

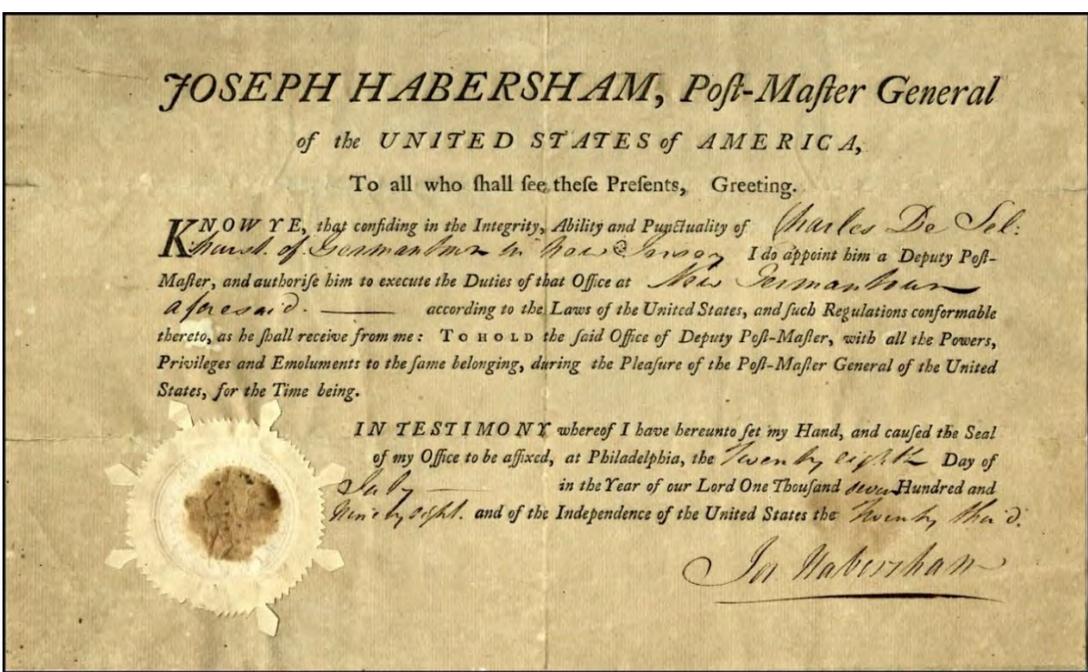


NJPH

The Journal of the
NEW JERSEY POSTAL HISTORY SOCIETY
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1798 Postmaster Certificate of Appointment From New Germantown, NJ



A certificate of appointment as postmaster at New Germantown, New Jersey. See other documents and story on page 3.

~ CONTENTS ~

President's Message	Robert G. Rose	2
Early New Germantown NJ Postmaster Appointment Documents.....	Mike Ludeman	3
Ten on Ice: The MacGregor Arctic Expedition of 1937-38	Hal Vogel	9
Flemington Oval Stampless Handstamp: In a Variety of Colors	Robert G. Rose	28
Hunterdon County RFDs, An Expanded Version, Part 5	Jim Walker	33
A Tale of Similar Looking Covers but Two Stories.....	Donald A. Chafetz.....	41
On the Auction Scene: 19 th Century Trans-Atlantic Uses.....	Robert G. Rose.....	46
Member News: Member changes, donations, a question, and obituaries	50
A Well-Travelled Cover: Alberta to Millington, NJ, The Long Way Around ...	Jean R. Walton....	55
Member Ads	57
Literature Available.....	59

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OFFICERS

President: Robert G. Rose, 18 Balbrook Drive, Mendham, NJ 07945 President@NJPostalHistory.org
VP & Ed. Emeritus: E. E. Fricks, 25 Murray Way, Blackwood, NJ 08012 VicePresident@NJPostalHistory.org
Treasurer: Andrew Kupersmit, 143 Woodbridge Ave., Metuchen, NJ 08840 Treasurer@NJPostalHistory.org
Secretary: Jean R. Walton, 125 Turtleback Rd., Califon, NJ 07830 Secretary@NJPostalHistory.org
Webmaster: webmaster@NJPostalHistory.org
Co-Editors /*NJPH*: Jean R. Walton, NJPostalHistory@aol.com & Robert G. Rose, robertrose25@comcast.net

2021 DUES: If a reminder attached, it means we have not yet received yours!

With this February Issue, we are happy to report that a large percentage of members have already paid their 2021 dues. If there is a reminder attached to your emailed link, or enclosed with your print copy, it means yours are still unrecorded as paid. 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] where you will find a **Link to Pay Dues** at lower left 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!

PRESIDENT’S MESSAGE

Fighting this winter’s chills and snow while remaining indoors and hunkered down while awaiting my second shot of the Covid vaccine has been a real challenge. Fortunately, we have our hobby which is giving back to us and providing peace of mind and enjoyment in so many ways. I hope that many of you are watching the variety of Zoom presentations that cover the entire spectrum of philately.

This issue of *NJPH* touches upon a broad array of topics. Mike Ludeman provides a very early part-printed letter concerning the appointment of an early New Germantown postmaster. Hal Vogel writes of the New Jersey connection to the MacGregor Expedition to the Arctic. Jim Walker returns with the fifth installment detailing the rural free delivery routes in Hunterdon County. Don Chafetz writes on discovering the facts and mysteries behind two Morristown covers. I have contributed another “On the Auction Scene” article concerning several nineteenth century trans-Atlantic covers with challenging routes and rates, as well as an article on the variety of Flemington’s colored oval postmarks during the stampless period. And finally, a philatelic short follows the route of a well-traveled cover from Alberta to New Jersey that included a trans-Pacific voyage before arriving in Millington.

Finally, 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 produce *NJPH*, while maintaining the dues at a modest \$15 a year. If you have not as yet submitted your dues for 2021, a friendly reminder is enclosed with this issue. To help save the cost of ever-increasing printing and postage please consider letting Jean know that an electronic version of the Journal is acceptable.

ROBERT G. ROSE

EARLY NEW GERMANTOWN, NJ POSTMASTER APPOINTMENT DOCUMENTS

By Mike Ludeman

One of the key functions of the early General Post Office was the identification and appointment of Deputy Postmasters to operate post offices which served as the interface between postal patrons and the postal system. The ongoing task of appointments was necessary because of the death of postmasters, the resignation or relocation of the postmasters as the country expanded, and even the failure of postmasters to perform their assigned duties. These appointments were the responsibility of the Postmaster General and his assistants. While much early correspondence between the Postmaster General and the Deputy Postmasters was done by ordinary correspondence, the efficiency of the process was quickly enhanced by the introduction of special part-printed forms, which were prepared by the staff to notify prospective postmasters of their selection and to guide them through the process. The present article describes two such documents.

These particular documents led to the appointment of Charles DeSelhurst as postmaster at New Germantown (now Oldwick) in July 1798, and include one of these part-printed letters of notification and a certificate of appointment, both signed by Postmaster General Joseph Habersham.

Charles DeSelhurst was actually the fourth postmaster at New Germantown, his predecessors being Frederic Bartles, January 1, 1795, John Porter, April 2, 1796, and Walter R. Cole, July 1, 1798.¹ Charles DeSelhurst was appointed July 16, 1798, and was followed by Richard Kreeser, March 27, 1799, and David Mellie Jr., on May 28, 1802. De Selhurst held the position for less than a year – actually 7½ months.

New Germantown is described by Jim Walker in his *Post Offices of Hunterdon County*:²

Hunterdon's location along the earliest post road between New York and Philadelphia assured that her towns appeared on the earliest maps drawn by Abraham Bradley for the Post Office Department in 1796. These maps show the first proposed routes for contractors to carry mail on branch routes from the main post road on a regular schedule. Flemington and Pittstown connected with Trenton, New Germantown to New Brunswick, and Alexandria connected by ferry to the route between Philadelphia and Bethlehem, Pa.

* * *

One of the earliest post offices in the County, this post office is located on Route 517 near the present intersection of Route 523. It was established January 1, 1795.³



Fig. 1: Section of Bradley's Map of the United States, 1804 edition, with the location of New Germantown, over a modern Google map of the same section of New Jersey.⁴

The appointment notification letter dated July 16, 1798 (shown in *Figure 5*) was printed on a 16.0" x 8.5" sheet of paper, folded, and addressed to **Mr Selhurst / New Germantown / New Jersey**, with a docketing for **John Caghenter** at the left edge. An image of the front address panel is shown in *Figure 2* below. The identity of John Caghenter is unknown. The folded letter shows no indication of free franking or postage, or a docket that indicated it was sent on official post office business, which is unusual.

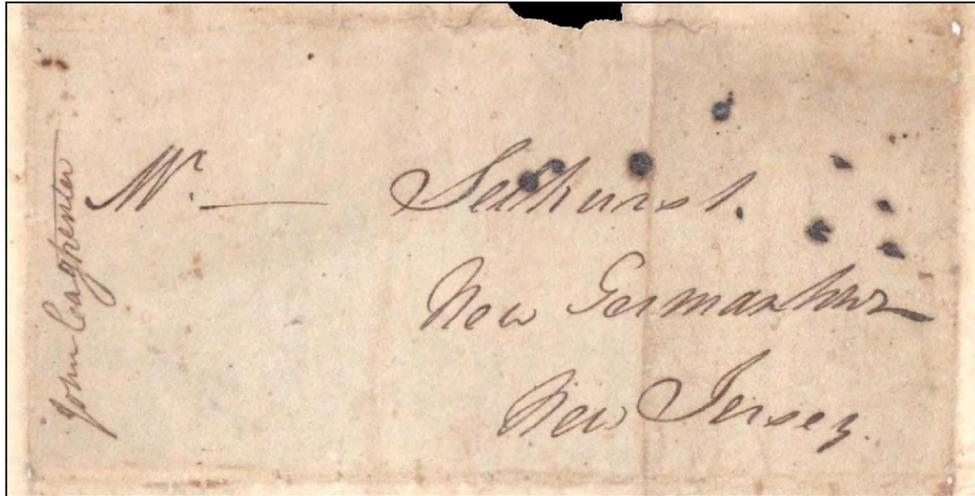


Fig. 2: The address panel of the postmaster notification sent to Mr. Charles Selhurst. Note that it has no indication of free franking.

Some additional research was able to provide an explanation for the absence of any signs of postal markings or free franking. The business of the General Post Office, as managed by the Postmaster General, was recorded in a series of Letter Books, or copy books, prepared by clerks of the Postmaster General's office. These ledgers are currently in the custody of the National Archives and Records Administration (NARA), and fortunately for the postal historian, a number of these were microfilmed between 1965 and 1985, and are part of NARA Microfilm Series M601. Seventy-nine of these Letter Books, covering the years between 1789 and 1869, were more recently digitized by the United States Philatelic Classics Society, where they reside on their website.⁵

In an examination of the Letter Book which included the July 16, 1798 date of the appointment letter, we find two entries relevant to the New Germantown post office.⁶ The first was a letter sent to Walter R. Cole (see *Figure 3*), then current postmaster at New Germantown, dealing with an acknowledgement that the Accounting Office has received his closing postmaster account. It also states an agreement with his recommendation that Charles DeSelhurst is to be appointed as the new postmaster at New Germantown, NJ, and that *his official notice of appointment is enclosed in this letter to Cole*, who is instructed to give it to DeSelhurst. This explains why the address panel for the appointment letter shown as *Figure 2* had no postal markings.

Cole is further asked to insure that DeSelhurst executes the enclosed oath and bond forms, and then to turn over all post office supplies to him. The note closes with an additional request from the Postmaster General who asks Cole to provide additional information about Mr. [John] Porter, who had been postmaster prior to Cole, as Porter has still not completed the closing of his accounts from his tenure as postmaster (which ended in 1797.) This letter is shown in *Figure 3*.

Walter R. Cole esq. July 16. 1798.

Sir Your favor of the 12 Instant was duly received with the accounts since you have been in office at New Germantown and the balance due thereon of Two Dollars and Sixty two cents which sum is paid to the credit of your account on the books of this office.

Agreeably to your recommendation I have appointed Mr. Selhurst to succeed you to whom you will be pleased to deliver the inclosed Letter, with all Letters remaining on hand, and any articles of Post Office Property that may be in your possession. May I request the favor of you to see the blanks bonds in Oaths properly executed by Mr. Selhurst - when they are returned to this office I will on receiving them send him a Commission as Deputy Postmaster of New Germantown. I thank you for the Information you have given me respecting Mr. Porter who must have held the office nearly two years. I find he was appointed the 2nd April 1796. Can you give me any particular information as to the present residence of Mr. Porter?

I am &c. &c.

Fig. 3: A letter book copy of the July 16, 1798 letter to Walter A. Cole, then current postmaster at New Germantown, where the Postmaster General advises Cole that he is enclosing the appointment letter to be given to the newly appointed postmaster Charles Selhurst.

The second entry records the preparation and dispatch of this postmaster appointment letter, which is shown here in Figure 4.

July 16. 1798. Appointed Mr. Selhurst
 Deputy P. Master. at New Germantown in the room
 of Walter R. Cole.

Fig. 4: Entry in the Postmaster General Letter Book for the appointment of Charles Selhurst as postmaster at New Germantown, NJ, on July 16, 1798, replacing Walter R. Cole.

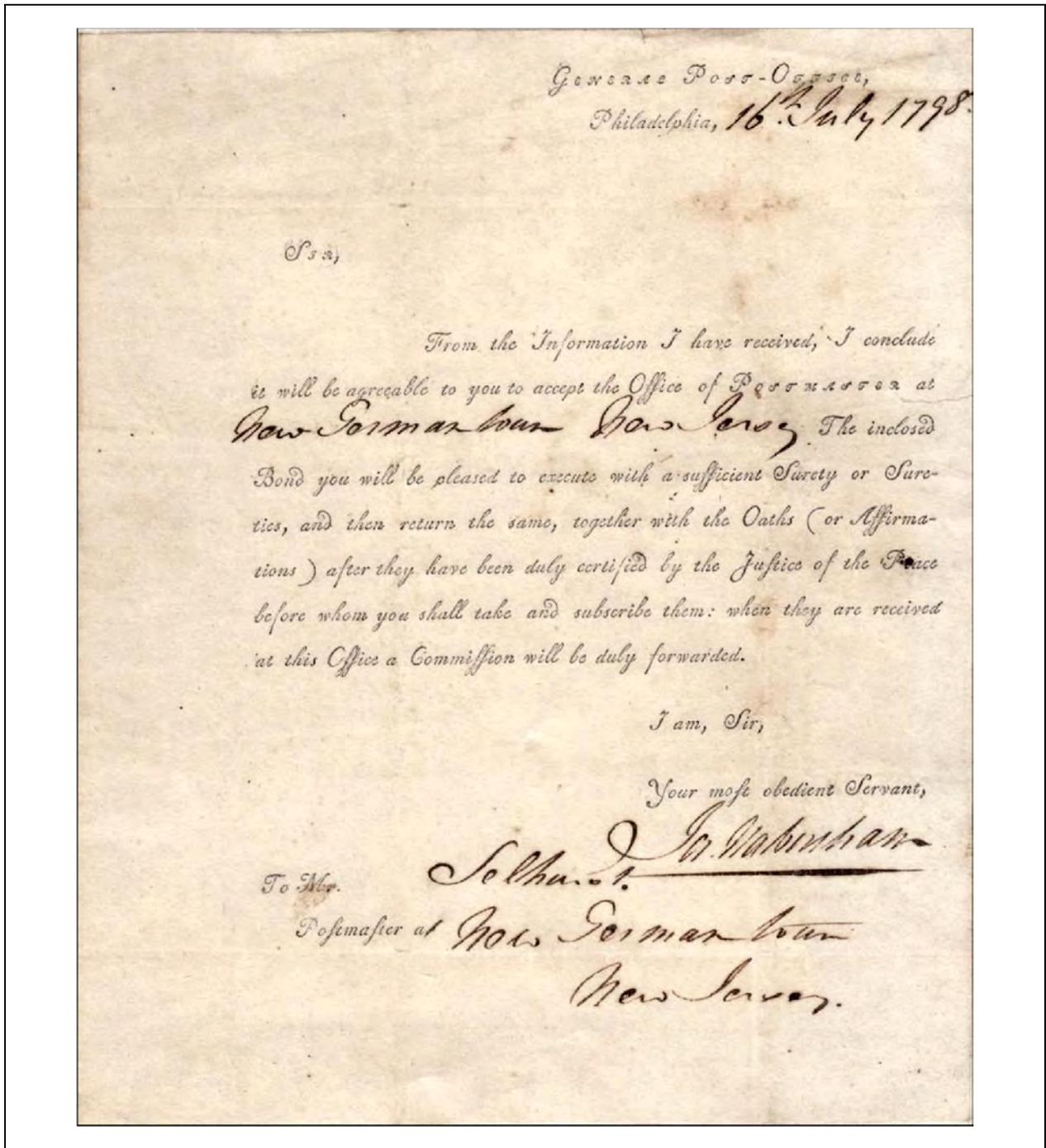


Fig. 5: The printed appointment letter datelined July 16, 1798 to Mr. Selhurst, signed Joseph Habersham, Postmaster General, and enclosed in his letter to Walter Cole of the same date. It is the earliest recorded example of a part-printed postmaster appointment notification letter I have found. The document is 16 x 10.5".

(Note DeSelhurst's name is variously spelled Selhurst, Selhorst, DeSealhorst, etc. in National Archives documents and Post Office communications. His full name appears to be Charles DeSelhurst, as on the appointment certificate in Figure 6, dated July 28, 1798, and sent to him after he was installed.)

And finally, the appointment certificate itself, dated the 28th Day of July, in the Year of our Lord One Thousand seven Hundred and Ninety eight.

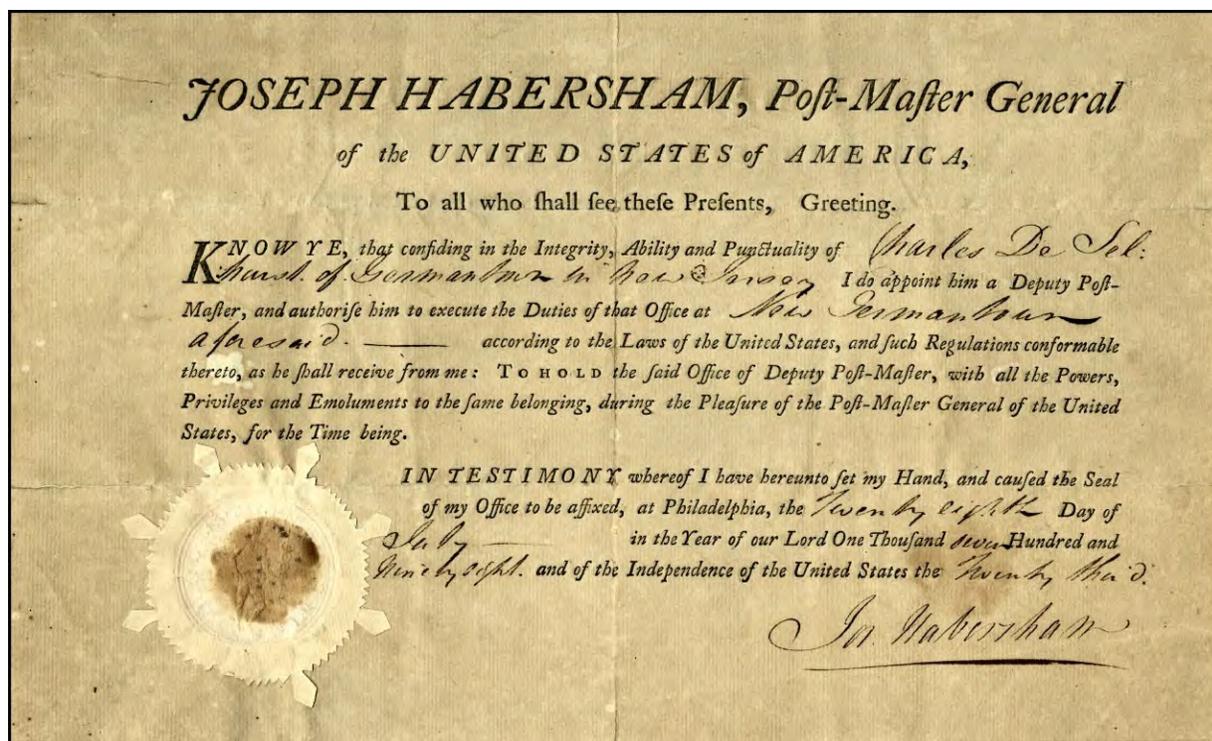


Fig. 6: Appointment Certificate with seal of Charles DeSelhurst as postmaster July 28, 1798 signed by Jos. Habersham, Post-Master General.

To close out the DeSelhurst story, we find in a later Postmaster General Ledger Book⁷ an entry in which it is reported that Richard Kreeser has been appointed as the new postmaster at New Germantown on March 27, 1799. This entry is shown in Figure 7.

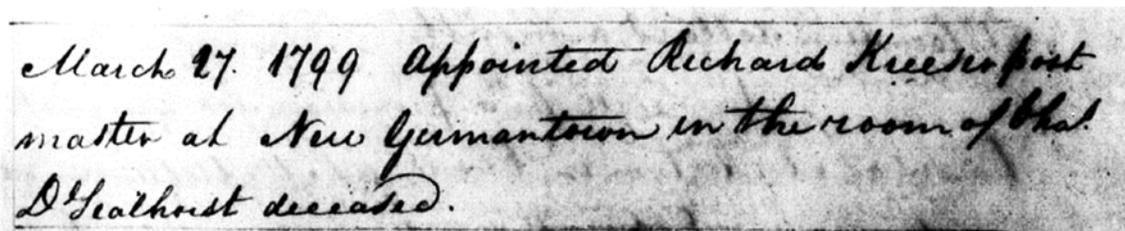
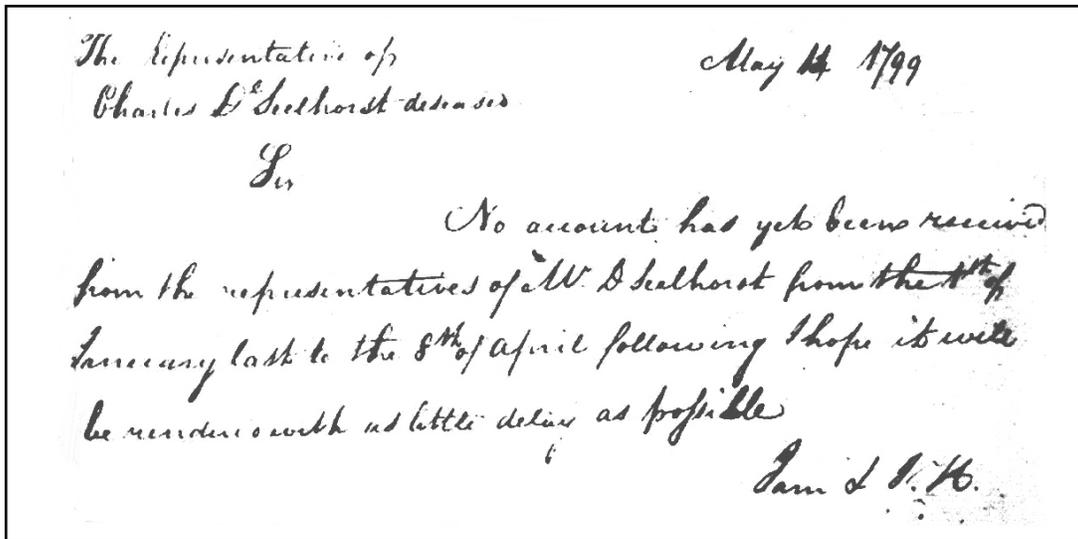


Fig. 7: Appointment of Richard Kreeser, March 27, 1799, as postmaster at New Germantown, to replace Charles D^r Sealhorst, deceased.

And on a later page in another Letter Book, we find the final entry for postmaster Charles DeSelhurst.⁸



The representatives of
Charles D Selhorst deceased

May 14 1799

Sir

No account has yet been received
from the representatives of W. D Selhorst from the 11th of
January last to the 8th of April following I hope it will
be rendered with as little delay as possible

Jas. S. H.

Fig. 8: May 14, 1799 Letter Book entry to the estate of Charles D Selhorst, deceased, noting that his final accounting has not been received, with hopes that “it will be rendered with as little delay as possible.”

[Early postmaster appointment printed documents are seldom seen, but the two shown here from New Jersey, for New Germantown from 1798, are the earliest such documents that the author has found in the private market in his dozen years of pursuing this material. Our sincere gratitude to Mike for sharing these early pieces of New Jersey postal history.]⁹ Ed.

ENDNOTES:

- ¹ The appointment dates on the first three New Germantown postmasters are unknown, and these dates are actually the dates of their first financial reports.
- ² New Germantown in *Hunterdon County New Jersey Postal History*, by Jim Walker, copyright 2010, <https://njpostalhistory.org/media/pdf/HuntHist.pdf>, p. 2
- ³ *Ibid*, p. 103.
- ⁴ Map of the United States, by Abraham Bradley, 1804 edition, from David Rumsey Historical Map Collection. See https://www.davidrumsey.com/luna/servlet/detail/RUMSEY~8~1~224~20038:Map-of-the-United-States-?sort=pub_list_no_initialsort%2Cpub_date%2Cpub_list_no%2Cseries_no&qvq=q:pub_list_no%3D%222929.000%22;sort:pub_list_no_initialsort%2Cpub_date%2Cpub_list_no%2Cseries_no;lc:RUMSEY~8~1&mi=1&trs=2
- ⁵ U.S. Philatelic Classics Society: Postmaster General Letter Books, 1789-1836, 1827-1861, and 1861-1860, URL= <https://www.uspcs.org/resource-center/government-documents/postmaster-general-letter-books-1789-1836/>, accessed Dec 13, 2018.
- ⁶ Postmaster General Letter Book, Oct 14, 1797 to Oct 13, 1798, p. 233.
- ⁷ Postmaster General Letter Book, Oct 12, 1798 to May 8, 1799, p. 390.
- ⁸ Postmaster General Letter Book, May 8, 1799 to Mar 4, 1800, p. 9.
- ⁹ Two of the earliest recorded printed postmaster appointments by Benjamin Franklin, of the postmaster at Trenton, Abraham Hunt, were shown in an earlier (May 2017) *NJPH* issue, from 1764 under the British Crown, signed by Franklin & Foxcroft, and 1775 under the United Colonies, signed by Franklin. See *NJPH*, Vol. 45/No. 2 May 2017, Whole No. 206 at <https://www.njpostalhistory.org/media/journal/206njphmay2017.pdf>.

TEN ON ICE: THE MACGREGOR ARCTIC EXPEDITION, 1937-1938

by Hal Vogel, American Society of Polar Philatelists¹



[The MacGregor Arctic Expedition originating in and with a crew from New Jersey was covered in our last issue. It uncovered this earlier article by Hal Vogel in the Ice-Cap News, reprinted here with permission because of the wealth of Arctic philatelic gems it includes, missing from the November 2020 issue.] Ed.²

View from Etah base camp into Foulke Fjord (Greenland), showing frozen-in Greely (background) and MacGregor Arctic Expedition members (foreground) with dog teams and sledges returning from the ship with supplies.

Former NBC News and Special Events executive, Abel Alan Schechter knew and reported about many explorers, including Richard E. Byrd. He seems to have admired many, but had special praise for one. “MacGregor typified useful adventure as much as anyone I have ever met in arranging for broadcasts over a period of years in the field of exploration”³. . . Many will question this statement, with their first question being — “Who’s *MacGregor*?”

The MacGregor Arctic Expedition (1937-38) had some notable achievements. Probably the most notable was its obscurity.

With only 10 members and a scant budget, it could hardly rival the major undertakings of a Byrd or Scott. But it certainly was comparable in size and purpose to many polar expeditions of its era. However, unlike most of its contemporaries, the MacGregor Arctic Expedition is virtually unrecorded in polar history.

Six foot two, 235 lb. Clifford J. MacGregor was not the sort of person one forgets. This could be one reason for his historical neglect. Many seemed to want to forget him. He was a “wave maker” who didn’t mind rocking official boats. His criticism of (what he believed to be) the archaic U.S. Weather Bureau didn’t find him many friends there. This might have had some impact on his search for support and recognition. The Weather Bureau was his employer.

Birth of the Idea

1930 saw him posted to Alaska for establishment of the first regularly Operating Arctic weather observation network (Alaskan Airways Weather Service). No doubt this made possible the growth of Alaskan aviation. Low-altitude, long-range air travel is too hazardous without timely, accurate weather reporting and forecasting.

Already in Alaska, he was a natural appointee to the Point Barrow meteorological station for the Second International Polar Year (1932-33). It was here that his idea for the MacGregor Arctic Expedition was born.⁴

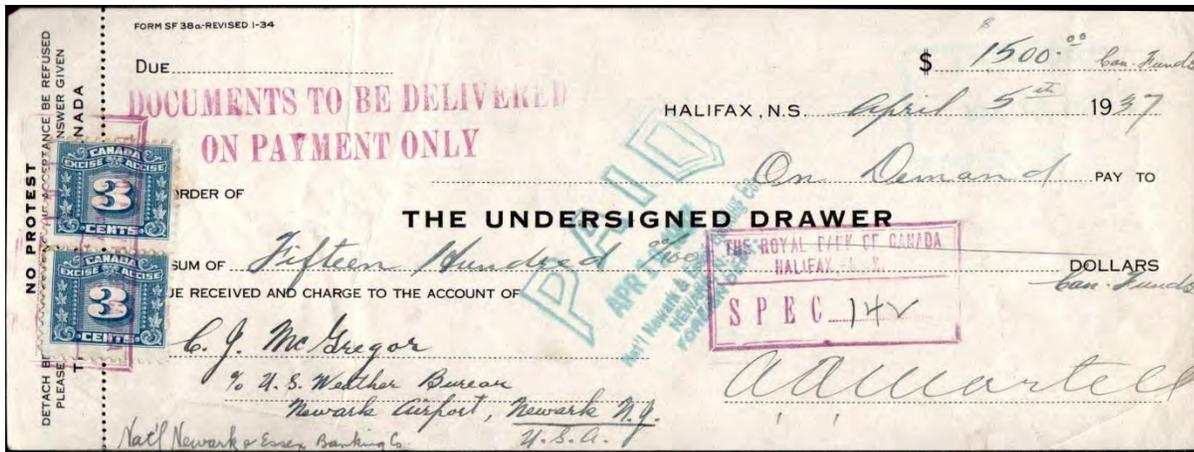


Fig. 1: Cancelled check for the down-payment for the three-masted schooner *Donald II*, which became *A.W. Greely*, signed April 5, 1937 by C.J. MacGregor, and bearing two Canadian revenue excise stamps.

At first the United States had agreed to retain a weather station at Ft. Conger, Ellesmere Island, for a continuation of Greely’s meteorological studies begun during the First International Polar Year (1882-83). But this promise didn’t consider the Depression. A reassessment cancelled the United States’ reoccupation of Ft. Conger during the Second International Polar Year.

This retraction disturbed MacGregor. As a meteorologist, he understood the importance of extending Greely’s work. He also realized that the results of these investigations might help to prove one of his theories. Simply stated, he believed that accurately observing and plotting the development and movement of air masses as they moved across the Arctic would make possible more precise, longer range Northern Hemispheric weather forecasting.⁵

Putting his hypothesis to the test in late 1937, MacGregor, from Etah, Greenland, gave (over NBC radio) a long-range weather forecast for 1938, based on the weather observations from his expedition. Two and one-half months later it proved to be amazingly accurate.⁶

His theory included a means for implementation. MacGregor was trying to persuade the Weather Bureau to establish a network of trans-Arctic weather observation posts, similar to those he’d created in Alaska. Today this is a reality, but in the 1930s it was insolence. By 1938 he’d received an official written rebuke for continuing to publicize this idea.⁷

The MacGregor Expedition had to wait, however, while he completed another tour of duty, this time as meteorologist at Nome, Alaska (where he was visited by a pilot interested in his theories – Charles Lindbergh). In 1935 he returned to the States with assignment to Newark, New Jersey. By the summer of 1936 his expedition planning was in high gear.⁸

Birth of the Expedition

But the support he expected never fully materialized. Byrd was soon to depart again for Antarctica. Many wished to wait for this opportunity rather than sign on with a “nobody.” MacGregor was an unknown, especially when compared with some of his contemporaries (i.e., Byrd, Ellsworth, Wilkins, Mawson). His gadfly, nonconformist background also didn’t help his provisioning and personnel recruitment, not to mention another formidable obstacle – the Depression.

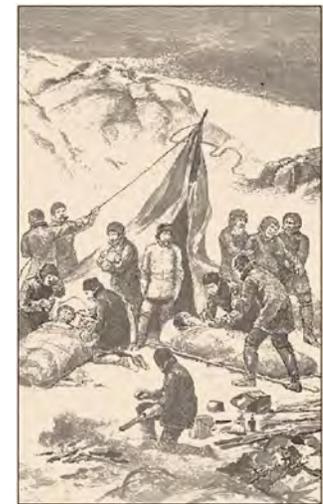
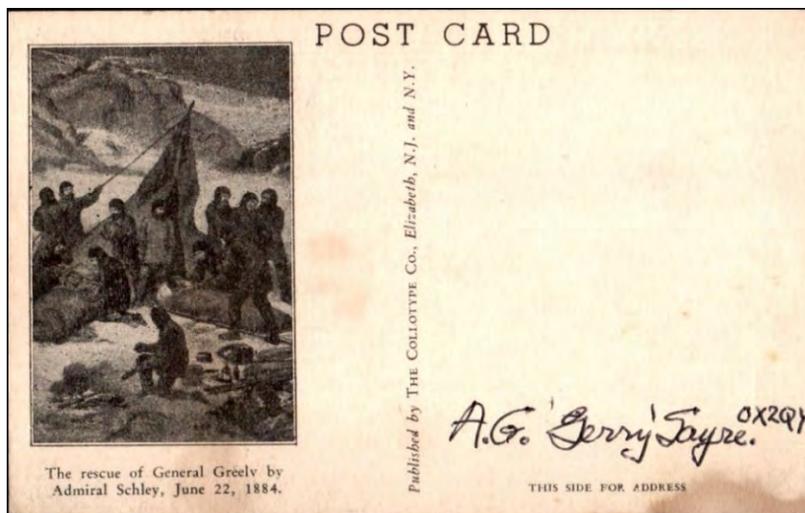
The only other veteran to join him was Isaac “Ike” Schlossbach. If he needed just one other polar expert, he couldn’t have chosen more wisely. Before the remainder of the crew was selected, Ike was dispatched to Louisburg, Nova Scotia, to bring the expedition’s newly purchased vessel (*Donald II*) to Pier 8, Port Newark, N.J. (*Figure 1* is the cancelled down-payment check).

Gradually other personnel drifted onto the expedition’s roster: Paul Furlong, mechanic (and apprentice dog handler); Albert Gerry Sayre, radioman; Johnny Johnson, cook; Francis Lawrence, a sea scout to be aerologist; boy scout Robert Inglis, youngest member at 17; Murray A. Wiener, photographer; Roy Fitzsimmons, physicist; Robert Danskin, geologist and provider of the Waco aircraft; Norman Hortman, pilot (left en route north at Sydney, Nova Scotia).

Ike was second-in-command and chief pilot. All but Sayre were from New Jersey, so the expedition was dubbed the “All New Jersey Expedition.” It also would be the only polar expedition to originate from a New Jersey port. Local northern New Jersey commerce seemed to have been generally supportive of MacGregor. Among the contributors were all 11 local breweries, which provided the ship’s ballast – 500 cases of beer.

Expedition Postcard

To help raise funds, each crew member was encouraged to sell the expedition’s pictorial postcards. But their retailing fervor was spotty. Inglis marketed some among his school friends and neighbors,⁹ but others seemed less successful. Furlong, for example, gratuitously distributed his quota.¹⁰ Visitors touring the ship before its departure also were given the opportunity to purchase them at \$1 each, including postage. MacGregor estimates that 1000 picture postcards were printed for the expedition’s use.¹¹ Two printings were made. The first printing (*Figure 2*, autographed by A. G. Sayre) appears similar to the second printing, except the scene and its caption are slightly different on the address side from those of the second printing (*Figure 3*). A printer’s credit line, vertically bisecting the address side of the card, appears only on the first printing. This is replaced by a hairline rule on the second printing.



Painting illus. from Fortconger.org.¹²

Fig. 2: The first of two cards prepared for MacGregor, signed by radioman A.G. Sayre, with his call sign. It is based on the 1886 work by J. Steeple Davis shown at right (Fig. 2a), titled “The Rescue, June 23, 1884.” Card printed by the Collotype Co., Elizabeth, N.J. and N.Y. (note center line divider).

A scene from Albert Operti's "Rescue" was selected by MacGregor for the address side of the second card. "Rescue" is a mural painted for the Explorers Club that depicts the relief of the decimated Greely Expedition at Cape Sabine in 1884. *Figure 4* shows one of the helpful map sketches General Greely made for Operti when the artist was painting this mural.

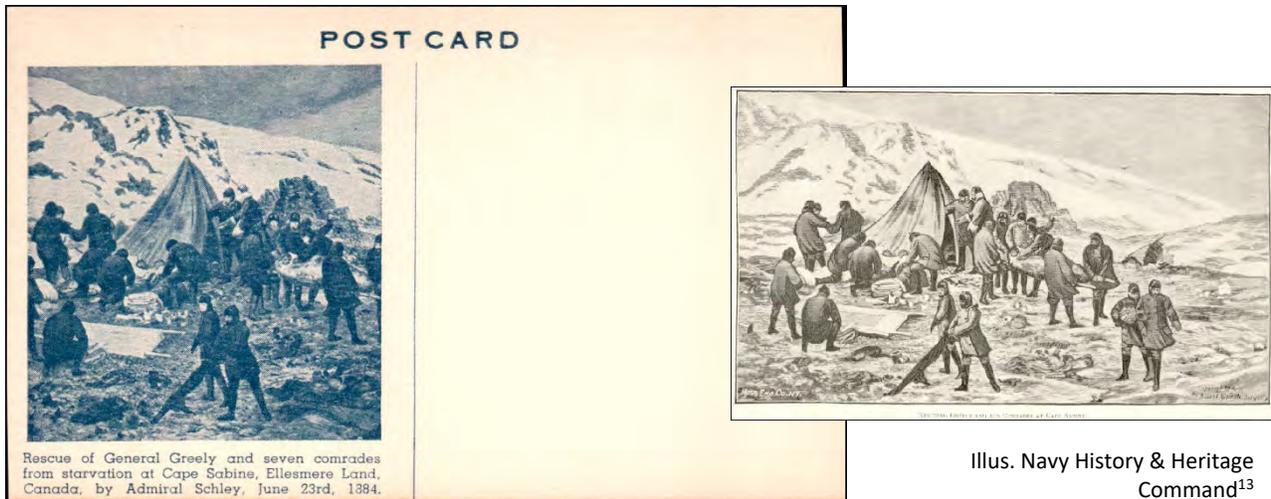
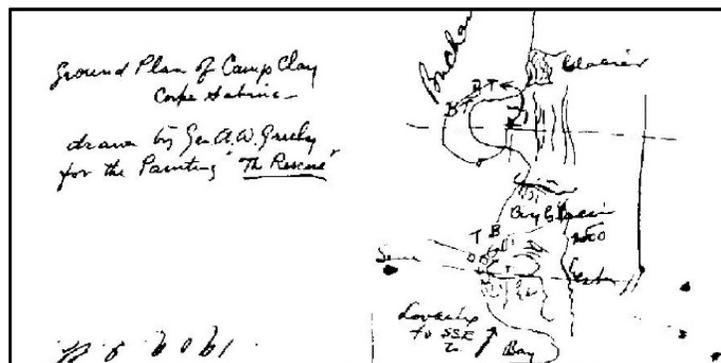


Fig. 3a.

Fig. 3: The second post card prepared for the expedition showed a different view on the address side, by Albert Operti, which was used in Schley's Greely Relief Expedition, published in 1884. A copy of this print, in color, oil on canvas, hangs today in the Explorers Club in New York City. (Center dividing line without text.)

Fig. 4: Map of Cape Sabine, drawn by Greely for an aid to Operti in creating the Rescue (see Figure 3).



The obverse sides of both are identical in design (*Figure 5*). Probably no first printing cards were cancelled on the expedition. Few, if any, first printing cards were sold. It is believed that they were rejected for use because of their inferior print quality.

In keeping with the Greely Expedition theme, MacGregor chose to use Scott U.S. #793 for the franking on all his cards. Though it overpays the domestic rate by one penny, it shows Admiral Winfield S. Schley, who led the Greely relief expedition of 1884. Fortunately for MacGregor, this adhesive in the U.S. Navy commemorative set was issued just before his expedition departed.¹⁴

The obverse side of the card (*Figure 5*) has an inset of MacGregor in skins (UL), and one showing the expedition vessel *Greely* (LR). Ft. Conger (their intended destination) is indicated, as is the ship's track through Davis Strait and Baffin Bay, plus several airplane silhouettes denoting a flight from Ft. Conger over the North Pole. A North Polar flight was one of the expedition's expectations.¹⁵

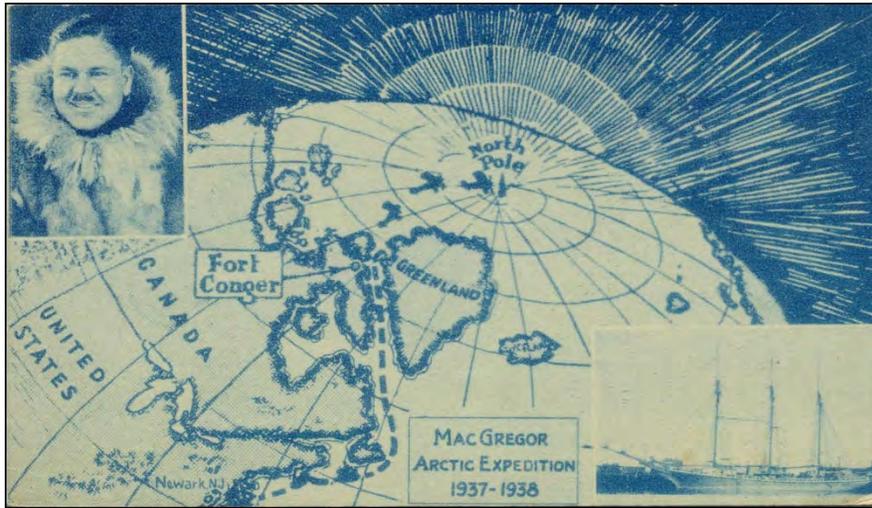


Fig. 5: The obverse of both post cards showing MacGregor (UL) and of the schooner Greely (LR), over Arctic map indicating the expected destination of Fort Conger on Ellesmere Island.

A printed expedition flyer explains that all cards would be cancelled at Ft. Conger on 27 March 1938, the 94th anniversary of A.W. Greely’s birth (he had died in 1935). This broadside also mentioned that the expedition had been granted “permission to carry philatelic mail.” They had applied for designation as an official post office, but the U.S. authorities denied their request on the grounds that the size of the expedition didn’t warrant it.¹⁶

Pair of Handstamps

MacGregor had two rubber handstamps manufactured in Newark, New Jersey, probably before the Post Office had denied his request for use of a cancellation device. Strangely, though there was every intention of wintering at Ft. Conger, Ellesmere Island, the Ft. Conger handstamp (*Figure 6a*) had no date inserted nor any provision for the insertion of movable type (i.e., date slugs). Made by Buchlein & Schneider,¹⁷ its type was permanently set.

Fig 6a:

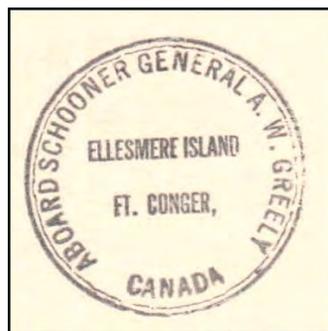
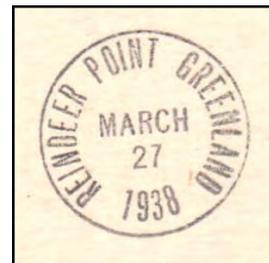


Fig. 6b:



The backup handstamp did bear a date slug (“March 27 1938”). But it also bore the wording, “Reindeer Point, Greenland” (*Figure 6b*). This one probably was made in the event they couldn’t penetrate the ice of Lady Franklin Bay (that had prevented some previous expeditions from reaching Ft. Conger), and had to settle for an alternate harbor (Reindeer Point is at the head of Foulke Fjord, leading to Etah, Greenland, about 90 miles SSE of Ft. Conger).

Why the alternate site handstamp contained date slugs and the primary one did not is a mystery. So confident was MacGregor that his ice-reinforced, wooden-hulled schooner could reach Ft. Conger that he hadn't even bothered to obtain an entry permit from the Danish authorities (required for a base camp in Greenland). His only license was expedition permit #222, issued by Charles Camsell, Commissioner of the Northwest Territories, which would allow him to establish a research base on Ellesmere Island, Canada.

Probably only a few hundred MacGregor cards ever were carried on the expedition. According to expedition members, most purchased cards were retained by the buyers as souvenirs, not being addressed and returned to the expedition for franking and processing. Those purchased by visitors to the ship could have the expedition's on-board secretary, Margaret Buchner, type their addresses thereon. But it appears that most of these buyers also failed to present them for carrying on the expedition and subsequent processing. This anomaly probably can be attributed to the nature of the purchasers. Most were tourists or friends and relatives of expedition members. Many probably weren't philatelists who understood the availability or value of the cancellation.

Since most shipboard tours were not guided,¹⁸ the non-philatelic purchasers probably just picked the cards off a sales display, just as they would buy any other picture postcard while on vacation, without realizing that they could be carried and posted by the expedition.

The cards were mentioned in at least one print media announcement oriented to philatelists, but the response seems to have been meager. The Depression economy may have prevented many sales at \$1 each.

Stationery

Two types of letterhead stationery were printed for use by the expedition. *Figure 7* is the first type, which was quickly replaced by the *Figure 8* type. In *Figure 7* the expedition ship is called *Explorer* and the agent's name is "Owen D. Wright," with the expedition's address being the "Explorers Club" in New York City.

The ship was not to be named after the Explorer's Club (*Explorer*) – their pre-departure headquarters was the vessel, not the Club – and Wright was to be replaced by Jim Brophy, a relative of Byrd I's agent, Richard Brophy. Probably in the name of economy, both types of stationery were used by the expedition, although the first type seems to have been relegated to the role of scrap paper.

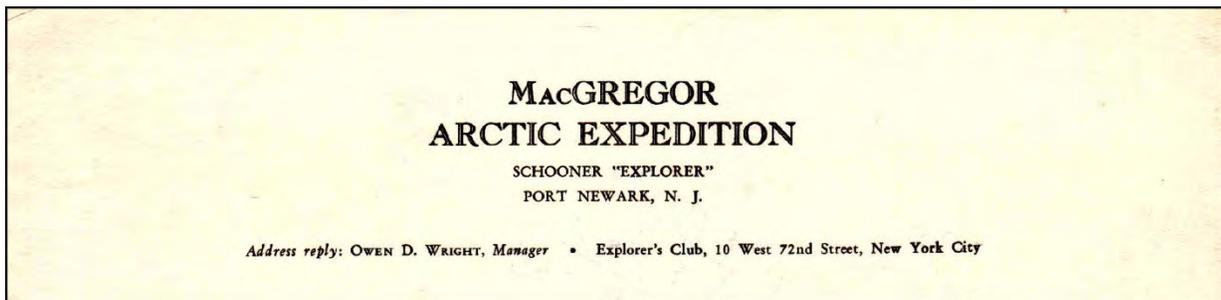


Fig. 7: First letterhead of the MacGregor Expedition, showing the ship's name as Explorer, and its headquarters as the Explorer's Club in New York City.

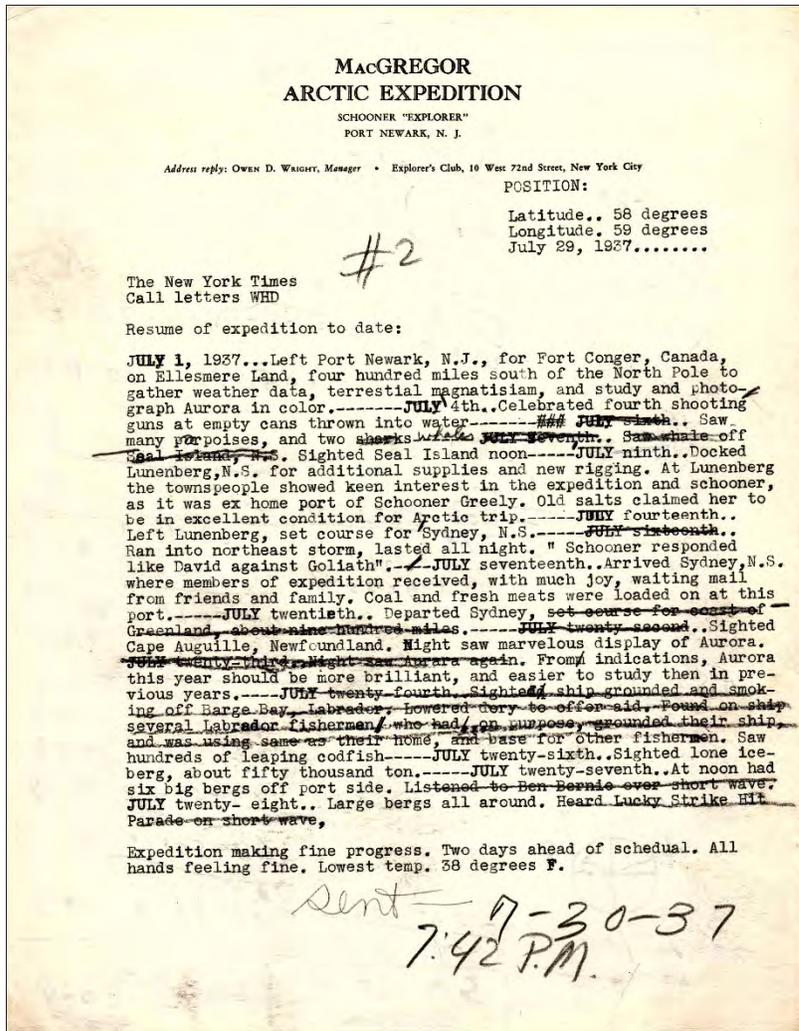


Fig. 7a: (left): Showing the original letterhead stationery for the Expedition, used as scrap paper for a draft of a radiogram sent to the New York Times on July 30, 1937. It details some of the events of the first month of their voyage.

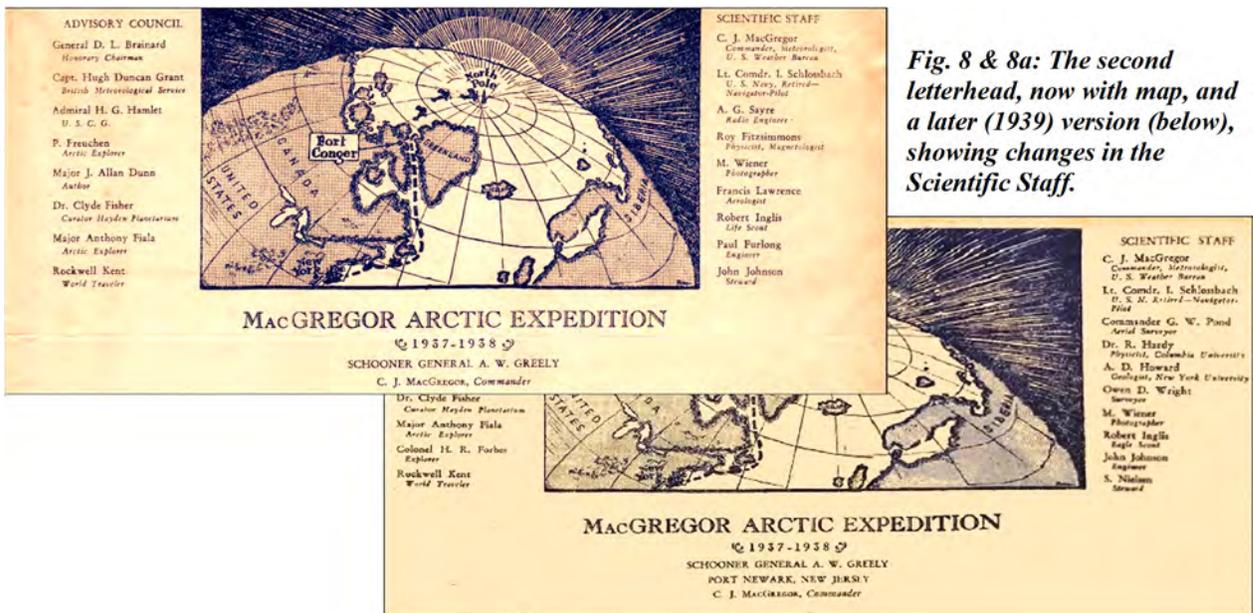


Fig. 8 & 8a: The second letterhead, now with map, and a later (1939) version (below), showing changes in the Scientific Staff.

Departure

Not surprisingly, MacGregor's tern schooner¹⁹ was christened *A.W. Greely*. In a well-attended public ceremony held on 2 May 1937 at Pier 8 in Newark, Mrs. Gertrude Shedd, one of Greely's children, wielded a champagne bottle that changed the name of *Donald II*.

MacGregor announced his expedition's objectives: Meteorological research, magnetism studies, exploration by flight (with an anticipated try for the North Pole) and determination of the existence of "Crocker Land." He was ready to sail in late June, 1938.

But there was a legal matter to settle first. Florence Rouse of Jersey City had been one of the tourists to visit *Greely* on 14 April 1937. She wasn't just another tourist. She was the one to fall off the ship's gangplank. Her negligence lawsuit delayed the expedition's departure until 1 July.



Fig. 9: Cover created on July 1, 1937 and signed by Expedition members.

Someone (other than an expedition member) thoughtfully honored the expedition's departure with a cover hand cancelled at the Newark Airport post office, 1 July 1937, using an official expedition 6¾" size envelope (Figure 9).²⁰ The cover presumably was prepared on the day of departure because one of the autographs is Mrs. MacGregor's. She sailed on the vessel as far as Nova Scotia, but rarely was at the pier any other time.

Eleven autographs are on the departure cover. Absent are the signatures of expedition members Hortman and Fitzsimmons. Below the autograph of "C.J. MacGregor" is that of "James Minichin." He was a volunteer carpenter aboard the vessel during its refitting, but had declined a billet on the expedition.

This 6¾” size cover is made from one of two types of envelopes used for expedition official business. In the upper-left corner of both types was the imprint “MacGregor Arctic Expedition / Schooner General A.W. Greely / Port Newark, N.J.” The word “departure” was a typewritten addition (above expedition’s address) to the cover shown in *Figure 9*. A picture of MacGregor (LR) was pasted on these envelopes by a member of the expedition’s pre-departure party.

It is believed that secretary Buchner affixed these small printed bust shots to the stationery.²¹ There appears to have been no definite scheme to their application, since they can be found in more than one position on the 6¾” envelopes (the other type of official expedition envelope – a #10 size, to be discussed later – does not seem to have had the pictures affixed to it).

One hundred people bade them farewell at 8 p.m. on the first of July. But they sailed only as far as Gravesend Bay (off Coney Island, N.Y.), where they deposited a stowaway and went ashore to conduct some last-minute errands. *Greely* resumed its voyage at dawn on the 3rd.

En Route North

Two stops were made in Nova Scotia. From 9-14 July they remained at Lunenburg for repairs to the vessel. Passengers (some friends, relatives and supporters) departed here. One person came aboard and accompanied the vessel to its next port call. He was Donald Whitmore, an NBC radio technician, who helped install necessary equipment for the expedition to use when fulfilling its broadcasting contract with the Blue (NBC) network.

More expedition business was completed at their next stop (Sydney, N.S.), 17–20 July. Whitmore left, as did Norman Hortman. Apparently Hortman had succumbed to the insistent letters from his recent bride. She had been so despondent over his leaving that she tearfully exited the pier area on 1 July before *Greely* had left Port Newark.

Private mail was dispatched by expedition members from both port calls in Canada. On the second day of their stay at Lunenburg (10 July 1937), Paul Furlong sent a scenic postcard to his mother (*Figure 10*). Two days later, so did his younger brother, Bob (*Figure 11*), who had been one of the helper-passengers carried as far as the first port call.

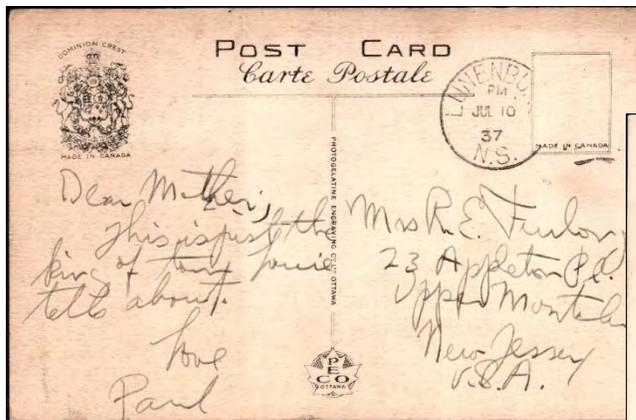


Fig. 10: A picture post card sent by Paul Furlong to his mother 10 July 1937 from Lunenburg, Nova Scotia.

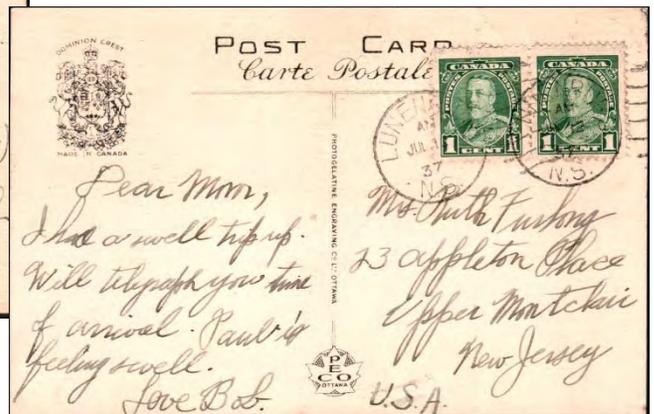


Fig. 11: Another post card sent from Paul’s brother Bob to Mrs. Furlong on 11 July.

Paul Furlong also sent scenic postcards from Sydney. Cancelled one day before leaving Nova Scotia (19 July), *Figure 12* was to his mother (apparently in his haste he wrote the wrong first initial of her name), and *Figure 13* was addressed to his brother who had departed earlier. He signed his brother's card with his nickname, "Fuz" (for "Fuzzy").

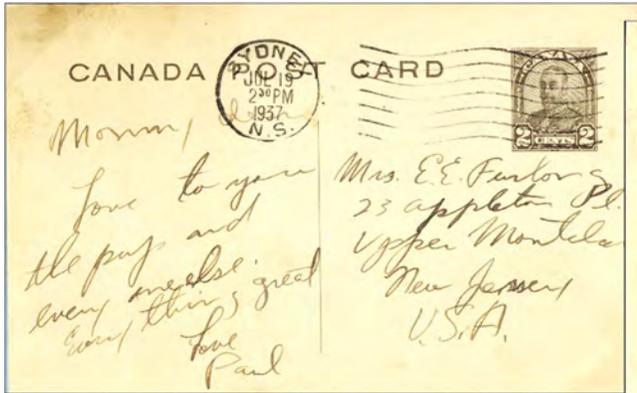


Fig. 12: A Canadian postal stationery card sent from Paul Furlong from Sydney, N.S. on 19 July to his mother.

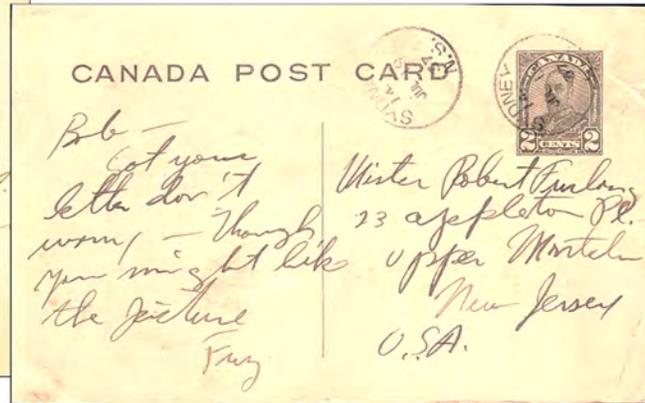


Fig. 13: A last postal card from Paul to his brother Bob, signed "Fuz".

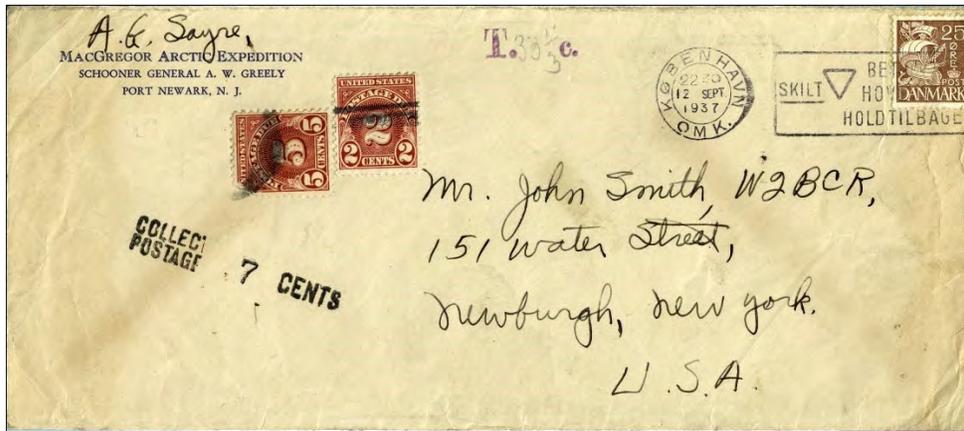
Two stops were made in Greenland en route to Ft. Conger. On 6 August they took on fresh water at Fairhavn, and on 13-14 August the crew visited Idglorssuit, Umanak Fjord. The latter landing was made on request from artist Rockwell Kent, a friend of MacGregor's. Kent had been a guest there 5 years before and wished to have presents (\$1400 worth!) delivered to the Eskimo inhabitants. His former stay is remembered by the air mail vignette he designed and printed for use of the Universal Greenland Expedition (1932-33).

Thanks to radio transmission difficulties, we have postally used evidence of the expedition's other type of official envelope. Gerry Sayre thought his radio transmission problems might be traced to the orientation of a reception station's antenna (several of these "ham" stations had been privately recruited by Sayre to support some of the expedition's communications relay requirements). The only way now to reach this particular radio amateur (John Smith - W2BCR - Newburgh, N.Y.) was via mail.

On 15 August 1937 he used a #10 size expedition envelope (*Figure 14*) to send Smith instructions for realigning his apparatus in upstate New York so that he could receive the expedition's signals. With a tin of coffee as an inducement, the letter was given (unfranked) to a passing fishing boat north of Umanak that was heading south for Fairhavn with its catch.

25 krone was insufficient postage, since it arrived 7¢ postage due in New York. The letter had gone from Fairhavn to Copenhagen (normal routing for outgoing mail from Greenland) where it was cancelled 12 Sep. 1937. The reverse side of the envelope bears a purple "Grønlands Styrelse" transit marking applied during this period to mail from Greenland (*Figure 15*).

Both the #6¾" and #10 size envelopes appear to have identical UL imprints. The only difference seems to be a minor inking distinction. Imprints on the 6¾" envelopes are a lighter blue. Note that MacGregor's picture isn't found on the #10 size envelope.



Figs. 14: The front of a #10 Expedition envelope sent by Gerry Sayre to a ham radio operator in Newburgh, NY. It was carried back to Fairhavn by a passing fishing boat, and sent from there with a 25kr Danish stamp. It traveled to Denmark (as all Greenland mail did at that time) before going to the US. Note postage due markings.



Fig. 15: On the reverse it received this Greenland transit marking.

Alternate Anchorage

A few expedition cards were pre-cacheted en route north with the “Ft. Conger” handstamp device (*Figure 16*), presumably to document their entrance to Lady Franklin Bay, Ellesmere Island.²² But on 28 August they were unable to penetrate the pack ice to Ft. Conger and turned south into Smith Sound for their alternate refuge, Etah, Greenland, at Foulke Fjord.

Failing to reach Ft. Conger was a disappointment to MacGregor. “Ft. Conger” cacheted cards never were franked, posted nor officially distributed.²³ Obviously, some were retained as souvenirs.

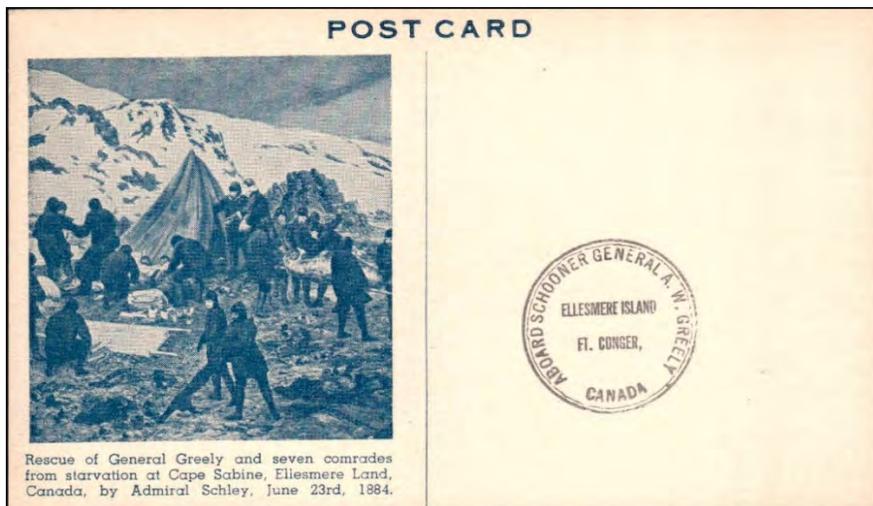
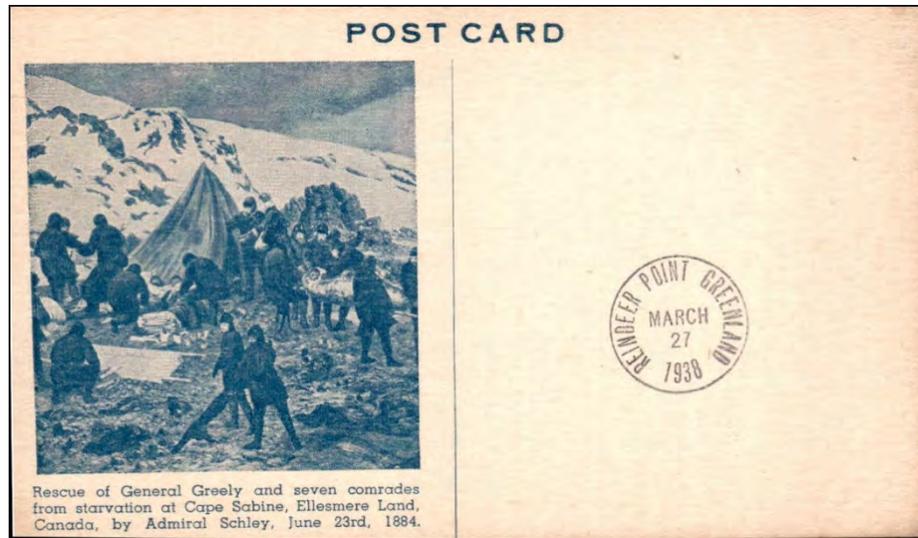


Fig. 16: Cancelled with the Ellesmere Island canceller (a proof strike?), probably before the expedition realized they would not be able to reach Fort Conger.

Fig. 16a: Cancelled with the Reindeer Point Greenland canceller (another proof strike?), once they realized their base would be in Greenland instead of Canada.



The expedition had a series of near disasters after reaching Etah. Two such events almost settled the expedition at the bottom of the sound before it could become settled on land. On 1 Sep. 1937, 80-100 mph gales tore loose the moored *Greely* and shoved it out into Smith Sound, then down to Cape Alexander.

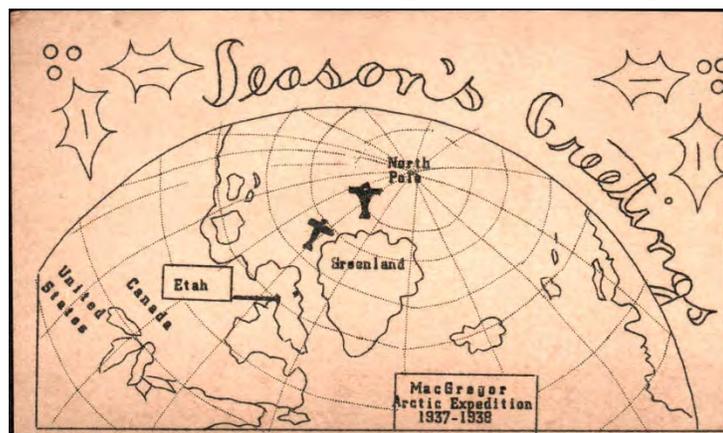
Leaving Pandora Harbor on 3 August for the return to Etah, an engine backfired, starting a fire aboard ship. These were anxious moments until the fire finally was extinguished. On board still were 100,000 rounds of ammunition, 3000 gallons of gasoline and 100 lbs. of dynamite.

Back on Etah's beach they enlarged the cabin left by Dr. Noel Humphrey's Oxford University Expedition (1934-35) and began their work. During the next few months, they began photographically recording aurora displays and compiled weather data and magnetic readings (the latter, using equipment loaned by the Carnegie Institution, Washington, D.C.).

Russian polar feats influenced their activities. They were asked (via the Russian ambassador in Washington) to participate in the search for Sigismund Levanevsky (who crashed in August while crossing the North Pole), and assisted Sir Hubert Wilkins with his historic search flights by providing weather data. They also were involved in the retrieval of Papanin from "North Pole-1."

Meanwhile, their selection of an alternate base site caused a change in their stationery. "Ft. Conger" now is replaced by "Etah" on their Christmas post card (Figure 17), and apparently realizing that a North Pole flight was an impossibility from their farther location, the airplane now is shown not quite reaching the Pole.

Fig. 17: Christmas card prepared for the expedition. Note the Fort Conger box has been replaced with Etah (although the indicator line still indicates Ellesmere Island, not Greenland), and one of the planes (over the Pole) has been erased.

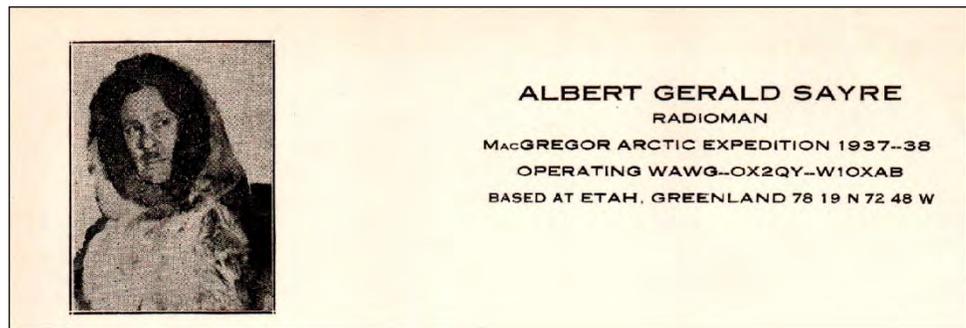


Sayre's QSL card (Figure 18) also shows the "Etah" correction, with the proper base location also displayed on his letterhead stationery (Figure 19). It might be observed that though the Christmas and QSL cards had the base location's name changed, the site indicating lines (extending from the name box) still point to Ft. Conger, Ellesmere Island.



Fig. 18: A QSL card prepared by A.G. (Gerry) Sayre now shows Etah & coordinates (78N-72 W), and a picture of Sayre where the MacGregor picture where the MacGregor picture had been. Call numbers of the radio station are shown: OX2QY / WIOXAB / WAWG.

Fig. 19: Sayre's letterhead stationery (based in Etah, Greenland, with coordinates) and call letters



Settled In

After the New Year they were visited by the Danish authorities (traveling overland from Thule) who instructed them to leave at the earliest opportunity. MacGregor didn't have a permit for expedition work in Greenland.

Eskimos began arriving from the south on 5 February. Among the native visitors were Ootah and his family. Ootah was the last native survivor of Peary's 1909 party that became the first to attain the North Pole. Beginning on 11 March 1938 the expedition also had European house guests.

Sir David Haig-Thomas, John Wright and Richard Hamilton were on an expedition to chart portions of Ellesmere Island and conduct some biological and glaciological studies in Greenland. The two parties shared provisions and the hut.

A Haig-Thomas traverse in the Spring discovered Haig-Thomas Island between Around Ringnes and Alex Heiberg Islands, west of Ellesmere Island. At the same time, Wright and Hamilton compiled a more accurate map of Ellesmere's northeastern coast. MacGregor's party also did some traversing, the most notable being a trek by Furlong and Fitzsimmons across Smith Sound to Greely's "Starvation Camp" (1883-84) at Cape Sabine, Ellesmere Island (23 April - 8 May 1938). There they deposited a revolver at an RCMP cache site – a request from the Northwest Territories Commissioner.

In a combined expeditions venture, Ike Schlossbach and John Wright made a 300-mile ice cap survey northeast of Etah. It probably was the longest continuous traverse over this region conducted up to that time.

Mail While at Etah

Two types of expedition personal mail were created while the crew was at Etah. Both were products of radio transmissions from the base.

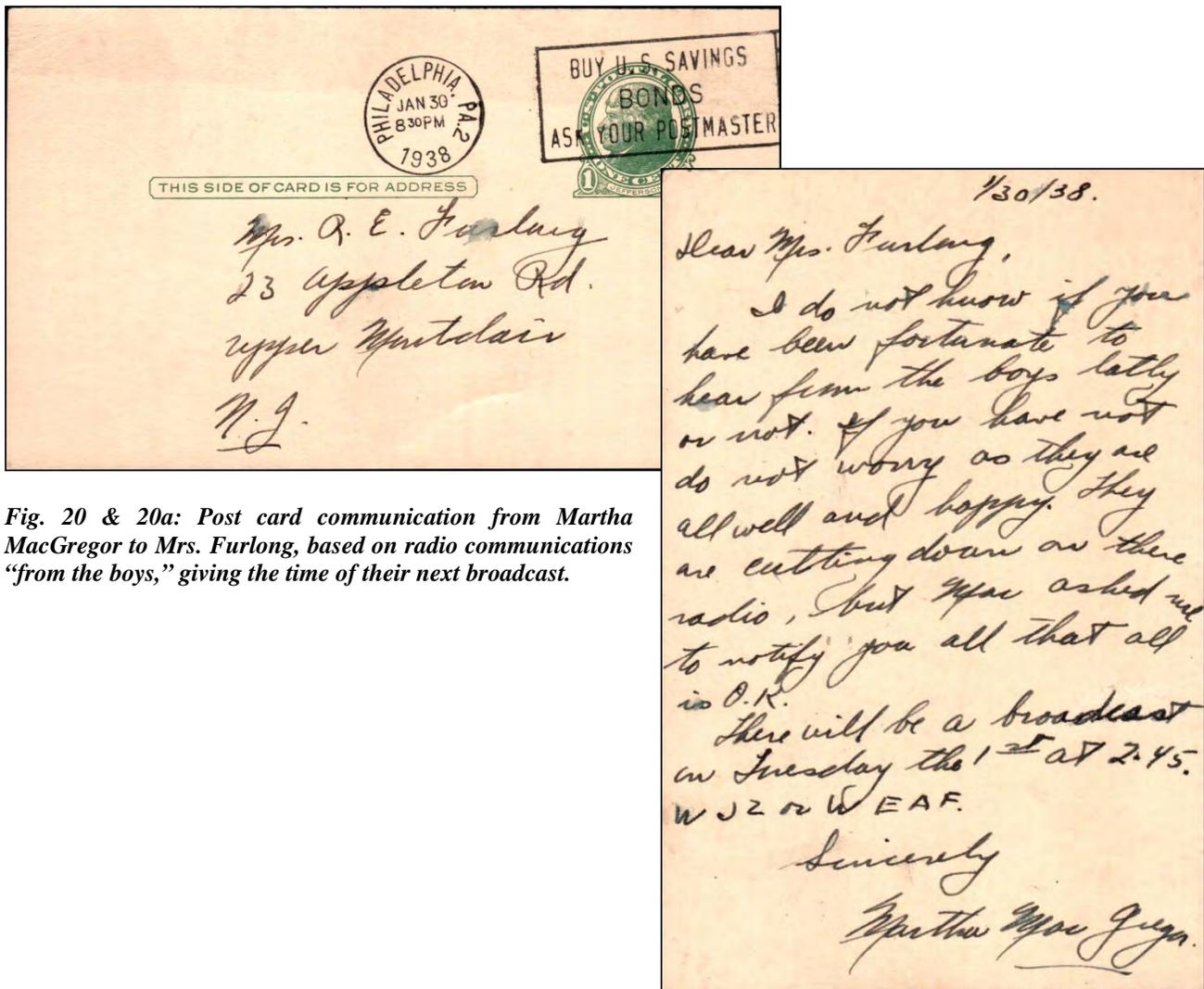
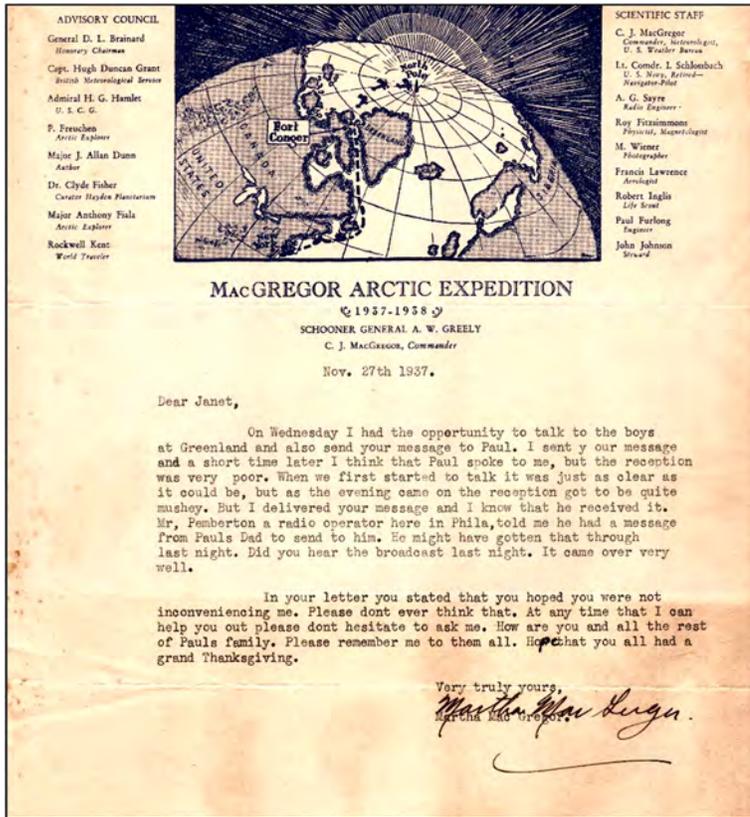


Fig. 20 & 20a: Post card communication from Martha MacGregor to Mrs. Furlong, based on radio communications "from the boys," giving the time of their next broadcast.



MacGregor's wife, Martha, conveyed messages to expedition member families, as directed by her husband. The postcards she used for these communications are identifiable as expedition mail from their contents, addressees and Martha's signature (Figures 20 & 20a). Communications she sent by letter clearly are recognized (as expedition related) by the stationery (Figure 21).

Fig. 21: Letterhead stationery used by MacGregor's wife, communicating with other members' families.

Personal radio transmissions not forwarded through Martha were sent directly from the receiving "ham" to the intended recipient, using a radiogram postcard provided by the amateur radio operator (Figures 22-25). Note that Figure 23 relates news of the notable Furlong-Fitzsimmons traverse (23 April - 8 May 1938).

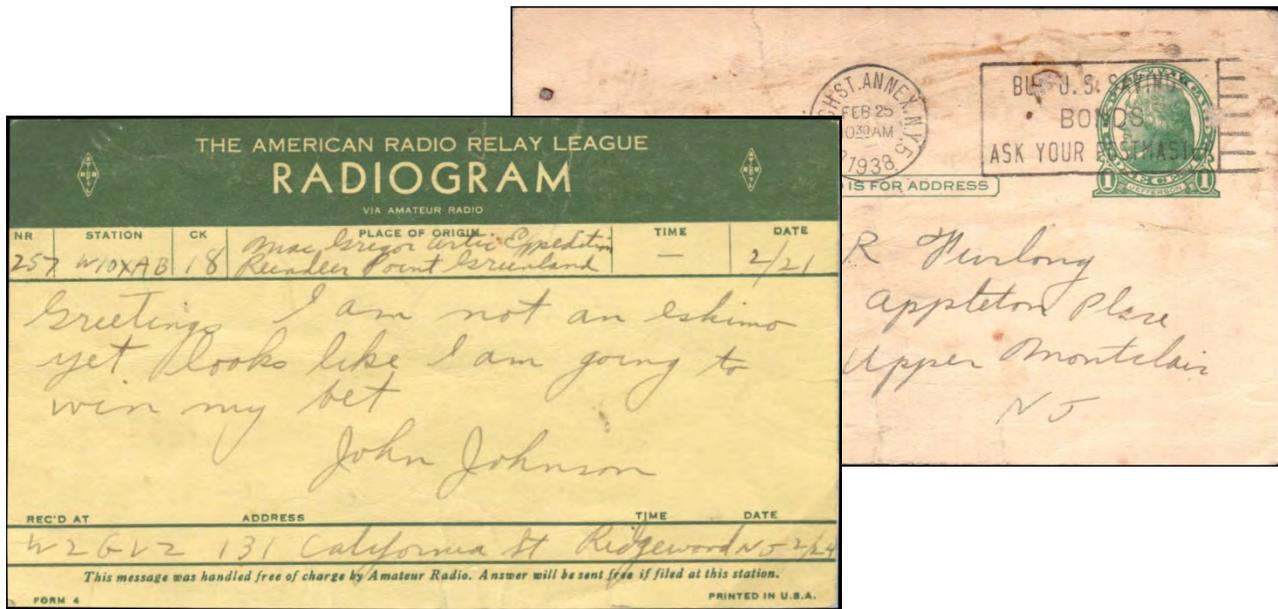


Fig. 22 & 22a: Radiogram sent to Mrs. Furlong. Sent by John Johnson through the American Radio Relay League from the MacGregor Arctic Expedition, Reindeer Point, Greenland 21 Feb 1938, it was posted to Mrs. Furlong on 25 Feb – message reads “I am not an Eskimo yet.”

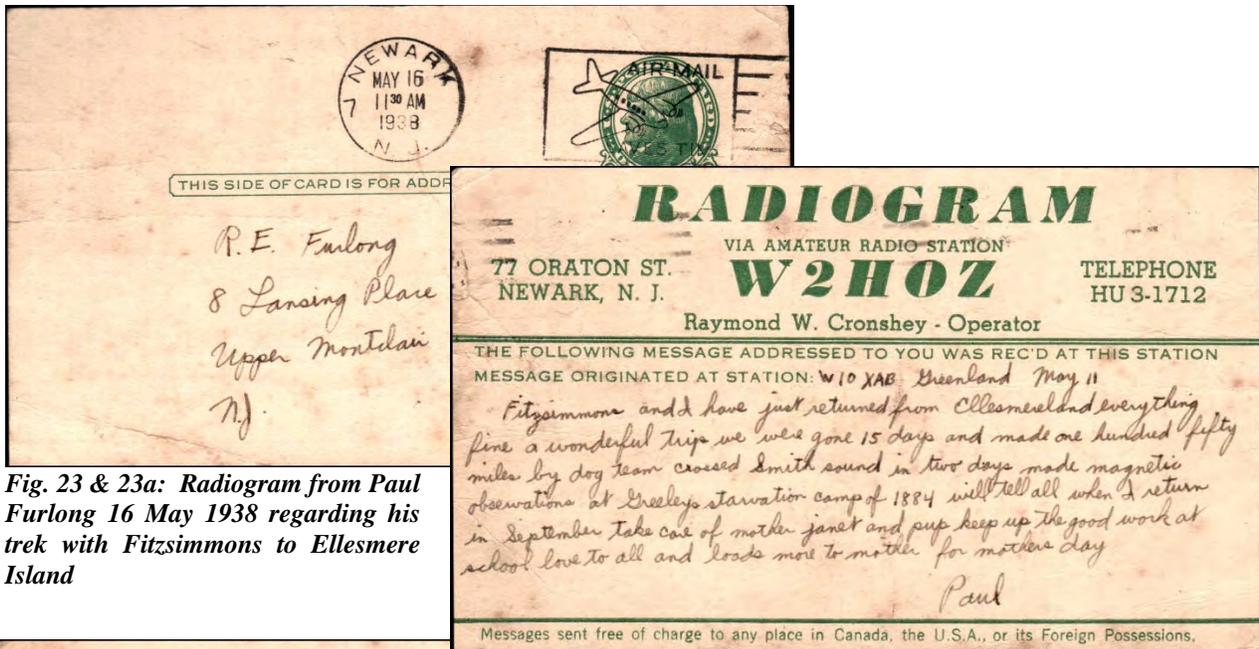


Fig. 23 & 23a: Radiogram from Paul Furlong 16 May 1938 regarding his trek with Fitzsimmons to Ellesmere Island

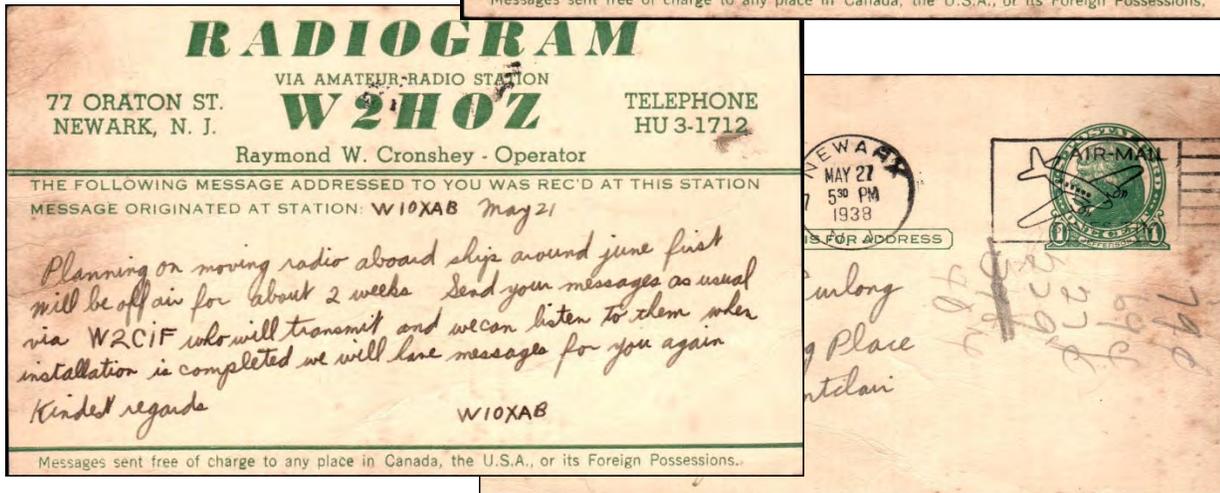


Fig. 24 & 24a: A last radiogram 21 May 1938 as preparations for departure began.

One piece of “mail” was received by the expedition while at Etah. The first Eskimo family visiting their camp carried a message from the Danish governor, who was relaying a request from Haig-Thomas.²⁴ The British scientist wanted MacGregor to transport his group from Craig Harbour, Ellesmere Island, when MacGregor was heading home. The Haig-Thomas party came to Etah instead, canceling this request.

Ike Schlossbach flew the Waco four times from Etah, with the first takeoff occurring 11 April. There were crashes, aircraft damages and restoration, and one injury. But these are overshadowed by his several memorable aviation accomplishments.

On 8 May he became the first to solo over Ellesmere Island, and on 12-13 May he probably became the first to land there, doing so after his Crocker Land refutation flight. In 1939 MacGregor is quoted as saying that the expedition cards were carried on these flights.²⁵

MacGregor, assisted by Inglis and perhaps other expedition members, cancelled the souvenir mail at Etah (*Figure 25*) before departing on 7 July 1938 aboard *Greely* which had been frozen-in at Foulke Fjord.

Return

They made a brief stop on 12 July at Thule, then found themselves beset in Baffin Bay by the moving pack ice (21 July - 2 August). The ship had been leaking



Fig. 25: Denial of permission for an official U.S. post office did not stop Clifford J. MacGregor from “opening” an unofficial one at Etah, Greenland -- complete with sign, handstamp and sales display.

badly before being clenched by the pack. Its condition further was impaired by this latest torment. Serious thought was given to abandoning her with SOS sent via Greenland to the U.S. Coast Guard. Explorer Donald MacMillan – aboard *Morrissey* also in Baffin Bay on expedition -- was consulted by radio. He encouraged MacGregor to wait out the pack.

Finally freed from the ice (a U.S. Coast Guard vessel already was en route to rescue her but turned back when *Greely* was reported out of danger), she hobbled into St. John’s, Newfoundland for repairs (30 August). This emergency stop probably saved the ship and crew from sinking in the killer hurricane of ’38.

Greely had departed St. John’s 17 September. and was off Nova Scotia on 21 September when the worst hurricane in U.S. history surprised northeastern United States, and finally dissipated over southeastern Canada. Larger ships sank farther south in the North Atlantic, while on shore over 700 lost their lives and 63,000 were made homeless by the unpredicted hurricane.²⁶ *Greely* was only mildly nudged by the hurricane’s fringe.

Expedition cards and some envelopes²⁷ were deposited at the Newark Post Office on 4 Oct. 1938 when the ship reached its home port (*Figure 26*, signed by Sayre, Inglis and MacGregor, *Figure 27*, signed by Wiener, and *Figure 28* addressed to “West Phila. Pa.”). Since their expedition cancellation was not from an authorized post office, the Newark facility cancelled this mail again the next day before sending it on for delivery. All cancelled expedition mail bears dual strikes (“Reindeer Point, Greenland” in violet, 27 March 1938, and “Newark, N.J.” 5 Oct. 1938, in black).

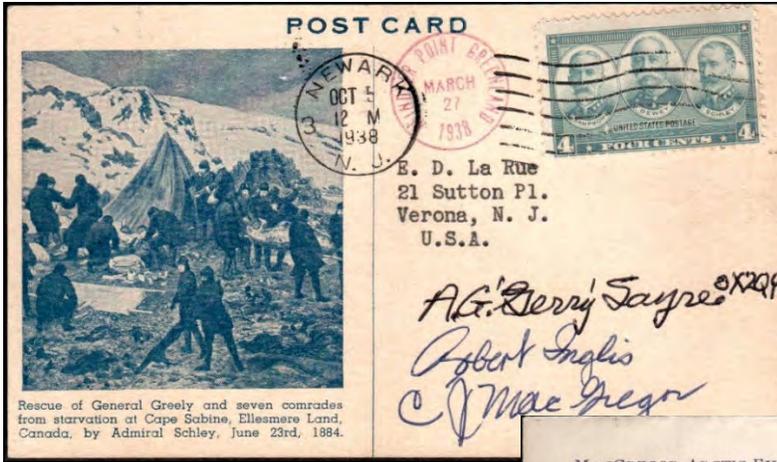


Fig. 26: Mailed on return to Port Newark, signed by Gerry Sayre, Robert Inglis, and C.J. MacGregor. All expedition mail bears both Reindeer Point, Greenland cancels in violet, and Newark Oct. 5 cancels in black.

Fig. 27: A MacGregor Expedition envelope with the dual Reindeer Point Greenland and Newark 5 Oct. cancels. Signed by Murray Wiener.

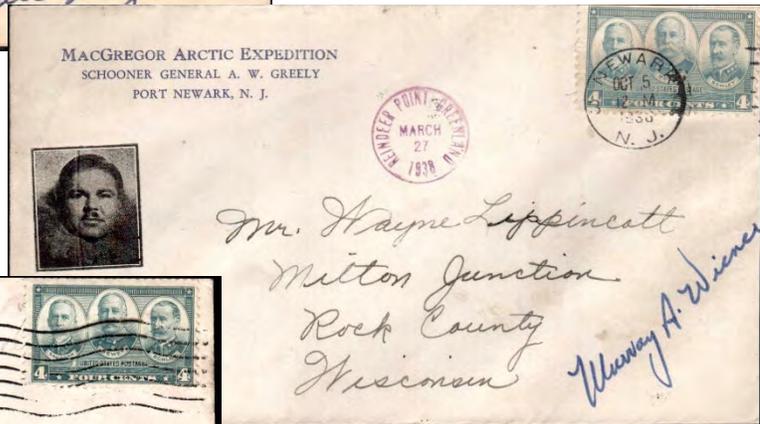


Fig. 28: A letter with an en route notation, posted on the return of the Expedition at Newark, addressed to West Philadelphia.

Postscript

MacGregor lectured after his return, selling his souvenir (unfranked) postcards to the audiences for \$1 each. Only a few appear to have been sold during this period, with none bearing cancellations of any kind.

Besides its scientific and aviation accomplishments, the 15-month-long MacGregor Arctic Expedition also was a valuable experience for several members who would serve again in the polar regions. Ike Schlossbach would continue to be on expeditions until he was 70 years old; Paul Furlong would be with Grenfell in 1939; Roy Fitzsimmons was on the U.S. Antarctic Service Expedition, 1939-41; Murray A. Wiener also would be with Byrd for his second tour of polar experience (U.S.A.S.E., 1939-41), and again with Byrd on Operation High Jump (1946- 1947), serve on the *Atka* Antarctic reconnaissance cruise (1954-55) and be on Byrd's personal staff for Deep Freeze I and II. Hardly any accounts about these men and their polar experiences include their service with MacGregor.

Nearly forgotten by polar history, the MacGregor Arctic Expedition survives in its own postal history.

[Our sincere thanks to Hal Vogel for sharing this article with us.]

ENDNOTES:

- ¹ Originally published by the *Ice Cap News*, journal of the American Society of Polar Philatelists, Vol. 22, No. 6 (Whole # 126), Nov.-Dec. 1977.
- ² Printed largely unchanged from the original, with colored pictures instead of black & white, and minor text edits.
- ³ Schechter, A. A. and Anthony, E., *I Live on Air*, NY, Stokes Co., 1941, p. 81.
- ⁴ MacGregor, Interviews. C.J. MacGregor, Interviews, 31 March 1973, 13 November 1974, and 23 May 1975.
- ⁵ MacGregor, "Weather In The Making" *Colliers Magazine*, 24 December, 1938, pp. 11-13.
- ⁶ MacGregor, Interviews, op cit.
- ⁷ *Ibid.*
- ⁸ *Ibid.*
- ⁹ Robert Inglis, Interview, 25 August 1973.
- ¹⁰ Paul Furlong, Interview, 7-10 November 1975.
- ¹¹ MacGregor Interviews, op cit.
- ¹² Rescue of Admiral Greely at Cape Sabine illustration at http://fortconger.org/lexpedition_la_baie_lady_franklin-the_lady_franklin_bay_expedition. Original work entitled *The Rescue, June 23, 1884*, Pub. London 1886 by J. Steeple Davis, (see <https://www.art.com/products/p28003661459-sa-i8489851/j-steeple-davis-the-rescue-june-23-1884-pub-london-1886.htm?PODConfigID=9436042&sOrigID=82280&upi=PP9FW70>.)
- ¹³ A print of Operti's work is included in Schley's *Greely Relief Expedition*, published in 1884 at <https://www.history.navy.mil/research/library/online-reading-room/title-list-alphabetically/g/greely-relief-expedition.html> between pages 42 & 43. Operti's oil on canvas version of his work commemorating the 1884 rescue of Lt. Adolphus W. Greely and six survivors of the U.S. Army's doomed 25-person Lady Franklin Bay Expedition still hangs in the Library of The Explorers Club NYC Headquarters. For more on Operti, see "Albert L. Operti: chronicler of Arctic exploration" by Douglas W. Wamsley Ridgewood, New Jersey 07450, USA: https://www.researchgate.net/publication/287388563_Albert_L_Operti_chronicler_of_Arctic_exploration.
- ¹⁴ Unlike the U.S. Byrd II stamp, this one was not issued for the expedition's use, nor was its issuance intended to relate in any way to the MacGregor Expedition.
- ¹⁵ MacGregor, Interviews, op cit.
- ¹⁶ *Ibid.*
- ¹⁷ *Ibid.*
- ¹⁸ Furlong Interview, op cit.
- ¹⁹ Tern Schooner: term for a three-masted schooner 200-400 tons. From the [Nova Scotia Maritime Museum](http://www.novascotiamaritimemuseum.com).
- ²⁰ None of the interviewed expedition members remembered MacGregor or anyone else from the official "family" preparing departure covers. This cover's lack of Scott US #793 among its franking further supports the belief that a person not officially affiliated with the expedition prepared this cover.
- ²¹ Furlong Interview, op cit.
- ²² Both the "Ft. Conger" and "Reindeer Point" postal marking devices were carried en route to Greenland aboard the ship. Only one handstamp existed for each marking type (MacGregor, interview). With the revelation of "Reindeer Point" type proof cards (*Fig. 26a*), there exists the possibility that the "Ft. Conger" cacheted covers also may have been *proof* cards. Both the "Reindeer Point" proof strikes and "Ft. Conger" impressions (*Figs. 16 & 26a*) are in black ink. But all franked and posted expedition mail bears expedition markings in violet ink (*Figs. 27 - 28*).
- ²³ MacGregor Interview, op cit.
- ²⁴ Sayre, A. G. *Diary (1937-38)*. Diarist's possession, p.19
- ²⁵ Newson, Paul. "Reindeer Point Expedition - 1937-" c.1939; rpt. *Ice Cap News*, July-August 1961, pp. 40-41.
- ²⁶ McCarthy, Joe. *Hurricane!* New York: American Heritage Press, 1969., p. 148.
- ²⁷ Some privately prepared envelopes were carried by the expedition for philatelic servicing. Several are known to have been processed for a collector in Philadelphia, Pennsylvania (*Fig. 29*). They are on 6 ¾ -size envelopes, franked (as are the expedition provided covers) with the 4¢ Navy stamp (Scott #793). The franking partially obscures a pencil written message, "Mail from Greenland." This suggests that the envelope was submitted unfranked with the expedition applying the postage. An UL typed SL cachet found on these covers has a consistent spelling anomaly ("Artic").

FLEMINGTON OVAL STAMPLESS HANDSTAMP: In a Variety of Colors By Robert G. Rose

Flemington is the county seat of Hunterdon County which, even today, still has a rural feel in its remaining open spaces. Flemington has a long postal history, its post office having been established on January 1, 1795. Manuscript postmarks have been recorded from 1814 to 1827.¹ Its first handstamp postmark, a 35x29mm oval marking, was used from 1824 to 1849.² The oval handstamp was an especially popular design throughout the third to fifth decades of the 19th century. Collectors of stampless mail have favored these attractive postmarks in different colored inks which, in New Jersey, are found from Flemington, Paterson and Newark.

As a collector of New Jersey's stampless mail for the last 40 years, I have long been intrigued with a post office's use of different colored hand stamped postmarks. Why were the colors changed from time to time? Were the changes in color made to suit the whim of a newly appointed postmaster, or on a more serious basis, changed in color to reflect the many rate revisions during the first half of the 19th century?³ I have found no articles and located no research to answer those questions with respect to the Flemington oval.⁴ An examination of the dates served by each of Flemington's six postmasters during the period from 1824 until 1849 shows no correlation with the five different color changes in the ovals used during this same 25-year period.⁵ In fact, four of the five colors were used on a contemporaneous basis during portions of the quarter century of the oval's use.⁶

Brown was the first oval handstamp color as illustrated below on the folded letter in *Figure 1*. It is reported to have been in use from 1824 through 1849, covering the entire time period of the oval handstamp's use.⁷ The cover travelled to New York City and was rated at the 10¢ single letter rate for 30 to 80 miles per the Act of April 9, 1816.

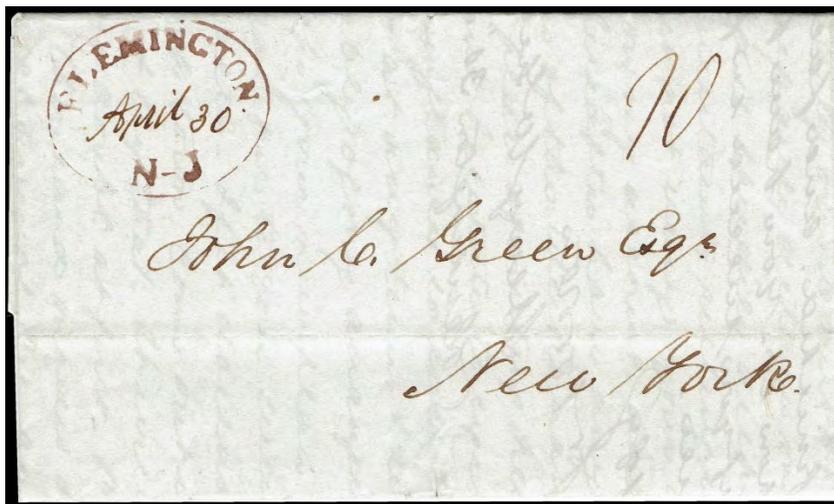


Fig. 1: Brown oval handstamp on April 30, 1841 folded letter to New York City.

Dark Red was the second oval handstamp color as illustrated below in *Figure 2*.⁸ It is reported to have been in use from 1825 to 1846.⁹ The folded letter sheet is addressed to the Hon. Samuel L. Southard, Secretary of the Navy, docketed on July 28, 1828. The cover was hand stamped with a black "FREE" in an arc because Southard was a cabinet member and was entitled

to the franking privilege. Letters to high-ranking officials of the federal government, such as this cover to Southard, could also be posted without charge.¹⁰ Southard was a native son of New Jersey and served as its governor and senator in addition to a long career as an attorney.¹¹



Fig. 2. Dark Red oval handstamp on July 2, 1828 folded letter sheet to Washington, D.C.

Blue was the third oval handstamp color as illustrated below in *Figure 3*. It is reported to have been in use from 1826 to 1841.¹² The folded letter sheet is also addressed to the Hon. Samuel L. Southard, Secretary of the Navy, on a folded letter sheet docketed on February 14, 1826. The cover was hand stamped with a black “FREE” in an arc.



Fig. 3: Blue oval handstamp on February 10, 1826 folded letter sheet to Washington, D.C.

FLEMINGTON OVAL STAMPLESS HANDSTAMP: A Variety of Colors ~ Robert G. Rose

The Blue colored oval's use appears to have come to end in November, 1841 occasioned by the deterioration of the handstamp. As illustrated below in *Figure 4*, the handstamp now appears to be rimless though a trace of the impression of the rim is present. It is the only reported example of this variety. The folded letter was postmarked on November 10, 1841 and is hand stamped with a blue "FREE" in arc. At that time, Southard was a United States Senator, having moved to Jersey City after assuming the presidency of the Morris Company, the owner of the Morris Canal.¹³

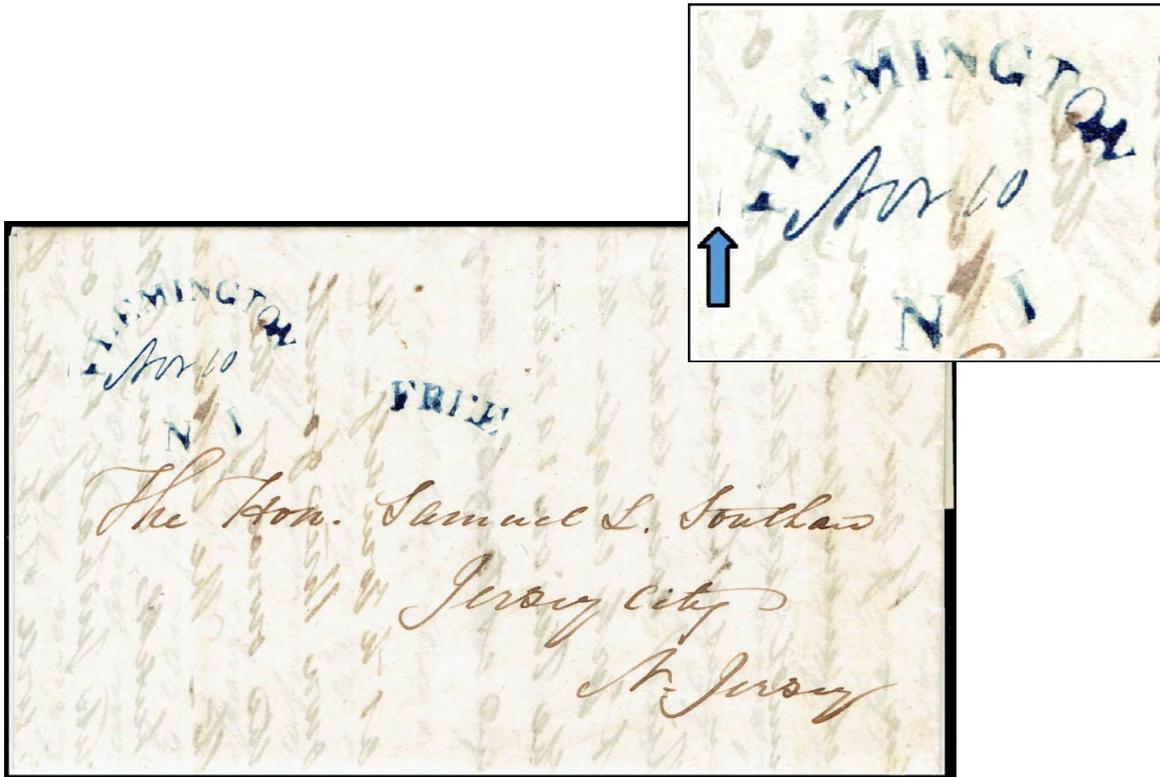


Fig. 4. Blue oval rimless handstamp on November 10, 1841 folded letter to Jersey City.

Black was the fourth oval handstamp color as illustrated in *Figure 5*. It is reported to have been in use from 1839 to 1847.¹⁴ The folded letter is addressed to the Hon. Samuel L. Southard while a United States Senator. The postmark is dated August 9, with an 1841 date line on the folded letter and hand stamped with a black "FREE" in an arc. The deterioration of the handstamp is evident at its bottom edge, where the rim, most probably made of a sliver of brass, appears to be splitting away from the handstamp. If so, the handstamp's continued deterioration some three months later, may have resulted in the Blue rimless oval variety in *Figure 4*. It is notable that three of the different colored Flemington ovals in Brown, Blue and Black as illustrated in this article were all used in 1841. Whether each color was associated with the use of a different handstamp remains unknown. However, because these handstamps were custom made, and all were of the same dimensions, it appears unlikely that the Flemington post office had more than a single handstamp in use at any time.

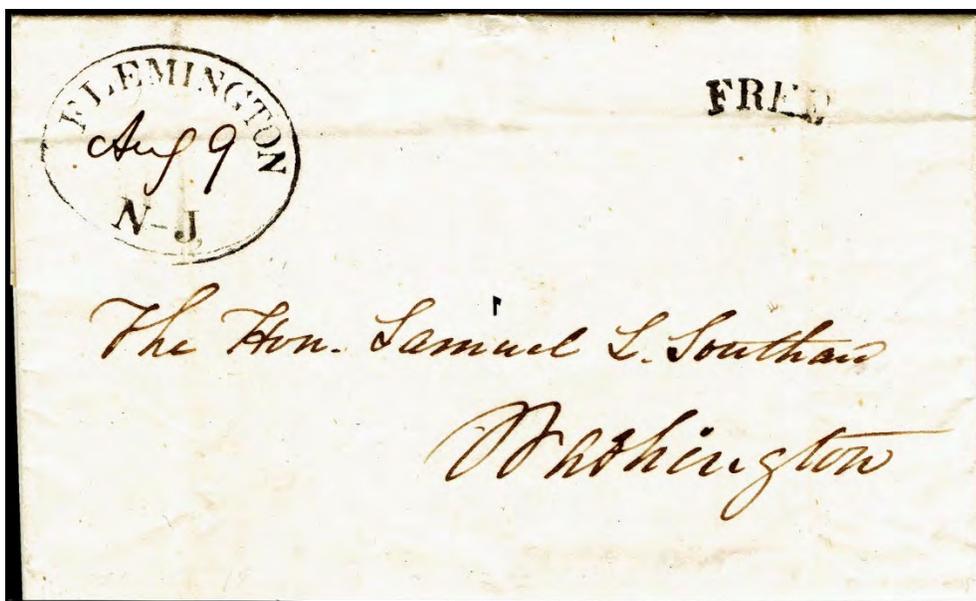


Fig. 5. Black oval handstamp on August 9, 1841 folded letter to Washington, D.C.

Bright red is the fifth and scarcest of Flemington's colored handstamps as illustrated in *Figure 6*. It is reported to have been in use in only 1839.¹⁵ The folded letter is addressed to Woodbury, N.J. and was postmarked on January 11, the letter sheet docketed January 17, 1839. The cover is hand stamped with a black "PAID" in an arc and is posted at the 10¢ single letter rate from 30 to 80 miles pursuant to the Act of April 9, 1816.

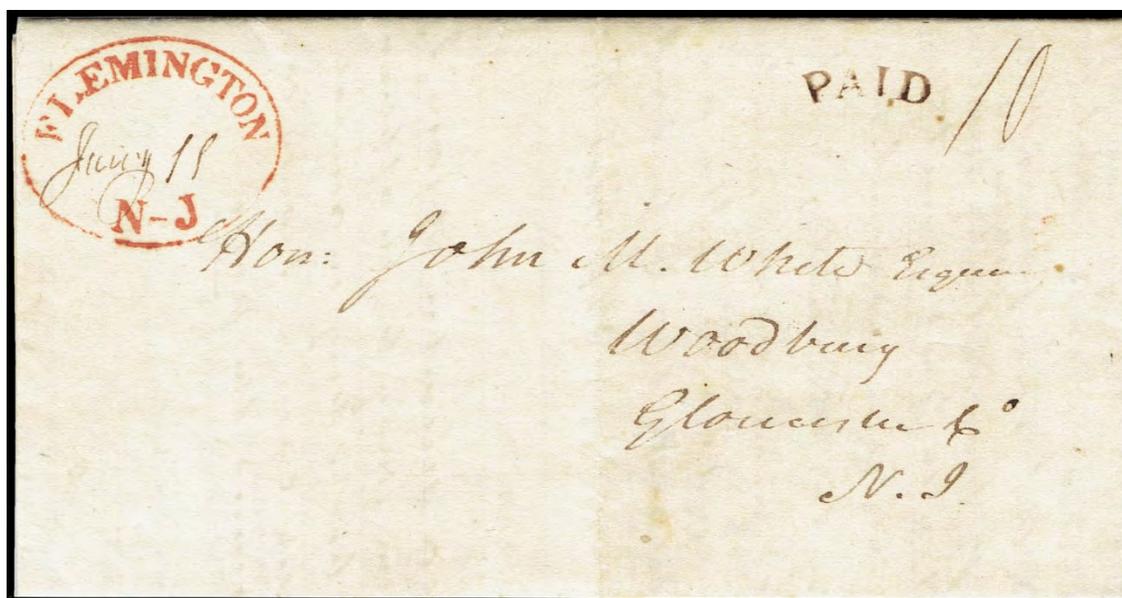


Fig. 6: Bright Red oval handstamp on January 11, 1839 folded letter to Woodbury, N.J.

All in all, the Flemington post office applied a colorful array of oval postmarks, many of which are from the storied Southard correspondence.

ENDNOTES:

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- ¹ William C. Coles, Jr., *The Postal Markings of New Jersey Stampless Covers* (The Collectors Club of Chicago, Chicago, Illinois 1983), p. 175. Hereinafter, *Coles Book*. The earliest reported date of a Flemington manuscript marking was revised from 1818 as reported by Coles, to 1814. Donald A. Chafetz, *The Postal Markings of New Jersey Stampless Covers: An Update* (The New Jersey Postal History Society 2004) p. 8. Hereinafter, *Coles Update*.
- ² *Coles Book*, p. 175; *Coles Update* p. 8. Precise measurements of the handstamp show its size as 36x28 with slight variation depending on the pressure applied on the handstamp in the postmarking process.
- ³ Only four of the five distinct colors of the oval handstamp are reported in the most recent edition of the American Stampless Cover Catalog, omitting the Dark Red color. Vol. I, *American Stampless Cover Catalog*, 5th ed. (David G. Phillips Publishing Co., Inc. North Miami, Florida 1997) p. 225.
- ⁴ One of the most demonstrable examples of the basis for a change of colored inks during the stampless period is from Utica, New York. For a little over 20 years, from 1829 to 1850, Utica used a double oval handstamp with diamond ornaments, its most notable postmark. Over that period of time, there were slight variations in the size of the Red and Red-Orange ovals beginning in 1829 and continuing through the end of June, 1845. Blue was thereafter used for regular mail service following the rate changes that became effective on July 1, 1845.
- ⁵ A list of the Flemington postmasters and their dates of service is found in: Jim Walker, *Hunterdon County New Jersey Postal History* (2008) <https://njpostalhistory.org/media/pdf/HuntHist.pdf> (retrieved January 28, 2021).
- ⁶ *Coles Book*, p. 175.
- ⁷ *Ibid*.
- ⁸ The *Coles Book* illustrates this cover, and describes it as having a brown oval handstamp and a matching "FREE." Figure 43, p.34. This description is incorrect. The color of the postmark is clearly of a different shade than the Brown oval, with a significant reddish tone. In addition, the "FREE" handstamp is in black ink not brown.
- ⁹ *Ibid*.
- ¹⁰ *Ibid*, p. 66; Vol. II, *American Stampless Cover Catalog*, 4th ed. (David G. Phillips Publishing Co., Inc. North Miami, Florida 1987) p. 193.
- ¹¹ Collectors of New Jersey stampless covers are indebted to Coles beyond his research and study leading to the publication of the *Coles Book*. It was Cole's fortuitous "find" of the Southard covers that brought this material to philately. Although Coles appears to have removed at least several hundred covers from this "find" to add to his own personal collection, he eventually sold 25,000 documents and letters to four prominent Princeton University alumni who then donated them to their alma mater, where today they are housed in the University's Firestone Library. The Library's collection history provides the following additional background on its acquisition of the collection as previously recounted in *NJPH*.
- "The Southard Papers were purchased for Princeton University Library in 1957 through the generosity of Albert Southard Wright class of 1900, Peter H. B. Frelinghuysen class of 1904, Carl Otto Von Kienbusch class of 1906, and Sterling Morton class of 1906. These gentlemen acquired the collection from a philatelist, William C. Coles of Moorestown, N.J., who in his search for philatelic treasures, came upon the papers by chance when told there was a trunk of old papers in the attic of a farmhouse being sold due to mortgage foreclosure. He bought the trunk sight unseen, discovering he had no stamps but, instead, the entire correspondence of Samuel L. Southard."
- Southard Papers at Princeton University: www.findingaids.princeton.edu/collections/C0250#collhist (retrieved January 31, 2017); *The Princeton University Library Chronicle*, "The Samuel L. Southard Papers," Vol. 20, No. 1, Autumn 1958, pp. 45-47 (digitized on-line, retrieved January 31, 2017).
- These papers formed the basis of the Southard biography authored by Michael Birkner, *Samuel L. Southard Jeffersonian Whig* (Fairleigh Dickinson University Press 1984) p. 247.
- A large number of Southard covers have been illustrated and their contents transcribed in Jean Walton's long running Southard series in *NJPH*. Cole's collection was sold at auction by Robert G. Kaufmann, "The William C. Coles, Jr. Collection," Sale No. 33, March 8, 1984. Additional covers from the Coles collection were sold in a Kaufmann auction, Sale No. 42, November 12, 1985.
- ¹² *Coles Book*, p. 175.
- ¹³ Michael Birkner, *op cit*. pp.188-199. Southard died on June 27, 1842. *Id.* at 198.
- ¹⁴ *Coles Book*, p. 175.
- ¹⁵ *Ibid*; *Coles Update* p. 8.

HUNTERDON COUNTY RURAL FREE DELIVERY, An Expanded Version: Part 5

By Jim Walker

(Beginning with the February 2020 issue of NJPH, Jim Walker began an exploration of RFD routes established in Hunterdon County, having traced the early light blue post office maps to show the beginnings of rural delivery, and showing associated covers with RFD related cancels. Our February issue covered Pittstown, the earliest RFD in Hunterdon, plus Annandale and Bloomsbury. The May issue included Hunterdon RFD towns in alphabetical order (Califon, Flemington, Frenchtown, & Glen Gardner), and August covered Hampton (Junction) and Lambertville. November saw the addition of Lebanon and Milford. Figure numbers continue from the previous sections. This issue includes Pattenburg, Raven Rock, and Ringoes. One last installment will conclude this study in our next issue. Ed. ¹

12 PATTENBURG

Pattenburg's only RFD route began June 1, 1904 with Harry O. McRea as carrier. This route lasted until November 1, 1917 when it was eliminated, the first RFD in Hunterdon to be dropped. Rural route service was divided between the Milford and Hampton RFDs. Milford RFD covered most of this route southwest of Pattenburg from Route 579 between Little York and Mt. Pleasant. Hampton's route took all east of Pattenburg Route 579 and Baptist Church Road to Perryville. Although Pattenburg is not listed on the maps used because the RFD had been discontinued by the time this map was printed, for the record I have included it. This post office however survived until 1974 when it was discontinued, due to the RFD route out of Asbury, Warren County. Most mail from this office are post cards from Bellwood Park, operated by the Lehigh Valley Railroad nearby.



Fig. 61: Map of the Pattenburg RFD route, on modern Mapquest map, which no longer shows the town names which we have superimposed on it.



Fig. 62: Pattenburg Christmas post card to Everittstown, received Christmas Day 1907 at the Everittstown post office.



Fig. 63: Pattenburg, N.J. Aug. 3, 1905 to Phillipsburg, N.J. on a Lehigh Valley Railroad post card.

The accompanying original route list directions are by the names of property owners, not road names and route numbers. (Figure 64).

3149-Sr.

PATTENBURG,
HUNTERDON COUNTY,
NEW JERSEY.

ROUTE NO. 1 AS AMENDED.

Beginning at the Post Office the carrier will go:--

	<u>Miles.</u>
Thence West and Northeast to Howell's corner	1.4
" Northwesterly to Fritz's corner	1.2
" Southwest to Baker's corner	1.2
" Southeast to Williamson's cross roads	.7
" Southwest to Hickory Cross roads	.9
" Northwest to Tharp's lane and retrace to Hickory Cross roads	.8
" Southwesterly to Davis' corner	1.8
" Westerly to Bloom's corner and Northeast to Alpaugh's corner	.8
" Southwest and Easterly to Davis' corner	.8
" Southeasterly to Apgar's hill corner	1.0
" Northeast and Northwest to Bowby's corner	1.7
" Southeasterly to Simonton's corner	2.0
" Southwest to Race's mill	.9
" Northeast to Williamson's corner	2.7
" Southeast to Mecklin's corner	1.5
" Northeast to Perryville corner	2.1
" Southwest and Northwest to Kilgore's corner	1.3
" Southwest and South to Dalrymple's corner	1.0
" Northwesterly to Post Office	1.2
Total length of route	25.0
Number of Houses	121
Population	492

Fig. 64: A post office document showing the Pattenburg RFD, which includes the total mileage, the number of houses, and the population served.

13 RAVEN ROCK

Raven Rock is located along the Delaware River in Delaware Township opposite Bulls Island State Park. RFD began here on January 1, 1909 with Farley S. Servis as carrier (See map *Figure 65*). Leaving town along River Rd. (Route 29) and heading southeast, this route turns north on an unnamed road opposite Eagle Island and the west end of Hendricks Island to Raven Rock-Rosemont Rd. At this point it turns west on Raven Rock Road until it meets Federal Twist Road, where it makes a short trip south and then returns north. It next goes north east on Strimples Mill Rd. to Lockatong Creek where it backtracks to Federal Twist Rd. and continues north to Milltown Road, where it turns east to Picnic Grove Rd. and then on to Byram-Kingwood Rd. (Route 651) to the village of Idell. The Idell post office would be discontinued due to this RFD on December 15, 1909. From here it travels west on Route 651 to the Barbertown-Idell Rd., then follows the Tumble-Idell Rd. to Hill Road, where it turns northeast, to northwest on Warsaw Road. It then turns back on the Barbertown-Idell Road, and heads north and northeast to Route 519 at Barbertown. The Barbertown post office would also be closed due to this RFD on December 15, 1909 (*Figure 67*).

At this point the route turns south and follows Route 519 back past Kingwood to Byram-Kingwood Rd. to Idell where it picks up Federal Twist Rd., south, turning west on Lockatong Rd. to the Byram-Kingwood Rd. again, following it south as far as the Hummer farm and then backtracks north to the Stout's farm. Here it turns west on Tumble Falls Rd. The route turns south at Tumble Falls on the River Rd. (Route 29) south through Byram and back to the Raven Rock post office. (*Figure 68*).

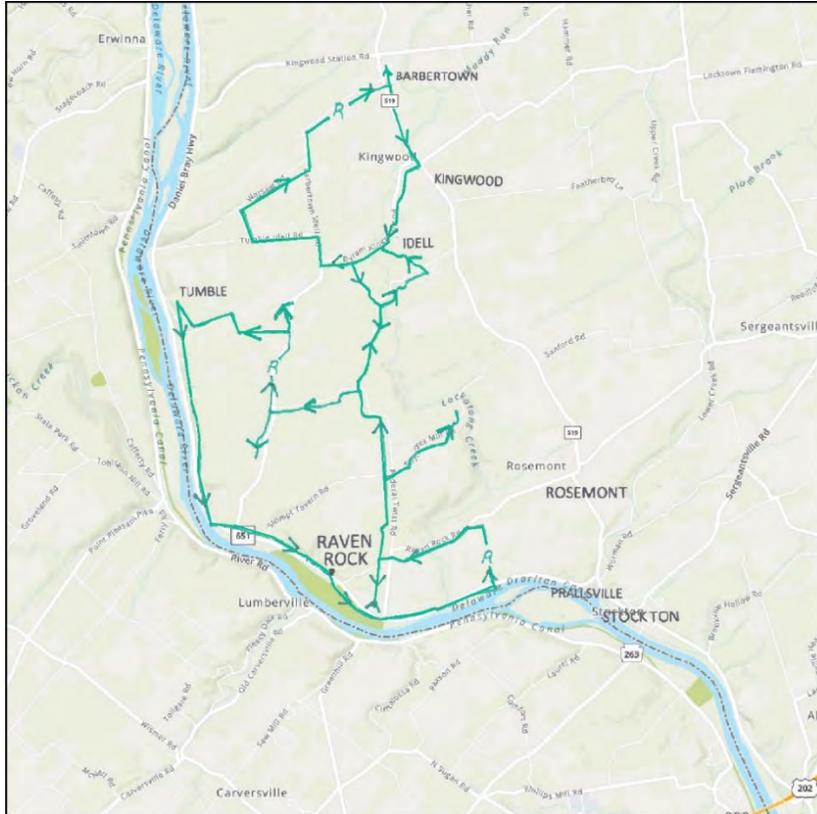


Fig. 65: RFD Raven Rock, on modern Mapquest map.



Fig. 66: Raven Rock RFD #1 post card cancelled in route by carrier, undated.

Fig. 67: Post card to Bessie Vanselous posted Lambertville July 25, 1912 at 2PM. Bessie lived just south of Barbertown on RFD#1. Cancelled Raven Rock Rec'd also at 2PM.



Fig. 68: Post card posted Kingwood Dec. 7, 1902 to Idell, and redirected to Raven Rock R.D. Additional postmarks Frenchtown Dec. 7, Raven Rock Dec. 8, and Idell Dec. 9, 1909. This is six days before the Idell post office would be discontinued.

14 RINGOES

Ringoes RFD service began on July 1, 1907 with Adam B. Simerson as the first carrier (See *Figure 69* map below). This route left the Ringoes post office heading north on John Ringo Rd. (Route 579), also known as the Easton-Trenton Turnpike. It turned east on to Hampton Corner Rd., then north to Johanna Farm Rd. and east to Rt. 202. There it turned south to Copper Hill, continuing south to Route 514. Here the route follows Old York Rd. (Route 514) northeast to Reaville. Here it turns south on Manners Rd. (Route 609) to Wertsville. The post office at Wertsville would be discontinued February 29, 1908 due to this RFD route. Continuing on past Van Liew's Corner, it turns south on Runyon Mill Rd. to Saddle Shop Rd. Here it turns north on Rileyville Rd. which takes us back to Wertsville Rd. Then it follows northeast to Wellsewitz Rd, where it turns west, with a jog onto Larsen Rd., then south on Van Lieus Rd to southwest on Back Brook Rd. It turns north on Dutch Lane to Old York Road again. Here it turns south and follow this road to Ringoes, turning on Larison Lane and back to the post office.

A second route from Ringoes was established in 1909, not shown on the map I used, with William S. Stryker as carrier. The original route #1 would be transferred to the Flemington post office by 1917.

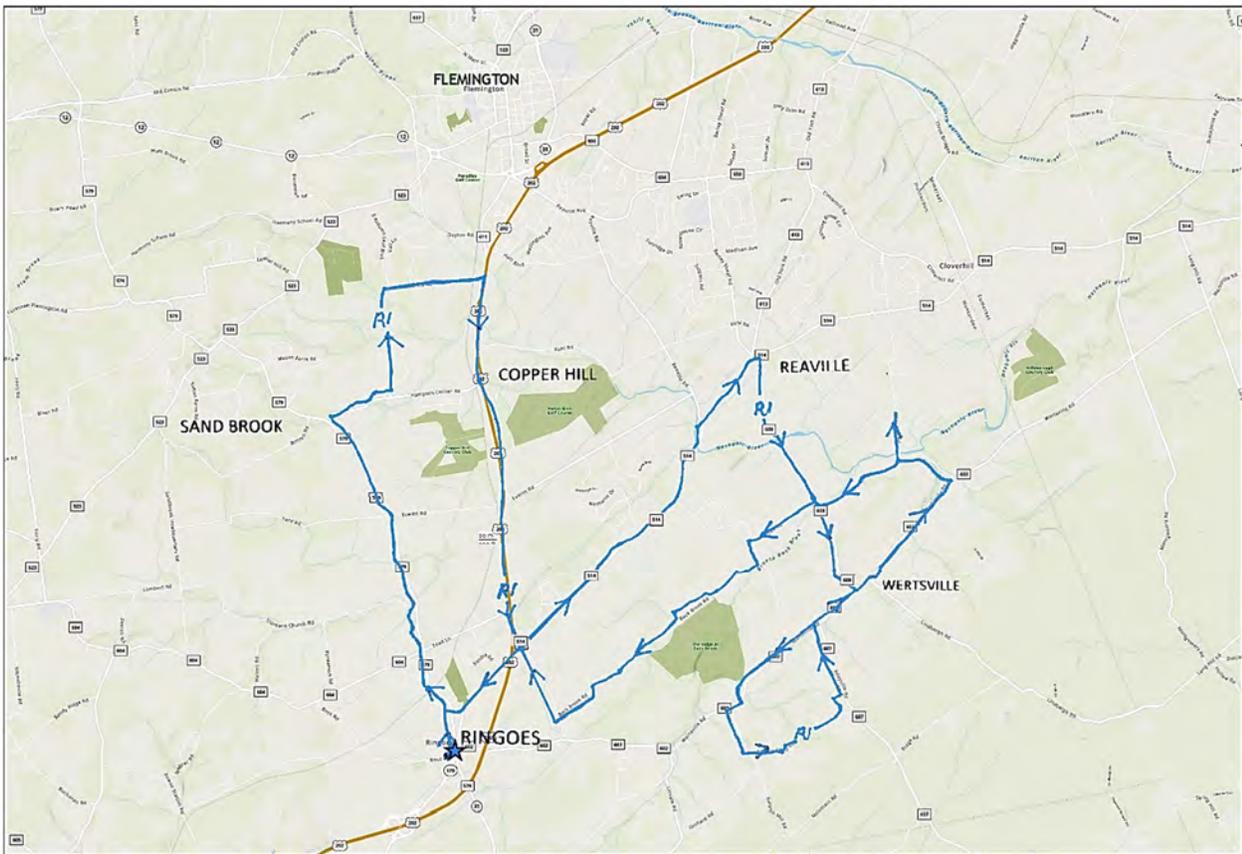


Fig. 69: Ringoes RFD #1 shown on modern Mapquest map.



Fig. 70: This post card canceled with a straight line date stamp "Oct. 9, 1907," and a rubber stamp with the carrier's name, Adam B. Simerson, somewhat off the top edge, with "[R?] F.D. NO. 1, RINGOES, N.J."

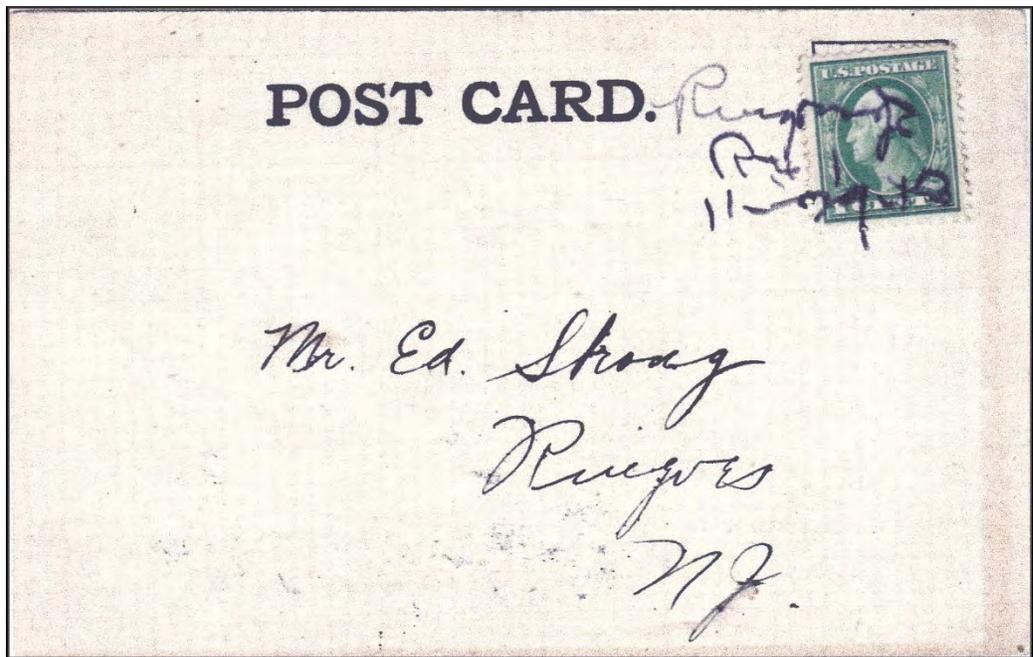


Fig. 71: "Rural Free Delivery" manuscript cancel, Ringoes, N.J. Route 1 11-29-12. Canceled in route.



Fig. 72: A black-bordered mourning cover posted Lambertville 1911, to R.D. Ringoes, near Mt. Airy.



Fig. 73: Letter posted Flemington 1912 to “Mr. Aaron Vansickle, over seer of poor West Amwell Town,” Lambertville RFD 2, redirected to Ringoes.

This series on Hunterdon RFDs will be concluded in our next issue.

ENDNOTES:

¹ For the full version of Jim Walker’s *Hunterdon County Postal History*, first published in the pages of *NJPH* from August 2007 to November 2010, and compiled in an online edition in 2010, see <https://njpostalhistory.org/media/pdf/HuntHist.pdf>. For only the section on RFDs in Hunterdon County, see <https://NJPostalHistory.org/media/pdf/RFDHuntHist.pdf>.

The *Hunterdon County Cultural & Heritage Commission* published their own version of this work, *Hunterdon County New Jersey Postal History*, and it is still available (and at a reduced price from the original) at their web site at <http://www.co.hunterdon.nj.us/depts/c&h/publications/PostalHistory.html>.

A TALE OF SIMILAR LOOKING COVERS BUT TWO STORIES

By Donald A. Chafetz

I believe every cover and postcard has a story to tell. Some stories are more interesting and exciting than others. As a postal historian, philatelist and writer, and owner of the two covers, I will try to find the story to tell. To begin, let us examine the covers shown in *Figures 1* and *7*.

First of all, they interest me since both covers were sent from Morristown. The cover in *Figure 1* is postmarked 1884, and the second cover in *Figure 8* in 1897. Both covers were sent overseas. *Figure 1* was sent to France, and *Figure 8* to Bermuda. They are both franked by a 5¢ stamp, *Figure 1*, Scott 205, issued April 10, 1882, and *Figure 8*, Scott 223, issued June 2, 1890. But they have different Morristown postmarks (see *Figures 3* and *10*). These are the basic philatelic facts. I note that neither cover has a return address, making the story a little more complicated and challenging.

The First Story - France



Fig. 1: Morristown to Romoratin, in the Loir-et-Cher department of France.



Fig. 2: Map of France, red indicates department of Loir-et-Cher.

Starting with the cover in *Figure 1*, it was sent to Loir-et-Cher, France. I did not know where the city is located, so I turned to Wikipedia for the needed information. The description below and the map are from Wikipedia.¹

Loir-et-Cher is a department in the Centre-Val de Loire region of France. Its name is originated from two rivers that cross it, the Loir in its northern part and the Cher in its southern part. Its prefecture is Blois.

The Postmarks Tell the Story

There is no indication which ship carried the mail to France. The *Figure 4* postmark is the Paris foreign office transit postmark. The cover was sent by train (Paris a Montluçon RPO cancel - *Figure 5*) and offloaded at Romorantin(-Lantenay, its full name), Loir-et-Cher (*Figure 6*) for delivery.

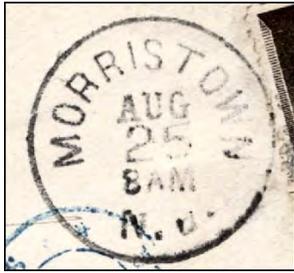


Fig. 3:
Front: Morrystown, 27mm
August 25.



Fig. 4:
Front: Paris, étranger
(foreign) transit marking
September 7, 1884.



Fig. 5:
Back: RPO cancel
Paris à Montluçon
September 7, 1884

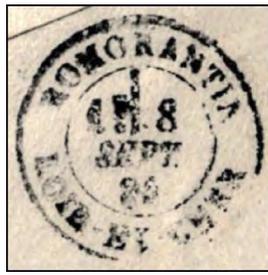
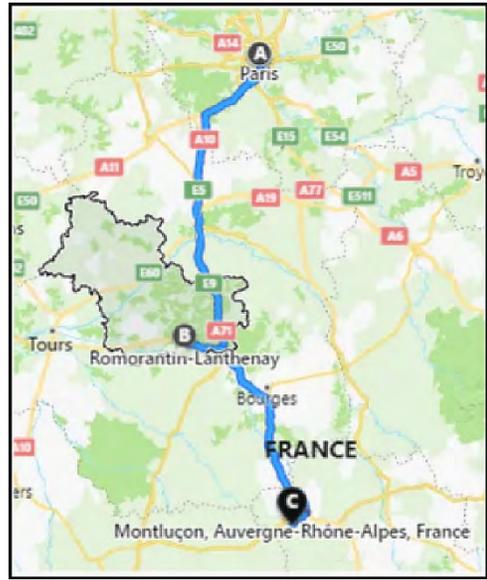


Fig. 6:
Back: Romorantin receiver
Loir et Cher
September 8, 1884



Map from Microsoft Bing

Fig. 7:
Showing route from Paris to Montluçon,
through Loir-et-Cher (outlined), to
Romorantin.

The Second Story - Bermuda



Fig. 8: Morrystown to Bermuda, Nov. 13, 1897, addressed to Dr. W.C. Horne.

The cover in *Figure 8* was sent to the islands of Bermuda. Once more, I was not sure of Bermuda's relative positioning in the Atlantic Ocean to the United States. Again, searching Wikipedia led me to a Britannica site, where I located a map that showed the island relative to the United States (*Figure 9*), and the individual islands.²

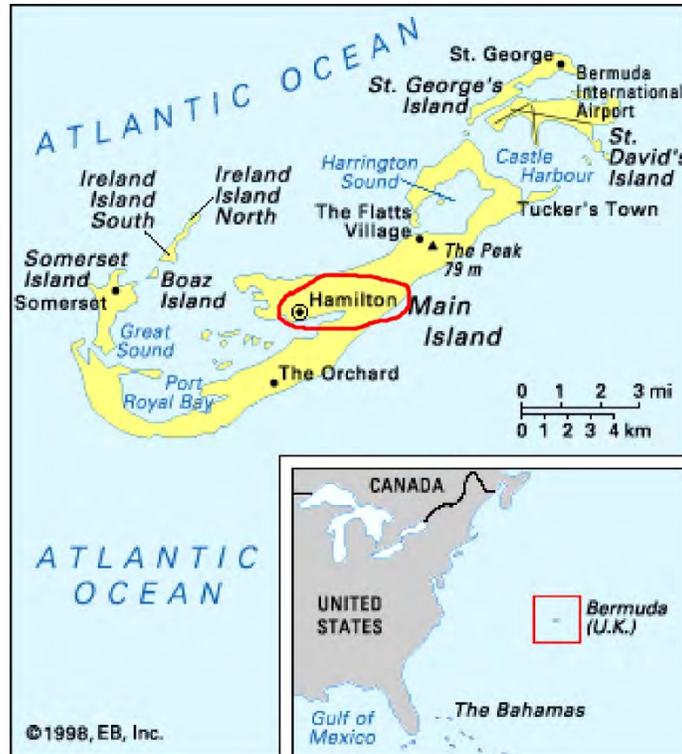


Fig. 9:
Map of Bermuda with inset showing location relative to the U.S.

Bermuda is a self-governing British overseas territory in the western North Atlantic Ocean. It is an archipelago of 7 main islands and about 170 additional (named) islets and rocks, situated about 650 miles (1,050 km) east of Cape Hatteras (North Carolina, U.S.). Bermuda is neither geologically nor spatially associated with the West Indies, which lie more than 800 miles (1,300 km) to the south and southwest.

The Postmarks and Markings



Fig. 10:
Front: Morrystown, 25mm
November 3, 1897.



Fig. 11:
Front: New York transit
marking November 3, 1897.

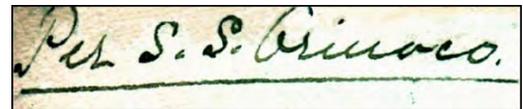


Fig. 12:
Cover endorsed
Per ship S.S. Orinoco.

Transit Time Unknown

The Postal Service carried the letter in one day from Morristown (*Figure 10*) to New York City, where it received a transit backstamp (*Figure 11*). The writer must have been a frequent writer to Bermuda since he or she specially requested the S.S. *Orinoco* carry the letter to the island. Unfortunately, the cover has no ship or Bermuda cancellation, so we do not know how long it took for the letter to arrive in Hamilton, Bermuda. It is interesting to note the cover does not contain any street address. We must assume the island population was small, or there were few doctors in Hamilton.

What About the S.S. *Orinoco*?

Two possibilities exist for the S.S. *Orinoco* which might have carried the cover above from Morristown to Bermuda. Judging by the envelope's size, a card may have been enclosed, perhaps a Christmas greeting. For me, the last challenge has been trying to piece together the possibilities for the S.S. *Orinoco*. I believe the story is as follows.

In 1852, the Royal Mail Steam Packet Company had built a paddle/wood boat and named it the S.S. *Orinoco*, scrapped in 1858 because of dry rot. In 1886, that company constructed a second ship named *Orinoco*,³ which survived until 1909. However, I then discovered a second *Orinoco*, operated by the Quebec Steamship Company (precursor to Clarke Steamship Company), which ran a popular route between New York and Bermuda, and I believe this was the ship that carried the cover shown above.



*Fig. 13: An advertisement from Thomas Cook's Excursions brochure, for cruises to Bermuda.*⁴



*Fig. 14: Steamship Orinoco alongside Pier 47 in New York City. Sign below pier number reads: Quebec Steamship Company/Bermuda and West Indies. A.E. Outerbridge & Co. Agents, 51 Broadway.*⁵

Who Was Dr. Horne?

An intriguing question is who was Dr. Horne, and what was his connection to Morristown. A search in Munsell's History of Morris County 1739-1882 lists a James Horner as a steel manufacturer at Rockaway after the Civil War. It is unknown if the Doctor was related to James Horner. Note a slight difference in the spelling of the names.⁶ A mystery yet to be solved.

Conclusion

Like a good mystery story, we know many of the clues, but they do not necessarily provide all the answers. By publishing this article, maybe some philatelic detective will provide information on our recipients and a more precise S.S. *Orinoco* history. You are challenged, fellow philatelists!!

[I would like to thank Jean Walton for her research and editing of the article. She made significant additions to the article.]

ENDNOTES:

¹ Loir-et-Cher, France from Wikipedia at <https://en.wikipedia.org/wiki/Loir-et-Cher>.

² Britannica, Maps of Bermuda at <https://www.britannica.com/place/Bermuda>

³ See <http://www.theshipslist.com/ships/lines/royalmail.shtml> and <http://www.theshipslist.com/ships/descriptions/ShipsO.shtml> for more details on the Royal Mail Steam Packet (*Orinoco*).

⁴ Cook's Excursions, 1899, on Google Books at https://www.google.com/books/edition/Cook_s_Excursionist_and_Home_and_Foreign/t05DAQAAIAAJ?hl=en&gbpv=1&bsq=%20Orinoco.

⁵ This photo is located in the Library of Congress Prints and Photographs Division Washington, D.C. 20540 USA, LC-USZ62-73208, but was purchased on Ebay from a seller offering reprints.

⁶ *A History of Morris Country, New Jersey 1739-1882*, W.W. Munsell & Co., New York, 1882, p. 58.

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njpostalhistory@aol.com

ON THE AUCTION SCENE: 19th Century Trans-Atlantic Uses

By Robert G. Rose

The recent auction of the Robert S. Boyd “Collection of United States Mail to and via Germany,” held on December 18, 2020 by Schuyler J. Rumsey Auctions, featured a broad array of 19th Century covers from the 1847 Issue through the Banknote Issues.¹ The sale included four covers which originated in New Jersey.

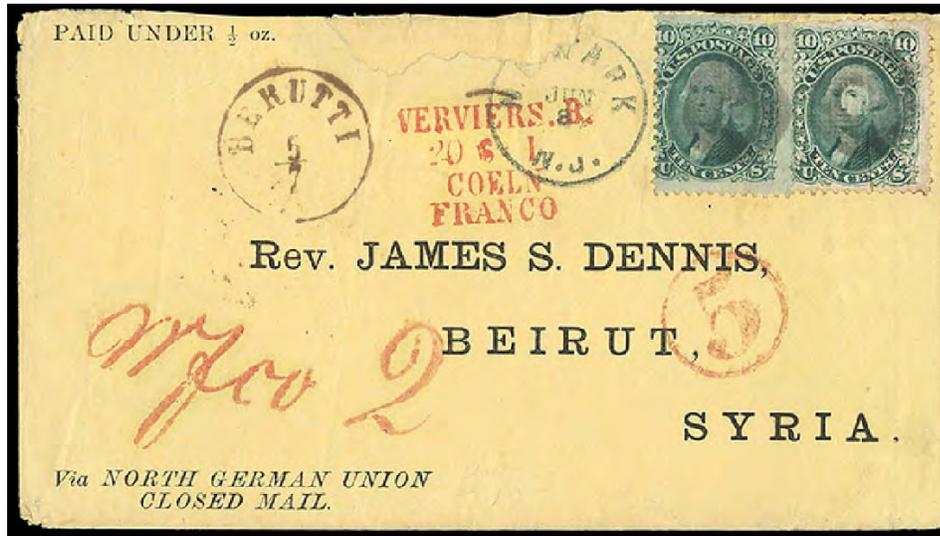
Hoboken was the origin of the cover in *Figure 1* with a New York banker’s corner card mailed to Rostock in Mecklenburg-Schwerin.² The cover is franked with a 12¢ Banknote (Scott #151) paying the double six cent North German Union direct route rate.³ The cover is postmarked with a double circle Hoboken handstamp on September 27 (1872), and a partial strike of a red “New York Paid All Direct Sep 28” exchange handstamp. The cover was carried on the North German Lloyd Line *Rhein* to Bremerhaven with a boxed red “Bremen 10/10 72 Franco” transit handstamp, and an October 11 arrival backstamp. Estimated at \$200 to \$300 it sold at hammer for \$350 with a buyer’s fee of 15% for a total of \$402.50.



Courtesy Schuyler J. Rumsey Auctions

Fig. 1: 12¢ Banknote paying double North German Union direct mail rate from Hoboken to Germany in 1872.

Newark was the origin of the cover in *Figure 2*, with a pre-printed address to the “Rev. James S. Dennis, Beirut, Syria,” then part of the Ottoman Empire.⁴ The cover is franked with two 10¢ Yellow Green F Grills (Scott #96) which appear to have come from different sheets. A pre-printed directive states that the cover was to be carried “Via North German Union Closed Mail” with a pre-printed rate and weight notation “Paid Under ½ oz.” The auction description states that the cover shows a “rare usage to Syria at the 20¢ North German Union Mails rate.” However, as recognized by Michael Laurence: “The preprinted routing is imprecise or even mistaken. [These covers] traveled in British closed mail to the North German Union and then in German open mails from there.”⁵ “The 20¢ rate paid the 15¢ postage to Germany via England and 5¢ for carriage beyond Germany in the German open mails.”⁶



Courtesy Schuyler J. Rumsey Auctions

Fig. 2: Two 10¢ F Grills (Scott #96) on 1870 cover paying 20 cent rate from Newark to Beirut, Syria.

The stamps are struck with target cancels, the cover postmarked “Newark, N.J. Jun. 8.” The cover is backstamped with a red “New York, Paid All, Br. Transit May 9” (incorrect month) exchange handstamp. The New York office also applied its red “5” in circle credit handstamp indicating the 5¢ credit to Germany to carry the cover to its destination beyond Germany. The cover departed New York on the Cunard Line’s Java on June 9 and arrived in Queenstown on June 18, 1869. Laurence describes the usual routing from Queenstown as follows: “[The] cover traveled the overland route across the Channel and into the low country. The closed mail bag was opened on the traveling office between Verviers [Belgium] and Cologne, which applied its four-line marking [in red, dated “6 20”] and restated the 5¢ credit as [2] silbergroschen with the red handstamp notation “Wfco 2” [abbreviation for “Weiterfranco” translated as “paid beyond.”].⁷ The cover is back stamped with a Trieste (6.22) transit and a “Berutti 5/7” arrival circular date stamp. Laurence is of the belief that the route from Cologne was via Vienna and Trieste and from there by Austrian steamer to Beirut.

The cover’s auction description states that the cover is “repaired at top center, back flap removed, right 10¢ creased.” With an estimate of \$750 to \$1,000, the cover sold at hammer for \$900 with a buyer’s fee of 15% for a total of \$1,035.

Phillipsburg was the origin of the cover in *Figure 3* addressed to Thun, Switzerland.⁸ The cover is franked with a pair of the 10¢ Green 1861 Issue (Scott #68). The stamps are cork cancelled and the cover is postmarked “Phillipsburg, N.J. Feb. 11.” The cover is endorsed with the manuscript routing directive: “By closed mail via England.” The New York office also applied its red “5” in circle credit handstamp indicating a 5¢ credit to Germany to carry the cover to its destination beyond Germany. The cover departed New York on the Cunard Line’s Siberia on February 12 and arrived in Queenstown on February 22, 1868. Like the cover described above in *Figure 2*, it traveled the overland route across the Channel to Belgium. There, the closed mail bag was opened on the traveling office between Verviers and Cologne, which applied its four-line marking in blue, dated “2 23” and restated the 5¢ credit as 2 silbergroschen with the blue handstamp “Wfro 2.”⁹ The cover reached

Thun, Switzerland as indicated by a “2.25” backstamp and the local red crayon rating “6” on the cover’s face. The pair of 10¢ stamps paid the 20¢ North German Union closed mail rate through England which was effective from only January 1 through March 30, 1869.



Courtesy Schuyler J. Rumsey Auctions

Fig. 3: Pair of 10¢ 1861 Issue (Scott #68) on 1868 peace dove envelope from Phillipsburg, N.J., paying short-lived 20¢ closed mail North German Union closed mail rate through England to Thun, Switzerland.

The cover’s auction description states that the stamps show “some gum staining and right stamp light creases.” With an estimate of \$400 to \$600 and accompanied by a 2012 PF Certificate, the cover sold at hammer for \$1,150 with a buyer’s fee of 15% for a total of \$1,322.50.

The fourth and final New Jersey use is illustrated in *Figure 4* below.¹⁰



Courtesy Schuyler J. Rumsey Auctions

Fig. 4: 3¢ Green (Scott #157) and 10¢ Brown (Scott #161) on 3¢ Green Reay stamped envelope (Scott #U82) with Newark postmark paying double 8¢ North German direct mail rate via Bremen to Zurich, Switzerland.

The cover is franked with two Banknote Issues, a 3¢ Green (Scott #157) and a 10¢ Brown (Scott #161) on a 3¢ Green Reay stamped envelope (Scott #U82). The stamps are cork cancelled and the cover is postmarked “Newark N.J., Sep 10” with a circular red “New York, Paid All, Sep 12 Via Bremen” exchange marking. The cover was carried by the North German Lloyd Line’s Neckar departing from New York on September 12, 1874 and arriving in Bremerhaven on September 24. The cover is back stamped with a Basel “9.26” transit and a circular Zurich “9.27” arrival handstamp. The 16¢ in postage paid the double 8¢ North German Union direct mail rate via Bremen which became effective on July 1, 1872.

With an estimate of \$150 to \$200, the cover sold at hammer for \$600 and a buyer’s fee of 15% for a total of \$690.

ENDNOTES

¹ Schuyler Rumsey Auctions, Inc., “The Robert S. Boyd Collection of United States Mail to and via Germany,” Sale No.96, December 18, 2020. See <https://stampauctionnetwork.com/SR/SR96.cfm> and search for lots 5200 to 5247.

² *Ibid*, lot 5200.)

³ Richard F. Winter, Vol. 2, *Understanding Transatlantic Mail* (American Philatelic Society, Bellefonte, Pennsylvania, 2009) p. 800.

⁴ Schuyler Rumsey Auctions, *op. cit.*, lot 5225. Dennis was a Christian missionary, who for over 30 years was part of the American Presbyterian Mission in Beirut. He returned to the United States at the end of the 19th century and must have brought with him his correspondence postmarked from Newark with his preprinted Beirut address, most of which are franked with multiples of the 10 cent 1869 issue. Michael Laurence, *Ten-Cent 1869 Covers, A Postal Historical Overview* (The Collectors Club of Chicago, Chicago, Illinois, 2010) pp. 182-183, 228-229. Four such covers were included in the sale of Brad Arch’s Collection of New Jersey Postal History, Robert A. Siegel Auction Galleries, Inc., Sale 825, lots 1226-1229, June 27-28, 2000.

⁵ Laurence, *op. cit.*, pp. 228-229.

⁶ *Ibid*, Figure 17-21, p. 229.

⁷ *Ibid*, pp. 215 & 229.

⁸ Schuyler Rumsey Auctions, *op. cit.*, lot 5241. In reviewing the Rumsey auction catalog in preparation of this article, I almost missed this cover because Phillipsburg is described as a “NY” post office in its description and then again misspelled “Phillisburgh.”

⁹ Laurence, *op. cit.* pp. 215 & 229.

¹⁰ Schuyler Rumsey Auctions, *op. cit.*, lot 5247.

MEMBER NEWS

MEMBER NEWS:

NEW MEMBERS, ADDRESS CHANGES, and THANKS FOR DONATIONS:

MEMBER CHANGES:

New Members:
William Schutlz, 235 Chatham Way, West Chester PA 19380 bill@patriciaschultz.com , 6¼ rates, integral markings, POs of NJ
Howard J. Wunderlich, 308 Parkwood Street, Ronkonkoma NY 11779-5967 hjwesq@yahoo.com stampless, flight covers, airport dedications
Change of Address:
Nate Zankel, change email from nate@nbbs.com to nathanzankel16@gmail.com
Ed Murtha email from emurtha@decision-technology.com to EDINHAMILTON@gmail.com

2021 Dues: Thanks to members who have already paid their dues, a high percentage. For those still unpaid, a dues form will be enclosed with your print journal, or attached to your emailed link if you receive the journal by link only.

Our grateful thanks to those who chose to donate with their 2021 Dues!

With our increased costs for mailing, and printing in color, it is especially appreciated.

Al Atkinson, Jr.	Robert Livingstone
Edwin C. Black	Hugh Merritt
Roger S. Brody	Vernon R. Morris, Jr. MD
William Brown	Ed Murtha
Jerry M Brown, LTC, USA (Ret)	Timothy O'Connor, MD
Robert Buckler	Robert G. Rose
Donald A. Chafetz	Steven M. Roth
George B. Crawford	Paul Schumacher
John A. Cristiano	William Schutlz
Robert J. DeTrollo	Mike Schwartz
Claude Duperrex	Harry M. Segner III
Joseph J. Felcone	John Sharkey
Roger S. Fury	Russell N. Silverstein
William E. Grigg	Gianluigi Soldati
John D. Hankin	William Somerville
Donald Jones	John Trosky
Andrew Kupersmit	Jean R. Walton

& Nathan Zankel

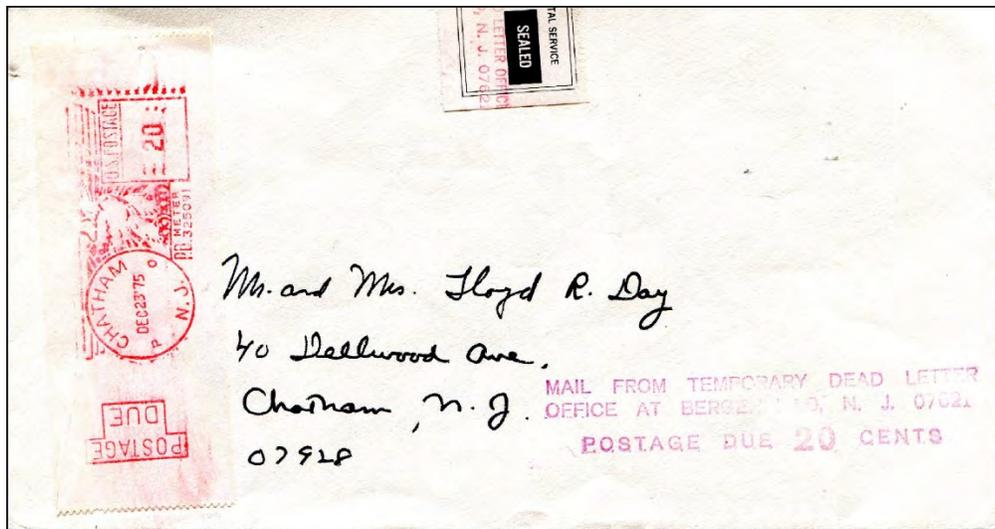
For those of you who do not own a copy of William Coles, Jr's Postal Marking of New Jersey, it is now available from the [Collectors Club of Chicago](#) as a downloadable file for only \$9.95.

CONGRATULATIONS TO NJPH AUTHORS!

Two articles which appeared in our pages over the last few years were awarded prizes in the Sarasota Literature Competition at the Sarasota National Stamp Expo, January 22-24. Vernon Morris won a Large Gold for his article titled “Birth of the New Jersey’s Post” (from our [February 2020](#) issue), and also took the Grand Award in that virtual competition. Author James Wardell won a Large Vermeil for his article, “A Hand Delivered Piece of Postal History” (from our [February 2019](#) issue). Our special congratulations to both authors!

A QUESTION FOR MEMBERS:

Does anyone know the circumstances for the temporary dead letter office in Bergenfield in 1975? Below is the cover which raised the question. If you know anything about this office, please contact Gene Fricks at genefricks@comcast.net. Thanks!



A December 23, 1975 cover with a hand-stamped “Mail from Temporary Dead letter office at Bergenfield, N.J. 07021. Postage due 20 cents.” Information welcome.

A PLEA FROM YOUR EDITORS:

Perhaps you have noticed that we have invited writers who are not members of our Society to contribute to our pages. The reason for that is two-fold – the first being that we are happy to have material on New Jersey postal history, wherever it comes from. The second reason however is that we need greater input from our own members. We are grateful to the members you see regularly in these pages – we could not do without them! - but we would welcome new contributors and fresh topics from all of you.

We are here to help – with National Archives files of Postmaster Appointments or locations, for help with pictures and formatting, for genealogical investigations, or for just about anything that is keeping you from contributing to the journal. If you have a topic that interests you, there’s a good chance that other members will find it interesting too. Contact your editors for help: Bob at Robertrose25@comcast.net, and Jean at njpostalhistory@aol.com.

OBITUARIES: MEMBERS LOST RECENTLY

WARREN PLANK, Jr. January 2, 1954 – December 28, 2020:



Most of you are aware by now that Warren Plank, our webmaster, who attended our Annual Zoom meeting in October, died a few days after Christmas, from a rapidly progressing case of lung cancer, diagnosed in mid November. For 11 years he has not only been our Webmaster, but generously contributed all of the fees in its creation and maintenance for those years. He was always cheerful, and ever willing to do what was needed. He will be sorely missed, and leaves a giant hole in our Society.

Warren Richard Plank Jr. (aka Bubba, Uncle Bubba, Ricky) lived in Runnemede, N.J. was only 66. He was a beloved brother of Deborah A. Howley and brother-in-law of Charles H. Cook, and a devoted uncle to Christopher M. Howley and Jessica Anne Howley and James Wilson. Warren was a Director of Data Security and System Management at A. Fassano & Company for 20 years. He was a member, supporter, and webmaster of the NJ Postal History Society. He was a member of the Carriers & Local Society, US Philatelic Society, US Stamp Society, American Philatelic Society, WRTI Temple Public Radio - Philadelphia, and the International Webmasters Guild. Bubba enjoyed playing cards, gardening, reading, listening to music, the arts, history, auctions, and stamp collecting. He especially enjoyed time spent with family and friends. To know him was to love him - everybody knew Bubba. Donations may be made in his memory to Samaritan Healthcare & Hospice, 3906 Church Road, Mount Laurel, NJ 08054. Those wishing to send condolences may do so at this link: <https://www.gardnerfuneralhome.com/obituary/534748/Warren--R-Plank,-Jr/#obituary>.

LEONARD FRANK November 19, 1924 - January 17, 2021

Born in Brooklyn, NY, on November 19, 1924, Leonard Frank, 96, of Newton, NJ, passed away after a brief illness on January 17, 2021.

During WW II, Len served in the Pacific Theater with the Army Air Force, where he provided troop support in the weather division. He attended the University of Wisconsin and earned a degree in Metallurgical Engineering in 1948. While at the university, he met and married his wife Erica and developed a lifelong interest in the outdoors, joining the Hoofers Club and serving as Commodore of the yacht club.



After graduation, Len worked in the Joliet Iron and Steel Works, started a family and lived on a small farm in New Lenox, Illinois. In 1960, he moved his family to Hackettstown, NJ, and

began his employment at Picatinny Arsenal (1960-1979), working on projects from weapons development to assembly line design and workplace safety. He loved his adopted town of Hackettstown and served with Reverend Clarence Sickles on the committee to establish the retirement community of Heath Village.

After retirement, Len devoted himself to his passions of preserving the environment, hiking, stamp collecting, and local history. Together with his wife Erica, he backpacked all over America, hiked some of the highest mountains, and led Sierra Club hikes in New Jersey, Pennsylvania, New York, and California. In the 1970s, Len started the Northwest NJ chapter of the Sierra Club. An early proponent of converting railroads to hiking trails, he was also a founder and first president of the Paulinskill Valley Trail Committee. He was an avid stamp collector and amateur historian, specializing in New Jersey postal history, industrial development, the Morris Canal, and the Town of Hackettstown. He co-authored, with Raymond Lemasters, *Historic Mainstreet, Hackettstown, New Jersey*.

In 2009, Len moved to Bristol Glen in Newton, NJ, with his wife, Erica, who passed away in 2013. He continued his passions for stamps, history, and hiking, walking outside daily up until his death. Len is survived by his four children.

Many members of the New Jersey Postal History Society will remember him for his active interests and inquiring mind. I personally shared his interest in Washington, NJ organ company advertising covers, and Oxford, NJ and the Scranton family. On my last visit with him a few years ago, he offered to guide us in a hike across the swamp behind Bristol Glen to Moody's Rock. Time did not allow for it, but I have no doubt he could have managed it if we had been able.

Donations may be made in his memory to the Paulinskill Valley Trail Committee (PVTC) C/o of Marty Grossman, PO Box 175, Andover, NJ 07821.

ALAN PARSONS March 21, 1928 – February 3, 2021



Former APS vice president Alan Parsons of Elmira, New York, died of COVID-19 at age 92. Born in Corning, New York, on March 21, 1928, he was admitted to the New York bar in 1956. Mr. Parsons received his A.B. from Dartmouth College in 1950 and his LL.B. from Cornell Law School in 1956. Mr. Parsons was a member of the American Bar Association.

He was a collector and exhibitor of United States first day covers and New York State postal history, and former President of The Empire State Postal History Society.

Al often shared rides to major shows with Elwyn and Anne Doubleday, and helped at their table. He gave a presentation at the 2012 Postal History Symposium on postal history of the infamous Elmira (“Hellmira”) Union prison camp in the Civil War. Always a fixture at many stamp shows, he had a ready smile and friendly manner we all loved. He was a long-time member of the New Jersey Postal History Society. A gracious gentleman we will all miss.

CHESTER M. SMITH, JR. Sept. 8, 1935 – December 4, 2020



Chester M. Smith Jr., 85, of Pine Grove Mills, passed away on Friday, December 4, 2020 at Windy Hill Village, Philipsburg. He was born on September 8, 1935 in Randolph, Vermont. He received his bachelor degree in geology at the University of Vermont in 1957. He earned a master's degree in mineralogy and petrology at Penn State University in 1959 and a doctoral degree in that field in 1964.

Chester Smith was a giant in the hobby, and author of books which guide students of postal history still today. Most of us would be lost without our volume of *New Jersey Postal History*, published in 1977 by Quarterman Publications, for its careful layout, county by county, of the post offices of New Jersey, when they existed, what name changes they went through, and whether they are still operating entities. Long before the rest of us came into the computer age, Chester Smith and co-author John Kay brought the files of the Post Office Department and National Archives to our fingertips, the “Bible” of New Jersey Postal history. But with co-author John Kay, he not only did this for New Jersey, but for many other states as well. A list of his books speaks volumes:

- Pennsylvania Postal History: The Post Offices and First Postmasters from 1775 to 1994*
- New Jersey Postal History: The Post Offices and First Postmasters, 1776-1976*
- New York Postal History: The Post Offices and First Postmasters from 1775 to 1980*
- The Postal History of Maryland, The Delmarva Peninsula and The District of Columbia*
- The Postal History of New Hampshire: The Post Offices and First Postmasters from 1775 to 1985*

While pursuing his postgraduate degrees Chester pioneered the use of the sole Penn State computer at the time for research computations. He served in the U.S. Army from 1962-1963 and used computer programs to track military parts. His knowledge of computer science would earn him an assistant professorship in that field in 1967. In 1982, he was the first person on the University Park campus to own an IBM personal computer. His expertise in computer science would eventually span a 37-year career at Penn State University.

He authored or co-authored several handouts, papers and books about subjects that include computing, geology, philately, genealogy, and local and state history. In addition to his expertise in these fields, Chester had a broad foundation in seemingly any topic. He had an uncanny ability to converse intelligently and thoughtfully about almost any subject.

At home his pastimes included studying postal history, stamp collecting, and tinkering with vintage Volkswagen “Beetles.” See the full obituary at this [link](#).

Thank you, Chester Smith. We are indebted to you.

A WELL-TRAVELLED COVER: ALBERTA TO MILLINGTON, NJ: The Long Way Around

By Jean R. Walton

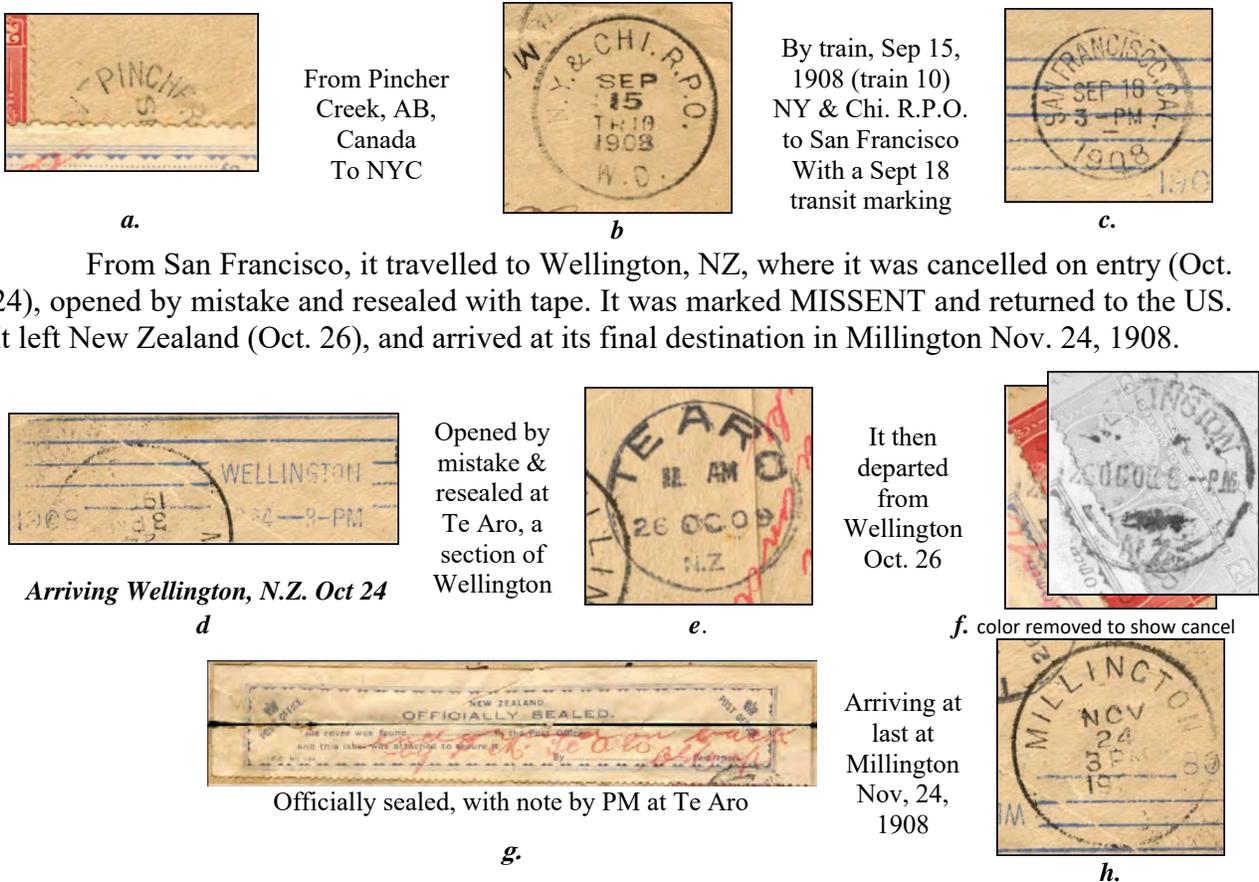
Amongst my husband's Canadian covers was this extraordinary one to Millington, New Jersey, which definitely took the long way around.

This cover was sent to New Jersey from Pincher Creek, in southern Alberta, Canada with a 2¢ Quebec Tercentenary stamp in September 1908. It was correctly forwarded from Alberta to New York, probably via Montreal. The postal clerk in New York misread Millington, NJ for Wellington, New Zealand, so it was sent on September 15 by rail from New York, via Chicago, to San Francisco, arriving there Sept. 18, 1908.



Figs. 1 and 2: A cover sent from Pincher's Creek, Alberta with a 2¢ Canadian Quebec Tercentenary stamp, to Millington New Jersey, Sept. 1908, with an extraordinary collection of transit markings.

ALBERTA TO MILLINGTON NJ: The Long Way Around ~ Jean R. Walton



From Pincher
Creek, AB,
Canada
To NYC

By train, Sep 15,
1908 (train 10)
NY & Chi. R.P.O.
to San Francisco
With a Sept 18
transit marking

From San Francisco, it travelled to Wellington, NZ, where it was cancelled on entry (Oct. 24), opened by mistake and resealed with tape. It was marked MISSENT and returned to the US. It left New Zealand (Oct. 26), and arrived at its final destination in Millington Nov. 24, 1908.

Opened by
mistake &
resealed at
Te Aro, a
section of
Wellington

It then
departed
from
Wellington
Oct. 26

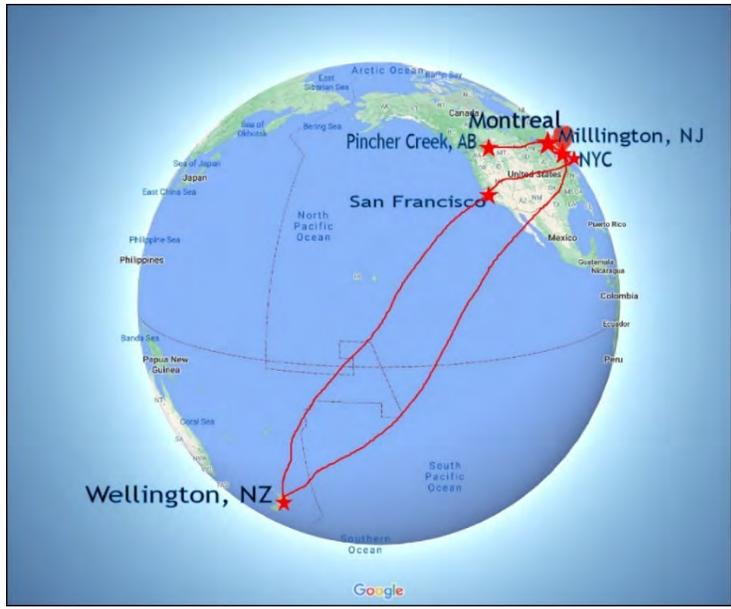
Arriving Wellington, N.Z. Oct 24

Officially sealed, with note by PM at Te Aro

Arriving at
last at
Millington
Nov, 24,
1908

Fig. 3, a-h.: The cancels and the New Zealand Officially Sealed label.

The total distance travelled was a little over 21,000 miles (2200 miles Alberta to Montreal, 375 Montreal to New York, 2900 miles New York to San Francisco, 6750 miles San Francisco to Wellington, and 8950 miles Wellington to New York. Not bad for 2¢ Cdn.



Google global view map with the course of this cover.

MEMBER ADS ~ YOUR AD MISSING? LET US KNOW AT

SECRETARY@NJPOSTALHISTORY.ORG OR BY MAIL TO 125 TURTLEBACK RD, CALIFON, NJ 07830

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

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

ALWAYS DESIRED: FISH HOUSE COVERS, BURLINGTON COUNTY ADVERTISING covers and corner cards; Burlington County DPOs. Email Paul W. Schopp at pwschopp@comcast.net.

WANTED: STAGE COVERS ANY STATE. All covers 1777 through May 31, 1792. Contact Steve Roth by email at smroth244@yahoo.com.

WANTED: FORWARDED STAMPLESS COVERS – clean – send copies with prices to J. Haynes, Box 358, Allendale, NJ 07401.

ANIMAL WELFARE COVERS SOUGHT. Please send scan and price to DrMarionRollings@gmail.com. Dr. Marion Rollings, 101 New Amwell Rd., Hillsborough, NJ 08844.

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

HADLEY AIRPORT or HADLEY FIELD air mail covers 1920 to 1930 wanted with cachet or any wording referencing **HADLEY** or New Brunswick, N.J. including backstamp. Contact William E. Grigg, PO Box 749, Spring Grove, IL 60081-0749, 815/678-9981, or email griggwel@gmail.com.

LOOKING FOR OLDER SUSSEX COUNTY Reply to hornblazer@aol.com or contact Edwin Black, 61 Nestro Rd, W. Orange NJ 07052, 973-731-5532.

WANTED: ANY LETTER BETWEEN PHILA. AND THE UK WHICH IS ENDORSED FOR CONVEYANCE BY STAGE. Your price paid, with no whining. Contact Dr. John Barwis, PO Box 8035, Holland, MI 49422, jbarwis@charter.net, 616/399-9299.

THE CRABBY MILKMAN is always BUYING Pre-1950 U.S. Postcards, Robert J. DeTrollo, 110 Garner Ave., Bloomfield, NJ 07003, r.detrolo@comcast.net.

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

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

WANTED: BLOOMFIELD NEW JERSEY Postcards and Ephemera. Please write with all details. Robert J. DeTrollo, 110 Garner Ave., Bloomfield, NJ 07003, r.detrolo@comcast.net.

WANTED: Port Murray, Anderson, Changewater, Port Colden, Karrsville, Rockport, Beattystown, Pleasant Grove, Stephensburg, Anthony, Woodglen. Arne Englund, P.O. Box 3082, N. Fort Myers, FL 33918 or alenglund@aol.com.

WANTED: Covers & postmarks from WHITESBOG (NJ) post office and MUDDY CREEK FORKS (PA) post office. Contact George Martin at canoethepines@comcast.net.

FOR SALE: *Catalog of Private Express Covers, Labels and Stamps.* United States, Canada and Mexico material. 2018 revised edition. 508 pages. For sample pages and ordering information, contact author Bruce Mosher expressbiz@earthlink.net.

MEMBER ADS

MEMBER ADS: YOUR AD MISSING? LET US KNOW AT

SECRETARY@NJPOSTALHISTORY.ORG OR BY MAIL TO **125 TURTLEBACK RD, CALIFON, NJ 07830**

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.

HADLEY AIRPORT MOTOR TRUCK back stamp covers wanted 1920-1930 with wording in CDS "New Brunswick, N.J. Trans. Office." Mail was sorted and cancelled on the truck. Contact William E. Grigg, PO Box 749, Spring Grove, IL 60081-0749, 815/678-9981, or email griggwel@gmail.com. **Paying \$500 each.**

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

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

WANTED: NJ POSTMARKED Sc#65 COVERS with a fancy cancel listed in Skinner/Eno. Send scan and email for offer to hughtowaco@optonline.net, or by mail to Hugh Merritt, POB #139, Towaco, NJ 07082-0139.

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

WANTED: NEWARK AIRPORT (Air Mail Field, Metropolitan Airport) POSTAL HISTORY. Covers, cinderellas, ephemera. Send scan and price to johnbsharkey@me.com.

WANTED: Pre-1850 Carriers, local posts and expresses. Clifford Alexander at cja100243@gmail.com.

Always looking for **STAMPLESS LETTERS OF SAMUEL L. SOUTHARD.** Jean Walton, 125 Turtleback Rd., Califon, NJ. or contact jwalton971@aol.com.

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

WANTED: CLEAR HANDSTAMPS on NEW JERSEY STAMPLESS COVERS for exhibition collection. Send copies and prices to Robert G. Rose, Robert G. Rose, 18 Balbrook Drive, Mendham, NJ 07945 or e-mail robertrose25@comcast.net.

WANTED: NJ SHIP and STEAMBOAT covers before Civil War. Contact Steve Roth by email at smroth244@yahoo.com.

FOR SALE: U.S. Specialist YEAR SETS 1999-2017 for local pickup only Towaco. \$10/yr. Contact for information hughtowaco@optonline.net or by mail to Hugh Merritt, POB #139, Towaco, NJ 07082-0139.

WANTED: Calno, Brotzmanville, Millbrook, Pahaquarry, Dunnfield, Delaware Gap, Flatbrookville, Wallpack Centre, Bevans, Layton, Hainesville, Montague. Arne Englund, P.O. Box 3082, N. Fort Myers, FL 33918 or alenglund@aol.com.

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

DEEP STOCK OF NJ POSTAL HISTORY FOR SALE by town name: Stampless through 1920. Email me what you are looking for and I will email scans with prices. Bob Rose: robertrose25@comcast.net.

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

NJPHS LITERATURE AVAILABLE POSTPAID from Robert G. Rose, NJPHS, 18 Balbrook Drive, Mendham, NJ 07945 or email Secretary@NJPostalHistory.org for a Paypal invoice.	Member price	Non-members
CD or hard copy: <i>The Postal Markings Of New Jersey Stampless Covers: An Update</i> by Donald A. Chafetz (2004) hardcopy, 28pp. or available on CD in.PDF format Updates the extensive work of William C. Coles, with new markings and dates since that original work was published in 1983 Also available to members free as a downloadable file	\$10.00 FREE	\$15.00
CD only: <i>Washington Organ Manufacturers</i> on CD, by Len Frank - 3 articles + many organ advertising cover illustrations not in <i>NJPH</i> , in Acrobat Reader [.PDF] format <ul style="list-style-type: none"> • A series of 3 articles on the advertising covers and history of the organ manufacturers of Washington, NJ, • Adds a picture gallery of many covers not illustrated in those articles. • Includes much paper ephemera as well. An impressive collection. 	\$7.50	\$10.00
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
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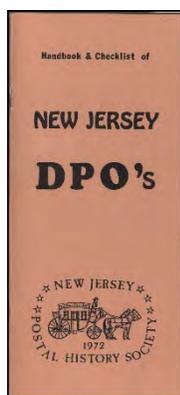
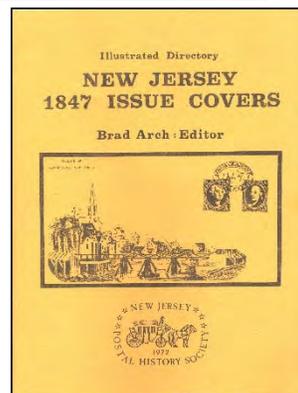
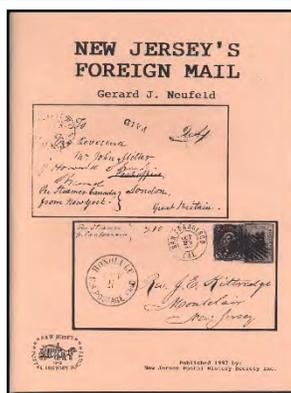
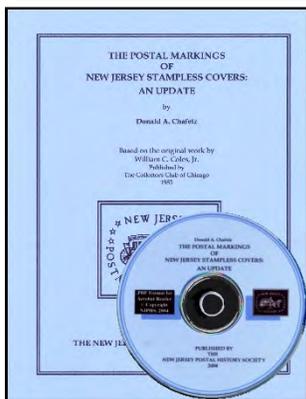
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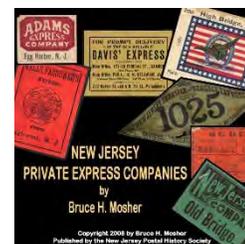


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