find any New Jersey material, I was looking through a dealer's stock and came across the card below.

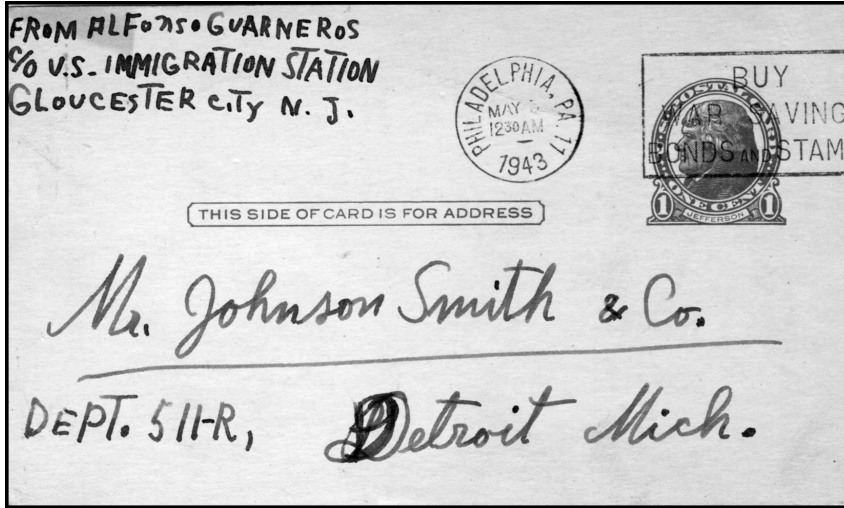
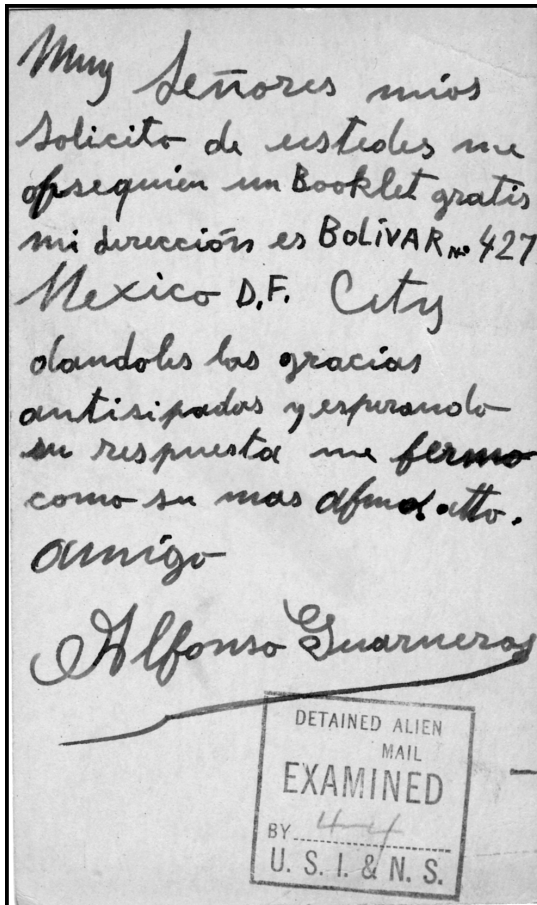


Fig. 1: A post card sent from Philadelphia on May 5, 1943 by a World War II detainee at the Gloucester City Immigration Station [a WWII internment camp]. The reverse is stamped "Detained Alien Mail"/ Examined/ U.S. I. & N. S. [US Immigration and Naturalization Service].



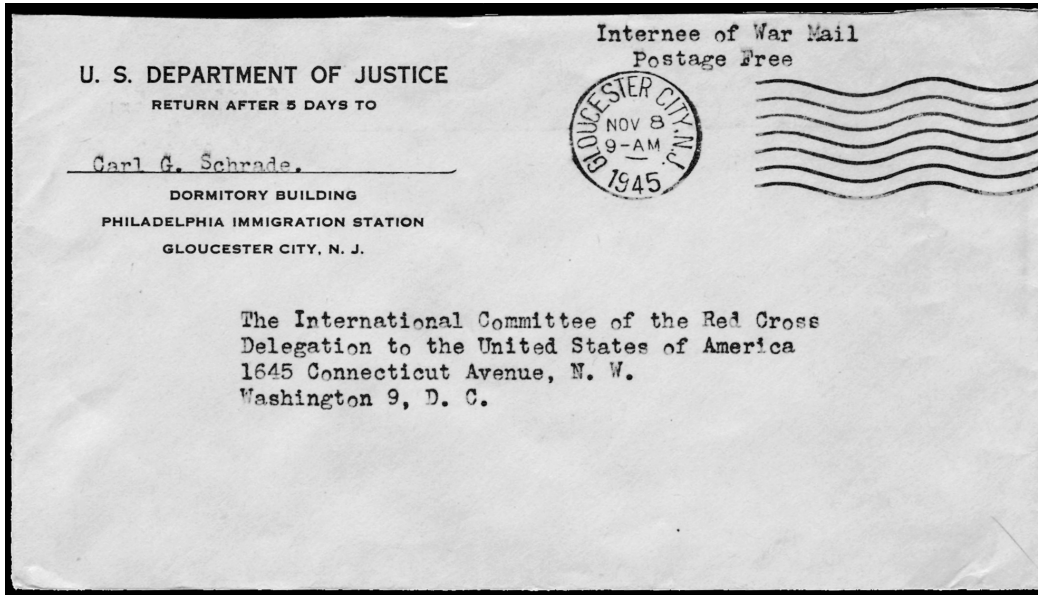
The card message reads (approximately): “Dear Sirs, I would like to request your free booklet. Please send it to my address Bolivar no. 427, Mexico City (D.F.). Thanking you in advance, etc, etc.” But it was the “Detained Alien Mail” marking from the US Immigration and Naturalization Service and the 1943 date that took my attention. I felt it offered some good starting points for a little research.

I was not prepared however to find that it opened a door to a New Jersey story with which I was not familiar. I have of course heard of the internment camps that housed many of our citizens of Japanese background during World War II. I have even visited such locales in Canada, which had a similar program for detaining what were suspected to be enemy sympathizers during the war. But I was not aware that such a facility existed in New Jersey. Gloucester City, located across the Delaware River and a little south of Philadelphia, was such a place, and was used to detain people of German and Italian extraction, as well as some from Latin America & Mexico. Not only did we have detainees

from our own country in NJ (largely of German and Italian ethnic background), but we also housed detainees from several Latin American countries as well.¹

GLOUCESTER CITY IMMIGRATION STATION, WWII INTERNMENT CAMP ~Jean Walton

While the return address on my card is Gloucester City, there is no New Jersey cancel on my item. But in searching the Internet, I found another related cover in the listings of L. D. Mayo² – an Indiana postal history dealer – which does have a Gloucester City cancel (see *Figure 2*).



Cover & background information courtesy of Dann Mayo

Fig. 2: Cover from the Gloucester City Immigration Station from a detainee with a German name, to the International Red Cross Committee in Washington, DC, sent Nov. 8, 1945. Mail from internees was sent postage free (as this cover was) to their country of origin, and letters to the Red Cross seem to have this same privilege, but note that the previous cover required postage since it was not being sent to Mexico.



Fig. 3: German women performing at the Gloucester City Immigration Station, where they were interned during WWII.



Fig. 4: The Gloucester City site, on the Delaware River, is now home to Holt Oversight and Logistic Technologies.

While Gloucester City was considered a model camp, the stories of people held for no reason but their ethnic heritage are still disturbing today.

ENDNOTES:

¹ See the German-American Internee Coalition web site for further information on this subject at: http://www.gaic.info/latin_american_history.html. [May 5, 2008]

² Dann Mayo most graciously sent me a scan of the item. It is still available on his web site on the Previous Listings 2 page, item # 04a322at <http://www.mayoph.com/>. [May 12, 2008]

NJPHS MARCH 2008 EBAY AUCTION REPORT

By Arne Englund

We held another of our Ebay auctions in March, with a 7-day sale running from the 23rd to the 30th. Of the 34 items listed in the sale, 27 sold.

Of the material listed, a large portion was N.J. manuscript stampless folded letters and covers, including several DPO's and postmasters free franks. Most were in fairly nice condition. All 22 of these manuscript stampless items sold.

Among the SFL's sold were the following: an 1817 Belleville SFL starting at \$12.99 received 8 bids from 5 different bidders, selling for \$50.00; an 1810 legal letter written by Joseph McIlvaine, U.S. senator from N.J. 1823-26, and cancelled at Burlington, started at \$14.99, received 5 bids and sold for \$33.99; an 1832 Eatontown free frank of postmaster J(ohn) P. Lewis on a short letter sent to Charles Parker at Trenton containing early railroad content – "I am extremely anxious to obtain your views as to our anticipated rail-roads concern." started at \$24.99 and ended at \$46.00.

An 1827 Englishtown SFL went for \$31.00, and an 1847 New Egypt ms. cancel on folded letter realized \$42.00. An 1862 (well past the stampless era) manuscript Penns Grove cancel and "Paid 3" on cover to Bargaintown, N.J. ended at \$41.00. An 1847 Scotch Plains SFL went for \$22.00, and an 1849 Spotswood free frank realized \$27.00. Among the DPO's was an 1842 Camptown which went for \$23.99, and a "X Keys" (Crosskeys) c.1850's on envelope with manuscript "Paid 3" which sold for \$16.01. A stampless Civil War era illustrated "State of New Jersey" cover front with Hightstown CDS and bold "FREE" handstamp sold for \$9.99.

Among the stamped items was an 1881 cover and an 1884 cover, both cancelled Blairstown with stamps tied by the "JDV" (initials of postmaster John D. Vail) monogram "killer". Each of these sold for \$9.99. A Hammonton, N.J. manuscript cancel on cover with #114 sold for \$9.99. And, an 1864 cover cancelled in manuscript Recklesstown, N.J., a Burlington county DPO went for \$21.50.

Several members have mentioned that they have material to include in the next auction, which as of yet is not scheduled, but which could be put together and listed in the next month or two, depending on how much material I receive. Auctions of about 30 to 35 items, as with the recent one, are fairly manageable, and I'd like to keep our sales to that size, at least for the time being. Again, our auctions are comprised of New Jersey postal history items only. If you have material to submit or any questions, I can be contacted at: Arne Englund, P.O. Box 57, Port Murray, NJ 07865, or by email at: NJPHS1@aol.com.

MEMBER NEWS

USEFUL WEB SITES AND RESOURCES

Occasionally someone will mention a particularly interesting source for information, and these are often useful in researching an item or article for the journal. Perhaps other members will also enjoy them. Member Alan Parsons brought this post office manual of historic information resources to our attention: <http://www.usps.com/cpim/ftp/pubs/pub119.pdf>. It is a pdf file which will open in your browser, or you can also save it to your computer or print it out: Another post office publication available online which also has much interesting and helpful information is a history of the Postal Service, available at <http://www.usps.com/cpim/ftp/pubs/pub100/pub100.htm>.

During the course of researching items or articles for the journal, we come across some interesting sites, as you probably do too. One such is the Rutgers Cartography site at the following URL: <http://mapmaker.rutgers.edu/MAPS.html>. There you can download historic maps of New Jersey from a variety of eras. For an overview of the changing borders of N.J. counties, we recommend http://www.mynewjerseygenealogy.com/nj_maps/nj_cf.htm. County formation maps on this genealogical site chronicle the changing borders of counties.

Another question arises, when a letter is datelined by only the day of the week and the month, as “Monday, March 5” – a perpetual calendar will give you the ability to determine the possible years which contain such a date. For that we recommend The University of Notre Dame’s perpetual calendar web site at <http://cobalt.archives.nd.edu/perpetua.htm>.

For New Jersey railroad history and maps, we recommend the Fallen Flag Railroads of New Jersey at <http://raildata.railfan.net/>. The information is very useful, but you will have to put up with a very busy background. And one other last site to mention is Digital Antiquaria [<http://www.digitalantiquaria.com/servlet/StoreFront>]. As the owner is in New Jersey and has a strong interest in history, you will find many NJ resources there, such as Proceedings of the NJ Historical Society and New Jersey Archive material, available for small cost as a downloadable pdf.

Should you come across a useful site you would like to share, email it to NJPostalHistory@aol.com, and we will make this a regular feature in the journal.

ARTICLES ARE ALWAYS NEEDED:

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

Send it to either Editor Bob Rose at rrose@daypitney.com (P.O. Box 1945, Morristown, NJ 07962) or Jean Walton at NJPostalHistory@aol.com (125 Turtleback Road, Califon, NJ 07830) – we would be happy to receive it.

FREE DIGITAL FILES FROM YOUR SOCIETY! ~A list of these is now included on the inside back cover with other Literature Available.

**COME TO NOJEX 2008 AND OUR ANNUAL MEETING!
MAY 23-25 AT THE MEADOWLANDS CROWNE PLAZA HOTEL IN SECAUCUS!**

Our annual meeting will be held again at NOJEX over Memorial Day weekend in Secaucus, New Jersey – on Sunday at noon. We would love to see you there. Bob Rose will give a talk on New Jersey US classic usages. This year promises to be a blockbuster show, with 40 dealers and annual meetings of other outstanding societies: The United States Stamp Society, The U.S. Philatelic Classics Society, and the Carriers and Locals Society, as well as a Maury-Matthew Bennett auction on Saturday. Show dates are May 23 – 25 (Friday to Sunday) at the Meadowlands Crowne Plaza Hotel, Two Harmon Plaza in Secaucus.

If you can't make the NJPHS meeting on Sunday, please stop by the table and say hello. It is the only opportunity we have to actually see each other, and we would be glad to have you stop and visit. For further information, visit the NOJEX web site at <http://www.nojex.org/>.

DUES REMINDER!

If you have not paid your NJPHS dues for 2008, you will find a dues renewal form along with your journal. **If your dues are not paid, this will be your last journal!** We are a society of limited funds, and cannot afford to send journals to non-payers. Please send your \$15 check made out to NJPHS to Jean Walton, 125 Turtleback Road, Califon, NJ 07830, along with any donation you might like to make or adlets you want included in the journal. You may pay online with Paypal for an extra 75¢. Pay to NJPostalHistory@aol.com, indicating that it is a dues payment, or visit our web site at <http://members.aol.com/njpostalhistory/phsindex.htm> (or google NJPHS) and follow the link in the upper left corner to pay your dues.

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

NEW MEMBERS, NEW EMAILS:

WELCOME TO NEW MEMBERS!

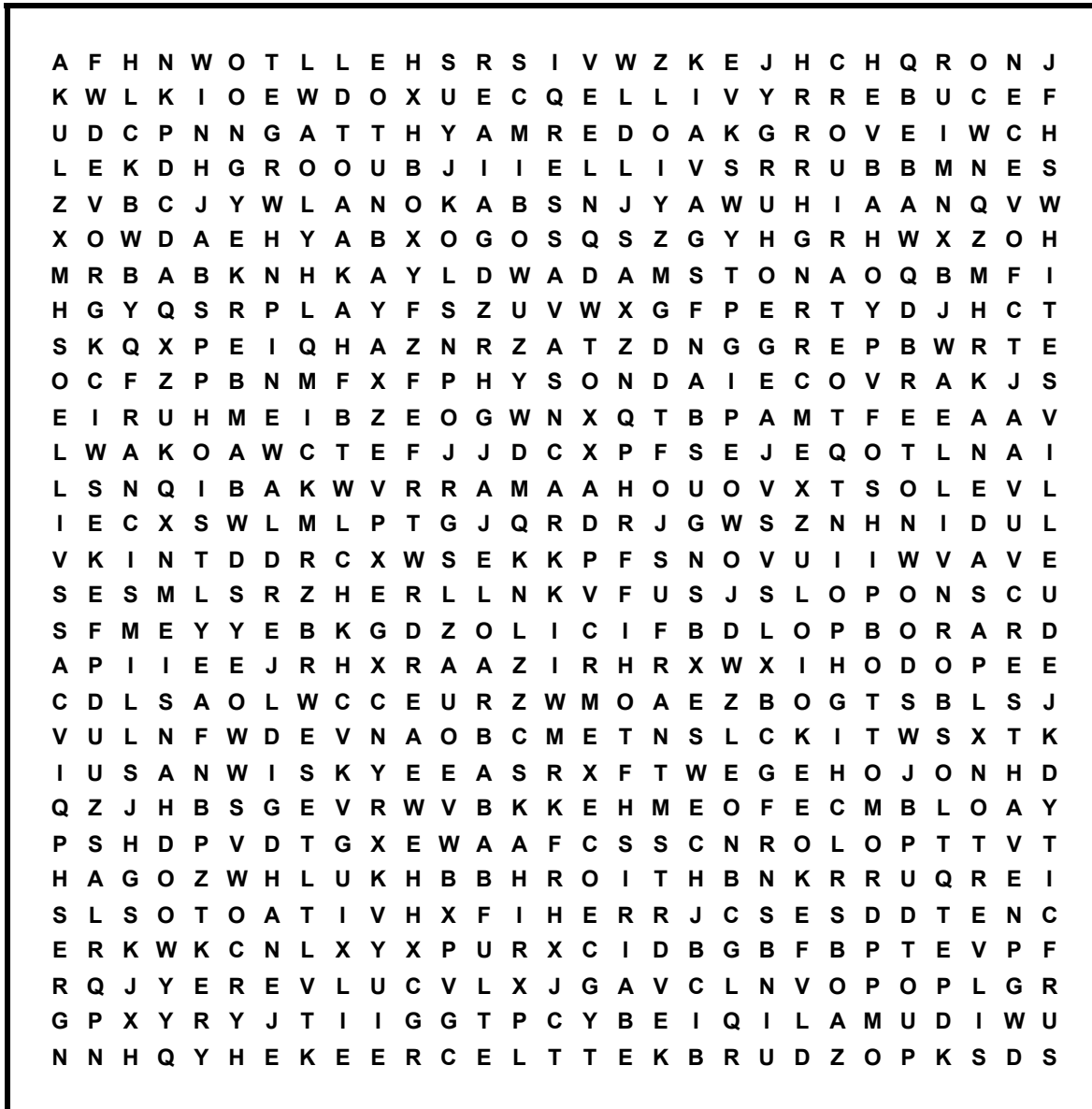
Warren Plank, PO Box 559, Woodbury, NJ 08096 unclebubba1954@comcast.net His interests are South Jersey stampless, Jan 25 covers, Woodbury cancellations
 Frank Reischerl, P.O. Box 75, Manchester, CT 06045 mailto:freischerl@cox.net. His interests are NJ Colonial postal history
 John Sarhage, 24 Canturbury Ct., Piscataway, NJ 08854 jacknmel@optonline.net. His interests are RR stamps & RPOs.

New Email addresses:

Francis Ogle – change email fewogle@comcast.net to fewogle@verizon.net
 Frederick Skvara – change email from fcskvara@verizon.net to fcskvara@optonline.net.
 Sid Morginstin – change email from leadstamp@aol.com to leadstamp@verizon.net.
 Frederick Selzer – add email: frosenred@aol.com.

WORD PUZZLE: Ocean County

OCEAN COUNTY DPOs



Look for these post offices:

** Source: New Jersey DPOs by Brad Arch*

- | | | | |
|-------------------|---------------|---------------|------------------|
| Adamston | Bricksburgh | Hyson | Pinewald |
| Bamber | Burrsville | Keswick Grove | Prospertown |
| Barnegat Park | Cassville | Kettle Creek | Red Oak Grove |
| Bay Head | Cedar Crest | Lacey | Riviera Beach Br |
| Beach Haven Crest | Chaseford | Lanoka | Shelltown |
| Bennett Mills | Crest Haven | Legler | Ship Bottom |
| Bergen Iron Works | Culver | Mayetta | Silverton |
| Berkeley | Francis Mills | Oakford | Surf City |
| Berryville | Graham | Osbornville | Whitesville |
| Breton Woods | High Point | Pasadena | Woodmansie |

Ocean County DPOs not in puzzle: Barnegat City , Beach Arlington , Beach Haven Terrace , Berkeley Arms , Brant Beach , Breton Woods Br , Brick Town , Brookville , Cedar Creek , Cedar Run , Chadwick , Colliers Mills , Davisville , Downsville , Ellisdale , Harvey Cedars , Hazelton , Herbertsville , Hospital N09 Br(Lakewood), Jacksons Mills , Lakehurst Proving Grounds , Laurelton , Leisure Mall Br , Manchester , Manor Park Br , Metedeconk , Mill Port , Ortley , Osborn , Parkertown , Pine Plains , Point Pleasant , Potters Creek , Riviera Beach Br , Seahaven , Shore Acres , Spray Beach , Staffordville , Surf , Van Hiseville , Warren Grove , West Point Pleasant , & Wire Town.

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

MEMBER ADS

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

WANTED: COVERS to and from **CALDWELL, N.J.**, Also **CALDWELL POST CARDS**. Contact Les Byrnes, P.O. Box 765, Kinderhook, N.Y. 12106 or call 518/758-7581.

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

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

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

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

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

WANTED: WYCKOFF POSTMARKS ON COVER appreciated. Are there any out there? Please contact me! Also other North Jersey covers wanted. Marge Faber, P.O. Box 1875, Bloomington, IN 47402 or email faber@bluemarble.net.

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

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

19TH CENTURY AND INTERESTING PATERSON WANTED. Contact George Kramer, 199 Charles St., Clifton, NJ 07013-3853, or email gjkk@optonline.net

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

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

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

MEMBER ADS

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

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

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

WANTED; COVERS FROM ATLANTIC COUNTY WITH MANUSCRIPT TOWN CANCELLATIONS from any time period. Dealers welcome. Contact Steven M. Roth, 1280 21st Street, NW, Suite 209, Washington, DC 20036, 202/293-2563 or email stevenroth@comcast.net.

WANTED: UNOFFICIAL FDCs for 4th BUREAU DEFINITIVES plus 610, 611, 612, 657, 725, 937, 959, 1100, 1132, 1380, 1399, 1571, C99/100, 3325/3328. Al Parsons, 809 Holley Rd., Elmira, NY 14905, 607-732-0181, alatholleyrd@aol.com.

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

WANTED: Hunterdon County NJ, Bucks County PA postal history, covers, postcards, pictures, Americana ephemera collateral paper items, all eras.. Contact Jim Walker, 121 Wertsville Road, Ringoes, NJ 08551-1108, 908/806-7883 or email jiwalker@embarqmail.com.

WANTED; STAGE COVERS BEFORE 1860. All states including New Jersey. Dealers welcome. Contact Steven M. Roth, 1280 21st Street, NW, Suite 209, Washington, DC 20036, 202/293-2563 or email stevenroth@comcast.net.

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

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

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

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

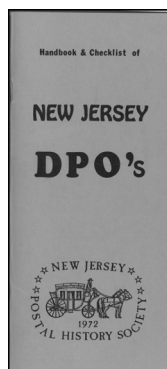
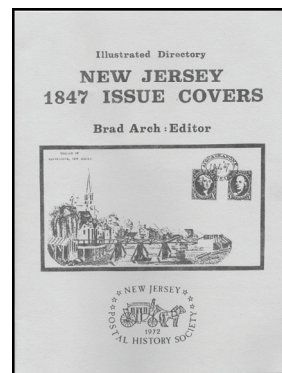
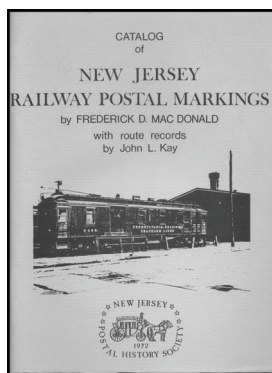
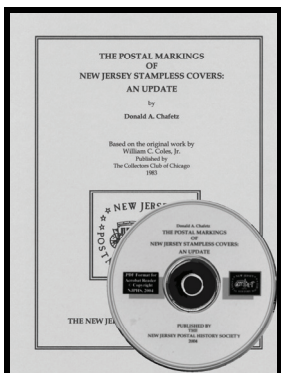
SAMUEL SOUTHARD CORRESPONDENCE ALWAYS WANTED! Always interested. Please contact Jean Walton, 125 Turtleback Rd, Califon, NJ 07830, 908/832-9578 or send scan and e-mail to jwalton971@aol.com.

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

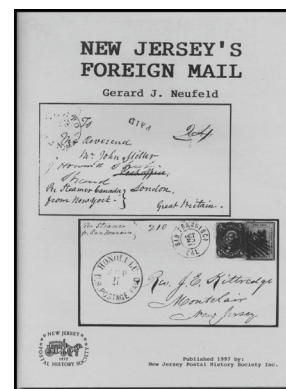
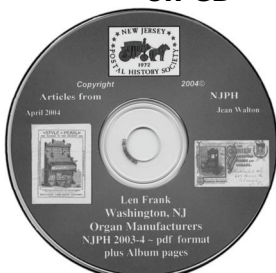
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Stampless Era Post Offices, based on Coles and the Coles Update available in Excel format.	FREE	2.95
New Brunswick's Postal Markings by Robert G. Rose, in PDF - a "digital reprint" in Acrobat Reader format of Bob's articles in the May and August 2005 <i>NJPH</i> and February 2006 <i>NJPH</i> issues.	FREE	2.95
Edge, Jack, <i>Post Towns of Burlington County</i> . All of Jack's Burlington series, as published in the pages of <i>NJPH</i> , compiled into one document, in PDF format.	FREE	7.99
Edge, Jack, <i>Postmasters of Burlington County</i> . Lists postmasters for all the Burlington communities listed in Jack's Burlington series, also in PDF format.	FREE	4.99
Law, Mary E., <i>The Postal History of Cape May County, NJ</i> including postmaster list, published in the pages of <i>NJPH</i> between March 1993 through May 1994, PDF format.	FREE	8.99
<i>An Act to establish the Post Office and Post Roads, Feb. 20. 1792</i> , in its entirety.	FREE	2.95
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AVAILABLE FOR PURCHASE (see also back cover):		
Hard copy: <i>Illustrated Directory of New Jersey 1847 Issue Covers</i> , Brad Arch, ed., 1987, 44pp & Supplements <ul style="list-style-type: none"> • For the collector of the 1847 Issue, this book by Brad Arch is the comprehensive work on New Jersey covers • 5¢ and 10¢ covers in separate sections • Detailed descriptions of each cover, arranged by office of origin. 	\$4.00	\$7.50
Hard copy: <i>New Jersey DPO's</i> , Brad Arch, ed., 1981, 22pp, pocket sized Checklist of Discontinued Post Offices THE pocket manual of New Jersey discontinued post offices, easy to transport and an excellent checklist Also available to members free as a download xls file	\$3.00 FREE	\$4.00
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**AVAILABLE FOR IMMEDIATE DELIVERY, Post paid, send check to: Robert G. Rose, New Jersey Postal History Society, P.O. Box 1945, Morristown, NJ 07962, or email RRose@daypitney.com.
 PayPal payment available – email NJPostalhistory@aol.com with wants for Paypal invoice.**



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(see inside back cover for hard copy literature)