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New Jersey Government Ornate Covers!



Beginning around 1862, The State of New Jersey began printing stationery for itself, using several interesting overall designs. See story on page [183](#)

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DUES TIME AGAIN!

It is November again and you will find an enclosed reminder for dues payment for 2022. PLEASE NOTE: **If paying by mail, checks should now be directed to Treasurer Andy Kupersmit** (see address above), still made out to NJPHS. Dues are still \$15 a year, and again this year you have the option of paying your dues online by Paypal with no extra fee, by going to www.NJPostalHistory.org, our web site, 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. We are happy to accept your dues and donations in whatever form you like!

PRESIDENT'S MESSAGE

We've gotten through another very difficult year. Perhaps 2022 will bring closure to the Covid horror. As I wrote last year at this time, "we turn to our wonderful hobby for both relief and enjoyment." Let's all hope for the best.

This issue of *NJPH* was made possible by contributions from a few "regulars," Ed and Jean Siskin, Jean Walton and myself. The Siskins have made this issue possible with three articles: a survey of New Jersey government ornate envelopes, examples of auxiliary "Unclaimed" mail markings, and a petition submitted via an 1838 stampless Belleville, NJ folded letter favoring the establishment of a national bank following the ill-fated closing of the Bank of the United States by President Andrew Jackson. Our editor, Jean Walton, contributes three articles. First, on Blanchard's flight by balloon in 1793 from Philadelphia across the Delaware to Woodbury, NJ, carrying a letter of introduction from President George Washington. The second concerns the recent termination of personalized postage stamps which, when used on cover, become a part of our modern postal history. Lastly, a contribution to the hometown post office series, on Athenia, NJ which was later absorbed by the Clifton post office. Most notably, Athenia was the site of the Department of Agriculture's former Animal Quarantine Station for imported animals brought to the east coast. I write about 19th century advertising covers from Paterson, NJ which highlight that city's role as a leading national manufacturer of railroad locomotives and silk products.

Our Society began in 1972, and we look forward to celebrating its 50th Anniversary in 2022. Many philatelic organizations have come and gone over these last 50 years, but NJPHS has survived and prospered, thanks to our authors, our loyal members, and our donors. But this is a two-way street – we need your input. Consider contributing a New Jersey postal story of your own,

Finally, with the year end fast approaching, it is time to make payment of the Society's annual dues which remain unchanged at \$15.00, a sum less than the cost of color printing and postage which continue to increase. A renewal form and classified ad entry is included for your convenience. Given these increased costs, please consider taking the journal in its electronic format which will help maintain the Society's financial stability. Finally, I ask each of you to join me in making a tax-deductible donation to the Society.

Wishing Happy and Healthy Holidays to each of you and your families.

ROBERT G. ROSE

THE NEW JERSEY GOVERNMENT'S ORNATE ENVELOPES

By Ed & Jean Siskin

In the late 1830s, chromolithography was developed in Germany. It provided a very inexpensive way to print ornate scenes in multiple colors. Within twenty years, the use of this technique had become widespread throughout the United States. Thus by the start of the Civil War it became economically feasible to produce inexpensive but attractive ornate envelopes. The most prominent examples of chromolithography were the millions of patriotic envelopes of widely varying designs produced during the war.

Also produced were many ornate advertising and general purpose envelopes. Sometime during this period, the government of the State of New Jersey began to use an attractive overall design for envelopes used in general correspondence. As is to be expected, these envelopes were used from Trenton. Determining when their use began is turning out to be problematical. The Trenton Post Office apparently didn't clean their postmarking devices very well and tended to use dating type that was quite worn. Determining the date a cover was postmarked can be challenging, as you will soon see. We did make high resolution scans of each postmark to aid in date evaluations.

It is probable that the New Jersey government's use of these ornate envelopes started in 1863. More conventional envelopes, such as shown in *Figure 1*, are known used in early 1863.

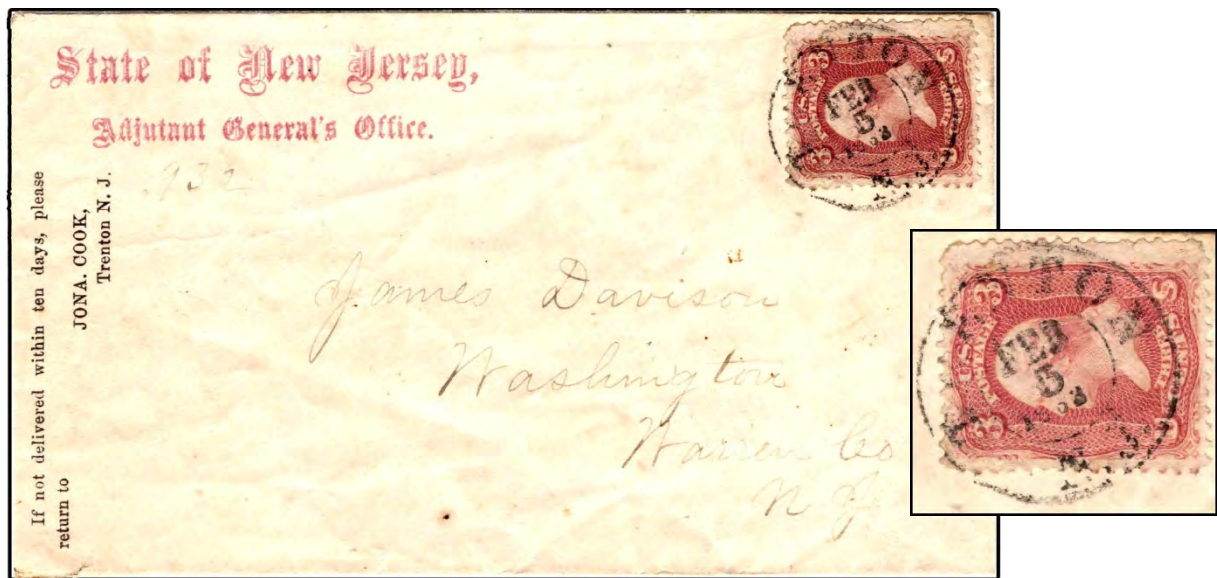


Fig 1: State of New Jersey, for the Adjutant General's Office, Official Business –Conventional style envelope dated Feb. 3? 5? 1863. (See inset Fig. 1a.) Used to Washington, Warren County, N.J.

Figure 2 shows a cover we believe was postmarked December 30, 1863. Take a look at *Figure 2a* to see what you think.



Fig. 2a.



Fig. 2: State of New Jersey, for the Adjutant General's Office, Official Business – Appears to be dated Dec 30, 1863. See Fig. 2a, grayscale inset of example on the red stamp above.

Figures 3 through 7 show additional examples used during the following five years. Figures 8 through 10 show later designs, still ornate but not overall designs.



Fig. 3a.

Fig. 3: For the State of New Jersey, depicting a representation of the State seal. Appears to be dated Jun 1864 (see Fig. 3a, insert). At right in Fig. 3b is the printer's byline, from the lower left corner of the envelope, which reads J.W. Orr, Manuf. N.Y.

Fig. 3b.



Fig. 4a.



Fig. 4b:



Fig. 4: State seal envelope used April 8, 1864. Printer byline partially obliterated. See Figs. 4a (showing the cancel) and 4b (showing the printer's byline, probably Murphy & Bechtel, Trenton, NJ).

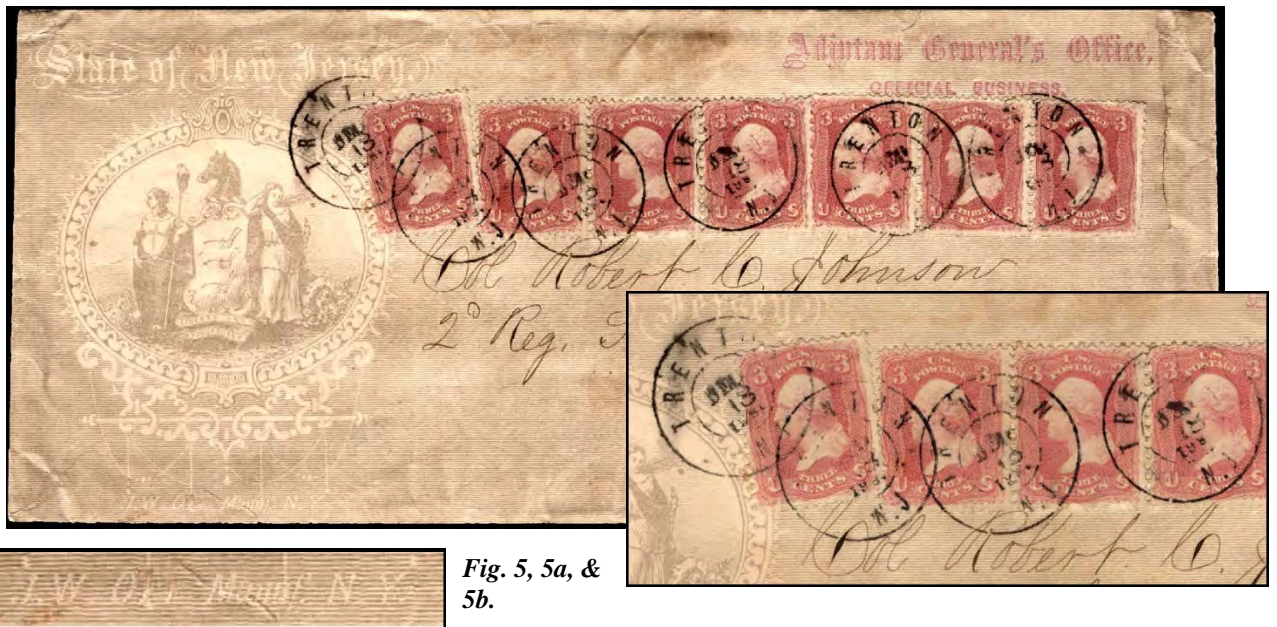


Fig. 5, 5a, & 5b.

Fig. 5: State of New Jersey, for the Adjutant General's Office, Official Business. Straight text replaced curved text. Date indistinct; may be Dec 18, 1864. See insets 5a (cancel date) and 5b: the printer's byline, J.W. Orr Manuf.[urers]. N.Y.



Fig. 6: State of New Jersey, prepared for the Executive Department. Indecipherable date. Franked with Scott No. 73 which was predominantly in use from 1863 to 1868

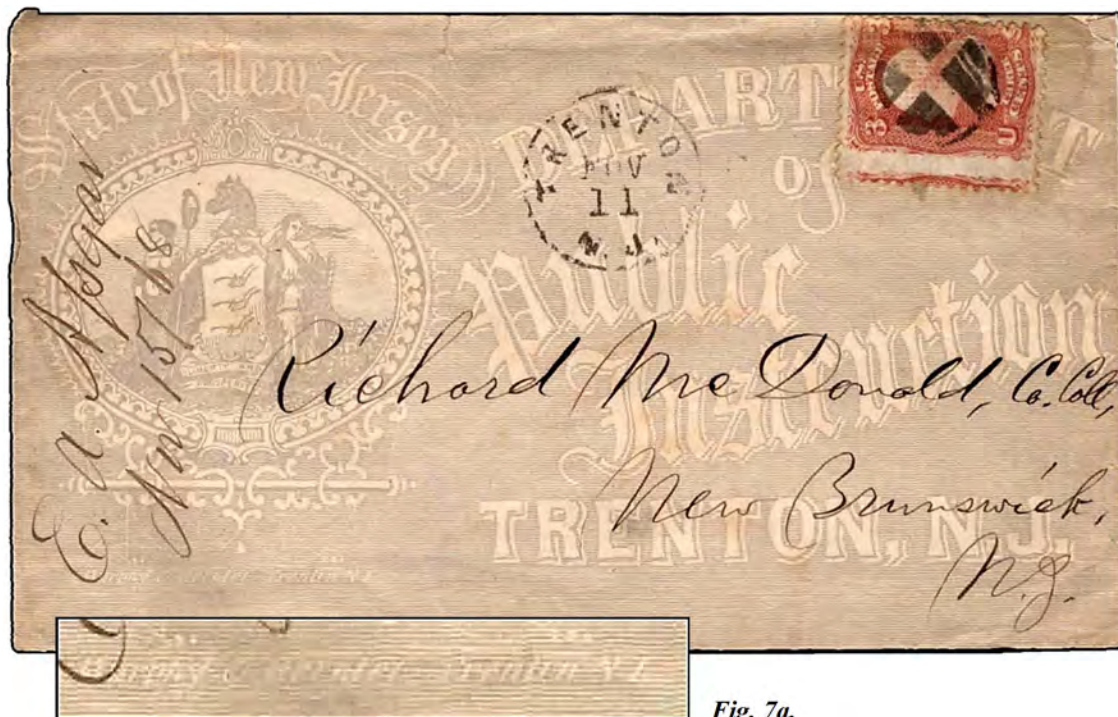


Fig. 7a.

Fig. 7: State of New Jersey, prepared for the Department of Public Instruction, cancelled November 11, 1868. Year confirmed by docketing. Franked with Scott No. 94 which was issued in 1868. Envelope printed in Trenton, NJ. See byline in fig. 7a, of Murphy & Bechtel, Trenton, N.J.

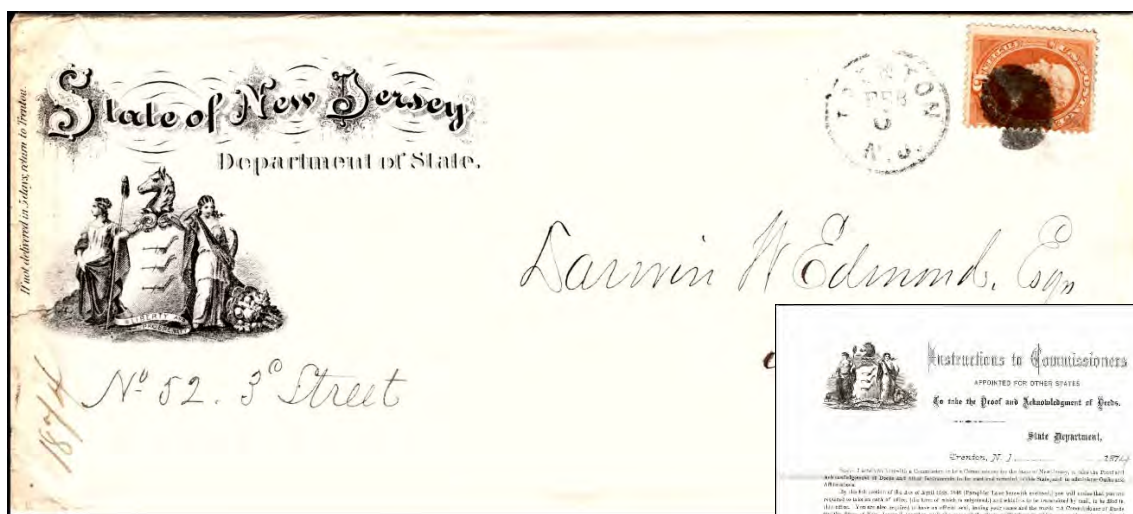


Fig. 8: Created for the State of New Jersey Department of State, dated Feb. 6, 1874. Year confirmed by dated enclosure. See Fig. 8a. Franked with Scott No. 163 which was issued in 1873.

Fig 8a.

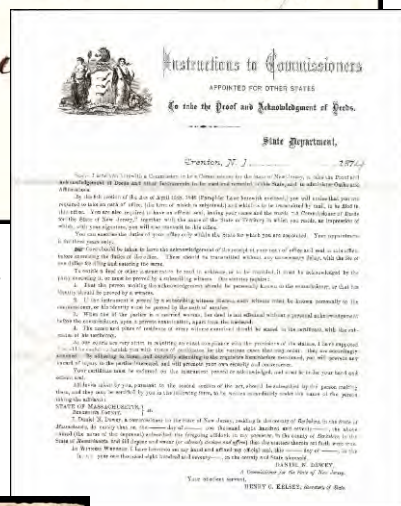


Fig. 9.

Fig. 9a: Backstamp, showing 1884 date.



Fig. 9: State of New Jersey, prepared for the Office of Clerk of Mercer County, used Mar. 22, 1884. Year confirmed by backstamp (Fig. 9a, shown at right.)



Fig. 10: Issued for the State of New Jersey Assembly Chamber. Appears to be dated April 7, 1901. See Fig. 10a. Probably franked with Scott No.267, which was predominantly in use from 1896 to 1902. Has RPO postmark, which may be the New Hope & Phila. R.P.O.

Fig. 10a.

Finally, we come to the question of who printed these ornate envelopes. Several envelopes have what appear to be imprints but they are illegible to the untrained eye. Jean Walton reached out to member Joseph Felcone who is an expert in early New Jersey printing. His very informative response follows:

By the mid-19th Century, large printing jobs had largely moved from local hand presses to big-city printing houses. By the 1870s New Jersey would get some bigger commercial printing firms, in Trenton, Newark and Jersey City, but in the 1860s New Jersey couldn't quite compete with the big printing houses in New York, Philadelphia and Boston, for very large quantities and low prices. Large advertising campaigns such as patent medicine promotions were largely handled by the big commercial printing plants. Patriotic envelopes, pictorial lettersheets, songsheets and similar material undoubtedly fell into the same category.

One of the biggest commercial engraving plants in New York at this time was J. W. Orr & Co. (John William Orr, 1815–1887). Orr started life as a wood engraver and his firm would ultimately become one of the country's leading book and magazine illustrators. If you look at the imprint beneath the illustrations in thousands of publications of the period you'll see "J. W. Orr & Co." or some variation thereof. The imprint on the Johnson envelope, *Figure 5*, reads "J. W. Orr Manuf. N. Y."

The imprint on the McDonald envelope, *Figure 7*, reads "Murphy & Bechtel Trenton N.J." Murphy and Bechtel (John L. Murphy, 1828–1900, and Charles Bechtel, 1827–1908). They were the printers of the State Gazette and the leading printing house in Trenton at the time. By 1870 they were advertising as "steam book and job printers," and they became (particularly under John L.

Murphy after Charles Bechtel retired about 1875) Trenton's first large commercial printing house. Murphy & Bechtel, and later John L. Murphy, did much of the state's printing. For example they printed the State's Legislative Manual for many years.

Interestingly, we have seen very few examples of such ornate covers from other Governmental agencies. The United States Congress and the US State Department used some as did the Pennsylvania Legislature. Other than these, we are unaware of other Governmental examples and would be eager to learn what exist.

Insofar as we can determine, the scope of the usage of these envelopes has never been studied, and we would be very interested in hearing what additional examples members of the society may have.

Please contact us at jeananded@comcast.net if you can share further information on these interesting envelopes.

[Thanks to Joseph Felcone, mentioned above, for his help, and Frank Scheer and Nancy Clark, for their help on the R.P.O. cancel.]

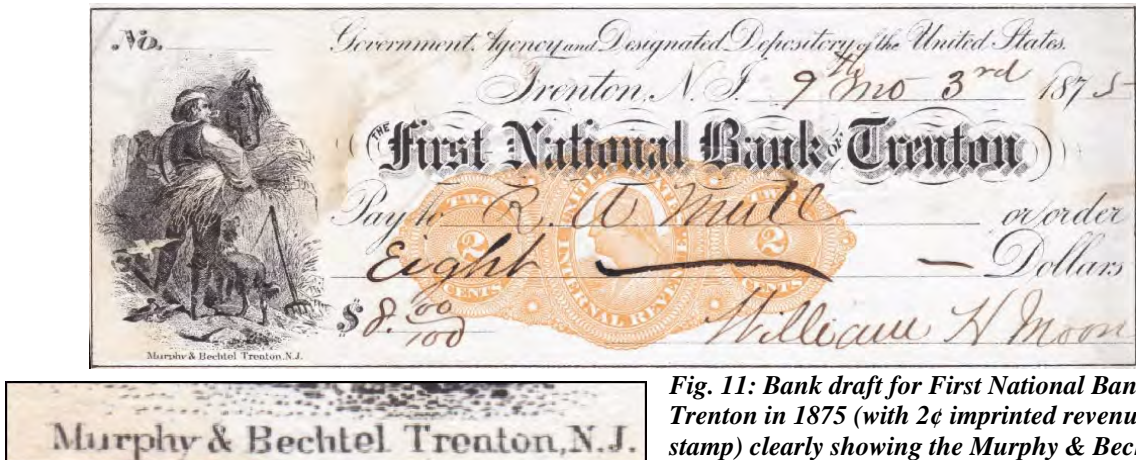


Fig. 11: Bank draft for First National Bank, Trenton in 1875 (with 2¢ imprinted revenue stamp) clearly showing the Murphy & Bechtel, Trenton, N.J. printer's imprint at lower left.

PATERSON, NJ 19TH CENTURY MANUFACTURING COVERS

By Robert G. Rose

Paterson has a rich history as the Nation's first planned industrial city. In 1792, Alexander Hamilton formed an investment group called the Society for Establishing Useful Manufactures (the "SUM") whose funds were intended to develop a planned industrial city in the United States which was later to become Paterson.



From a modern post card

Fig. 1: Paterson's Great Falls, now a National Historic Park.

Paterson's industries were powered by the 77-foot high Great Falls of the Passaic, and a system of water raceways that harnessed the power of the falls. The manufacturing district included a number of large brick mills associated with railroad locomotive manufacturing beginning in the late 1830s. Silk production began in the latter half of the 1800s, earning Paterson the nickname of the "Silk City." In the early 20th Century, Paterson's silk industry became the subject of historic labor unrest leading to the six-month long Paterson silk strike of 1913, led by the International Workers of the World, who unsuccessfully demanded an eight-hour day and better working conditions.

Many of the old mills have been preserved and have today seen adoptive reuse in The Great Falls Historic District. The Paterson Museum, whose mission is to preserve and display the industrial history of Paterson, is housed in the Thomas Rogers Building on Market Street, the former erecting shop of Rogers Locomotive Works. Rogers, under the name "Rogers, Ketchum and Grosvenor," built its first locomotive, the "Sandusky" in 1837,¹ and became one of the largest manufacturers in the United States by the 1850's. In 1856 the company was reorganized as Rogers Locomotive and Machine Works.

Illustrated below in *Figure 2* is a stampless cover with a red Paterson postmark on a letter dated October 8, 1842, to Oxford Furnace, New Jersey. The letter, as seen in the inset, is signed in the name of “Rogers, Ketchum & Grosvenor,” and discusses the purchase of iron produced at Oxford Furnace. The letter was sent without charge as evidenced by the red “FREE” handstamp, taking unlawful advantage of the addressee’s position as postmaster in an unrelated business matter.



Fig. 2: Paterson, N.J. postmark on an 1842 stampless cover sent free of charge to Oxford, N.J. with (see inset) signature line of Rogers, Ketchum & Grosvenor.

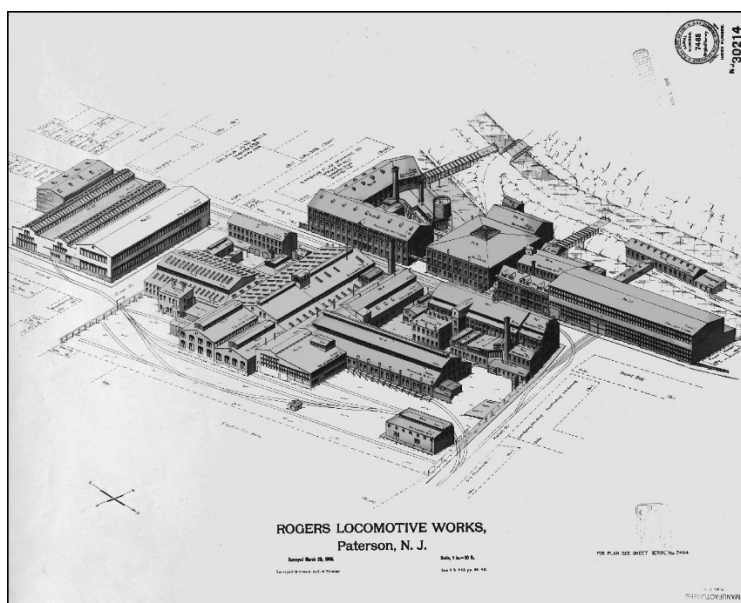


Fig. 3: Rogers Locomotive Works, noted in small print as surveyed March 28, 1906. LOC Image²

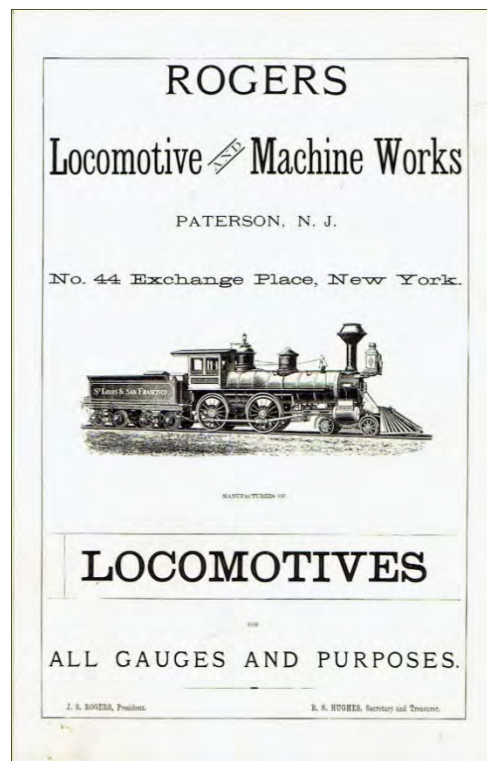


Image courtesy George Kramer

Fig. 4: Rogers Locomotive Advertising Card.

William Swinburne was initially employed by Rogers, Ketchum & Grosvenor as a pattern maker and later as its shop foreman. He played a significant role in the construction of the *Sandusky* in 1837. He left Rogers' employ in 1845, and formed his own company three years later.³ The company did not survive the Panic of 1857 and was purchased in 1858 by the New York & Erie Railway to serve as a repair and maintenance facility. Illustrated in *Figure 5* is a cover with a Wm. Swinburne Locomotive Builder cameo corner card, postmarked Paterson on a 3 cent 1851 Issue (Scott #11).

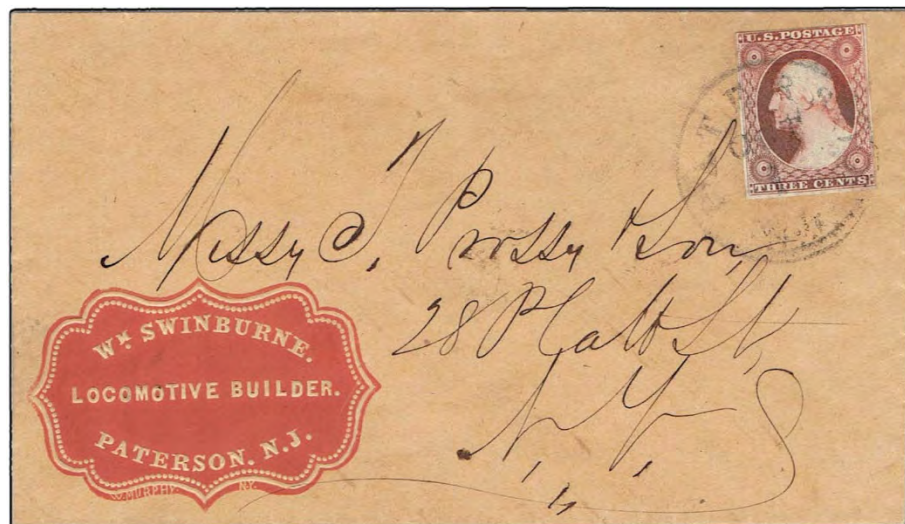


Fig. 5: Swinburne Locomotive Builder cameo corner card.

The New Jersey Locomotive & Machine Company was organized in 1851 with John Brandt as its superintendent. The company's locomotives, known as "Brandt Engines," held "high popularity on all the roads where they were used."⁴ In 1863, faced with financial difficulties, control of the company was taken over by a New York banker, and reorganized as the Grant Locomotive Works. Illustrated in *Figure 6* is a N.J. Locomotive & Machine Co. cameo corner card, postmarked Paterson with a 3 cent 1851 Issue (Scott #11).

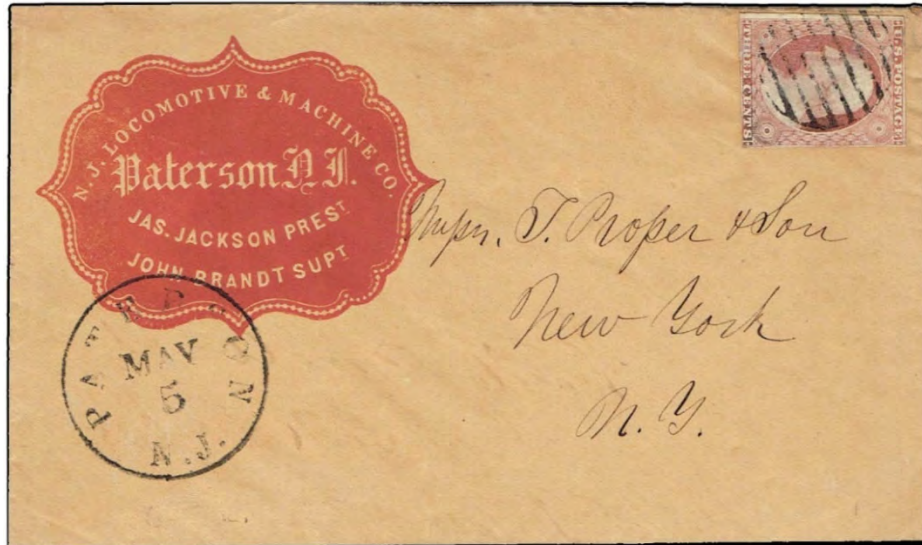


Fig. 6: N.J. Locomotive & Machine Co. cameo corner card.

A drawing of the Paterson Iron Company is illustrated below in *Figure 7*. The company was established in 1852 and manufactured a variety of forged iron products including axles, wheels, tires and other shapes for locomotives including heavy engine work as well as forgings for steamboats.⁵ Illustrated in *Figure 8* is a cover with a Paterson Iron Company cameo corner card, postmarked Paterson on a 3 cent 1851 Issue (Scott #11).

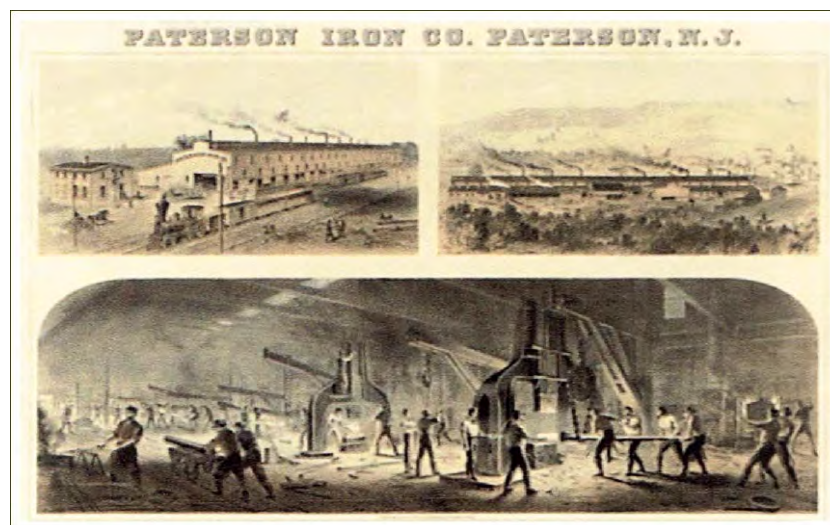


Fig. 7: Paterson Iron Company.⁶



Fig. 8: Paterson Iron Company cameo corner card.

In addition to the manufacture of steam locomotives in the 19th Century, Paterson became a center for the production of silk fabric. Silk was first manufactured in Paterson in 1840, but saw rapid growth after the Civil War, when high tariffs on imported silk products helped American producers compete with European imports. By 1900, the city was producing almost two-thirds of the silk fabric manufactured in the United States and had earned a nationwide reputation as the "Silk City."⁷ Fred Kattermann and James Mitchell operated a silk mill in Paterson beginning in the 1890s.⁸

Illustrated below in *Figure 9* is a cover with the company corner card mailed from Paterson to Fred's brother August Kattermann in Germany in November, 1893.



Fig. 9: 15 cent Columbian (Scott #238) on Kattermann and Mitchell corner card cover postmarked Paterson, November 28, 1893 to Germany.

The 1913 Paterson silk strike was a work stoppage that began in February 1913, and ended unsuccessfully for the strikers, five months later, on July 28. *Figures 10 and 11* illustrate typical working conditions in the silk mills. During the course of the strike, approximately 1,850 strikers were arrested, including Industrial Workers of the World (IWW) leaders Bill Haywood and Elizabeth Gurley Flynn.⁹ A month before the strike ended, a weaver attending a shop meeting at Kattermann and Mitchell spoke up – “We are starving . . . let’s go back to work.”¹⁰



Fig. 10: Dyers at work in silk mill.

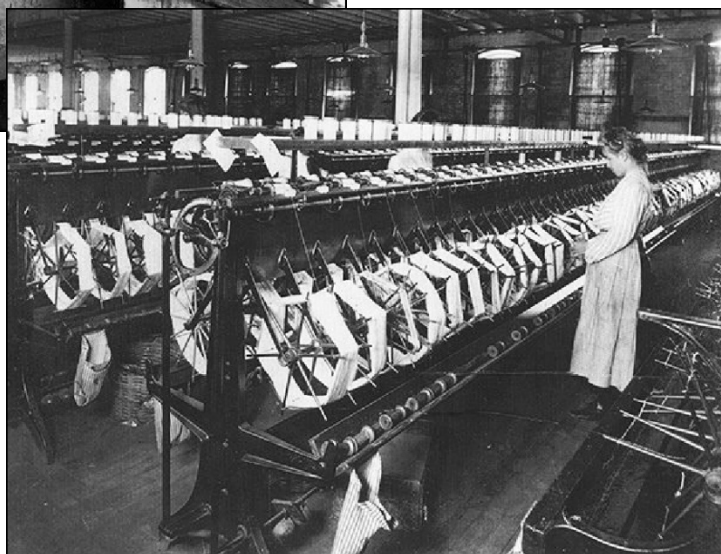
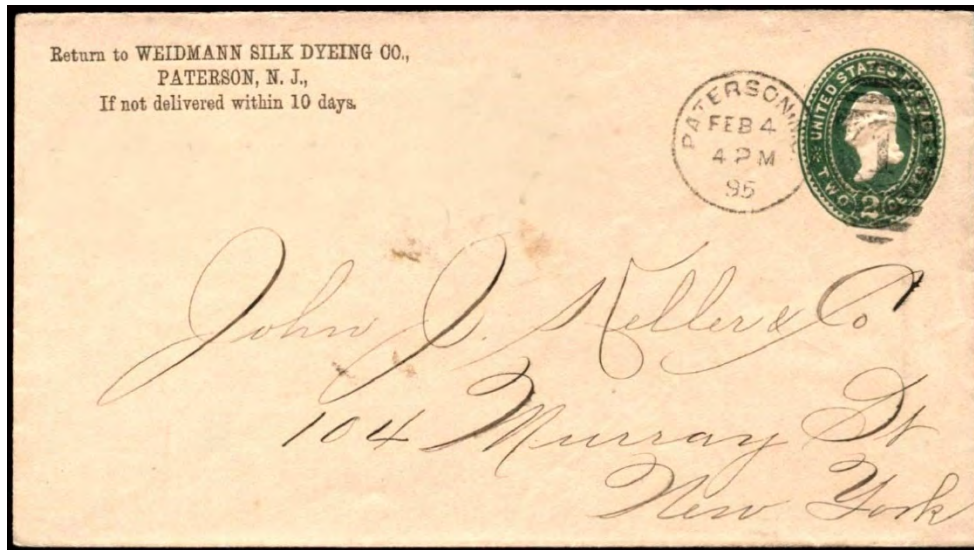


Fig. 11: Weaver at work in silk mill.

The production of silk brought with it additional facilities associated with that industry.

Jacob Weidmann, an immigrant from Switzerland, had been trained in Europe in the most advanced silk dyeing processes. He arrived in the United States in 1867 at the age of 22, and relocated to Paterson in 1872 where he established a dye works.¹¹ In 1881 he formed the Weidmann Silk Dyeing Company which became the city's largest independent dye works. Illustrated below in *Figure 12* is a 2 cent Plimpton embossed entire with a Weidmann Silk Dyeing Company corner card.



For sale on Ebay

Fig.12: 2 cent Plimpton embossed entire (Scott #U314) with printed Weidmann Silk Dyeing Company corner card, postmarked Paterson, N.J., February 4, 1895.

By 1895, the company had a daily capacity of 8,000 lbs. of dyed silk and employed 900 workers. By the middle of the first decade of the 20th century, Weidmann was the largest silk dyeing works in the country employing approximately 3,000 workers.¹²

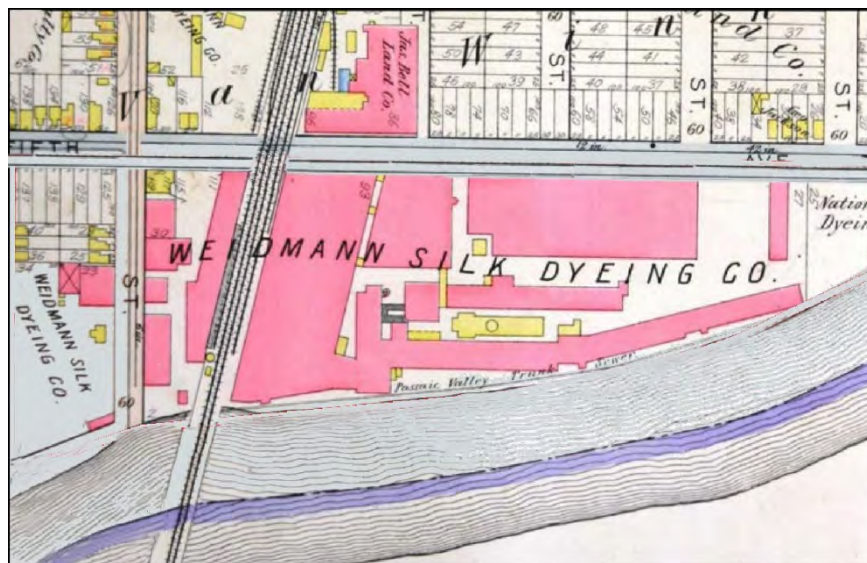


Fig. 13. Site plan of the Weidmann Silk Dyeing Company.

In the years leading up to the Paterson silk strike of 1913, the Italian immigrant dyers' helpers became increasingly militant, eventually joining the International Workers of the World. They walked off the job in February 1913 in support of the strike. With the strike's failure, no meaningful concessions were won from Weidmann.¹³ The plant continued to operate into the 1930s.



Fig. 14. Contemporary view of the former Weidmann factory in use today as industrial warehouse.

The author wishes to thank long time NJPHS member George Kramer for many of the Paterson covers used to illustrate this article.

ENDNOTES:

- ¹ Matthias N. Forney, *Locomotives and Locomotive Building: A Brief Sketch . . . Being the Origin and Growth of the Rogers Locomotive and Machine works, Paterson, N.J. from 1831 to 1886* (Wm. S. Gotttsberg Printer, New York, N.Y. 1886) p. 12 (Google Books, retrieved November 6, 2021).
- ² Library of Congress image <http://hdl.loc.gov/loc.pnp/hhh.nj0172/photos.109357p> .
- ³ Anthony J. Bianculli, *Iron Rails in the Garden State* (Indiana University Press, Bloomington, Ind. 2008) p. 20. (Google Books, retrieved November 7, 2021).
- ⁴ Angus Sinclair, *Development of the Locomotive Engine* (Angus Sinclair Publishing Company, New York, N.Y. 1907) p. 247 (Google Books, retrieved November 7, 2021).
- ⁵ L.R. Trumbull, *A History of Industrial Paterson* (Carleton M. Herrick, Book and Job Printer, Paterson, NJ 1882) p. 101 (Google Books, retrieved November 6, 2021).
- ⁶ *Ibid*:
- ⁷ Marc Mappen, Maxine Lurie & Michael Siegel, *Encyclopedia of New Jersey* (Rutgers University Press, New Brunswick, N.J. 2004) p. 743 (Google Books, retrieved November 9, 2021).
- ⁸ The firm of Kattermann and Mitchell in later years operated silk mills in Port Jervis, New York and Stanley, North Carolina.
- ⁹ Steve Golin, *The Fragile Bridge: Paterson Silk Strike, 1913*. (Temple University Press, Philadelphia, PA. 1988). (Google Books, retrieved November 8, 2021).
- ¹⁰ *Ibid*, p. 181. During the course of the strike, James Mitchell was killed in an auto accident on May 13, 1913. It was reported that despite the strike, the workers at Kattermann and Mitchell attended the funeral as a sign of their respect.
- ¹¹ *Weidmann Silk Dyeing Works*, <https://www.patersonnj.gov/egov/apps/document/center.egov?view=item;id=990> (retrieved November 16, 2021), and associated documents.
- ¹² *Ibid*.
- ¹³ *Ibid*.

THE STORY OF JEAN PIERRE BLANCHARD: AMERICA'S FIRST AIRMAIL to Deptford NJ 1793

By Jean R. Walton

Several times in articles regarding air mail in this journal, the story of 1793 balloon mail sent from Philadelphia and arriving in Deptford, New Jersey has been mentioned in passing. While clearly not the beginning of true air mail, the story has always intrigued me, and I wondered what more could be discovered. Here are the results of my search.

This story begins in 1793, in Philadelphia, then the capital of our new nation on a cold January morning.

Ballooning Beginnings

First however we must go back ten years earlier, when ballooning and balloon mail had first begun, with a balloon developed by the Montgolfier Brothers, and demonstrated in France. Jean Pierre Blanchard, a young inventor in France, took note. He had already invented a rat trap which, when triggered, fired a pistol at the rodent; later he developed a forerunner of the velocipede, and as a young engineer, an hydraulic system which raised water some 400 feet from the Seine below, to the Château Gaillard in Les Andelys. His various attempts at heavier than air flight – with wings manned by the pilot and other such devices – had failed, but on observing the hot-air balloon flight of the Montgolfier Brothers in France in 1783, he refocused his interests to ballooning, making his own first flight in March 1784. With financial support from an American, Dr. John Jeffries, the two men made the first flight across the English Channel with a hydrogen-filled balloon in 1785, carrying mail from England to be delivered in France.²

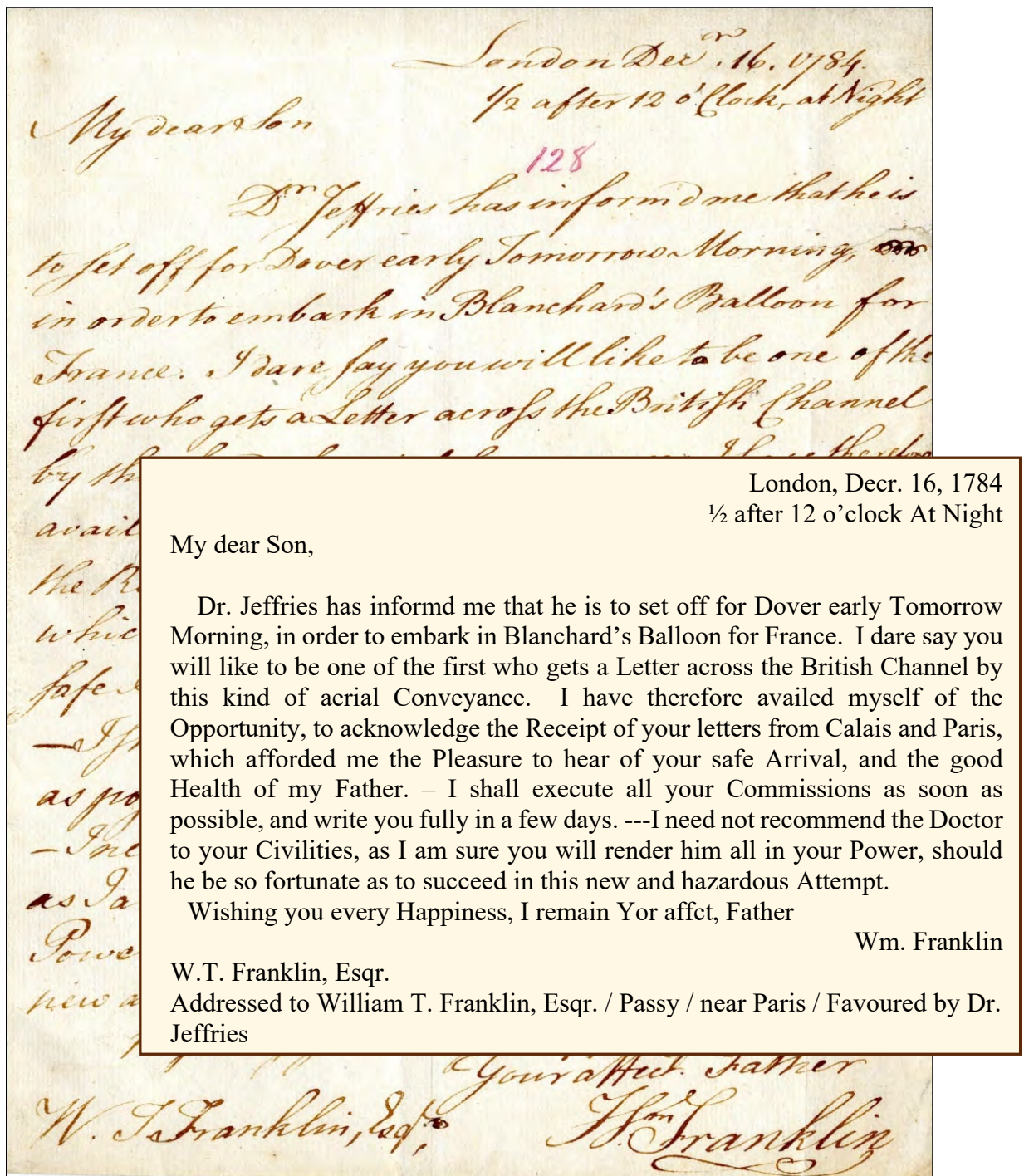
Americans were well aware of his exploits, as several well-known personages had witnessed these flights in Europe – including Benjamin Franklin and Thomas Jefferson, both inventors themselves – and they anticipated the benefits of manned flight with interest. Franklin had in fact been in touch with Blanchard before he came to the United States,³ and followed his experiments in manned flight with interest. Two letters are known from Blanchard to Franklin – one in 1782, before Blanchard had entertained ideas of ballooning, regarding Franklin's interest in seeing his "flying ship" ("vaisseau volant"), and another just prior to his historic balloon flight over the English Channel in 1785, to advise Franklin of the event.⁴

Franklin commented on balloons in detail in his letters to fellow scientists Sir Joseph Banks in 1783, and to Jan Ingenhousz in 1784,⁵ and discussed many of the implications of this technology. It is interesting to see the difference between these two inventors – Blanchard, a showman at heart, interested in his own personal and financial aggrandizement, and Franklin, a scientist, whose concerns were for the many implications to mankind. Franklin died on April 17, 1790, almost three years before Blanchard's arrival in this county to make his historic balloon ascension in Philadelphia on January 9, 1793, as little else would have kept him from being there.



Fig. 1: The diminutive Mr. Blanchard. For this historic flight, he wore bright blue britches, a matching waistcoat, and a plumed hat.¹

William Franklin, Franklin's Loyalist son, exiled to London after the Revolution, wrote a letter to his own son (William Temple Franklin), which had the distinction of being carried on that first Channel flight, which took place on January 7, 1785. William Temple Franklin appears to have been staying with his grandfather in Passy, near Paris. Benjamin Franklin was following these early experiments with interest.



Document in the Archives of the American Philosophical Society
 Fig. 2: Letter from Benjamin's son William, to his son, carried across the English Channel in Jan. 7, 1785 by Jean Pierre Blanchard and John Jeffries.⁶

In the following eight years, Jean Pierre Blanchard would make forty-four flights in balloons, in various European countries, making a name for himself as an “aeronaut” with his flights of derring-do in the field of manned flight, improving his balloon over time and attempting to make it more “steerable,” until he felt it was time to show the New World what could be done. Born in 1753, Blanchard was 39 years old when he came to the United States in December of 1792 to demonstrate his skills, leaving his family behind.⁷

America's First Manned Balloon Flight and Its First “Air Mail”

To begin again.... On a frosty January morning in 1793, Jean Pierre Blanchard left his lodgings in Philadelphia at 4:00AM to walk to the Walnut Street Prison Yard, where his balloon and equipment were waiting for inflation. By first light, artillery fire boomed every fifteen minutes from Potter's Field, not far away, portending the lift-off at ten in the morning. A band played, entertaining the visitors. The balloon was made of yellow silk, highly varnished for strength and durability, and was enclosed in a netting, with a wicker basket or “car” below, attached to a band around the balloon – a very colorful affair.

The day was at first overcast, but by 9AM the temperature had risen above freezing, and it was both warmer and clearer, as the balloon was filled with hydrogen gas. Tickets had been sold for the event at \$5 apiece. President George Washington was expected as a guest, and John Adams, Thomas Jefferson, and James Monroe were ticket purchasers. With Washington's arrival at a quarter to ten, a 15-cannon salute was fired. Besides the paying viewers, the area surrounding the prison was filled with people - on the ground and in the church belfries – so while Blanchard was pleased with the large turnout and reception, he did not realize the financial benefit he had hoped for.



President Washington viewed the preparations in the Walnut Street Prison Yard for America's first flight, along with other members of the Philadelphia population, including John Adams, Thomas Jefferson, and James Monroe. Despite what seems like a momentous event, Washington does not record it in his diaries.

Fig. 3: Blanchard's hydrogen-filled balloon rises above the prison walls, and begins his historic voyage, moving slowly to the southeast into the State of New Jersey.⁸

There were of course those interested simply because of the circus-like nature of the event, but a number of Americans saw it as a scientific event, with promise for the future – Jefferson among them – as well as several members of the American Philosophical Society. For many, however, both here and in Europe, it was less scientific and more just the latest craze,

So on January 9, 1793, the balloon slowly began to fill with hydrogen, produced by a “ventilator,” and rose off the ground, still tethered until it was allowed to ascend freely. Blanchard did not speak English, nor Washington French – but the two exchanged words and Washington handed Blanchard a letter of introduction to the inhabitants wherever he might land (the problem of steerability not completely solved). This was the only piece of “mail” he carried.

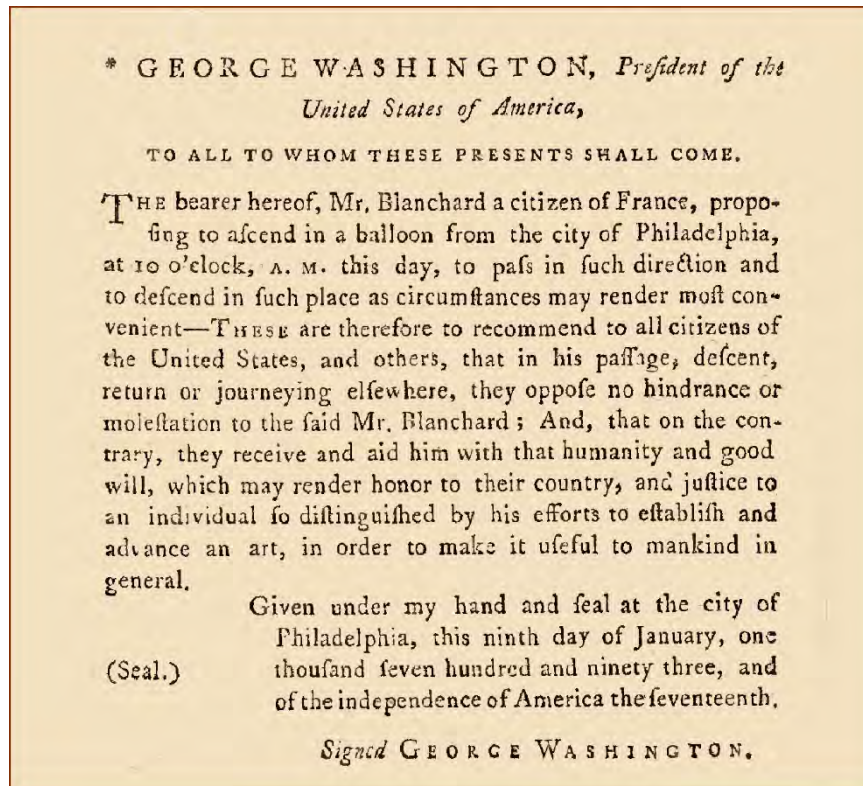


Fig. 4: The “airmail” was a hand-written note, signed and dated by George Washington “this ninth day of January, one thousand seven hundred and ninety three, and of the independence of America the seventeenth.” It was carried by Blanchard as an introduction to those he should meet on the ground, and was later included by him in his own printed account of his 45th ascent.⁹

Blanchard was also handed a small dog as a passenger, which he reluctantly accepted. He carried as well some provisions, including several bottles of wine, and some biscuits. In addition, he was given several experiments to do – a barometer to measure barometric pressure, six vials for air collection at his highest point, given to him by Casper Wistar to be hermetically sealed, and a request from Dr. Benjamin Rush for Blanchard to report his pulse rate on the ground and at the height of his balloon travels. A weight experiment was also to be done.

At the appointed hour, Blanchard took his place inside the basket, and motioned to his helpers to release the balloon.

The balloon was allowed to rise at exactly ten minutes after the hour, and rose majestically in a perpendicular direction, to the wonderment of the crowd who cheered and were properly awed by the spectacle of Blanchard, well-above their heads, flying a flag from the balloon as it floated free. On one side it bore "the armoric bearings of the United States, and on the other the three colors so dear to the French nation."¹⁰

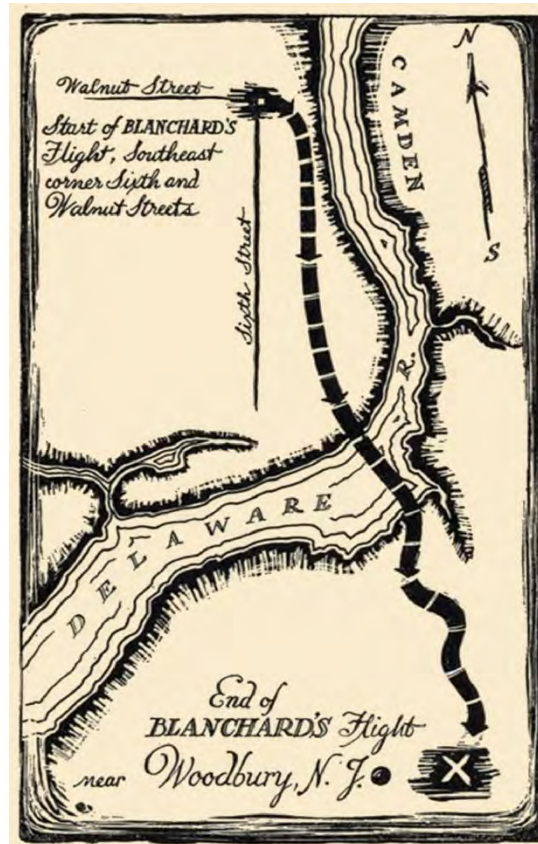


Fig. 5: Blanchard successfully maneuvered the balloon, after crossing the Delaware, to an area now known as Deptford near Woodbury in New Jersey.¹¹

The winds took Blanchard to a height of just over a mile (5800 feet), and he admired the Delaware River below him glinting in the sunlight like a silver ribbon. As he drifted south and eastward, he began to see mists in the distance, and suspected he might be approaching the Atlantic shore, so began to adjust the balance between ballast and hydrogen to bring the balloon down to land, first avoiding a thick woodland as too difficult, and then a field with too many sharp tree stumps which he felt would endanger the balloon on landing, to at last a clearing where he was able to bring it to ground.

It is not hard to imagine that this unknown flying vehicle might arouse some fear in the hearts and minds of the local populace who had never seen such a thing— and this was certainly the case. The first man to sight him was afraid and too fearful to approach, and as Blanchard spoke no English, his calls and explanations were in vain, until he pulled out a bottle of wine, and offered the farmer a glass.

Even this was not enough to calm the farmer's fears, until Blanchard himself drank a glass and then offered him one. He attempted to show the letter from President Washington, but the man could not read – though he heard and understood the name of Washington. It was not until a second farmer appeared who could read, that the air mail letter was read, and the two began to understand the situation, and to help Blanchard secure his balloon and stow it in the basket. The small dog – once on the ground – made a quick dash to the nearest muddy pond for his own drink, likely to soothe his own shattered nerves.



Fig. 6: Farmers reacting to the arrival of a balloon in France, much as they did in New Jersey.¹²

Soon several others arrived – some men and two women on horseback, who had likely followed from Philadelphia – and the gathering was first invited to a local home not 200 yards away from the landing site, and then to a local tavern for a meal. Following this hospitality, Blanchard secured their signatures as witnesses, before beginning the trip back to Philadelphia.

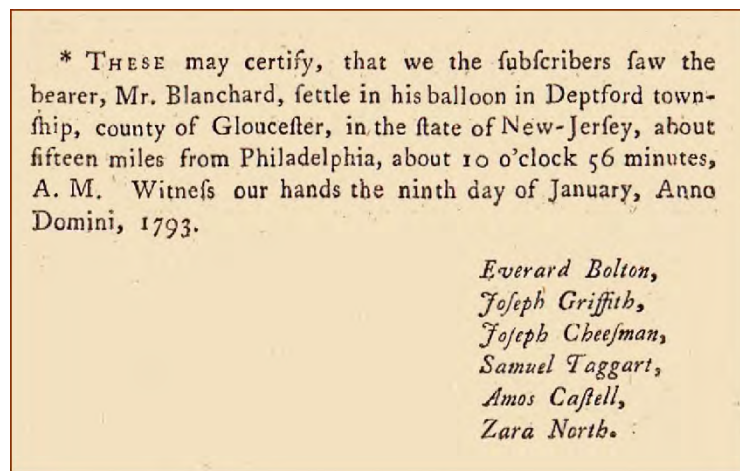


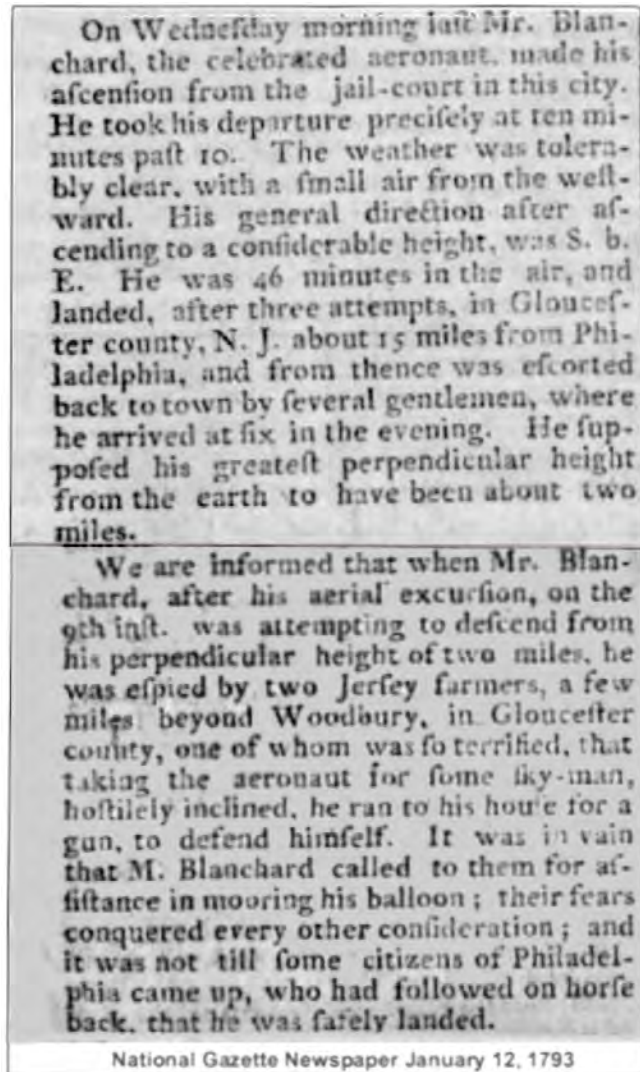
Fig. 7: The signatures of those who met Blanchard and his balloon on the ground at Deptford, included in Blanchard's own account of his journey.¹³ The spellings may not be exactly correct, as suggested by a skeptical historical researcher, who places the landing site according to names found on local maps at the time.¹⁴

Amongst the late arrivals was a Jonathan Penrose, who secured a carriage to escort Blanchard back to Philadelphia. He took Blanchard, balloon and all, to the Delaware River, where they crossed, and with another carriage waiting on the opposite shore, delivered him back to Philadelphia, where he arrived at 6:30 in the evening.

Once there, his first order of business was to present himself to President Washington, to inform him of the successful journey, and to offer him the flag which he had carried with him.

Blanchard had been aloft for a total of 46 minutes, travelling 15 miles from Philadelphia. His skills, honed in his previous flights in Europe, of balancing the amount of ballast against the rising power of hydrogen, were extremely useful in his being able to control the rise and fall of the balloon, and his ability to choose the landing area.

A notice in the local paper three days later, describes the event:



On Wednesday morning last Mr. Blanchard, the celebrated aeronaut, made his ascension from the jail-court in this city. He took his departure precisely at ten minutes past 10. The weather was tolerably clear, with a small air from the westward. His general direction after ascending to considerable height was S. b. E. He was 46 minutes in the air, and landed, after three attempts, in Gloucester county, N.J., about 15 miles from Philadelphia, and from thence was escorted back to town by several gentlemen, where he arrived at six in the evening. He supposed his greatest perpendicular height from the earth to have been about two miles.

We are informed that when Mr. Blanchard, after his aerial excursion, on the 9th inst. was attempting to descend from his perpendicular height of two miles, he was espied by two Jersey farmers, a few miles beyond Woodbury, in Gloucester county, one of whom was so terrified, that taking the aeronaut for some sky man, hostilely inclined, he ran to his house for a gun, to defend himself. It was in vain that M. Blanchard called to them for assistance in mooring his balloon; their fears conquered every other consideration; and it was not till some citizens of Philadelphia came up, who had followed on horseback, that he was safely landed.

Fig. 8 National Gazette Newspaper, June 12, 1793¹⁵

Thomas Jefferson had long shown an interest in the science and particulars of balloons, including the differences between hot air and gas filled balloons, the first requiring a fire onboard to keep the air heated, the second (and Blanchard's preference) filled with lighter-than-air gases. Hydrogen was most often used, but was known to be dangerous because of its flammability. Jefferson had seen the ascension of balloons in Paris during his position as U.S. Minister to France, following Franklin's return to America in 1785, and continued his interest in Blanchard. Present on the day of his Philadelphia ascension with his daughter Mary, he spoke with Blanchard about some of the details of the voyages, and these are preserved in Jefferson's papers:

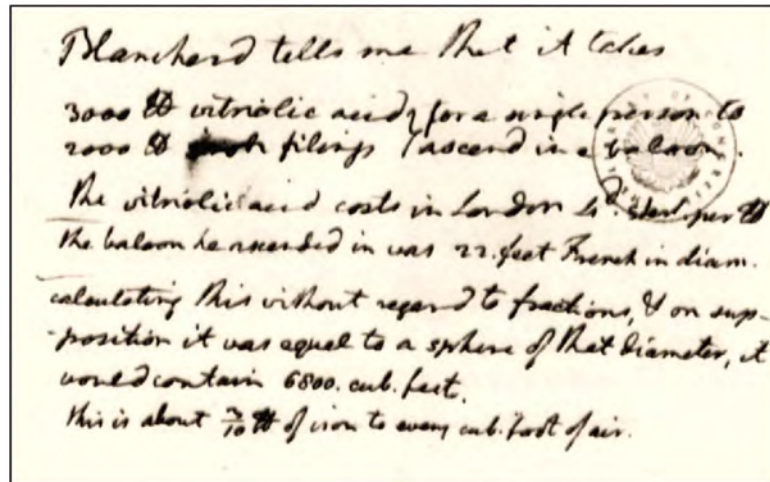


Fig. 9: A slip of paper, in Jefferson's own hand, found amongst Jefferson's papers, and transcribed below.¹⁶

Notes on Balloons

Blanchard tells me that it takes

3000 lbs vitriolic acid
2000 lbs iron filings



For a single person to
ascend in a baloon

The vitriolic acid costs in London 4d. sterl. Per lb.

The baloon he ascended in was 22. Feet. French in diam.

Calculating this without regard to fractions, and on supposition it was equal to a sphere of that diameter, it would contain 6800 cub. Feet

This is about $\frac{3}{10}$ lb of iron to every cub. foot of air.¹⁷

In addition, in a poignant note dated January 9, 1793, he writes to his daughter Martha:

We were entertained here lately with the ascent of Mr. Blanchard in a baloon. The security of the thing appeared so great that every body is wishing for a baloon to travel in. I wish for one sincerely, as instead of 10. Days, I should be within 5 hours of home. Maria will probably give you the balloon details, as she writes to-day.¹⁸

And so the story of Blanchard and his first air mail balloon flight ends. Or does it? The remaining story is yet to unfold.

Yellow Fever strikes Philadelphia

The days that followed this success were somewhat disappointing and troubled ones for Blanchard, as the cost of his success had not nearly been paid for by the tickets sold. As time passed, Blanchard found other ways of raising money – including the printing of the details of his voyage, and the setting up of a small museum to showcase some of his other inventions and contraptions, as well as demonstrations of parachuting animals to earth. The mayor of Philadelphia provided him with an office, but the small amounts that trickled in did not fulfill Blanchard's dreams of wealth and recognition, or the possibility of additional flights to make his fortune.

Then a tragedy struck which could not have been anticipated – the 1793 yellow fever epidemic overwhelmed Philadelphia. The first cases appeared in August, around the waterfront, but soon spread to the city as a whole. Fear gripped those living in the city – the government, and anyone else who could, for the most part fled to the countryside. Large gatherings were shunned, as people saw those succumbing to the disease all around them. It was not an environment for large public spectacular events, such as Blanchard had imagined.

At this time, the cause of yellow fever was unknown. Dr. Rush kept copious notes but though he noted the large numbers of mosquitoes during that especially hot and humid summer, he did not make the connection – yellow fever is caused by a virus in the family Flaviviridae, and it is transmitted by the *Aedes aegypti* mosquito, which survived well in the swamps close to the city. It was thought to have originated in Africa, probably crossing the ocean in the water barrels on slave ships, and had first been seen in the West Indies. The cause however was unknown in 1793, and would not be discovered for almost 100 years.¹⁹

Secretary of War Henry Knox was tracking reports of the disease, to determine if and when it would be safe for Washington, the Cabinet, and the government to return to Philadelphia from Germantown, but it was clear from these reports in October that it was too soon:

Philadelphia 11th October 1793
 11 o'clock A.M.
 Yellow fever
 The fever from all that I can learn is more fatal than ever. Yesterday a vast number of burials – I do not expect any abatement of the fever before we have rain and high winds – The day before yesterday we were witnesses to what appears to me shocking – a Coffin was brought to the entrance of Welsh's alley, where it stayed sometime for the man to die before he was put into the Coffin, Such hurry must bury many alive.

Fig. 10:
 Philadelphia, 11 October 1793, 11 o'clock AM

"The fever from all that I can learn is more fatal than ever, Yesterday a vast number of burials. I do not expect any abatement of the fever before we have rain and high winds.

"The day before yesterday we were witness to what appears to me Shocking – a Coffin was brought to the entrance of Welsh's alley, where it stayed sometime for the man to die before he was put into the Coffin, Such hurry must bury many alive."

Fig. 11:

New York 14th October 1793
 ½ past 10 o'clock A.M.

"The mail is arrived, I have no letters but I have seen Several, The malady in Philad^a continues dreadful, one hundred and thirty Seven were buried on friday last by the Committee, independent of many who were buried by their friends. Fifty eight were Carried from Bush hill to Pottersfield Thursday last.—"

New York 14th October 1793
 ½ past 10 o'clock A.M.
 The mail is arrived, I have no letters but I have seen Several, The malady in Philad^a continues dreadful, one hundred and thirty Seven were buried on friday last by the Committee, independent of many who were buried by their friends. Fifty eight were Carried from Bush hill to Pottersfield Thursday last.—

Both images from Henry Knox papers, as illustrated on the Gilder Lehrman History Resources page²⁰

It was not until the first frosts arrived that year, which killed off the mosquito population, that the disease began to subside. Of Philadelphia's population of 50,000, 5000 would die.

Blanchard Writes to Jefferson

Blanchard apparently felt that he had a relationship with Jefferson, because of Jefferson's interest in his exploits. Perhaps then it is not altogether surprising that this rather self-involved man would presume – at the height of the epidemic – to approach Jefferson for a favor. Possibly he was as panicked as the rest of the population of Philadelphia, and was simply looking for any help he could get.

Philadelphia this 16 8bre. 1793

SIR

I did not expect when leaving Europe what is happening to me today in this continent. Happy in all my travels, I took care not to foresee the disastrous fate which was in store for me in Philadelphia: After many works and successes, I only have honor and life left and I see with sorrow that I cannot keep one Without destroying the other, for if I leave Philadelphia, as I should have done prudently a long time ago, small screaming debts which I have been forced to contract will make a lot of noise, we will not be persuaded that my intention is not to harm anyone: If I stay, the danger is all the more imminent as I have panic terrors of the disease which continues its devastation.

I therefore address you, Sir, without blushing and with all the more confidence that only in this country you know how to appreciate the artists and their misfortunes: I beg you Sir to determine Mr. General Washington to make me a loan of 400 dollars, I will undertake on my honor to return them before the next spring, when I will leave America, after having visited the main cities, to return to Europe. Please be kind enough to observe to Mr. President that this is the first time that I have found myself obliged to take out a loan and that as foreigner in this country I absolutely cannot speak to any other person, because it is only after having well reflected, considered and consulted, that I make this request.

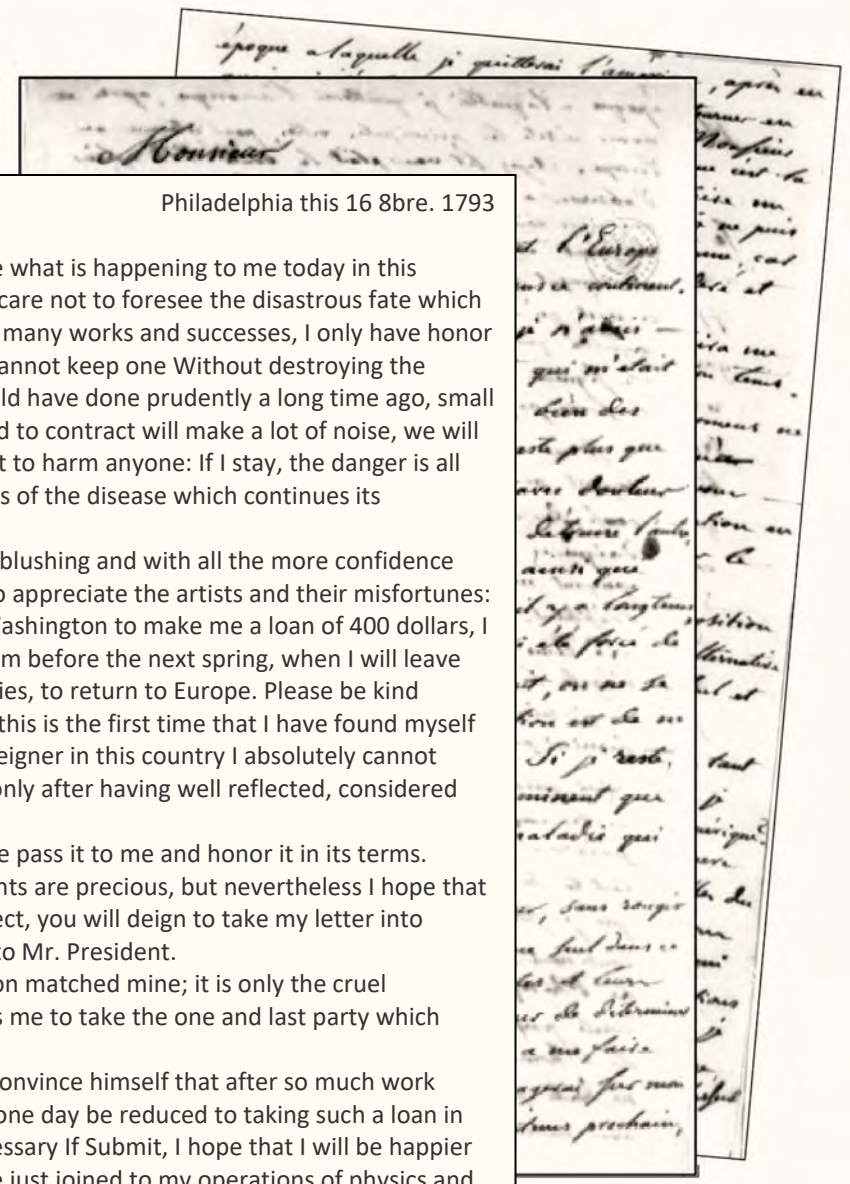
I will sign the obligation as you please pass it to me and honor it in its terms.

I have no doubt Sir, that your moments are precious, but nevertheless I hope that because of the arts that you love to protect, you will deign to take my letter into consideration by supporting my request to Mr. President.

Time is urgent sir, never has a position matched mine; it is only the cruel alternative where I Am which determines me to take the one and last party which remains to me.

Who would ever have been able to convince himself that after so much work and Success crowned in Europe, would I one day be reduced to taking such a loan in America? It is fate which wills it, it is necessary If Submit, I hope that I will be happier in the other cities of the continent: I have just joined to my operations of physics and mechanics, an Automatte which imitates nature perfectly, makes various functions of the man with his same agility and flexibility, I have no doubt that this piece, unique in its kind with my curious Carosse and the aerostation does not have much effect in the other cities where I propose to go as soon as I have received the honor of your answer Without which I remain in the greatest embarrassment and can not take any part. I am with great respect Mr. Your very humble and very obedient servant

BLANCHARD



*Fig. 12: Letter from Jean Pierre Blanchard to Thomas Jefferson, Oct. 16, 1793.*²¹

Thomas Jefferson, like most of the members of the government, was not in Philadelphia to receive this letter. He was in Virginia instead, and subsequently travelled to Germantown, where most of the government had gathered during the yellow fever epidemic, returning to Philadelphia proper in December.²² And as it was not being answered in a timely manner, Blanchard grew impatient and followed it up in December:

From the Oeller's Hotel²³ this 14 December 1793

Sir,

It interests me very much, for the order of my affairs, to know if you have received a letter which I had the honor of sending you about six weeks ago.

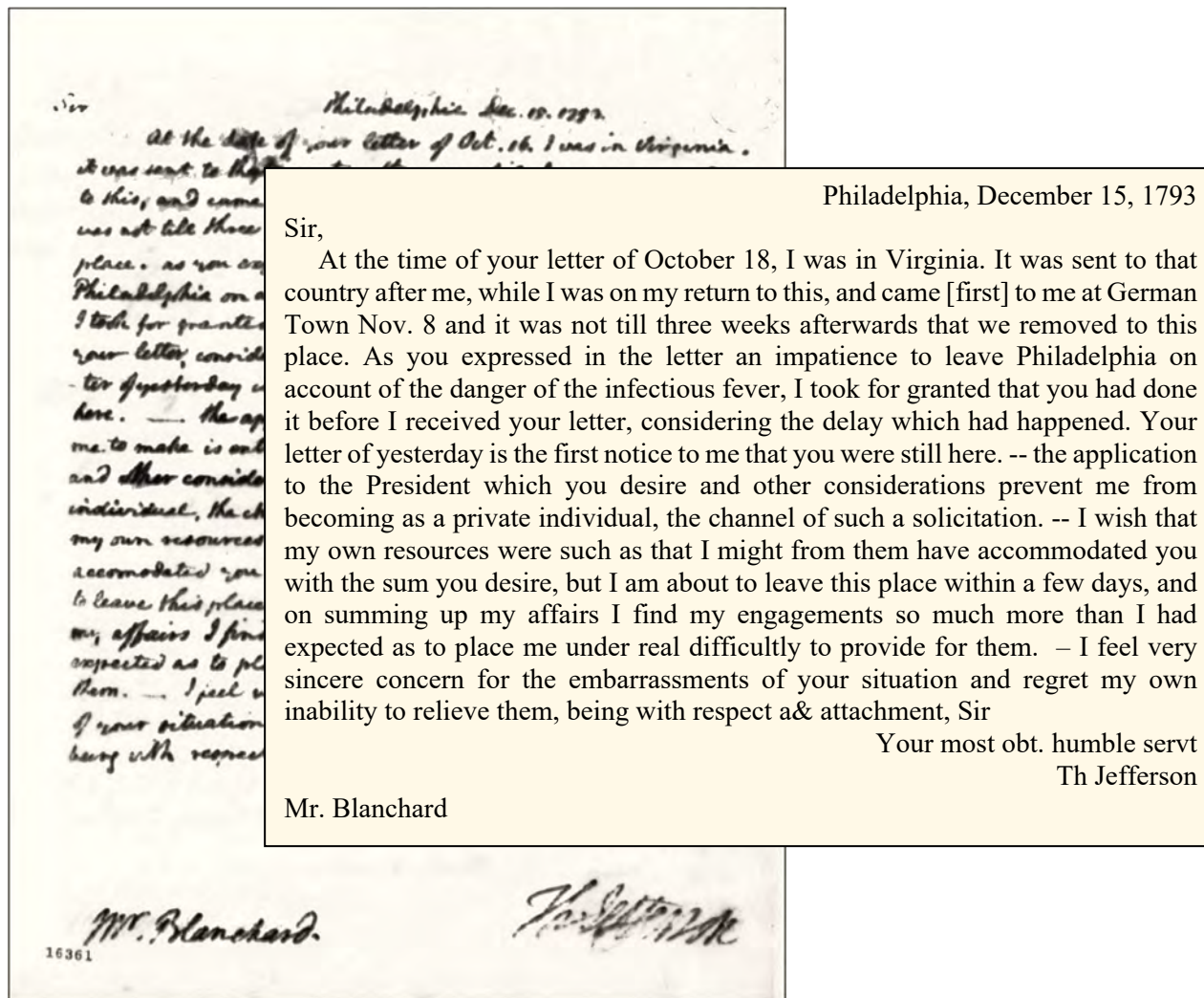
As the greatest personages of Europe have never neglected to answer me, your silence, Sir, makes me believe that my letter (in a style altogether new for me) may have been intercepted.

I am with respect Sir your very humble Servant.

Blanchard

Of several academies, etc.²⁴

The following letter from Jefferson, near the end of his term as Secretary of State, is polite, but that it is all:²⁵



Philadelphia, December 15, 1793

Sir,

At the time of your letter of October 18, I was in Virginia. It was sent to that country after me, while I was on my return to this, and came [first] to me at German Town Nov. 8 and it was not till three weeks afterwards that we removed to this place. As you expressed in the letter an impatience to leave Philadelphia on account of the danger of the infectious fever, I took for granted that you had done it before I received your letter, considering the delay which had happened. Your letter of yesterday is the first notice to me that you were still here. -- the application to the President which you desire and other considerations prevent me from becoming as a private individual, the channel of such a solicitation. -- I wish that my own resources were such as that I might from them have accommodated you with the sum you desire, but I am about to leave this place within a few days, and on summing up my affairs I find my engagements so much more than I had expected as to place me under real difficulty to provide for them. -- I feel very sincere concern for the embarrassments of your situation and regret my own inability to relieve them, being with respect a& attachment, Sir

Your most obt. humble servt
Th Jefferson

Mr. Blanchard

Fig. 13: Jefferson's reply, Dec. 15, 1793.²⁶

It is hard not to be taken aback at the hubris of Blanchard, and his presumption that he could even make such a request of the President of the United States. Jefferson himself was plagued all his life with debt, some self-inflicted, and much inherited, and he spoke truthfully of his own financial circumstances. He is kinder and more polite than most would have been under the circumstances.

Jean Pierre Blanchard did not fare well in the years that followed. He remained in this country another four years, attempting to set up additional demonstrations. None were what would be called successful. Once the fear of yellow fever had passed, he made attempts to find a new audience in South Carolina, Boston, and New York. There he was able to take on showman, Gardiner Baker, as a partner but with little success. In construction of a housing for his balloon, a windstorm destroyed the building, and killed his 16 year old son, Julien Joseph,²⁷ who had been working on the roof.²⁸

Several small attempts to raise money involving balloon flights with animals for passengers met with little success. Blanchard returned to France in May 1797. There he was able to recreate some of his lost career and fame, which was immensely helped by his second marriage, to Sophia Armant, a young woman twenty-five years his junior who joined him in ballooning, and in fact became a successful balloonist on her own.

Jean Pierre Blanchard had a heart attack while in a balloon in 1808, and fell out of the balloon basket. He met his demise in 1809, at age 56, as a result of injuries sustained from the fall. His wife Sophie continued her career in ballooning, but would also die in an accident in 1819 when her balloon caught fire, and she died in the fall.

Balloon mail continued, with some historic events – notably the Siege of Paris in 1871 – producing some very collectable postal items carried by balloons. If Zeppelins are included in the mix, there is certainly a plenitude of “balloon” mail. The National Postal Museum however, summarizes balloon mail as follows:

In 1871, beleaguered Parisians used balloons to carry mail out of their city. A headline in the New York Times on February 4, 1871 referred to the “Latest by Balloon Mail,” from the city, “from our special correspondent, and dated January 12, 1871.” In the first part of the 20th century, German Zeppelins carried mail across continents and oceans. In the U.S., balloon mail never advanced out of the fad phase.²⁹

The story of Jean Pierre Blanchard, while both colorful and historic, as well as rather sad, was not truthfully a first in air mail – mail implies a communication between two specific individuals, or at least places. Balloons were very unspecific – no one was ever quite sure just where they would end up. In this country their use seems limited to special event covers, with little if any inclusion in the postal system as it developed.



Fig. 14: Commemorative cover for Air Mail Week, May 15-21, 1938.³⁰

ENDNOTES:

¹ Library of Congress image at <https://www.loc.gov/pictures/resource/ppmsca.02174/>.

² While very willing to accept the monetary support from Jeffries, Blanchard did everything in his power to not take Jeffries with him, including wearing a lead-weighted belt and attempting to claim the balloon would not be able to carry the weight of two men the distance involved. Jeffries prevailed, upon discovering the belt. The flight itself did in fact offer difficulties to the two aeronauts, and a leak created some fear they would come down in the Channel instead of on land. They jettisoned everything they could (thankfully not the mail) including almost all their clothes down to their britches, and anything else which could be disposed of to gain the lift they needed, and they did in fact reach the shores of France at Felmores Forest, and successfully delivered the mail. See <https://www.encyclopedia.com/history/encyclopedias-almanacs-transcripts-and-maps/blanchard-jean-pierre-francois>.

³ *Aiming for the Sky: Early Aeronautics and the American Philosophical Society*, by Madalina Veres, January 16, 2018 blog on the American Philosophical Society's website, commemorating Franklin's birthdate, in 2018. See <https://www.amphilsoc.org/blog/aiming-sky-early-aeronautics-and-american-philosophical-society>. Letter from the William Temple Franklin papers in American Philosophical Society archives.

⁴ Founding Fathers Online, Letter from Blanchard to Franklin, Nov. 16, 1784, advising his of his upcoming attempt to cross the English Channel, at <https://founders.archives.gov/?q=franklin%2C%20balloon&s=1211311113&sa=&r=25&sr=>

⁵ The Internet History Sourcebooks Project: *Benjamin Franklin: Experiments with Balloons, 1783*. The two letters shown (from Passy, France, to Sir Joseph Banks Dec. 1, 1783, and to Jan Ingenhousz, Jan. 16, 1784) discuss the rapid advances in ballooning from hot air (used by the Montgolfier Brothers), to "inflammable air" – which included hydrogen and possible other sources of lighter-than-air gases. Franklin foresaw the possible military uses of balloons, and even comments on the problems of exciting the public too much ahead of trials, and the dangers of disappointment. It quickly became popular to charge people to view these excursions into the sky, so their failure included a monetary element as well. See <https://sourcebooks.fordham.edu/mod/franklin-science.asp>. This is a useful historical resource located at the History Department of Fordham University, New York.

⁶ *Op cit.*, Aiming for the Sky. This document is in the archives of the American Philosophical Society.

⁷ Jean Pierre Blanchard was born in Les Andelys, France, on July 4, 1753. When he came to the U.S. in December of 1792, he left behind a wife, Victoire Lebrun, and family of four children. See Wikipedia article on Sophie Blanchard at https://en.wikipedia.org/wiki/Sophie_Blanchard.

⁸ Jean Pierre Blanchard and a small dog ascend from the Walnut Street Prison yard in Philadelphia for the first balloon flight in the United States, 9 January 1793. Wood engraving. Image purchased from Media Warehouse, agents for Granger, NYC / The Granger Collection in collaboration with [Granger Art on Demand](https://www.grangerart.com/).

- ⁹ Reprinted in Blanchard's own 22-page account of the events of the day, *Journal of My Forty-Fifth Ascension, being First Performed in America, On the Ninth of January, 1793* (Philadelphia, 1793).
- ¹⁰ *Ibid.*
- ¹¹ From A Map of the First Air Voyage in America, by M.E. Wigfield, after a map by Erwin L. Schwatt, aviator. See <http://preservewoodbury.blogspot.com/2012/01/>
- ¹² This image is of a French countryside reacting to one of Blanchard's flights, but the same result occurred in Gloucester County, as the unknown flying object descended in the countryside around Deptford. Appearance of the Balloon of Jean Pierre Blanchard (1753-1809) between Calais and Boulogne, 1785 (coloured engraving) by French School, (18th century); Musee de la Ville de Paris, Musee Carnavalet, Paris, France; French, out of copyright. Purchased from Fine Art Finder at <https://onevisionart.printstoreonline.com/galleries/>.
- ¹³ *Op cit.*, Blanchard's own account.
- ¹⁴ "Ricgrass" – an historical researcher, makes a case for the landing spot, somewhat different from the Deptford Oak where it is now commemorated, and for those interested, we recommend his discussion at <http://ricgrass.blogspot.com/2018/01/the-first-manned-flight-in-america.html>.
- ¹⁵ *Ibid.*, National Gazette Newspaper, June 12, 1793
- ¹⁶ Thomas Jefferson, Notes on Balloons, Library of Congress, https://www.loc.gov/resource/mtj1.056_0138_0139/?sp=1
- ¹⁷ Thomas Jefferson Papers at Founders Online, (written entirely in Jefferson's hand on a small scrap. Undated, endorsed by TJ: "Balloons", (ca. 9 Jan. 1793).
- ¹⁸ "From Thomas Jefferson to Martha Jefferson Randolph, 14 January 1793," *Founders Online*, National Archives, <https://founders.archives.gov/documents/Jefferson/01-25-02-0056> . [Original source: *The Papers of Thomas Jefferson*, vol. 25, *1 January–10 May 1793*, ed. John Catanzariti. Princeton: Princeton University Press, 1992, pp. 50–51.]
- ¹⁹ American Society for Microbiology, History of Yellow Fever in the U.S., see <https://asm.org/Articles/2021/May/History-of-Yellow-Fever-in-the-U-S> .
- ²⁰ The Gilder Lehrman Institute of American History at <https://www.gilderlehrman.org/history-resources/spotlight-primary-source/reports-yellow-fever-epidemic-1793>
- ²¹ Blanchard to Jefferson, Letter on Founders Online, <https://founders.archives.gov/documents/Jefferson/01-27-02-0226>. Images at Library of Congress, <https://www.loc.gov/item/mtjbib008119/>.
- ²² Founders online, Jefferson & Yellow fever at <https://founders.archives.gov/?q=thomas%20jefferson%2C%20yellow%20fever&s=1111311111&sa=&r=10&sr=>
- ²³ Oeller's Hotel, in Philadelphia – see Phila Place, sharing stories from the City of Neighbors, at <http://www.philaplace.org/story/1170/> .
- ²⁴ Blanchard to Jefferson, Founders Online, <https://founders.archives.gov/documents/Jefferson/01-27-02-0485> .
- ²⁵ Jefferson to Blanchard, images at Library of Congress, permalink https://www.loc.gov/resource/mtj1.019_1120_1120 .
- ²⁶ Jefferson to Blanchard, text, Founders Online, <https://founders.archives.gov/documents/Jefferson/01-27-02-0492> .
- ²⁷ One of the few references to Blanchard's first family, left behind in France, where his first wife died in poverty.
- ²⁸ Jean Pierre François Blanchard at <https://www.encyclopedia.com/history/encyclopedias-almanacs-transcripts-and-maps/blanchard-jean-pierre-francois> .
- ²⁹ Smithsonian National Postal Museum, Fad to Fundamental: Airmail in America: Balloon and Zeppelin Mail at <https://postalmuseum.si.edu/exhibition/fad-to-fundamental-airmail-in-america-airmail-object-showcase-stamps-and-covers/balloon>
- ³⁰ From <http://preservewoodbury.blogspot.com/2012/01/first-flight-in-america.html>

AUXILIARY MARKINGS: UNCLAIMED

By Ed & Jean Siskin

(Note: This is the first of a series of brief articles on the auxiliary markings that adorn New Jersey covers but tend to receive less attention than they deserve.)

In 1863, the post office established the category of third class mail. Initially it was for anything that wasn't first or second class mail. It included everything from printed matter, books, seeds and agricultural products, ore, metal devices and other items too numerous to name. Over the years, the scope of third class mail diminished. By the postal act effective April 15, 1925, third class mail was reduced in scope to printed matter weighing less than eight ounces and having no intrinsic value. The postage rate was 1½¢ per 2 ounces. In return for a reduced postage rate, third class mail had a number of restrictions. First, it could not be forwarded for free, as in the case of first class mail. The relocated addressee would have to guarantee forwarding postage if he were to receive the letter. Second, undeliverable mail was not returned to the sender unless return postage was guaranteed. The terminology used for third class mail that could not be delivered to the addressee was "unclaimed". Unclaimed mail that was neither forwarded or returned was sent to a designed postal facility for destruction.



Fig. 1: An unclaimed marking specific to Atlantic City, with a Due marking of 1½ Cents.

Figures 1 and 2 show examples of unclaimed mail returned to sender. Figure 1 has an auxiliary marking specific to Atlantic City. It is interesting that there was sufficient need to warrant such a specific auxiliary marking. Figure 2 shows an unclaimed third class letter to Mays Landing which is marked with a general purpose rubber stamp requiring the postal clerk to put an "X" next to the unclaimed option.



Fig. 2: An unclaimed marking where the postal clerk needed to check the reason for non-delivery.

Both covers shown are what is referred to as “top of stack.” In each case a group of returned covers was bundled together and the total postage due for the stack was charged to the top cover. For *Figure 1* the stack contained 54 returned covers (81¢ postage due, divided by $1\frac{1}{2}\text{¢} = 54$ covers). For *Figure 2*, the stack contained 50 covers (75¢ postage due, divided by $1\frac{1}{2}\text{¢} = 50$ covers.) Actually, this was an inexpensive way for a company to check the accuracy of its mailing list.

What makes these two covers particularly interesting is they are both franked with a 25 cent parcel post postage due stamp (JQ5). From July 1, 1913 on, parcel post postage due stamps could be used on any class mail. The Scott Specialized Catalogue lists JQ5 on cover as rare and unpriced. It is probable that the two covers shown in this article represent about 25 percent of the JQ5 covers known.

Thanks to Wade Saadi for help with this article and for providing a scan of *Figure 2* from his collection.

PERSONALIZED POSTAGE – MAKE YOUR OWN! ~NOW GONE

By Jean R. Walton

I have a professor friend who loved telling his 21st century students that “the sexual revolution is over, and you missed it!” Well, sorry to say, the picture postage revolution is over, and if you never took the opportunity to make your own postage stamps, you’ve missed your chance.

Starting in 2004, USPS began allowing companies to sell stamps you could design yourself. You could upload pictures and actually create your own postage stamps, using photos – even of yourself – or design stamps that supported an organization, or stamp that noted a special event, such as a wedding, the birth of a child, or an anniversary. It was lots of fun.

It was not cheap. My own experience taught me that it could be almost twice as much to create and use these stamps as it was to simply buy stamps at the post office. But the chance to be creative and make something memorable was sometimes worth it – even if you include the extra outlay. What philatelist grandparent could resist the urge to preserve pictures of his grandchildren in such a way?

Yet apparently this was not enough to keep this business viable, according to the USPS. There were three producers of such stamps in the US – Stamps.com, Zazzle.com, and Endicia.com. And as it turns out, the Post Office has/had its own app for creating “picture postage” – which it called “Picture Permit Imprint Indicia” – if this was ever featured on their website, it is not now, or at least I cannot find it.

Early users created some lovely covers – enjoying the creativity it allowed. The first I saw were done by Tim Cutler¹ in Morristown, who put a great deal of effort and talent into producing some lovely examples of Native American on stamps, which he created on Zazzle.com:

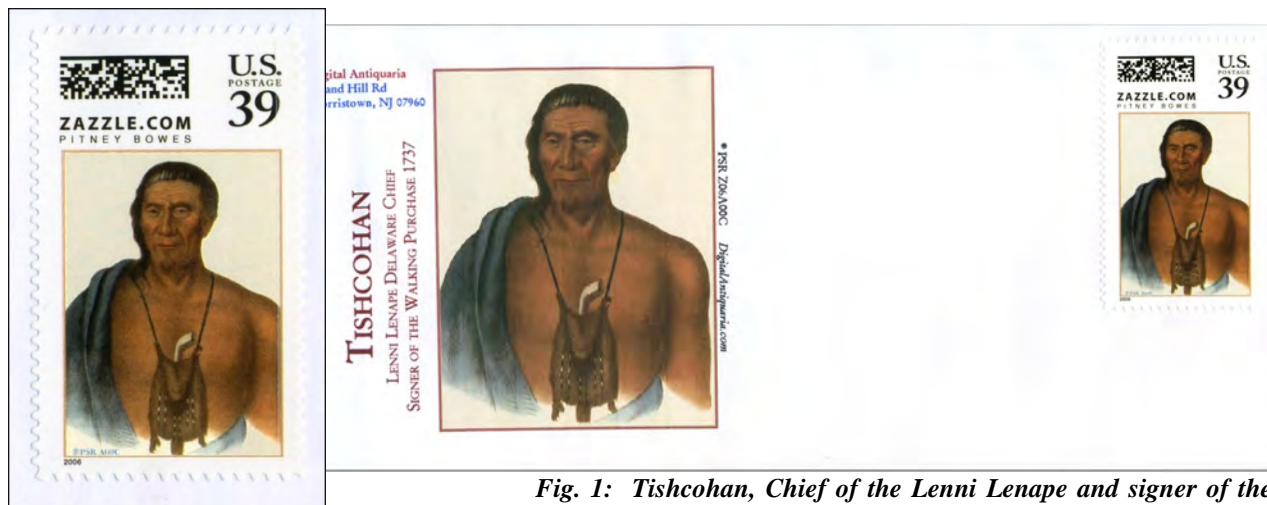
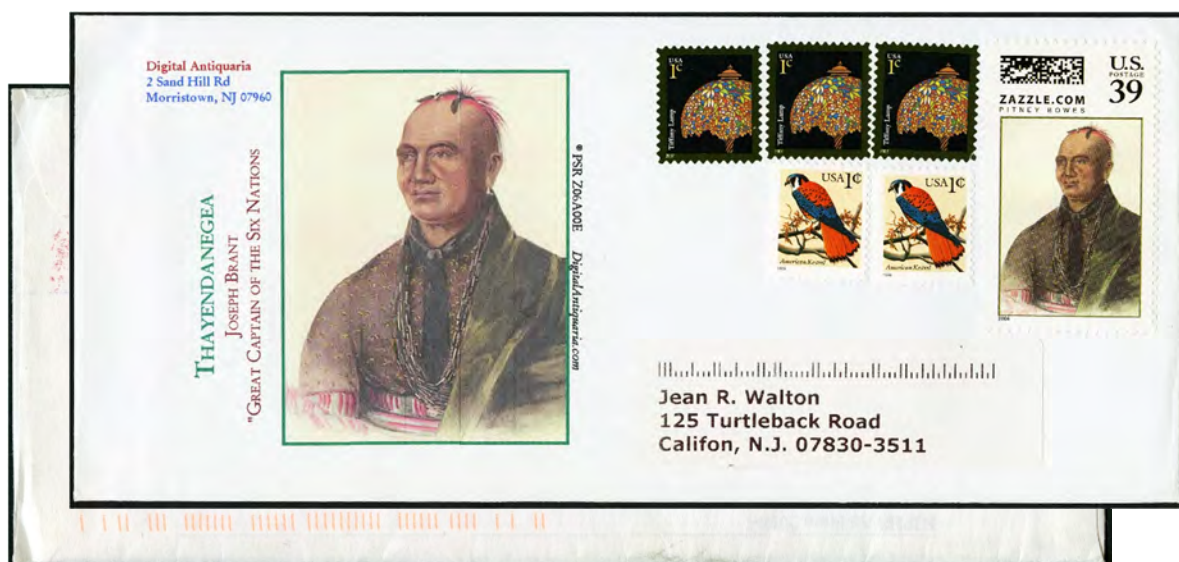


Fig. 1a: Zazzle stamp created in 2006 by Tim Cutler.

Fig. 1: Tishcohan, Chief of the Lenni Lenape and signer of the Walking Treaty in 1737, which determined what lands would be ceded to the Pennsylvania Proprietors, produced in 2006. Note the Pitney Bowes line below Zazzle, indicating the printer.

An enclosed card included information on this chief, and details of the original artwork, now in the collection of the Pennsylvania Historical Society.

As few covers received a cancel by this time, the only way to be sure an addressed envelope had been used was to check for spray jet ink markings, which on this cover below appear on the back.

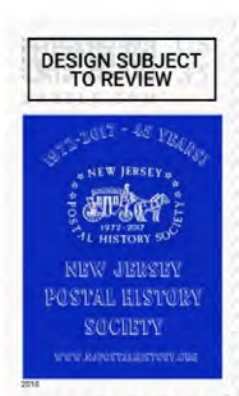


Images courtesy Tim Cutler

Fig. 2: A used cover in this set, which depicts Thayendanegea (Joseph Brant) “Great Captain of the Six Nations.” Cutler included a stamp description with his covers, describing the printing, and the sources of his images.

These were reproductions of actual artwork, something that Zazzle allowed in 2006. All designs were subject to review, by Zazzle and by the postal authorities, to be sure none of their guidelines were breached. It became more difficult to produce a design which met with approval.

Nevertheless, I was tempted to try it myself, and I designed several stamps on Zazzle, to be used on New Jersey Postal History mail. Some were accepted; some were not. One was rejected as looking too much like an existing U.S. postage stamp (it included a map of New Jersey – one I later got approved by changing the format), and another because (if I remember correctly) it included a stamp in the picture. Zazzle offered a number of templates, images, and editing tools which allowed for personalized text. Here are a few of my own efforts:



3a: A stamp done to commemorate 45 years of the New Jersey Postal History Society in 2017.



3b: A Zazzle stamp from 2018, promoting NJPHS, including an old map. Note Pitney Bowes line is now gone.

PERSONALIZED POSTAGE – MAKE YOUR OWN! ~NOW GONE ~ Jean R. Walton



3c: An unapproved design, even though I had made attempts to cover the offending stamp-in-stamp picture by covering it with the stampless cover.



3d: A stamp I created as a gift for my son, who is involved in the field of oyster aquaculture, using one of Zazzle's own "vintage" pictures.



3e: A used cover showing the stamp in 3b, sent to myself. I wish I had been more careful to do this every time.

The stamps in Figure 3 with "Design Subject to Review" are from my order list; as I was not smart enough to save each one of these at the time.

Zazzle no longer offers "create your own personal postage." Zazzle had originally joined with Pitney Bowes as partners, but in 2018, they moved their postage printing to Stamps.com. I did too, which offered the advantage of printing stamps only as needed (and doing that yourself). However the cost, when considering the membership fee and postage supplies, was difficult to justify.

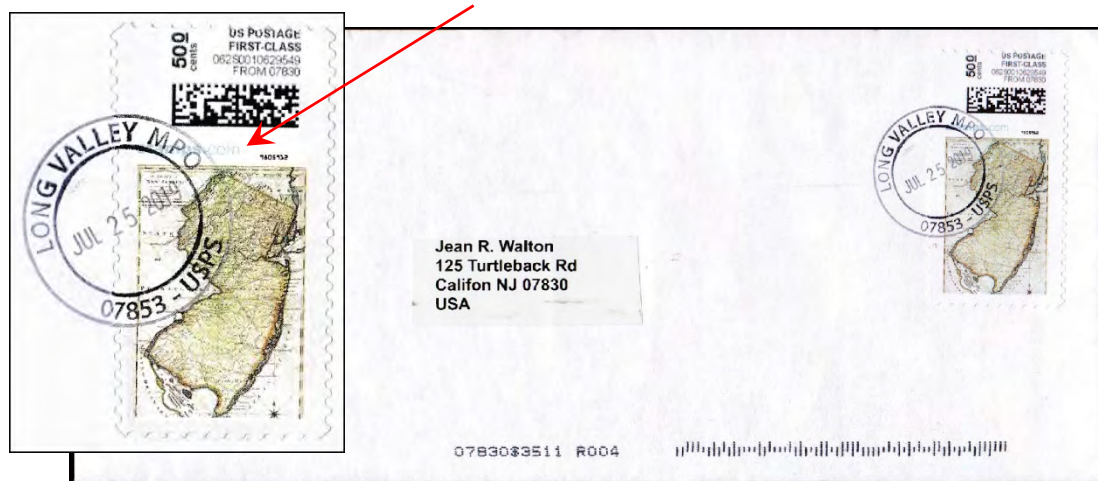


Fig. 4: A Stamps.com cover with the Fadden map of New Jersey. The Stamps.com stamp includes the originating postal code, the IBC, and the Stamps.com logo above the stamp, in light blue.

President Bob Rose surprised me with a nice addition to this article, a Stamps.com cover with a Mendham cancel in 2013. I think you will enjoy it!

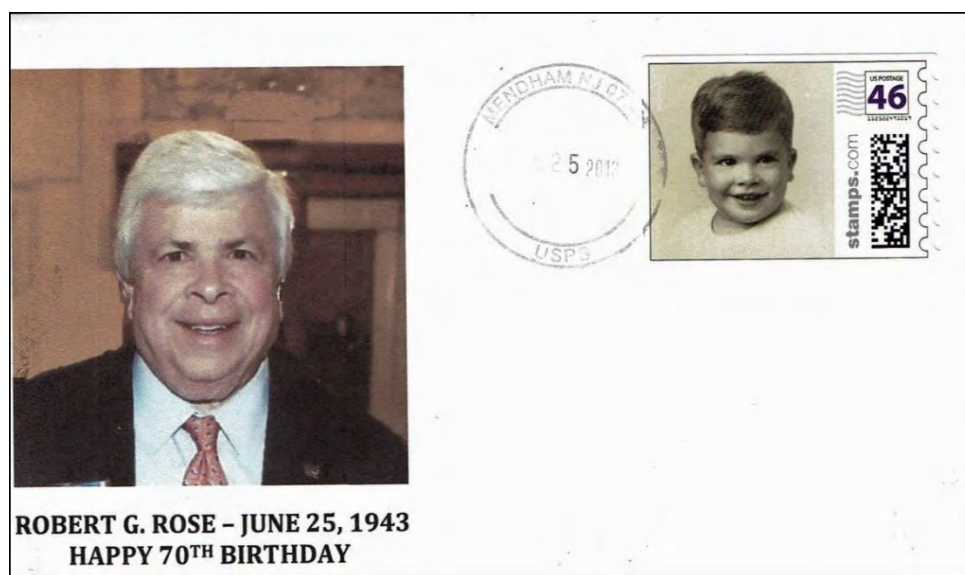


Fig. 5: A Stamps.com cover created by Ellen Rose – a surprise birthday gift for Bob. This is the type of usage that so many users enjoyed.

It was a shock to collectors, and I suspect to the companies involved in this enterprise, that on June 16, 2020 the production of personalized postage stamps was discontinued by the postal service. Personal postage no longer exists in the United States, although it does in many other countries abroad. Might it ever return? It seems doubtful.

For interesting background, we recommend Bill McAllister's several articles in Linn's.² The last of these, on June 17, 2020, came the day after the Postal Regulatory Commission upheld USPS's decision to discontinue this service. USPS argued that "that customized postage was no longer worth the problems that the agency had managing it...". It seems clear that as the regulations increased, the problems in managing content grew more difficult, creating its own death knell.³

This is a reminder to postal history collectors not to neglect modern postal history – things happening right around you that have implications in our field of study. I am an example –not having saved more of these items, which I can no longer recreate. Does anyone have others, especially New Jersey usages, they would like to share?

ENDNOTES:

¹ Tim Cutler, of Digital Antiquaria, at <http://www.digitalantiquaria.com/>, offering many useful NJ digitized documents.

² Follow the developments as they occurred in articles in Linn's at <https://www.linns.com/search-results?indexCatalogue=site-index&searchQuery=stamps.com%20challenge&wordsMode=AllWords>

³ Bill McAllister in Linn's, June 17, 2020, PRC endorses USPS plan to end customized postage at <https://www.linns.com/news/us-stamps-postal-history/prc-endorses-usps-plan-to-end-customized-postage>

PETITION FAVORING A NATIONAL BANK

By Ed and Jean Siskin

The “Panic of 1837” started America’s first major recession which lasted about seven years. Almost half of all the banks in the country failed, many businesses went bankrupt, and unemployment passed ten percent. Most of the causes of this financial crisis can be traced to misbegotten policies of Andrew Jackson who was president from 1829 to 1837. The primary cause was Jackson’s forcing the closure of the Second National Bank of the United States, a primary contributor to financial stability. That National Bank was the only one permitted to have offices in more than one state and was the issuer of highly regarded paper currency. Jackson opposed this bank for several reasons: he opposed paper currency in general, and he considered the Bank was getting too powerful. Further, it had the temerity to lend money to his political opponents.

Opposition to Jackson’s policies resulted in the formation of a new political party, the Whigs. Leading this new party were some of the powerhouses of American politics, including Daniel Webster, Henry Clay, and Samuel Southard. The Whigs were a major influence and produced three presidents over the next twenty years. Because of internal dissent over slavery, the party was superseded by the Republicans in the late 1850s.

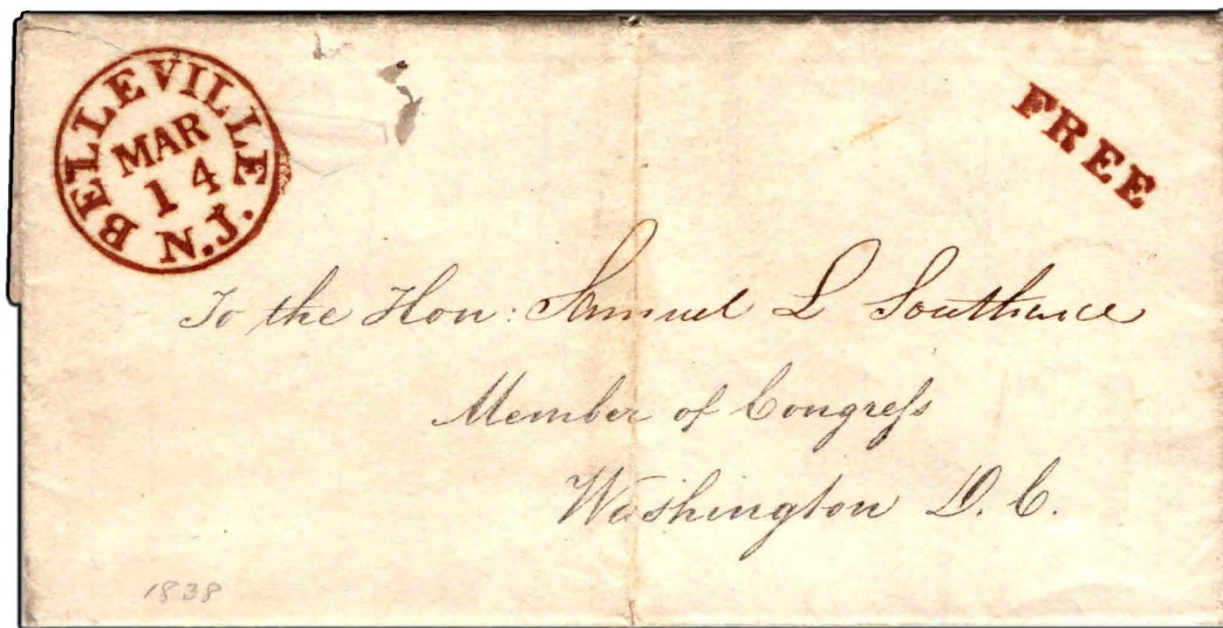


Fig. 1: Address side of Petition, sent to Samuel L. Southard March 8, 1838 from Belleville, N.J., for delivery to President Martin Van Buren.

Figure 1 pictures a cover sent to U.S. Senator from New Jersey, Samuel L. Southard datelined March 8, 1838 and postmarked on March 14 in Belleville. The contents of this letter, shown in Figures 2 and 3, petition for the creation of a new National Bank. The petition was from the citizens of Belleville, Essex County, New Jersey and is signed by 52 of its citizens. Even though the petition has beautiful calligraphy, for convenience the wording is as follows:

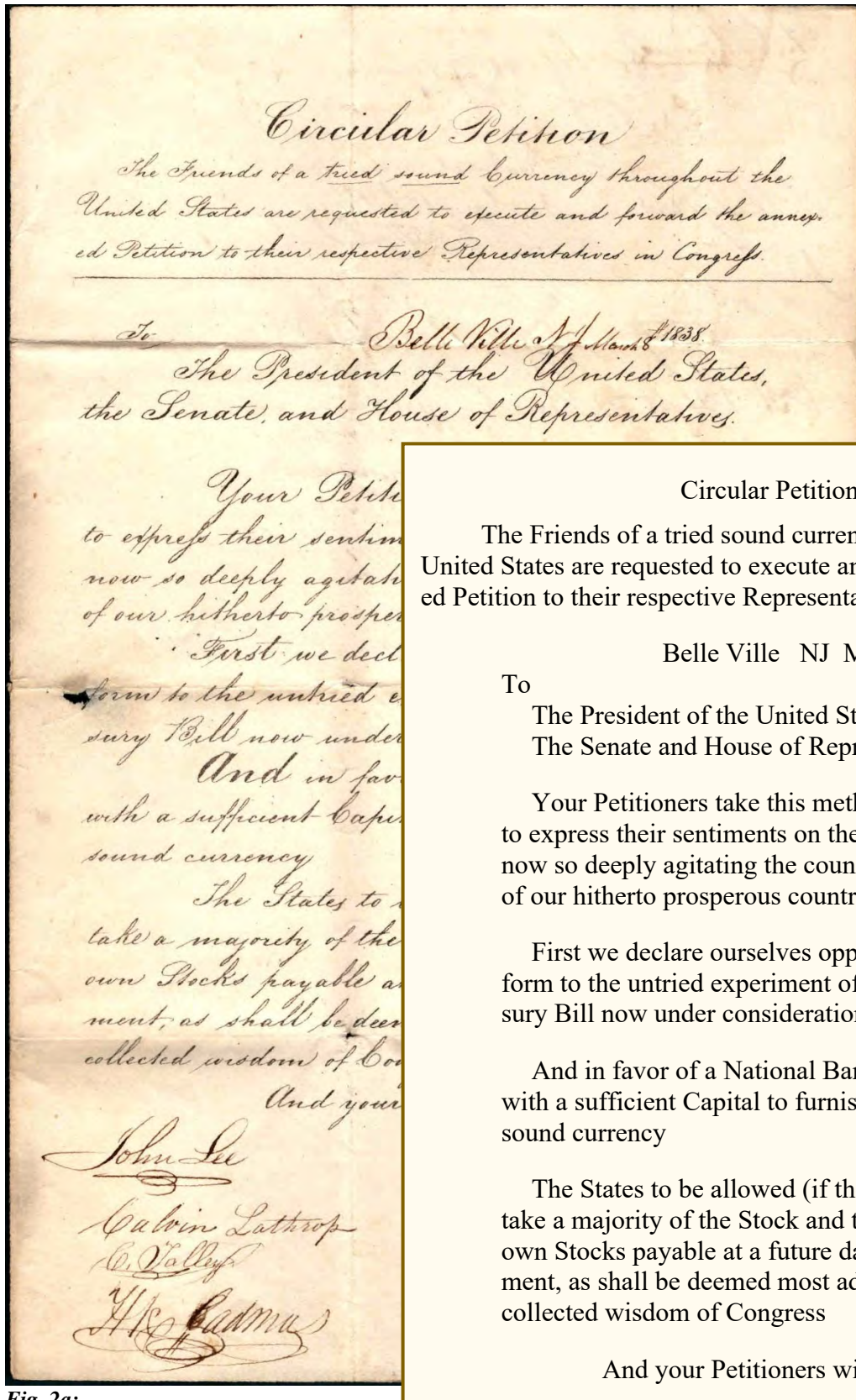


Fig. 2a:

H. Adams
 W. B. B. B. B.
 J. R. Mills
 John Whitfield
 Mrs. F. C. C.
 Robert T. T.
 W. H. T. T.
 J. K. Cooly
 John K. K.
 John J. J.
 Small K. K.
 John K. K.
 J. D. D.
 T. D. D.
 Henry C. C.
 Abram C. C.
 John J. J.
 Henry J. J.
 William J. J.
 Francis J. J.
 J. J. J.
 Isaac J. J.
 John J. J.
 Stephen J. J.
 J. J. J.

Fig. 2 (a & b) showing the petition itself with signatures.

Despite its eloquence, efforts to create a new National Bank were unsuccessful at that time. The petitioners would have to wait until 1863 when Abraham Lincoln would create a new national banking system to help with the financing of the Civil War.

Note that the petition was sent to Senator Southard for free. The Postal Act of 1825 authorized free postage for mail to members of Congress and certain other government officials.

* * * *

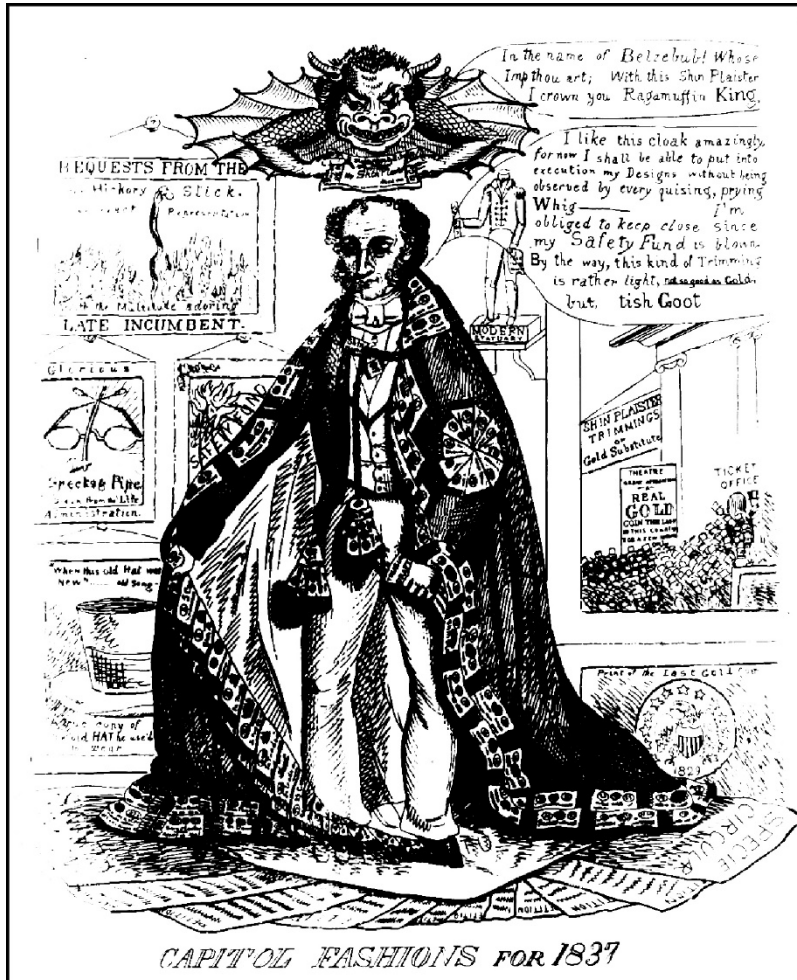


Fig. 3: Cartoon from 1837, depicting a caricature of President Martin Van Buren issued during the Panic of 1837, critical of his continuation of predecessor Andrew Jackson's hard-money policies.

“(R)eference is made to the Specie Circular, a highly unpopular order issued by the Jackson administration in December 1836, directing collectors of public revenues to accept only gold or silver (i.e., “specie”) in payment for public lands ... the measure was blamed ... for draining the economy of hard money and precipitating the 1837 crisis. ... (T)he artist portrays Van Buren as a monarch in a princely cloak, treading on the Constitution. He is crowned “in the name of Belzebub ... Van Buren’s cloak is trimmed with “shinplasters,” the ... worthless small-denomination bank notes which proliferated during the panic. Van Buren says, “I like this cloak amazingly, for now I shall be able to put into execution my Designs without being observed by every quizing, prying Whig.”

...Under the Safety Fund law, ... banks were required to contribute to a fund used to liquidate the obligations of banks that failed. The fund was quickly exhausted during the panic. On the walls are ... the Safety Fund balloon in flames, and “the Last Gold Coin,” minted in 1829 (the year Jackson first took office). ... Beneath Van Buren’s feet are several documents, including the Specie Circular and “petitions,” [such as this one] ... calling for repeal of the Circular. ... [Library of Congress description, abridged.¹]

ENDNOTES:

¹ Winston, F. J. Capitol Fashions for. United States New York, 1837. [N.Y.: s.n] Photograph. <https://www.loc.gov/item/2008661297/>.

MINUTES OF THE 2021 ANNUAL NJPHS MEETING:

NEW JERSEY POSTAL HISTORY SOCIETY. INC.

ANNUAL MEETING VIA ZOOM

OCT. 23, 2021, 2PM EDT



With the cancellation of NOJEX 2021 as a result of Covid-19, the Society held its annual meeting via Zoom on Saturday, October 23, 2021 at 1pm. Our Society treasurer's report, prepared by Andy Kupersmit, was presented and showed a year-end balance of \$24,282.93 as of December 31, 2020. A copy of the report is included on page [224](#).

President Robert Rose reported on the progress of the update to the Society's website by Martin Kent Miller which is taking longer than anticipated. Our Society journal, *NJPH*, was awarded a gold medal at GASS in Chicago this past August. Kudos to its editor, Jean Walton for all of her hard work!

President Rose reported that the donation of material to our Society from the estate of Warren Plank, our former website manager, would be dispersed in the coming year. It was agreed that the New Jersey postal history portion of the collection would be sold by the Society through email blasts to its membership and/or by way of eBay sales to be hosted by Society member Hugh Merritt. The stamp portion of the bequest, consisting of both U.S. and foreign material, will be consigned to public auction.

Given the continued rising costs of printing and postage for the mailing of hard copies of our Journal, President Rose requested Society members to consider switching to an electronic version of the Journal in order to permit the continued annual membership at \$15. He also requested members to contribute an article to our Journal. All it need be is an image of a favorite piece of New Jersey postal history and a few sentences detailing what it is and its significance. We'll work with you and bring it to the world!

Chairman Rose then presented a PowerPoint program, *Collecting Stampless Covers*, which traced the history of collecting stampless mail, interest in which began in the 1920s. The program showed a variety of handstamped markings from Colonial times though the end of the stampless period in 1855.

In 2022, the Society will celebrate its 50th Anniversary. We are all looking forward to better times ahead! There being no further business, the meeting was adjourned at 2:15pm.

Robert G. Rose, President

DUES TIME AGAIN!**PLEASE DO NOT FORGET!**

Don't forget to pay your 2022 dues! A renewal form is included with your print journal, or attached to the email with the link to the digital edition, for those receiving NJPH by email!
(unless your 2022 dues are already paid)

Please also note that **payments by mail** should now be **sent directly to your Treasurer, Andy Kupersmit** at 143 Woodbridge Ave., Metuchen, NJ 08840. If you have any changes of address or email to report, please email them to Jean Walton at NJPostalHistory@aol.com or send a post card to Jean Walton at 125 Turtleback Road, Califon, NJ 07830.

A REQUEST FROM YOUR EDITORS:

It has become increasingly difficult to find material for the journal, and you will note that this one is about a half a dozen pages shorter than normal. There was always been *your* journal. It has always depended on your input. That input has been decreasing over the years, and you have seen us go to a number of outside sources for material.

It would however be nice to see more member contribution. We are, as always, happy to have your articles about a cover or a group of covers in your collection, and would love to help you with any editing help you need.

We also have the resources of National Archives postmaster appointment files – should you need a history of a particular community – and post office location files as well.

But aside from the single item approach, there are lots of interesting things that can be done – an overview of cancels from a particular community over time for instance. Or of a particular type of cancel from a variety of communities. Or a particular class of mail – registered, or special delivery, or the like. If you don't happen to own something you'd like to write about, see if you can find it online. There are lots of resources online, from auction catalogs to online sellers, to Ebay listings – you do not need to buy an item to write about it. Most Ebay sellers are happy to have their material publicized that way. Some auction houses can lead you into a wonderful discovery of postal history. If you have an interest in a particular area, dig a little deeper – see what you can find.

Or perhaps a particular event might take your interest. Perhaps you can find covers to illustrate it – If you think we are lost without the dealers to go to, think how they are feeling – they would be more than happy to sell their material online instead of in person.

All of us are puzzled by different questions in our hobby, and others may be able to help. If there is an area (or even a particular cover) you've never really understood – you're not alone! Write a "HELP" piece, outline what you are trying to understand, and see what the results from other members might be. Let's work together!

This is a two-way street. We cannot make it up out of whole cloth, but we are happy to help in whatever directions you might like to go.

Please let us hear from you.

MEMBER NEWS

MEMBER NEWS:

TREASURER'S REPORT – JANUARY 1, 2020 THROUGH DECEMBER 31, 2020

BALANCE BROUGHT FORWARD January 1, 2020		\$24,492.96
INCOME	Dues x 96 paying members	\$1,440.00
	Donations	\$829.00
	D'Avino Donation	\$500.00
	CD & Literature Sales	<u>\$ 35.00</u>
	TOTAL 2020 INCOME	\$2,804.00 \$2,804.00
EXPENDITURES	Paypal fees	(\$22.02)
	Journal	(\$2,886.01)
	Paper Statement Fee	(\$36.00)
	IRS Tax Filing Fee	(\$30.00)
	League of Historical Societies of NJ	<u>(\$40.00)</u>
TOTAL 2020 EXPENDITURES		(\$3,014.03) (\$3,014.03)
BALANCE YEAR END 12/31/2020		\$24,282.93
NET CHANGE		-\$210.03

Our total membership for 2020 was 115 including 19 courtesy and 96 paying, up slightly from 92 in 2018 and 2019.

The only real expense the Society incurs is the printing and mailing of the Journal. Kudos to Editor Jean Walton, all of our authors, and to Bob Rose who prints and mails the Journal. Also, thanks to those of you who only receive the Journal electronically. By the way, the color is much better than the black and white.

Also, the Society especially thanks Sheila D'Avino, who, once again, made a generous donation of \$500 to the New Jersey Postal History Society, for which we offer our deepest appreciation and heartfelt gratitude.

The donors' kind contributions of \$829 allowed the Society to continue to hold dues at the very reasonable \$15 annual rate yet again, which it has been for well over two decades. The Society thanks all Society members who contributed beyond their dues, this year and in previous years.

Andy Kupersmit, Treasurer

HOMETOWN POST OFFICES: Athenia, N.J.

By Jean R. Walton

The town of Athenia was part of Acquackanonk Township, Passaic County, and was once known by a host of names, including Claverack, Cloverack, Cloverfield, Centerville, Cheap Josie's, West Clifton, and Tome's Mills. It finally acquired a post office on March 16, 1883. Several of the previous names of this community reflected the fields of clover that once bloomed here. Tome's Mills came from the large lumber mill that once existed there, and other names were given to it by the various railroads as shipping depots. No one seems quite clear, or at least never admitted to, just what the origin of "Cheap Josie's" was.

Older residents wanted to return to Claverack or Cloverack; West Clifton was an option, but Centerville had become the most common name for this area. This area had the distinction of being served by two different railroads, the Erie Railroad and the Delaware Lackawanna and Western, which crossed here, serving the industries and lumberyards which grew up in what is now a section of Clifton. The Newark branch of the Erie Rail Road called the area Centreville, and the Delaware Lackawanna & Western R.R. called it Clifton. Unfortunately for the people here, there was already a Centerville in Hunterdon County, so it was necessary to take another name. No one has recorded – at least online – just why Athenia was chosen

The Athenia section of Clifton can probably best be described as that section of the city where Route 3 and Route 46 come together, in the triangle formed to the east of this point.



Fig. 1: A 1923 post office map showing Athenia, with nearby by Clifton, Passaic, Great Notch, and Little Falls.

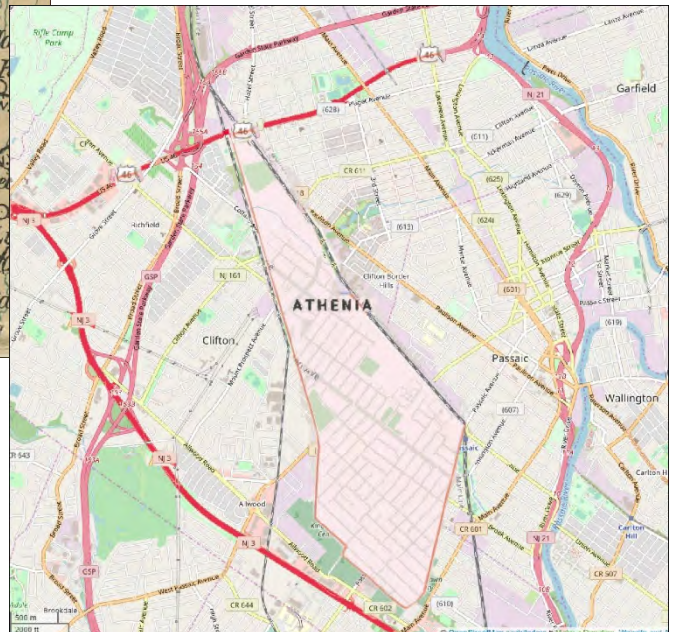


Fig. 2: The pinkish area defines where Athenia was, bordered on both sides by train lines. Today it has been incorporated into the city of Clifton.

Athenia was an area of many industries, including at one time, both lumber and steel. Most of these are now long gone, and the area has been rezoned for housing and other commercial uses, as has happened in many other areas of New Jersey.¹

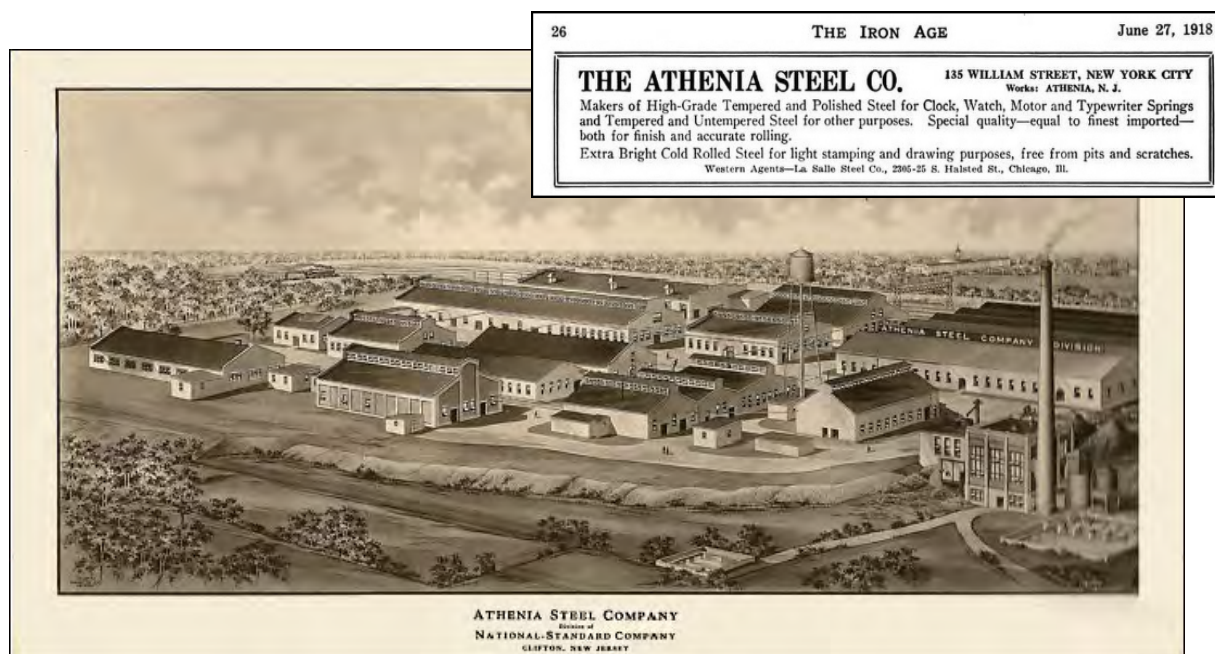


Fig. 3: The Athenia Steel Company, one of the many manufacturers that made Athenia its home. This 35-acre property was sold and became warehouse space, until purchased by the city of Clifton around 2000 for redevelopment into low-cost townhouse housing and ballfields.²

Athenia became well-known for many years as the “Ellis Island for Animals,” as in 1903, the Department of Agriculture set up a station here for animals coming into the country from abroad, where they could be held in quarantine until cleared and processed for their final destination. This was done for the protection of American livestock from the introduction of disease.



Fig. 4: The map above shows the land use for these quarantine stations. Built in the early 1900s, these consisted of a large number of brick structures to house the various types of animals that were brought here.



Fig. 5: One of the typical structures (or barns) that still exist in the U.S. Animal Quarantine site. The surrounding area has been repurposed as a park.



Pictures from Wikipedia

Fig. 6: In addition, today the animal quarantine area is used for the municipal complex for the City of Clifton, and an art park.

HOMETOWN POST OFFICES: Athenia, NJ ~ Jean R. Walton

Preservation New Jersey describes this site below:

The United States Animal Quarantine Station, also known as the “Ellis Island for animals,” was developed by the US Department of Agriculture between 1900 and 1907 to handle the receipt and isolation of foreign animals along the entire East Coast of the US in order to safeguard the nation’s livestock and poultry against diseases of foreign origin. The primary function of the facility, which when constructed contained 27 buildings, including three frame dwellings, three garages, four sheds, 14 brick cattle barns or stables, and a frame sheep barn, was to confine and inspect commercial animals; however, wild animals for zoos and exhibition purposes coming to this country were also processed through this station. Prior to 1900, the quarantining of animals was done on a rather ad hoc basis with the primary location being in Garfield, but other local barns and facilities were also used when needed.

---- During the first fifty years of operation, the station received its foreign animals via railroad from ships coming into New York Harbor. After 1950, however, air travel became more prevalent, moving the majority of quarantine operations to a new facility near Stewart Air Force Base in Newburgh, New York. As such, the Department began to sell off the property beginning in 1948. By 1966, the City of Clifton acquired the property that today represents the New Jersey and National Register of Historic Places listed property.³

Although the Athenia post office was in existence from 1883 to 1925, Athenia cancels are hard to come by. A few are shown below.



Fig. 6: A postal stationery wrapper, used in the first year of the Athenia post office existence, to Switzerland.⁴

The following covers were found in Ebay listings.



Fig. 7: A post card used from Athenia in 1905.

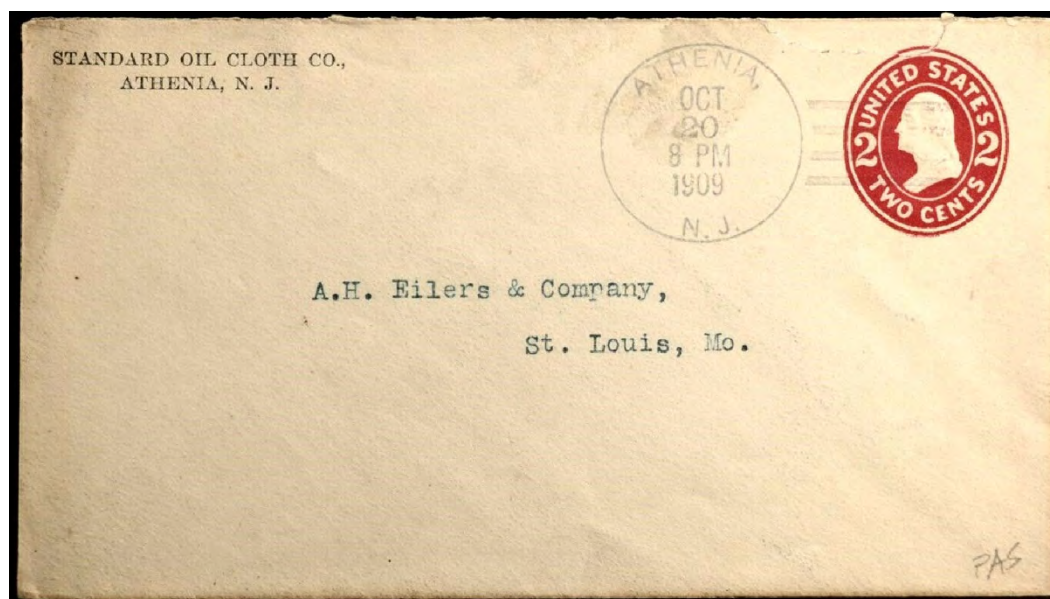


Fig. 8: Postal stationery envelope used in 1909 with a Standard Oil Cloth corner card.

HOMETOWN POST OFFICES: Athenia, NJ ~ Jean R. Walton

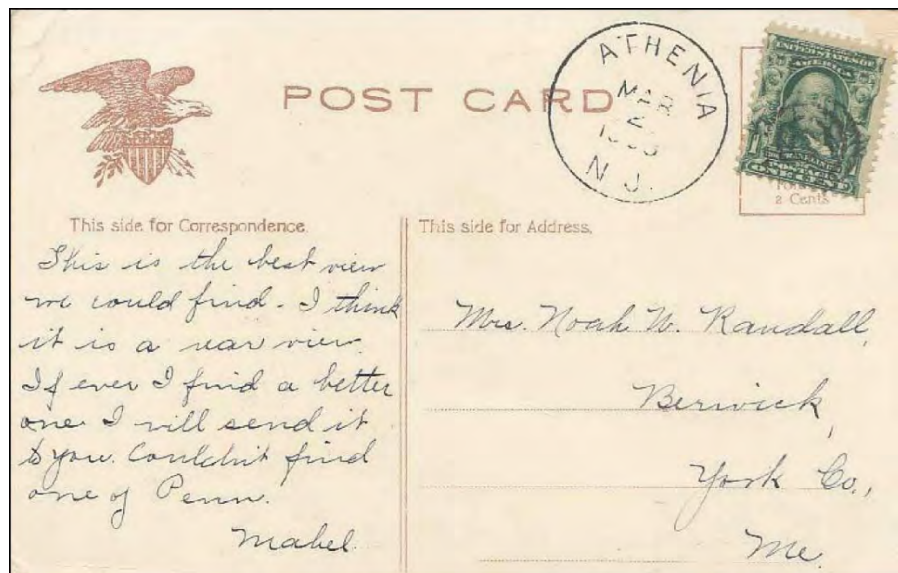


Fig. 10: A post card used from Athenia in 1923 – close to the end of its existence as a stand-alone post office.

Throughout its existence as a stand-alone post office, National Archives post office location files show the post office was located near the track of the Erie Railroad, where it crossed Clifton Avenue. In 1925, service for Athenia would move to the Clifton Station of the Passaic post office, and in 1947 it became a branch of the Clifton post office. It continued to December 1976, long enough to acquire a zip code of 07013.

Postmasters listed for Athenia are below:

PMs Athenia	Passaic County	NJ
PO 1883-1925, Athenia (Sta. Clifton, 07013) 1947-1975, now a section of Clifton. Formerly called Claverack, Cloverack, Cloverfield, Centerville, Cheap Josie's, West Clifton, and Tome's Mills		
Opened 1883	1883-Mar-16	John A. Post
	1915-Mar-13	John L. Scanlan
	1916-Jun-05	Robt E. Wood
	1919-Jun-11	John L. Doremus
	1924-Feb-01	Adeline L. Kahman
1925-Jul-31	Discontinued, Service moved to Clifton Branch, Passaic, NJ	
1947-1975	Service moved to Athenia Station, Clifton, NJ 07013	Discontinued 1975

ENDNOTES:

¹ New York Times, Dec. 31, 2000, at <https://www.nytimes.com/2000/12/31/realestate/in-the-region-new-jersey-a-onetime-industrial-area-is-recycled-for-housing.html>.

² *Ibid.*

³ Preservation New Jersey, at <https://www.preservationnj.org/listings/us-animal-quarantine-station/>.

⁴ For sale on Ebay by Triple S.

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.

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.

PRISONS/JAILS/ASYLUMS/INSTITUTIONS PHILATELIC ITEMS produced via stamp clubs in, etc. Either established clubs or individuals. Complete Confidentiality Guaranteed! Cinderellas, stamp-like artwork invited. Contact Prof. Mark Sommer, 1266 Teaneck Road #10A, Teaneck, New Jersey 07666.

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 **WYCKOFF** and other **BERGEN COUNTY postmarks** preferably pre-1900. Marge Faber, P.O. Box 1875, Bloomington, IN 47402, margefaber@comcast.net.

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.detrolio@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, 5 Pickwick Lane, Mountain Lakes, NJ 07046.

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.detrolio@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.

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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.

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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

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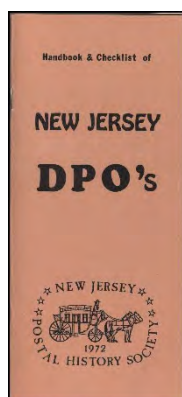
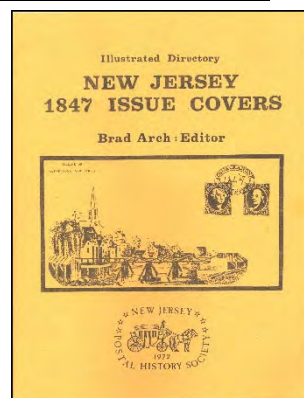
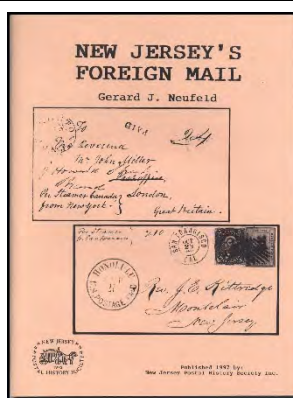
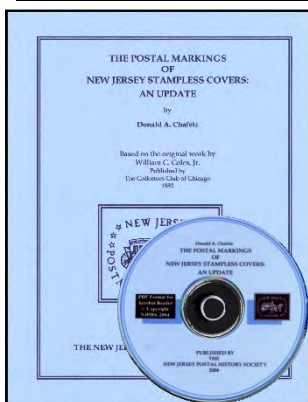
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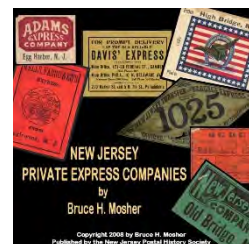


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