



# NJPH

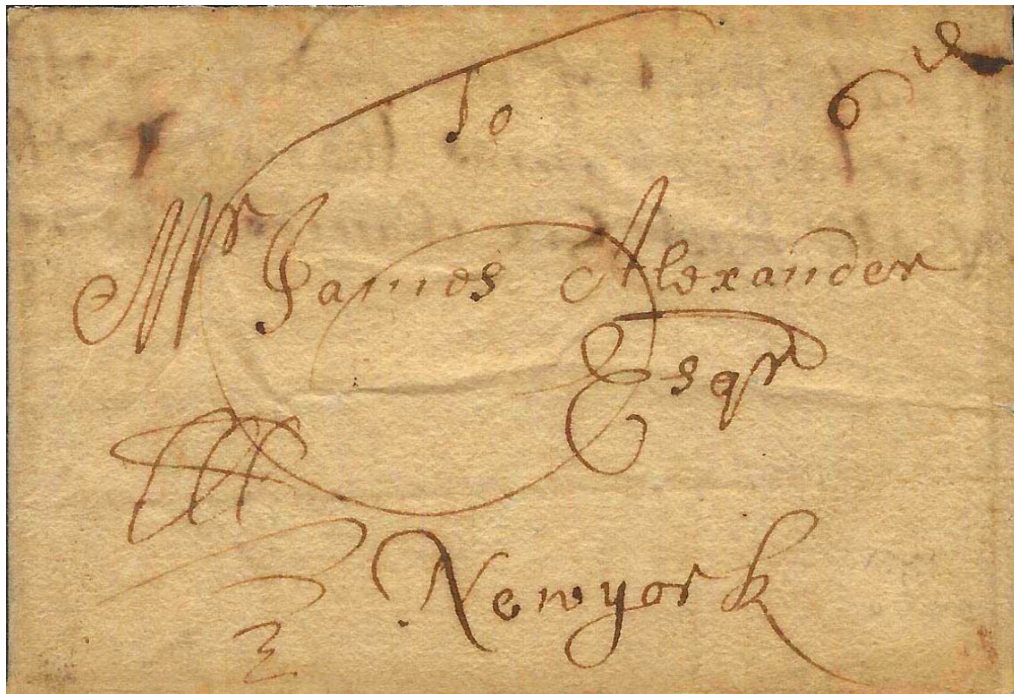
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## ***The Birth of New Jersey's Post***



**To date, the earliest known New Jersey postally rated cover, from 1721. See page 3.**

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**DUES TIME AGAIN!**

Response has been good, but there are still a number of members whose dues have not been paid for 2020. If you receive a dues notice with your journal – either online or with the printed journal – it means your dues are still outstanding. Dues are still \$15 a year, and again this year you have the option of paying your dues online by Paypal (no extra fee), by going to our web site [[www.NJPostalHistory.org](http://www.NJPostalHistory.org)] where you will find a link for membership renewal on the home page. You can also donate to the Society at the same time, if you would like. We are happy to accept your dues and donations in whatever form you like!

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**PRESIDENT’S MESSAGE**

This issue of *NJPH* provides a broad range of postal history, from colonial times to the 20<sup>th</sup> Century. We welcome to these pages, first time contributor Dr. Vernon Morris, who provides a detailed study and analysis of a new discovery—New Jersey’s earliest postally rated cover identified to date, written on September 21, 1721 in Shrewsbury on a folded letter to New York which entered the mail in Perth Amboy. The ability to read that letter was facilitated with the assistance of Ed and Jean Siskin whose article, “*Reading Early American Mail*,” provides a primer on deciphering the difficult script in colonial and early 18<sup>th</sup> century letters. The Siskins also have written about a stampless cover to an army officer in Elizabethtown with historical connections to three different wars. Captain Lawrence Brennan returns with a second installment concerning Battleship *New Jersey*, featuring its postal history during its engagements off the coasts of Korea and Vietnam. Jim Walker, our Society’s specialist on Hunterdon County, provides the beginning of a series of updates detailing a number of rural free delivery routes in that county. I report in my continuing series “*On the Auction Scene*,” concerning four sales held last fall with a wide array of New Jersey postal history.

The Westfield Stamp Club will hold its annual exhibition and dealer bourse on Saturday, March 14. Details are on page 47 of this journal. I will be attending as a dealer -- Garden State Postal History -- so please stop by and say hello.

I wish to thank the many of you who have so generously made donations to the Society. It is those donations that enable the Society to publish and mail *NJPH*, now in color, while maintaining dues at a modest \$15 a year. If you have not as yet submitted your dues for 2020, a friendly reminder is enclosed with this issue. Finally, we need some new contributors to this Journal. If it’s only a single favorite cover from your collection, with a brief description, that’s all we need to get you published in these pages. Please email me or Jean at our addresses above and we’ll get you going!

**ROBERT G. ROSE**

# THE BIRTH OF NEW JERSEY'S POST

By Vernon R. Morris, Jr., MD

New to philately and first noted by Roland Cipolla, is a 1721 cover to New York, *Figure 1*, with manuscript *6d* in the upper right corner, *Figure 2*. The internal dateline revealed a very early *September 27, 1721* date, *Figure 3*. The letter is handwritten from Sherowesbury,<sup>1</sup> *Figure 4*. Manuscript *6d* was indeed consistent with Crown post rates during 1721. Although no provincial colony of origin had been cited, important collateral information about the addressee, sender, and postal zone may be very helpful for that determination.



Fig. 1. Addressed to James Alexander in New York.



Fig. 2. "6d" for six pence due.

Fig. 3. Internal dateline September 27, 1721.

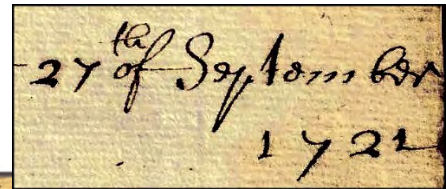
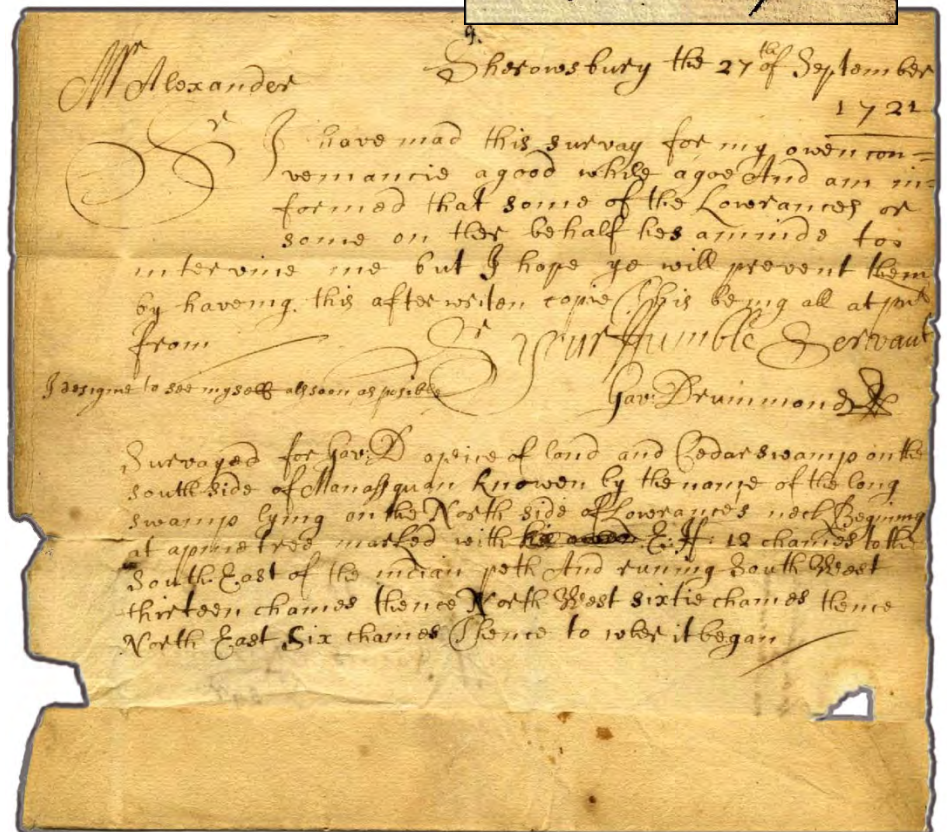


Fig. 4. Letter contents.



Shrewsbury was not on the Crown's post road. There is no evidence for a Shrewsbury post office during 1721. Therefore, segmented transportation was necessary: private transmission to a post office combined with Crown transportation on the post road consistent with 6d charge. Six pence sterling was due from the recipient at the New York post office in exchange for the handwritten communication. Manuscript 6d would have been marked at the post office of origin, but was incomplete by not including even an abbreviation or respective town name. Unfortunately, there are more questions than answers. *From Shrewsbury, by which private pathway had this letter travelled to a post office? Into which post office was it deposited? What post route to New York was employed?*

**Queen Anne Act of 1710**

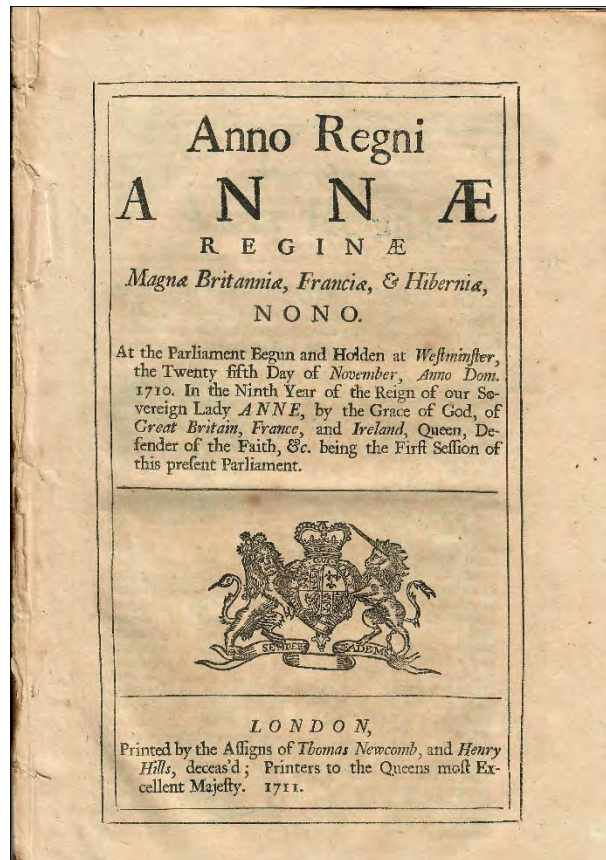


Fig. 5. Queen Anne Act effective June 1, 1711.

<p>All Letters and Packets from New-York to Perth-Amboy, the Chief Town in East New-Jersey, and to Bridlington, the Chief Town in West New-Jersey, and from each of those Places back to New-York, and from New-York, to any Place not exceeding One hundred English Miles, and from each of those Places to New-York,—</p>	<p>Single, Six pence. Double, One Shilling. Treceble, One Shilling six pence. Dunce, Two Shillings.</p>
<p>All Letters and Packets from Perth-Amboy and Bridlington to any Place not exceeding Sixty English Miles, and thence back again,—</p>	<p>Single, Four pence. Double, Eight pence. Treceble, One Shilling. Dunce, One Shilling four pence.</p>

Effective June 1, 1711 the Act of Anne of 1710 (9 Anne, c.11)<sup>2</sup> established a “General Post-Office for all Her Majesties Dominions,” Figure 5. Ten “Chief Towns”<sup>3</sup> were declared: New York City, Philadelphia, Boston, New London, Newport, Portsmouth, Charlestown, Annapolis, Perth Amboy in East New-Jersey, and Bridlington (later named Burlington) in West New-Jersey. The New Jersey portion of the law is shown in Figure 6.

Fig. 6. New Jersey post rates early 18<sup>th</sup> century.

Four additional post offices included Salem, Ipswich, Piscataway (New Hampshire, not New Jersey), and Williamsburg. From 1652 until 1840 Crown post rates were defined according to number of sheets of paper and distance. In practice postal service did not extend south of Philadelphia until 1727 when mail to Annapolis was opened, and similarly in 1738 to Newport, Virginia.<sup>4</sup> To the author's best knowledge, the first map to attempt charting the Crown's post road was Herman Moll in 1715 with his large "Beaver" New and Exact Map of all the King's Dominions in North America, from Newfoundland to Carolina.<sup>5</sup> A "Degrees West from London" scale was included in the margin, and an internal scale of distances in Great Britain miles was provided.

Although Moll never visited the Americas, his smaller 1729 version of today's northeast, *Figure 7*,<sup>6</sup> included a legend which identified 15 post offices with their service schedule, *Figure 8*. Only two post office distances, however, were revealed: New York to Philadelphia of 106 miles, and New York to Saybrook of 150 miles. An enlargement of the New York City region, *Figure 9*, approximates the route north from Perth Amboy: across the Arthur Kill channel, to Staten Island, then across Upper New York Bay, to the southern tip of Manhattan, and continuing north to Rye, NY. How many private or licensed ferries crossed the numerous water barriers in that vicinity? Conspicuous by its absence during 1715 and 1729 was a mainland road which eventually formed the "beltway" north through Newark, east to Bergen, and the nearby Hudson River crossing at Communipaw or Powles Hook.

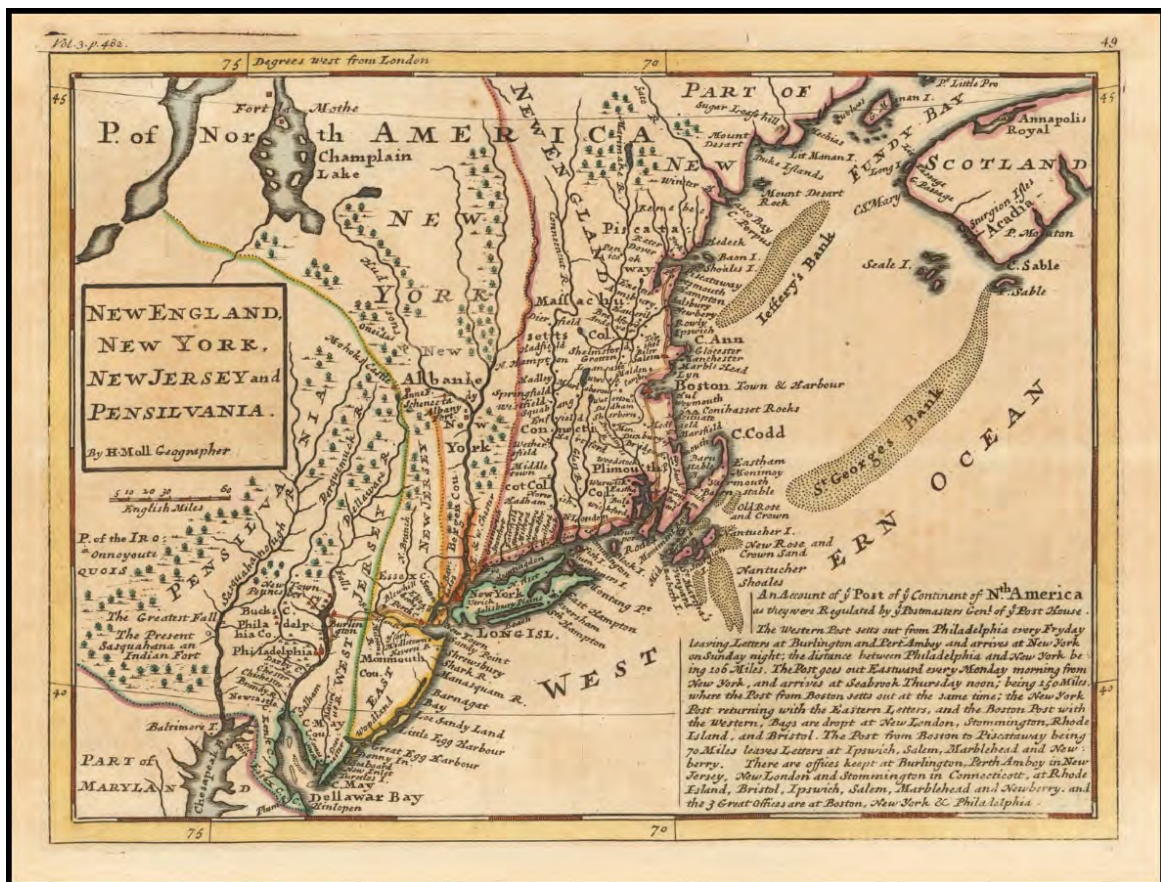


Fig. 7. Herman Moll 1729 postal map.

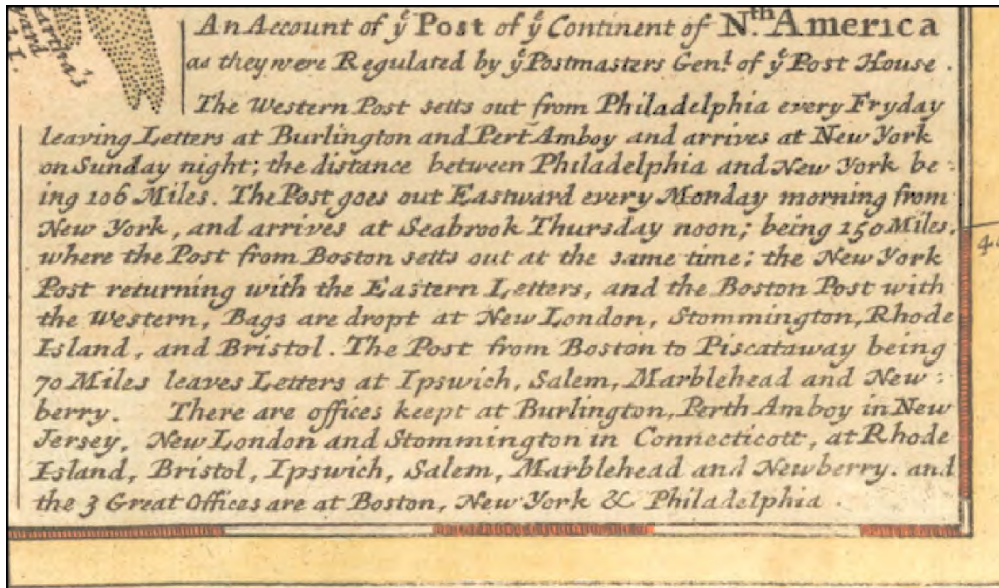


Fig. 8. An Account of Posts in N. America enlarged from the Moll map.



Fig. 9. Moll 1729 map: New York region enlargement.

During the early 1720s only two provinces could claim a town called Shrewsbury: Massachusetts, north of New York City; and New Jersey, south of New York City. Both were likely named after Shrewsbury, England. Towns with the same name in Pennsylvania and Maryland did not appear until almost the 19<sup>th</sup> century. The important determination between Massachusetts and New Jersey might be settled by circumstantial evidence and robust investigation. If New Jersey is the letter's origin, this item would be the earliest New Jersey postally rated cover recorded in private and possibly archival holdings.

## Shrewsbury, England

Shrewsbury, England was located on the River Severn, longest river in Great Britain, and only 9 miles from Wales. Founded circa 800 AD by Anglo-Saxons, Shrewsbury Castle was built circa 1074 by Roger de Montgomery. During the Middle Ages Shrewsbury had been a large center for the wool trade. Shrewsbury's most famous native is naturalist Charles Darwin.

## Shrewsbury, Massachusetts

If Shrewsbury in Massachusetts had been the cover's origin, the first leg of the journey would have been private transportation south and west toward New York City. Candidate entrance post offices on the Crown's post road included Boston, Newport, and New London. The shortest distance of private travel would have been directly east to Boston, the largest of the three Chief Towns of Massachusetts, and only 40.22 miles by today's measurement.<sup>7</sup> The second leg by Crown's post from Boston to New York by mid 18<sup>th</sup> century measurement was 259 miles. The respective Crown postal charge would have been 1 shilling (equivalent to 12d), twice the stated *6d* in *Figure 2*. This letter was small and not a double sheet.

A second Massachusetts possibility would have been private transportation from Shrewsbury southeast to Newport, [Chief Town] in Rhode Island, and approximately 79 miles measured today.<sup>8</sup> However, Crown transportation from Newport to New York measured 192 miles during mid 18<sup>th</sup> century, and the Crown's postal charge remained too high again at 1 shilling (equivalent to 12d), twice the stated *6d*.

The third Massachusetts possibility was private travel directly south to New London, [Chief Town] in Connecticut, and approximately 79 miles today.<sup>9</sup> However, the Crown's postal distance from New London to New York during mid 18<sup>th</sup> century was 152 miles with postal charge of 9d, still one and a half times the stated *6d*, see *Figure 6*.

Combining distances from old maps and charts with modern mileage when the distance for private travel is not known for earlier times (mostly due to changing road configurations), for the three above are respectively 299 miles, 271 miles, and 231 miles; modern measurement was necessary in all three of these instances, which serves to numerically reduce the total of each combination. All are quite high, and well over 200 miles. Moreover, none would have been consistent with single sheet six pence postal rate. Furthermore, the first permanent settler in Shrewsbury, Massachusetts had been just one year earlier, Gershom Wheelock during 1720. Massachusetts' Shrewsbury was not "settled" until 1722, and not officially incorporated until 1727.<sup>10</sup> Massachusetts as the origin of this cover is anything but convincing.

## Shrewsbury, New Jersey

The other Shrewsbury candidate during the early 18<sup>th</sup> century British North America was East Jersey, today commonly referred to as north Jersey. Shrewsbury Township was one of three original townships in Monmouth County, dating back to 1683 when the County covered almost 1000 square miles,<sup>11</sup> including all of present Ocean County. Today Shrewsbury township is only 2.2 square miles. Shrewsbury River is a short stream of 8 miles, and at its confluence with the Navesink River estuary, leads to Sandy Hook Bay.

Entrance locations into the postal system would have included Philadelphia, Burlington, and Perth Amboy. Early 18<sup>th</sup> century distances from remote Shrewsbury are not readily available, and by default are given in present day measurements. The longest distance of private travel from Shrewsbury in East Jersey would have been southwest to the largest of the three post offices, Philadelphia, [Chief Town] in Pennsylvania, and 74.3 miles measured today.<sup>12</sup> The postal distance from Philadelphia to New York circa 1749 according to cartographer Lewis Evans was 96 miles,<sup>13</sup> but the Crown's post charge was 1 shilling (equivalent to 12d), again twice the stated 6d on cover. Not compatible. The unavoidable addition of different time period distances was still 170 miles, but much less than previously considered Massachusetts travel.

A second New Jersey possibility would have been private transportation from Shrewsbury south west to the post office in Burlington, [Chief Town] in West Jersey, and approximately 52.8 miles today.<sup>14</sup> The subsequent postal distance from Burlington to New York City mid-18<sup>th</sup> century was 77 miles, with 6d postal charge: congruent, appropriate, and therefore a viable candidate. Combining old and new distances, the letter would have travelled only 130 miles.

The third New Jersey candidate would have been private transportation from Shrewsbury, west and slightly north to nearby Perth Amboy, [Chief Town] in East Jersey, only 21 miles measured today.<sup>15</sup> Moreover, the Crown's postal distance from Perth Amboy to New York City during the mid-18<sup>th</sup> century had been only 28 miles, and required only 6d; congruent and appropriate for 6d as written, and a second viable candidate. Moreover, the total hybrid combined distance travelled was only 49 miles. Composite distances for the three New Jersey candidates are respectively 170 miles, 130 miles, and 49 miles. Efficiency and logic strongly point to New Jersey and the final two possibilities.

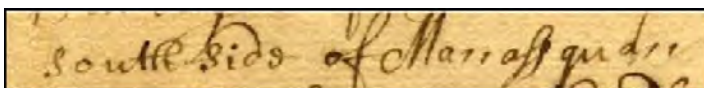


Fig. 10. Manasquan River, New Jersey, mentioned in the letter contents.

Many reasons greatly favor Shrewsbury in East Jersey over Massachusetts. The former had been chartered in 1699. Second, Moll included Shrewsbury in East Jersey on his 1715 map, *Figure 7*. Third, *Figure 3* contents, sixth line up from bottom, mentioned "south side of Manasquan," excerpt in *Figure 10*. Although spelled Manasquam on the *Figure 9* map, its location is presently in Monmouth County just south of Shrewsbury. Fourth, Shrewsbury had been sufficiently consequential to appear in Philadelphia's earliest newspaper (fourth in the colonies published by James Bradford.<sup>16</sup> Fifth, the letter's author Gav Drummond had been a surveyor in Monmouth County during the first half of eighteenth century. Sixth, East Jersey offered two feasible post offices whose post rate to New York was consistent with the cover, whereas Massachusetts none. The author submits that beyond a reasonable doubt, the town of origin was Shrewsbury in East Jersey.

The second reasonable conclusion from the above analysis is the subject cover must have passed through the Perth Amboy post office. But which route did the cover most likely travel? Shrewsbury-Burlington-Perth Amboy-New York of approximately 130 time-hybrid miles. Or, Shrewsbury-Perth Amboy-New York of 49 miles.



The sender would logically favor the shorter total distance, closer post office, and third scenario, unless unknown offsetting and compelling reasons favored a longer New Jersey trip. Since Burlington was indeed close to Philadelphia, could the sender have had special and not infrequent business interests involving travel to Philadelphia, passing through Burlington? Or, perhaps land footpaths directly from Shrewsbury to Perth Amboy were in very poor condition, or not readily passable. No ship or captain markings are identified in *Figure 1* to suggest sea travel. A stage ferry, however, from Navesink to Perth Amboy may have been conceivable. Further exploration, research, historical context, and insight is warranted.

In either event, the applicable Crown post route had been either Burlington via Perth Amboy to New York or directly from Perth Amboy to New York.

### **Dutch Arrival 1609**

In 1609 Hendrik Hudson and the Dutch entered New York Bay. Hudson explored the “North” River (now called the Hudson) to the first waterfall at present day Albany. Hudson also explored west on the Raritan River to its first waterfall at present day New Brunswick.<sup>17</sup> In 1621 the Dutch West India Company was empowered to protect the fur trade by building forts and promoting commercial interests. By 1623 Dutch further south entered Delaware Bay and explored the “South” River (now called the Delaware),<sup>18</sup> the longest free flowing river east of the Mississippi River.

By May of 1624 the first settlers arrived in New Netherlands, at present day Governors Island. Families were disbursed to one of three locations:<sup>19</sup> Burlington Island on the South (Delaware) River; Old Saybrook at the mouth of the Connecticut River; and Albany on the North (Hudson) River. In 1624 Fort Orange was also built at present day Albany.<sup>20</sup> The following year in 1625 Peter Minuit purchased all of Manhattan from native Americans for goods valued at 60 guilders, approximately \$1,000 today.<sup>21</sup> Indigenous people, however, had no concept of exclusive land ownership, and believed they were only affirming the right to Europeans to share use of the land.<sup>22</sup>

Fort Amsterdam,<sup>23</sup> nevertheless, was erected that year, where the U.S. Customs House is now located, in order to protect entrance into the Hudson River from other European colonial powers. On the Delaware River Fort Nassau<sup>24</sup> was likewise built in 1627 near present day Gloucester, NJ,<sup>25</sup> from where canoe travel could reach the “Falls at Trenton,” and inland via the Assunpink Creek.<sup>26</sup>

### **English Victory 1664**

During the English Civil War, Charles II sought sanctuary from Cromwell in the Channel Island of Jersey, where in 1649 he was proclaimed King. In North America only fifteen years later in March of 1664, Fort Amsterdam fell to the English, who thereby acquired New Netherlands and control of the Mid-Atlantic region. King Charles II granted his unpopular oldest brother James, Duke of York, the land between the Hudson and Delaware Rivers. To settle his own debts, James granted proprietary land rights to two individuals: Sir George Carteret of the Island of Jersey, and Lord Berkeley of Stratton. In 1665 Carteret became the first Governor and selected Elizabeth(town)<sup>27</sup> as the capital (1664-1673). Towns chartered during that period include Newark in 1666, Piscataway in 1666, Bergen in 1668, and Woodbridge in 1669.<sup>28</sup>

The Dutch, however, briefly regained control from 1673 to 1674. During the subsequent 28 years until 1702, each of the two proprietary colonies chose their own governor, constitution and capital: East Jersey was near the Hudson and chose Perth Amboy as its capital; West Jersey was near the Delaware River and chose Burlington as its capital. In order to attract settlers, the two groups of landholding Proprietors granted religious freedom, and were eager to establish roads.

In 1674 Berkeley sold West Jersey to William Penn and Edward Byllynge.<sup>29</sup> Six years later Governor Carteret died on January 18, 1680; by 1681 East Jersey was sold to twelve Proprietors, eleven of whom were members of the Society of Friends, headed by William Penn. Robert Barclay (1648-1690) became the second Governor of East Jersey<sup>30</sup> from 1682 to 1690. Barclay, however, never set foot in the colony, and relegated day-to-day management to his deputy governor. By July of 1683 the Proprietors instructed Deputy Governor Lawrie to form a highway between the capitals.<sup>31</sup> At that time, the largest East Jersey populations were Elizabethtown 700, Woodbridge 600, Newark 500, Piscataway 400, Shrewsbury 400, and Bergen 350.<sup>32</sup> Conspicuous by its absence was New Brunswick.

On April 17, 1702 the *Royal Colony of New Jersey* was established under the rule of Queen Anne, although both capitals continued through the end of the Revolutionary War in 1783.



Fig. 11. Governor William Burnet 1720-1728.

During the relevant year of 1721 William Burnet had been the Governor of New Jersey while also serving as Governor of New York (1720 to 1728), *Figure 11*.<sup>33</sup> Burnet had been tutored by Isaac Newton, became a member of the Royal Society, but didn't arrive in New York until May 1721. By 1726 the population of New Jersey had reached 32,000, and was considered one of the first colonies to witness passing of a frontier.<sup>34</sup> largely determined by waterways, hills, and valleys.<sup>35</sup> The two most notable trails had been the Assunpink and Minisink, *Figure 12*. Indian paths long trodden by soft moccasined feet hardly left a trace of passage. European heavy boots, however, cut hard into the soil and left better defined pathways.<sup>36</sup> Trails were initially just wide enough for man or horse.<sup>37</sup> In short order travelers carried packs on their shoulders, which led to pack-horses, and widened trails.<sup>38</sup> Clumsy carts followed, and roads began.

The first Europeans to arrive in East Jersey came by boat and were attracted to Perth Amboy's high ground. Rivers provided relatively easy access for subsequent immigrants to penetrate inland until they reached the fall line, the lowest elevation at which

### Trails become Roads

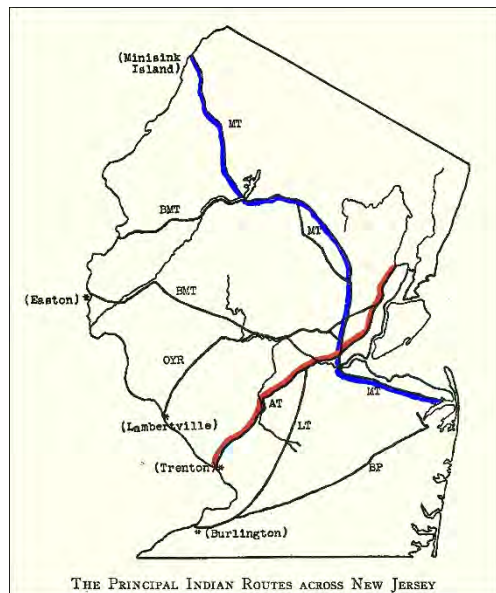


Fig. 12. Assunpink Trail in red; Minisink Trail in blue.

waterfalls appear on streams and rivers. The “fall line” is the geological boundary between hard upland rocky Piedmont and soft sandy Coastal Plain lowlands formed by millennia of sediment washout. Where rivers cross this important line is the furthest inland and highest navigable position beyond which overland portage of boats is required;<sup>39</sup> also the farthest downstream (downhill) location where water can usefully power a grist or saw-mill. Settlements at these strategic points enjoyed unimpeded access to the sea, proximity to the interior, and water power.

New Jersey’s southernmost piedmont includes a broad geological depression from the Raritan Valley to the Delaware River<sup>40</sup> in a direct line between the upstart great cities of New York and Philadelphia. Traversed by the Indian’s Assunpink Trail, this path naturally served the early Dutch well between their settlements on the Hudson and Delaware Rivers, and became the path of greatest importance within New Jersey. Improved during the late 17<sup>th</sup> century, the 1679 “Old Dutch” or “Upper Trail”<sup>41</sup> became a very popular road by 1686.<sup>42</sup> The “Upper Road” connected higher elevations of Elizabethtown Point to what decades later became New Brunswick,<sup>43</sup> Princeton, and Trenton. All were set upon a geologic substrate of piedmont rock,<sup>44</sup> which became the eventual predecessor of the Lincoln Highway and Route 27.

By 1684 Deputy Governor Lawrie connected Perth Amboy by stage ferry to New York (Manhattan). With great interest in a convenient road between their two capitals,<sup>45</sup> “Lawrie’s Road” was developed from Perth Amboy to Cranbury, Bordentown, and Burlington.

Moreover, on April 11, 1706 Hugh Huddy of Burlington was given a grant to establish postal stages between Perth Amboy and Burlington.<sup>46</sup> The patent was challenged by the New Jersey Assembly on May 12, 1707, despite Lord Cornbury’s appropriate reference to the 1699-1703 Andrew Hamilton wagon.<sup>47</sup> Eventually the Lords of Trade in England ruled on June 28, 1708 that Huddy’s patent was prohibited. Nonetheless, on April 4, 1709 an Act of New Jersey Assembly allowed the post.<sup>48</sup> This parallel “Lower Road,” unfortunately may not have been yet understood to be located on geological coastal plain with sandy soil not especially fit for horse and wagon.<sup>49</sup>

A third path slightly north and parallel to both had been used by Pennsylvania Indians who crossed the Delaware River at Lambertville in passage to Newark Bay, and later known as Old York Road.

A fourth path, the Minisink Trail, shown in *Figure 13*,<sup>50</sup> was perpendicular to the others: from northwest New Jersey at Montague (south of present day Port Jervis), winding down to present Metuchen, crossing the lower Raritan River three miles above Perth Amboy, and turning east to end at the Shrewsbury River shell fisheries.<sup>51</sup> This map is noteworthy by having referred to present day Navesink River estuary as Shrewsbury River.



*Fig. 13. Map of East Jersey, 1682, Minisink Trail shown in gray.*

Fifth, was the Burlington Path which connected Shrewsbury to Burlington by way of Freehold.<sup>52</sup>

The Royal Colony of New Jersey by Act of 1704 established a Commissioner of Highways in each county to widen, improve, and maintain roads.<sup>53</sup> By 1716 Governor Hunter required a group of six surveyors to improve town connections by minimizing circumvention around large irregular shaped properties. Trails and paths had been converted into roads by cutting down trees and filling swamps and gullies.<sup>54</sup> Logs were laid down across smaller streams to ensure safe footing for horses. Straightened roads had impressively reduced the distance between New York and Philadelphia by 12 to 15 miles.<sup>55</sup>

### Perth Amboy

The city of Perth Amboy in Middlesex County, New Jersey, has become part of the New York metropolitan area. The Greater New York Harbor offers 771 miles of water frontage. Perth Amboy had attracted settlers because of its high land and deep water,<sup>56</sup> a result of the southern-most glacial moraine deposit 21,000 years ago.<sup>57</sup> Indigenous Lenape native Americans referred to the point as “Ompoge” from which Amboy had been derived. Perth Amboy was settled in 1683 by Scots. *Figure 14* reveals the original lot survey with original owner names added much later.<sup>58</sup> Initially called “New Perth” after James Drummond (1675-1716), 4<sup>th</sup> Earl of Perth<sup>59</sup> from Perthshire and 15<sup>th</sup> century Drummond Castle,<sup>60</sup> sacked in 1653 by Oliver Cromwell. Scottish coronations for hundreds of years had been held in Perth.<sup>61</sup> James Drummond owed a building lot on the point, shown in *Figure 14* and highlighted in orange, as well as six interior acres in 1692.

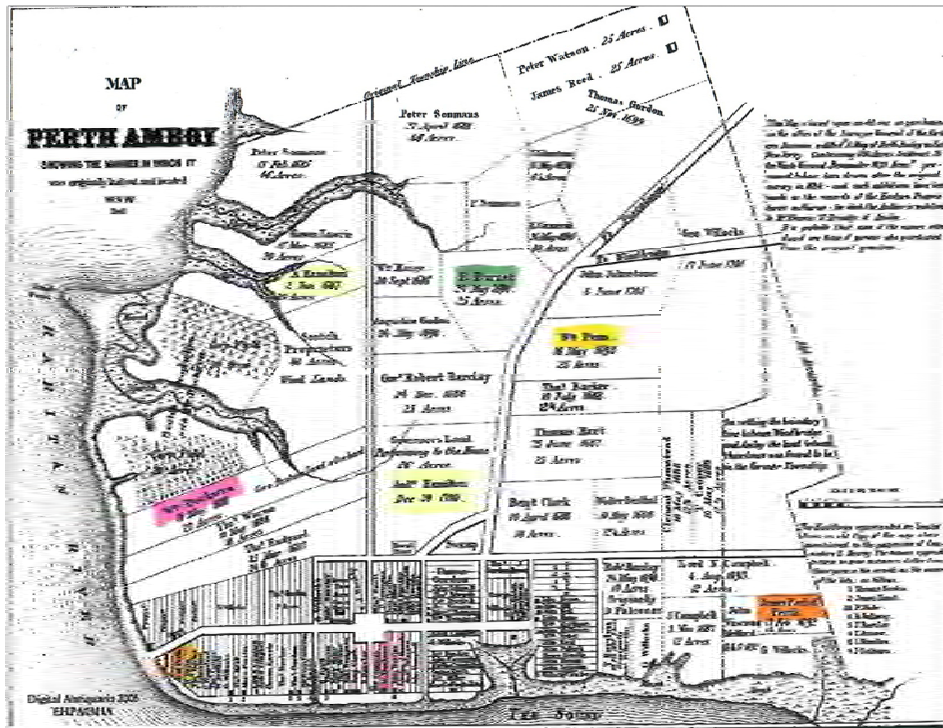


Fig. 14. Deeded Perth Amboy circa 1701.

Perth Amboy was the capital of East Jersey for approximately one hundred years, 1684 until 1783.<sup>62</sup> Perth Amboy had long been a way station for travelers between New York City and Philadelphia. Some philatelic notables had lived in early Perth Amboy. One initial "Settler" had been William Dockwra, who while previously in London had organized the world's first "penny post."<sup>63</sup> On July 6, 1688 Dockwra was appointed Treasurer and granted 1000 acres. On November 27, 1689 he was appointed Secretary and Register to the board of Proprietors until its end in 1702.<sup>64</sup> Highlighted in *Figure 14* by pink is Dockwra's lot along the Sound, as well as 27 inland acres by 1688. Perth Amboy's postmaster during the early 18<sup>th</sup> century had been Tavern Keeper Andrew Hay.<sup>65</sup> Born in Scotland in 1686, Hay emigrated to the colonies in 1698 and died 1739.

The Crown awarded its first private patent (license) to establish a pan-colonial postal service to court favorite Thomas Neale<sup>66</sup> on February 17, 1692 for 21 years. However, Neale never traveled to America, and relied upon North American resident administrator Andrew Hamilton, appointed on April 4, 1692. Neale died in 1699, and Hamilton died on April 26, 1703. Hamilton's wife Agnes continued the struggling enterprise until 1707,<sup>67</sup> when bankruptcy had been assumed by the Crown. Their son John Hamilton became Deputy Postmaster General, from 1707 to November 23, 1721, and during the time of the subject cover.<sup>68</sup> Andrew Hamilton also had owned Perth Amboy properties, shown in *Figure 14* and highlighted in light yellow: 20 acres along the Raritan River by 1687, and 26 acres barely inland since 1700. Andrew Hamilton had been commissioned by the Proprietors as the Governor of both East Jersey and West Jersey from 1692-1697, and again as the last Governor from 1699-1703.<sup>69</sup> From 1701-1703 he was also Deputy Governor of Pennsylvania in William Penn's absence upon his return to England.

Andrew Hamilton, however, should not be confused with a contemporary Scot immigrant<sup>70</sup> with the same name, but who lived a few decades longer: the famous "Philadelphia Lawyer" who during 1735 stepped in and successfully defended the press and publisher Peter Zenger from the Crown's libel suit. Of special interest to this article, the original attorney for Zenger had been James Alexander, addressee of the subject cover.

William Penn owned a lot on the Amboy point in *Figure 14*, highlighted in dark yellow, in addition to 25 inland acres by 1690. Lastly, although not highlighted, was a 25-acre lot interior center owned by Governor Barclay.<sup>71</sup> Barclay was a prominent Quaker, member of Clan Barclay, and whose second son David Barclay founded Barclays Bank.

### **1723 Ben Franklin in Perth Amboy**

In early October 1723 young seventeen-year-old Ben Franklin ran away from Boston, but to his dismay found no future in New York. Franklin soon departed for Philadelphia on the post route via Perth Amboy to Burlington. Unfortunately, his 28-mile voyage from New York city to Perth Amboy became a protracted 30 hour<sup>72</sup> nightmare caused by a squall in the New York Bay, which "tore their rotten sails apart."<sup>73</sup> The following morning, winds had shifted and allowed him to reach Perth Amboy. Franklin took another short ferry across the Raritan to South Amboy, and walked in rain until noon when he found a poor inn to rest. He had lamented "beginning now to wish that I never left home." Upon reaching Burlington he had just missed the regular boat down the Delaware with the next one not due for three days. Although *Figure 10* map may show the lower postal route along the Delaware River on New Jersey land, boat travel especially downstream toward Philadelphia must have been preferred, as young Ben came to realize. Despite what the Moll map may have indicated, the New Jersey lower postal road likely did not exist at that time.

## Ferries

By 1661 the region's first regular ferry operated across the Hudson river between New Amsterdam and Communipaw,<sup>74</sup> now Jersey City, near Bergen Hill upon which a trading post had been established.<sup>75</sup> By 1684 Deputy Governor Lawrie established a stage ferry to New York (Manhattan).<sup>76</sup> At about the same time Perth Amboy was connected to South Amboy by ferry, later called Redfords Ferry<sup>77</sup> to provide access to Lawrie's Lower Road.

In 1697 John Inian received a patent for a ferry he had been running privately, without benefit of patent, for 12 years, across the Raritan River at future New Brunswick to service the Upper Road.<sup>78</sup>

In 1701 a 15-year patent was granted Arthur Simpson for a ferry between Perth Amboy and Navesink, near Shrewsbury.<sup>79</sup> A private ferry also ran between Elizabeth-Town Point and New York.

In 1709 Christopher Billop<sup>80</sup> received a charter to operate a ferry from Perth Amboy to Staten Island across Arthur Kill channel. Staten Island had been claimed by both New Jersey and New York. New York strengthened its claim because Captain Billop was able to independently circumnavigate the 35-miles around Staten Island in less than 24 hours. Billop was awarded 1,163 acres in today's Tottenville section of Staten Island.<sup>81</sup>

In early 1717 the Assembly passed an act to license and set ferry rates.<sup>82</sup> At that time a ferry from "Weehawk" (Weehawken) to New York was established.

In 1719 James Willocks acquired the exclusive rights to ferries from Perth Amboy to South Amboy and Staten Island.<sup>83</sup> Much earlier, in 1701, he had been appointed Deputy-surveyor of the Province, but lived in Richmond County, N.Y. (Staten Island). During 1720 he was one of the Commissioners settling the boundary dispute between New Jersey and New York. Having no children, he directed a tract of land in Monmouth County be divided between the churches at Shrewsbury, Burlington, and Hopewell.<sup>84</sup>



Fig. 15. Lewis Evans 1749 map.

Ferries increased rapidly as more roads were being opened. By the middle of the eighteenth century New Jersey had approximately 50 ferries in active use, probably more than any other region or colony.”<sup>85</sup> The 1749 map of Mid-Atlantic provinces by Evans<sup>86</sup> provided interval mileages, *Figure 15*, and revealed roads north from Perth Amboy, east to Shrewsbury, and several central New Jersey towns such as Trenton, Kingstown, and Brunswick. Throughout the third quarter of the century transportation trended toward better land travel in order to minimize water travel discomforts, delays and dangers.

### Stage Coaches

By 1752 John Mersereau's stages left Powles Hook, NJ three times a week, and required only 36 hours to reach Philadelphia.<sup>87,88</sup> By 1756 an overnight sloop to New York eliminated ten miles of Lower Bay. The 1764 Powles Hook Ferry, once combined with 1766 road completion between Newark and Bergen, proved much shorter than around Staten Island Sound via the Kill van Kull. As a result, Philadelphia to New York travel was reduced to a two-day trip.<sup>89</sup> Princeton became the half way stop, for exchange of passengers, and comfort of taverns and inns.

Northern New Jersey stage routes soon radiated west and south from Powles Hook, carrying traffic from New York City. In 1772 the first public stage coach transportation between Philadelphia and New York was expensive, at 30 shillings per passenger.<sup>90</sup>

### Altered Postal Route

Calvet Hahn proposed that the post road had been switched during the 1730s from “Lawrie’s” Lower Road to the “Old Dutch” Upper Road, bypassing Perth Amboy and Burlington.<sup>91,92</sup> However, he did not present supporting contemporary examples, post office specific data, or a plausible rationale for the change. When did New Brunswick, Trenton, and perhaps Princeton become strategic transportation locations, or develop a critical population mass worthy of a post office?

New Brunswick originated at Inian’s Ferry, and was renamed and surveyed in 1724. James Alexander, recipient of the subject cover, had later recalled that only five homes were present at Inian’s Ferry upon his arrival in 1715.<sup>93</sup> By 1730 New Brunswick received a royal charter,<sup>94</sup> received stage wagon service by 1734,<sup>95,96</sup> and was seeking a post office.<sup>97</sup> New Brunswick was incorporated in 1736, and provided a post office no later than 1748.<sup>98</sup>

In 1719 Trenton was named after William Trent,<sup>99</sup> and its borders were defined by 1720. The first notice of a “Trent Town” post office was September of 1734 at the house of Joseph Read, Esq., with son Andrew Read as postmaster.<sup>100</sup>

The first home in present day Princeton was built in 1683 by Henry Greenland.<sup>101</sup> Named in 1724, Princeton came into prominence during the mid-1700’s as the half way stop between New York and Philadelphia. By 1756 the College of New Jersey moved to Princeton and was renamed Princeton University.<sup>102</sup> By 1757 Princeton had a post office.<sup>103</sup>

The following three items are compatible with Hahn's proposal. First is a letter written on September 19, 1752 from Cork, Ireland, bearing manuscript "via Amboy," but with a manuscript Brunswick postmark "Br 2dwt," and addressed to Philadelphia, *Figure 16*.<sup>104</sup> This letter passed through Perth Amboy, but rather than enter the post and the Lower Road to Philadelphia, it continued on to nearby Brunswick where it received a town postmark, and travelled the Upper Road to Trenton and Philadelphia. A New Brunswick post office existed no later than 1752.

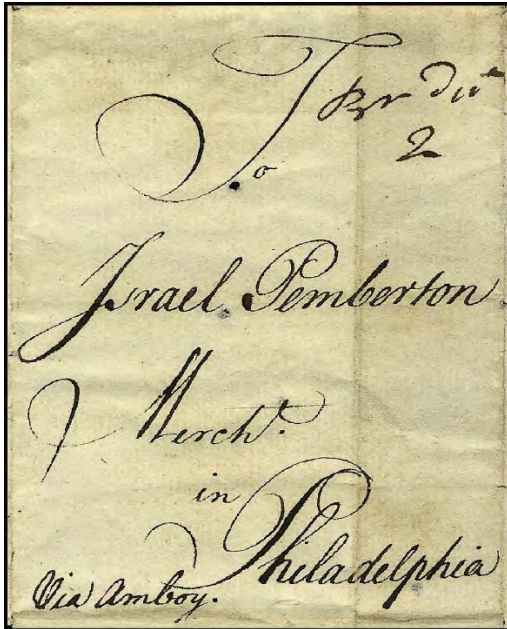


Fig. 16. 1752 Burlington to Philadelphia.

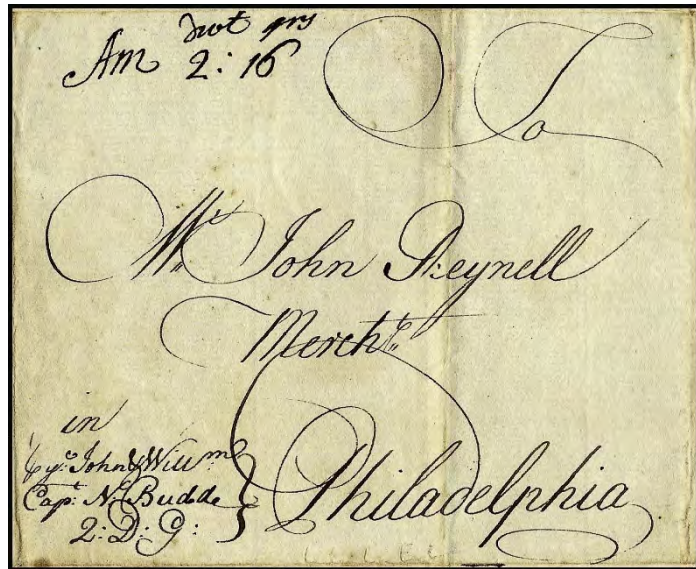


Fig. 17. 1745 Perth Amboy ship letter to Philadelphia.

Second, even earlier, was a June 7, 1745 letter with Perth Amboy manuscript postmark "Am 2<sup>dwt</sup>: 16<sup>gr</sup>" and addressed to Philadelphia, shown in *Figure 17*.<sup>105</sup> The rate by land had been 2 dwt, but by ship required an additional 16gr captain's fee, disclosed by manuscript "p ye John & William., Capt. N. Budde, QDC." Had the Perth Amboy to Burlington and Philadelphia route already fallen out of favor by 1745?

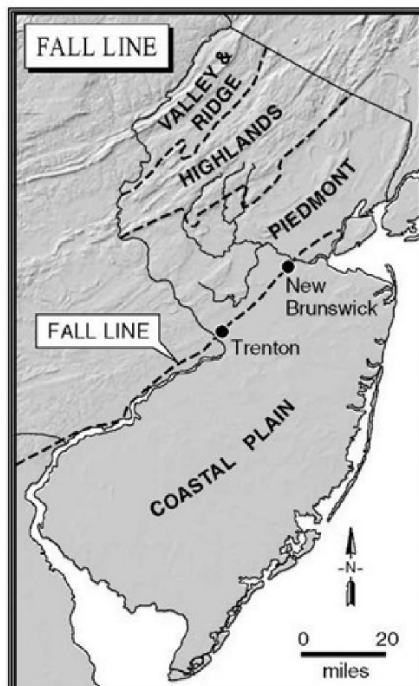
Third was Deputy Postmaster General Franklin's 1754 updated list of post offices: Perth Amboy was absent, but nearby Woodbridge appeared; Burlington was absent, but nearby Trenton appeared. Also, for the first time, rates were defined in pennyweights of non-physical pure silver "account."<sup>106</sup>

The Upper Road may have become the postal route as early as its first recorded post office, Trenton in 1734, although not philatelicly confirmed until 1737. In order to be operational would the new route via New Brunswick also require its own post office? Perhaps not. To date the earliest firm philatelic New Brunswick evidence is 1752 per *Figure 16*. According to Coles, however, a New Brunswick post office was functional in 1748. *Figure 17* may suggest that 1745 was too early for a possible New Brunswick start, since the Perth Amboy post office employed a sea route over a land route to Philadelphia.



The author submits a significant change in the postal route through New Jersey had been inaugurated by 1734, given a Trenton post office presence and known wagon travel to/from New Brunswick, (or possibly as late as 1748 if a New Brunswick post office was necessary). Firm philatelic documentation had been confirmed by 1737 in a northerly direction toward New York, and by 1752 in a southerly direction toward Philadelphia. Perhaps the Crown's service in both directions could have begun as early as 1734. Could postal service on the Upper Road have begun prior to opening of either the Trenton or New Brunswick post offices, for "through travel" by horseman or wagon? Probably not. Post office locations at Trenton and New Brunswick would each greatly assist and facilitate all people and horses involved.

Furthermore, Lower Road obsolescence eventually resulted for several reasons, largely based upon geology. The Upper Road rested upon piedmont, and crossed the Delaware River and Raritan River at their fall line in Trenton and New Brunswick respectively, *Figure 18*.<sup>107</sup> The Lower Road was unfortunately positioned on coastal plain, and crossed the respective waterways closer to the ocean especially at Perth Amboy, although to a much lesser extent at Burlington. First, horse travel was more secure and safer on piedmont rock of the Upper Road compared to 50 miles of loose heavy coastal plain sand along the Lower Road. Second, Ben Franklin had reported ferry transportation sometimes treacherous at Burlington to Bristol of 1 ½ miles width, and Perth Amboy to South Amboy of 2 miles.<sup>108</sup> Third, Perth Amboy and even Burlington crossings were often adversely impacted by tidal changes. Fourth, most of the large cities along the Eastern seaboard (except ocean ports such as New York and Boston) were founded on a river at its fall line.



*Fig. 18. New Jersey geological fall line from Trenton to Brunswick.*

Author Gavin Drummond

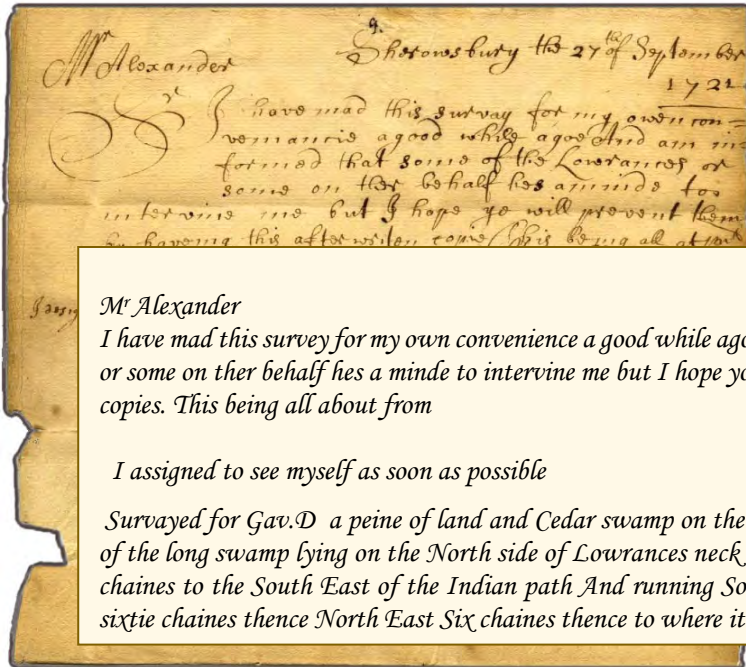


Fig. 19. Transcription of letter contents.

Sherowsbury the 27<sup>th</sup> of September 1721

Mr Alexander

I have mad this survey for my own convenience a good while agoe And am informed that some of the Lowrances or some on ther behalf hes a minde to intervine me but I hope yo will prevent them by having this after written copies. This being all about from

Sr Your Humble Servant

Gav Drummond

I assigned to see myself as soon as possible

Surveyed for Gav.D a peine of land and Cedar swamp on the south side of Manassquan known by the name of the long swamp lying on the North side of Lowrances neck. Beginning at a pine tree marked with E:H: 12 chaines to the South East of the Indian path And running South West thirteen chaines thence North West sixtie chaines thence North East Six chaines thence to where it began

A transcription of the letter’s “early modern” English, *Figure 19*<sup>109</sup> revealed the author was Gav Drummond (also contemporaneously spelled Gawin and Gawon). Gavin was a surveyor, and mentioned a surveyor’s “chain,” which measured exactly 22 yards. In the United States and Canada an area of 10 square chains was equal to one acre.<sup>110</sup> Moreover, *Lowranres* or *Lowrance’s* had likely referred to John Lawrence, noted surveyor of the time, who twenty years later in 1743 ran the celebrated Lawrence Line between East and West Jersey.<sup>111,112</sup> On November 2, 1692 Gavin Drummond was granted land on which present day Asbury Park and Ocean Grove are located,<sup>113</sup> and which had been confirmed to him on November 12, 1701. This 265 acre tract was bounded by Shark River on the south, the sea on the east, and Duck River on the north.<sup>114</sup> By 1705 Gavin had also received 500 adjacent acres from Doctor John Drummond of Lundy, who too lived in Monmouth County on 680 acres.<sup>115</sup> Gavin Drummond had also been Clerk of Court of Monmouth 1700-1701, and was listed for a Grand Jury trial in Shrewsbury during the summer of 1700.<sup>116</sup>



Fig. 20. Addressee James Alexander.

Recipient James Alexander Esq.

*Figure 1* addressee *M<sup>r</sup> James Alexander Esq<sup>r</sup>* was a lawyer and statesman in New York, *Figure 20*. Born in Perthshire, Scotland in 1691, he was a distant relative of Scotland’s Earl of Stirling. He fought in the Rebellion of 1715, which had exiled the Stuarts from England, and moved to America and Perth Amboy. By November of that year he was appointed surveyor general of New Jersey.<sup>117</sup> In 1718 he became the recorder of Perth Amboy, and the following year served as boundary commissioner of New Jersey and New York. Alexander also served on the Council of New York from 1721 to 1732, and the council of New Jersey from 1723 to 1735.<sup>118</sup>

Alexander moved to New York, and soon married a wealthy widow on June 5, 1721, Mary Provoost, a niece of the De Peyster family. From January 1721 to 1723 he was New York's attorney general; and from 1723 to 1728 served as New Jersey's Attorney General. He would be succeeded in New Jersey by one of his seven children, William Alexander, Lord Stirling,<sup>119</sup> who in his own right was famous as brigadier general in March of 1776 in the Continental Army's defense of New York City.

### Trenton June 23, 1737

The earliest recorded New Jersey cover has long been considered June 23, 1737 from Trenton, as shown in Alexander ter Braake's 1975 text,<sup>120</sup> *Figure 21*, as reported by E.N. Sampson. The photograph should reside in the archives of the American Philatelic Research Library,<sup>121</sup> but its exact whereabouts remains unknown.<sup>122</sup> The Trenton cover is very special for three reasons.

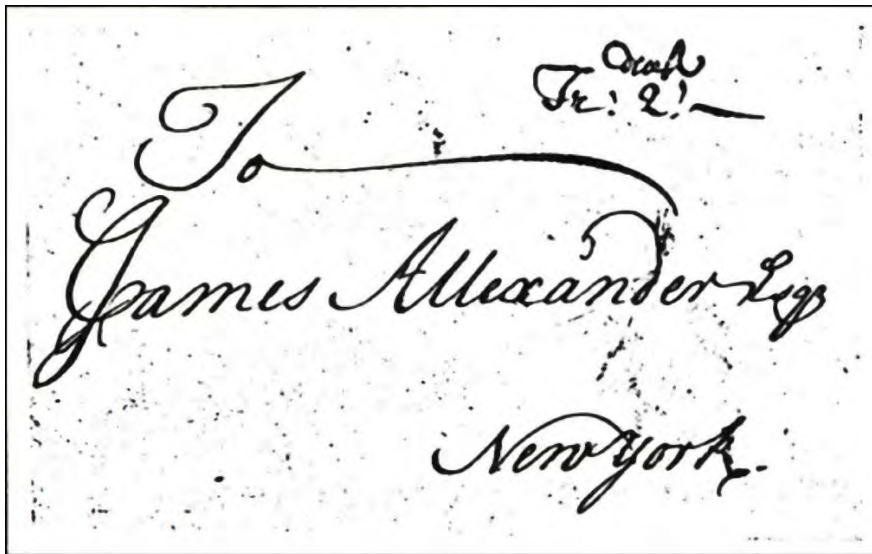


Fig. 21. June 23, 1737 Tr(enton): 2<sup>dwt</sup>, from ter Braake.

First, the earliest New Jersey manuscript town postmark *Tr:2<sup>dwt</sup>* - : with *Tr* abbreviation specifying Trenton.

Second, its postal rate is given in pennyweights. *2dwt* signified two pennyweights of pure silver "accountancy," and equivalent to 6 pence of British sterling alloy coins. The Act of Anne 1710 rates were specified in British sterling coins, *Figure 6*, which were scarce, reserved for use in Great Britain, and eventually forbidden in America. By necessity local colony coins and paper were manufactured in small quantities, but over time varied in percentage of silver resulting from colony specific inflation.<sup>123,124</sup> By 1754 deputy postmaster general Franklin standardized domestic postal charge "accounts" in terms of non-physical pennyweights of pure silver.<sup>125</sup> According to the author's unpublished personal research for the 1730s decade, Trenton 1737 is one of only 13 recorded examples given in pennyweights.

Third, and most interesting, the addressee once again was "James Allexander (sic) Esq / New York," *Figure 21*.

## CONCLUSION

With this evidence, I feel we have now shown this New Jersey stampless cover to be the State's earliest postally rated cover identified to date. Written on September 21, 1721 in Shrewsbury, it was privately transported to one of the very few Crown post offices. While under postmaster General John Hamilton's tenure, the most likely post office of entry was Perth Amboy. Sender Gav Drummond was a likely close relative of James Drummond, 4<sup>th</sup> Earl of Perth, founder of Perth Amboy. Once the letter reached Perth Amboy, postmaster Andrew Hay likely manuscript-marked the appropriate Queen Anne rate of six pence (6<sup>d</sup>) for Crown post service to New York. Staged service may have involved transportation likely around, although possibly through, Staten Island, to the post office destination in Manhattan. The final step was collection and payment by James Alexander, surveyor general of New Jersey, attorney general of New York and New Jersey, and father of Lord Stirling, brigadier general under Washington in 1776. The genesis of the letter appears to be land in Monmouth County recently evaluated by surveyor Lawrence, who 22 years later created his namesake formal partition line dividing East Jersey from West Jersey.

Of special interest was the late 17<sup>th</sup> century and early 18<sup>th</sup> century historical context and importance of Perth Amboy, its residents, and postal history legacy. Renowned landowners included the Earl of Perth, William Penn, and New Jersey governors. Philatelic notables were also present: William Dockwra, founder of London's penny post; Andrew Hamilton the administrator of North America's earliest patented inter-colony postal system; son John Hamilton the Deputy Postmaster General; and young Ben Franklin as he passed through Perth Amboy on his way to Philadelphia. Of related postal history significance was the important relocation of the King's post road in New Jersey circa 1734. The Lower Road on sand connecting capital cities Perth Amboy and Burlington yielded to the popular "Old Dutch" Upper Road on rocky piedmont from New Brunswick to Trenton.

Although the Trenton June 23, 1737 cover remains the earliest recorded New Jersey town postmark, Shrewsbury September 21, 1721, new to philately, is the earliest recorded postally rated New Jersey cover. Whereas the Shrewsbury and Trenton covers were separated by 16 years, they were serendipitously addressed to the same recipient, James Alexander, for the same postal rate.

Vern Morris

## ENDNOTES:

- <sup>1</sup> Currently spelled Shrewsbury, but other past alternate spellings have also been Shrowsbury and Shroesberry <http://www-personal.umich.edu/~bobwolfe/gen/pn/p4487.htm#Fp4487N10>.
- <sup>2</sup> Indicates the name of the Act of Parliament within British law – nine being the ninth year of the reign of Queen Anne (which began in 1702 and continued to 1714), c. referring to the chapter number of the legislation, 11 specific to the Post Offices (Revenues) Act. See: [https://en.wikipedia.org/wiki/List\\_of\\_Acts\\_of\\_the\\_Parliament\\_of\\_Great\\_Britain,\\_1707%E2%80%931710\\_\(9\\_Ann.\)](https://en.wikipedia.org/wiki/List_of_Acts_of_the_Parliament_of_Great_Britain,_1707%E2%80%931710_(9_Ann.)).
- <sup>3</sup> This moniker was used in the actual legislation to describe the major cities in the colonies, and we will use it here to describe them as well.
- <sup>4</sup> *Annals of Philadelphia and Pennsylvania in the Olden Time*, John F. Watson, Vol II, Philadelphia 1844, page 392. See: [https://www.google.com/books/edition/Annals\\_of\\_Philadelphia\\_and\\_Pennsylvania/OycA3b\\_rTE0C?hl=en&gbp=v=1&pg=PA3&printsec=frontcover](https://www.google.com/books/edition/Annals_of_Philadelphia_and_Pennsylvania/OycA3b_rTE0C?hl=en&gbp=v=1&pg=PA3&printsec=frontcover).
- <sup>5</sup> Arader Galleries, January 25, 2020 auction, lot 196. See [https://www.liveauctioneers.com/item/80139457\\_moll-beaver-map-1715](https://www.liveauctioneers.com/item/80139457_moll-beaver-map-1715).

- <sup>6</sup> A.L. ter Braake, *The Posted Letter in Colonial and Revolutionary America, 1628-1790*, American Philatelic Research Library, 1975, C-12 reports the widely printed 1729 edition appeared earlier in 1715 and perhaps 1711.
- <sup>7</sup> Distance between Shrewsbury, MA and Boston, shown on a Rand McNally map:  
[http://maps.randmcnally.com/?loc%5b%5d=Shrewsbury,%20\(Worcester%20County\),%20MA.&loc%5b%5d=Boston,%20\(Suffolk%20County\),%20MA](http://maps.randmcnally.com/?loc%5b%5d=Shrewsbury,%20(Worcester%20County),%20MA.&loc%5b%5d=Boston,%20(Suffolk%20County),%20MA).
- <sup>8</sup> Distance between Shrewsbury MA and Newport, again on Rand McNally map:  
[http://maps.randmcnally.com/?loc\[\]=Shrewsbury,%20\(Worcester%20County\),%20MA.&loc\[\]=Newport,%20\(Newport%20County\),%20RI](http://maps.randmcnally.com/?loc[]=Shrewsbury,%20(Worcester%20County),%20MA.&loc[]=Newport,%20(Newport%20County),%20RI).
- <sup>9</sup> Distance between Shrewsbury, MA and New London, CT, again on Rand McNally map:  
[http://maps.randmcnally.com/?loc\[\]=Shrewsbury,%20\(Worcester%20County\),%20MA.&loc\[\]=New%20London,%20\(New%20London%20County\),%20CT](http://maps.randmcnally.com/?loc[]=Shrewsbury,%20(Worcester%20County),%20MA.&loc[]=New%20London,%20(New%20London%20County),%20CT).
- <sup>10</sup> See Wikipedia on Shrewsbury, MA at [https://en.wikipedia.org/wiki/Shrewsbury,\\_Massachusetts](https://en.wikipedia.org/wiki/Shrewsbury,_Massachusetts).
- <sup>11</sup> See Wikipedia article on Shrewsbury, NJ at [https://en.wikipedia.org/wiki/Shrewsbury,\\_New\\_Jersey](https://en.wikipedia.org/wiki/Shrewsbury,_New_Jersey).
- <sup>12</sup> Distance between Shrewsbury, NJ and Philadelphia, again on Rand McNally map:  
[http://maps.randmcnally.com/?loc\[\]=Shrewsbury,%20\(Monmouth%20County\),%20NJ.&loc\[\]=Philadelphia,%20\(Philadelphia%20County\),%20PA](http://maps.randmcnally.com/?loc[]=Shrewsbury,%20(Monmouth%20County),%20NJ.&loc[]=Philadelphia,%20(Philadelphia%20County),%20PA).
- <sup>13</sup> Map (in German) of Pennsylvania, New Jersey, and New York: *Speiel Land Charte von Pensilvanien, Neu Jersey, New York und von denen drey Land-schafften an dem Delaware Fl. In America in Englischer Spr. gedruckt A. 1749*, by Lewis Evans, 1749. Library of Congress link <http://hdl.loc.gov/loc.gmd/g3790.ar103700>.
- <sup>14</sup> Distance to Burlington, again on Rand McNally map:  
[http://maps.randmcnally.com/?loc\[\]=Shrewsbury,%20\(Monmouth%20County\),%20NJ.&loc\[\]=Burlington%20City,%20\(Burlington%20County\),%20NJ](http://maps.randmcnally.com/?loc[]=Shrewsbury,%20(Monmouth%20County),%20NJ.&loc[]=Burlington%20City,%20(Burlington%20County),%20NJ).
- <sup>15</sup> Distance to Perth Amboy, again on Rand McNally map:  
[http://maps.randmcnally.com/?loc\[\]=Shrewsbury,%20\(Monmouth%20County\),%20NJ.&loc\[\]=Perth%20Amboy,%20\(Middlesex%20County\),%20NJ](http://maps.randmcnally.com/?loc[]=Shrewsbury,%20(Monmouth%20County),%20NJ.&loc[]=Perth%20Amboy,%20(Middlesex%20County),%20NJ).
- <sup>16</sup> *The American Weekly Mercury*, Vol. IV, 1722-1723, No. 197 September 19-26, 1723 page 104; reported a slave Jack on June 15<sup>th</sup> ran away from Gabriel Stelle in Shrewsbury.
- <sup>17</sup> See Wikipedia article on Henry Hudson: [https://en.wikipedia.org/wiki/Henry\\_Hudson](https://en.wikipedia.org/wiki/Henry_Hudson).
- <sup>18</sup> Wheaton J. Lane, *From Indian Trail to Iron Horse Travel and Transportation in New Jersey, 1620-1860*, Princeton University Press, 1939, pg. 19.
- <sup>19</sup> History of early Dutch settlements at [https://en.wikipedia.org/wiki/New\\_Amsterdam](https://en.wikipedia.org/wiki/New_Amsterdam).
- <sup>20</sup> History of Fort Nassau on the North (Hudson) River at: [https://en.wikipedia.org/wiki/Fort\\_Nassau\\_\(North\\_River\)](https://en.wikipedia.org/wiki/Fort_Nassau_(North_River)).
- <sup>21</sup> History of Peter Minuit and the purchase of Manhattan from the Lenape at [https://en.wikipedia.org/wiki/Peter\\_Minuit](https://en.wikipedia.org/wiki/Peter_Minuit).
- <sup>22</sup> Russell F. Weigley, *Philadelphia, A 300-Year History*, Norton, New York, 1982, pg. 6.
- <sup>23</sup> History of Fort Amsterdam at [https://en.wikipedia.org/wiki/Fort\\_Amsterdam](https://en.wikipedia.org/wiki/Fort_Amsterdam).
- <sup>24</sup> History of Fort Nassau on the South (Delaware) River in NJ: [https://en.wikipedia.org/wiki/Fort\\_Nassau\\_\(South\\_River\)](https://en.wikipedia.org/wiki/Fort_Nassau_(South_River)).
- <sup>25</sup> *Op. cit.*, Lane, pg. 19.
- <sup>26</sup> History of Assunpink Creek at [https://en.wikipedia.org/wiki/Assunpink\\_Creek](https://en.wikipedia.org/wiki/Assunpink_Creek).
- <sup>27</sup> Named for the wife of Sir George Carteret, it was originally known at Elizabethtown. See [https://en.wikipedia.org/wiki/Elizabeth,\\_New\\_Jersey](https://en.wikipedia.org/wiki/Elizabeth,_New_Jersey).
- <sup>28</sup> Early towns in the Province of New Jersey: [https://en.wikipedia.org/wiki/Province\\_of\\_New\\_Jersey](https://en.wikipedia.org/wiki/Province_of_New_Jersey).
- <sup>29</sup> E.E. Fricks, *The Postal History of New Brunswick*, Collectors Club Philatelist Vol.58, No.2, March 1979, pg.87.
- <sup>30</sup> History of Robert Barclay at: [https://en.wikipedia.org/wiki/Robert\\_Barclay](https://en.wikipedia.org/wiki/Robert_Barclay).
- <sup>31</sup> William Adee Whitehead, *Contributions To The Early History Of Perth Amboy And Adjoining Country*, Appleton & Company 1856, pg. 269.
- <sup>32</sup> William A. Whitehead, Martin R. Dennis, *East Jersey under the Proprietary Governments*, Newark 1875, pgs. 122-124.
- <sup>33</sup> William Burnet at [https://en.wikipedia.org/wiki/William\\_Burnet\\_\(colonial\\_administrator\)](https://en.wikipedia.org/wiki/William_Burnet_(colonial_administrator)).
- <sup>34</sup> *Op. cit.*, Lane, pg. 59.
- <sup>35</sup> *Ibid.*, Lane, pg.15.
- <sup>36</sup> Stephen Jenkins, *The Old Boston Post Road*, G.P. Putnam's Sons, New York, 1913, pg. 16.
- <sup>37</sup> *Op. cit.*, Lane, pg. 33
- <sup>38</sup> *Ibid.*, Lane, pg. 17.
- <sup>39</sup> For an explanation of the "fall line," see [https://en.wikipedia.org/wiki/Fall\\_line](https://en.wikipedia.org/wiki/Fall_line).
- <sup>40</sup> *Op. cit.*, Lane, pg. 4.
- <sup>41</sup> *Ibid.*, Lane, pg. 39.

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- <sup>81</sup> This apocryphal story appears to be untrue. In fact, New York bought Staten Island from the Munsee Indians five years before the supposed race – and later court decisions in 1832 and 1898 verified this acquisition. See <https://www.villagevoice.com/2018/04/06/so-why-is-staten-island-a-part-of-new-york-anyway/>.
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<sup>109</sup> Courtesy Ed and Jean Siskin.  
<sup>110</sup> Surveyors' measures at <https://www.britannica.com/technology/surveyors-chain>.  
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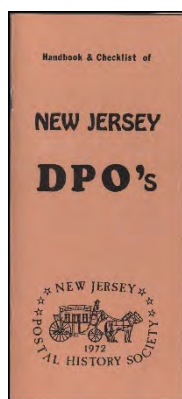
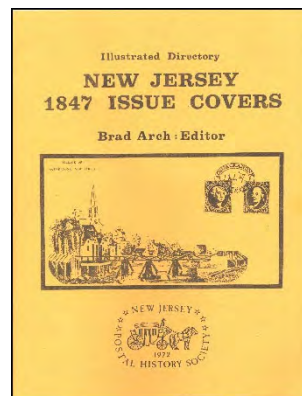
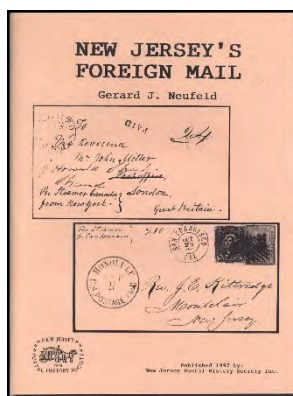
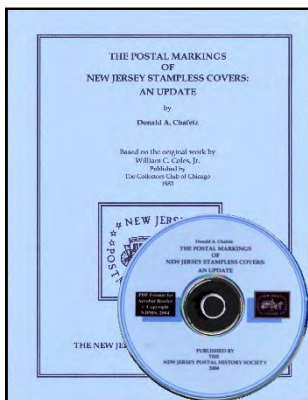
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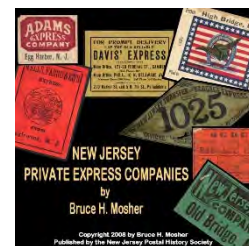


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