



NJPH

The Journal of the
NEW JERSEY POSTAL HISTORY SOCIETY
ISSN: 1078-1625

Vol. 47

No. 4

Whole Number 216

November 2019

The Proud History of the USS New Jersey BB-62



Celebrating the history of WWII Battleships, we present the first commissioning of the Battleship *New Jersey* (BB 62), and the story of her service in WWII. See page [195](#).

~ CONTENTS ~

President's Message	Robert G. Rose	194
USS <i>New Jersey</i> (BB 62) ~ From Philadelphia to Camden: A Retrospective of 80 Years.		
Part I: World War II, First Commissioning	Capt. Lawrence B. Brennan, US Navy Ret. .	195
The "Acquackanonk <i>N. Jersey</i> " Oval Handstamp	Robert G. Rose	211
Newton to Niagara in 1834.....	Jean R. Walton.....	216
A Philatelic Time Capsule: Mostly the 1920s.....	Donald A. Chafetz.....	223
A.C. Roessler and Early Airmail	John Lupia.....	228
On the Auction Scene: 10¢ 1847 "Block of Four" on Newark Cover	Robert G. Rose	237
Member News: Dues, Member Changes, Obituary.....		240
Hometown Post Offices: Delaware, NJ, A Hidden Gem	Jean R. Walton.....	241
Member Ads		247
Literature Available.....		249

NEW JERSEY POSTAL HISTORY SOCIETY, INC.

APS Affiliate #95 - PHS Affiliate #1A - NJFSC Chapter #44S ISSN: 1078-1625
Annual Membership Subscriptions \$15.00 *** Website: www.NJPostalHistory.org/

OFFICERS

President: Robert G. Rose, 18 Balbrook Drive, Mendham, NJ 07945 President@NJPostalHistory.org
VP & Ed. Emeritus: E. E. Fricks, 25 Murray Way, Blackwood, NJ 08012 VicePresident@NJPostalHistory.org
Treasurer: Andrew Kupersmit, 143 Woodbridge Ave., Metuchen, NJ 08840 Treasurer@NJPostalHistory.org
Secretary: Jean R. Walton, 125 Turtleback Rd., Califon, NJ 07830 Secretary@NJPostalHistory.org
Webmaster: Warren Plank, 625 Singley Ave, Runnemede, NJ 08078 webmaster@NJPostalHistory.org
Co-Editors /*NJPH*: Jean R. Walton, NJPostalHistory@aol.com & Robert G. Rose, robertrose25@comcast.net

DUES TIME AGAIN!

It is November again and you will find an enclosed reminder for dues payment for 2020. Dues are still \$15 a year, and again this year you have the option of paying your dues online by Paypal (no extra fee), by going to our web site [www.NJPostalHistory.org/] where you will find a link for membership renewal on the home page. You can also donate to the Society at the same time, if you would like. We are happy to accept your dues and donations in whatever form you like!

PRESIDENT'S MESSAGE

We had hoped to get this issue of *NJPH* into the mails well in advance of the NOJEX ASDA Show, but as they say "it ain't ever easy." However, many of our members will timely receive this journal in electronic format. For our membership which has opted for only the mailed version, you should be pleased because in all events, beginning with this issue, the journal will be printed in color. We hope you will like the change!

Our own Captain Lawrence B. Brennan, USN Ret., will conduct a dedication of the Battleship *Missouri* stamp at the invitation of the United States Post Office Department at the opening of NOJEX to be followed with his presentation of the postal history of the Battleship *New Jersey* as NOJEX celebrates the WWII Battleships. Our Society will hold its annual meeting at the show which will include a reprise of Larry's Battleship *New Jersey* program.

This issue of *NJPH*, has a broad range of topics with articles sure to be of interest to our membership. Captain Brennan provides the first installment of the postal history of the Battleship *New Jersey*, the most decorated battleship of WWII. Jean Walton writes of the intriguing familial history concerning a cover that traveled from Newton, New Jersey to Niagara in 1834, and a second article in the Hometown Post Office series, this one on Delaware, NJ. Don Chafetz returns to these pages with a look at the 2 cent postal rate during the 1920's applied to mail in Morristown and several of the persons associated with that mail. John Lupia returns with the story of A.C. Roessler and his preparation and promotion of airmail covers for over 20 years. I have contributed two articles, the first on the scarce Acquackanonk double oval handstamp that was applied on stampless mail and a second on the recent Gross postal history sale of a 10 cent 1847 cover postmarked at Newark with four stamps arranged as a "block of four."

You will also find enclosed a membership dues notice for 2020. The Society has again held the cost of membership to \$15.00 despite rising costs. We again ask for your tax deductible donation to the Society to help keep it in the "black."

"*Winter is coming*," and there will be more indoor time here in the northeast to work on our collections. Enjoy the holidays!

ROBERT G. ROSE

USS *NEW JERSEY* (BB 62) ~ FROM PHILADELPHIA TO CAMDEN: A Retrospective of 80 Years. Part I: World War II, First Commissioning

By Captain Lawrence B. Brennan, US Navy (Retired)^{1,2}

Eighty years ago, the United States Navy ordered Battleship Number 62, ultimately to be named USS *New Jersey*, to be built at the Philadelphia Naval Shipyard.³ Today, that ship is moored across the Delaware River at Camden, Jersey as a Museum Ship. During the intervening nearly 50 years, she fought in four wars - World War II (1943-1945), Korea (1951-53), Vietnam (1968-69), and the Lebanese Conflict (1983-84); she was placed in commission four times actively serving more than two decades. For the past 20 years she has been a Museum Ship.⁴



Naval History & Heritage Command photo #NH45486⁵

Fig. 1: USS New Jersey (BB 62) silhouetted against the sea and clouds, as seen from a minesweeper, 26 October 1943. She was then engaged in training in the Atlantic Ocean.

This article is an overview of the postal history of the ship – technically a branch of the New York post office during much of her lengthy service. Interspersed with the narrative of the ship's construction and service are photographs and covers postmarked on board *New Jersey* or philatelic covers postmarked ashore marking historic events.

Much of the following information is *The Dictionary of American Naval Fighting Ships* (D.A.N.F.S. history online), as noted in endnote 4.

On 1 July 1939, the first day of Fiscal Year 1940, the United States ordered the first two *Iowa* class battleships. The class leader was built at New York Naval Shipyard while the second was USS *New Jersey*. Ultimately, six were ordered but only four [*Iowa*, *New Jersey*, *Missouri*, and *Wisconsin*] were completed; all served during World War II, Korea, during the 1980s rebuilding of the fleet, and now all four are Museum Ships.

The keel for *New Jersey* was laid 16 September 1940; she was launched 7 December 1942 sponsored by Mrs. Charles Edison, wife of Governor Edison of New Jersey the former Secretary of the Navy; the ship was commissioned at Philadelphia 23 May 1943, Captain Carl F. Holden, US Navy in command. She spent the rest of that year in the western Atlantic and Caribbean area.



Illustration courtesy George Mancin

Fig. 2: A Dr. Hutnick keel laying cover for New Jersey dated 16 Sep 1940 and postmarked on board USS Bear (AG 29) with her Locy Type 3r (BTT) postmark with Philadelphia, Pennsylvania in her killer bars rated A in the USCS Postmark Catalog. The cover bears a green one cent Washington stamp (Scott #804) and an orange half cent Benjamin Franklin (Scott #803).

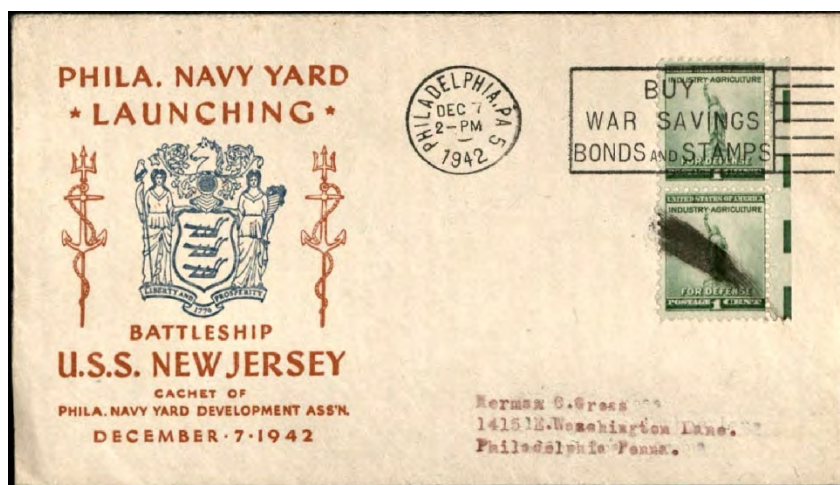


Fig. 3: A launching cover postmarked by a machine cancel at Philadelphia Post Office dated 7 Dec 1942, the first anniversary of the attack on Pearl Harbor. The cover bears a vertical pair of 1 cent green Defense Statue of Liberty stamps (Scott #899).

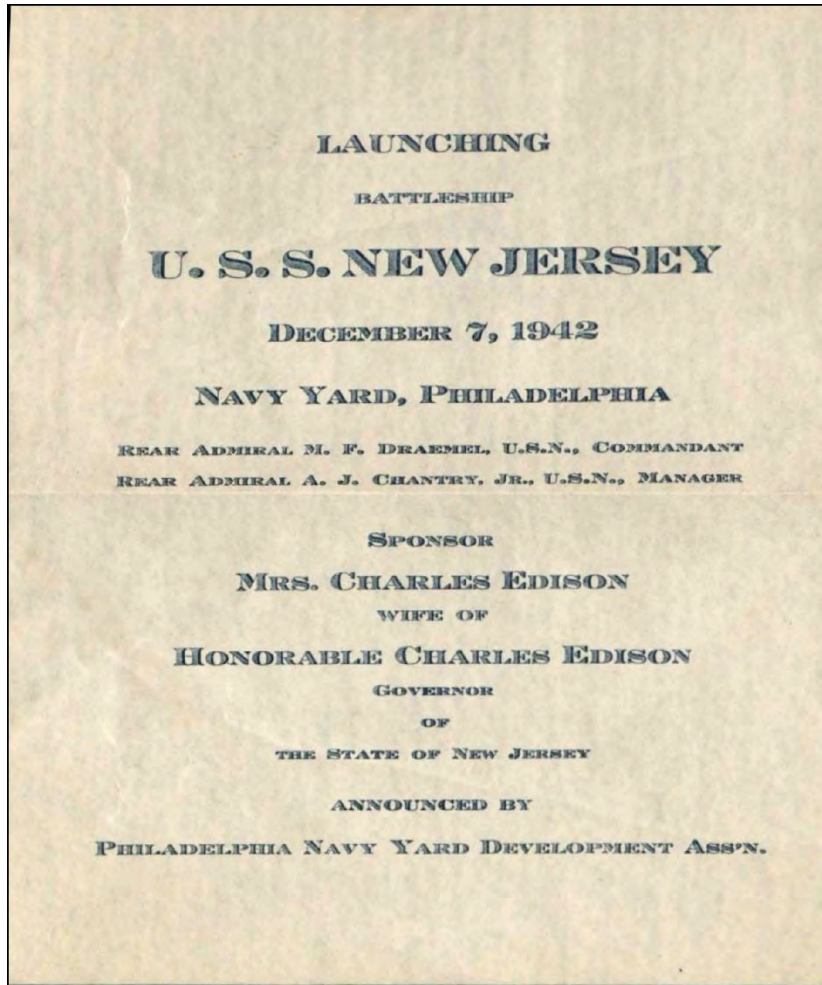


Illustration courtesy John Young

Fig. 4: Launch Day program for USS New Jersey.

Associate Press Photo, at
NavSource.org #016232u

Fig. 5: U.S. Naval officers wave from the bow on New Jersey BB-62 as she is launched at the Naval Yard at Philadelphia, 7 December 1942. Anchor and chains hang over the bow, which is higher than a five-story building.





Illustration courtesy Richard Hoffner.
Fig. 6: A printed *First Day in Commission* cover for USS New Jersey dated 23 May 1943, with her Locy Type 2z* postmark and Locy Type 9efu handstamp not touching the stamp, plus censor marking. Sponsor unknown. The cover bears a 2¢ red Ohio River Canalization stamp (Scott #681). The postmarks are rated B in the USCS Postmark Catalog. Note the USS New Jersey Br. cancel of the New York post office.

The cover is addressed to Chief Electrician's Mate A. J. Lance, US Navy. Archie Lance is a well-known collector who was a member of *New Jersey*'s crew and became a Warrant Officer and then a Lieutenant (junior grade).

New Jersey's 23 May 1943 commissioning was followed by a shakedown cruise in the Atlantic Ocean.

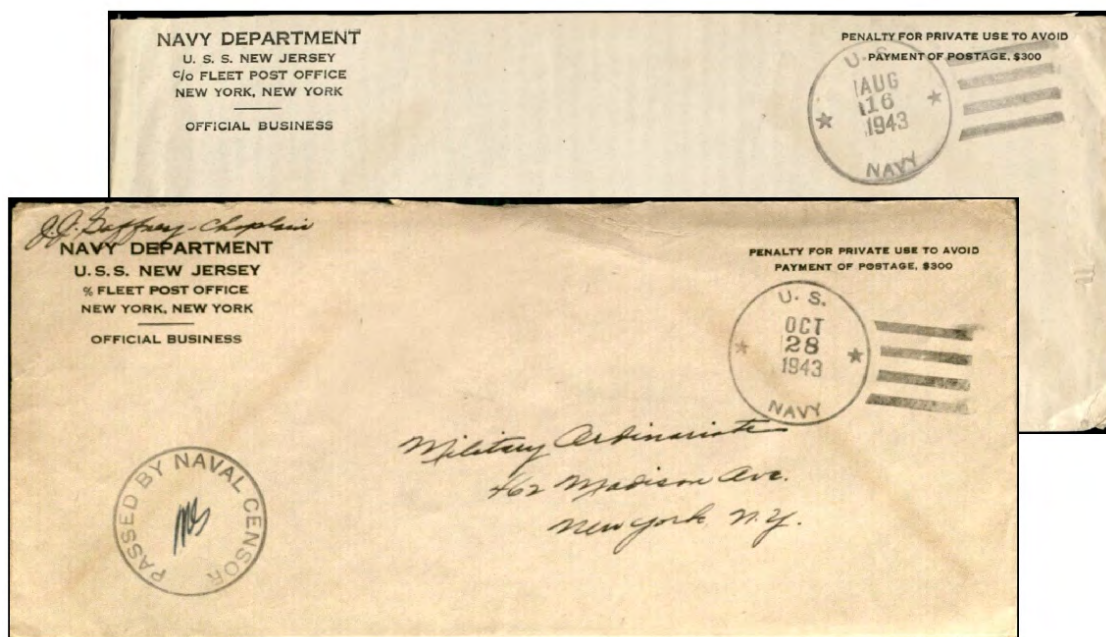


Fig. 7: Two Number 10 size official mail "Penalty Envelope" with the Fleet Post Office New York return address printed in the upper left corner, with New Jersey's Locy Type 2z* postmark which is rated B in the USCS Postmark Catalog. The cover cancelled 16 August 1943 is uncensored; the 28 October 1943 cover forwarded a report from Father J. J. Gaffney, the Roman Catholic Chaplain to the Military Ordinariate in New York. It is censored and is cancelled the day after the ship's first Navy Day.

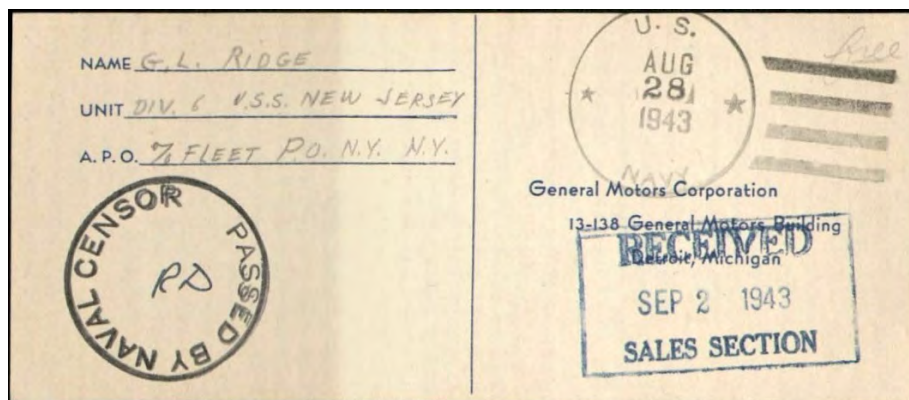


Fig. 8: A pre-printed “Thank you” card addressed to General Motors by a sailor to acknowledge receipt of a gift carton of cigarettes sent by the GM employees. The sailor has printed his name and FPO N.Y. N.Y. return address in the upper left corner. The censored card is cancelled 28 August 1943 with New Jersey’s Locy Type 2z* postmark and was received by GM on 2 September 1943. In addition to those donated to the military by civilians, hundreds of millions of cartons of tax-free cigarettes were sold in ship’s stores for less than a dollar per carton for decades before and after World War II.

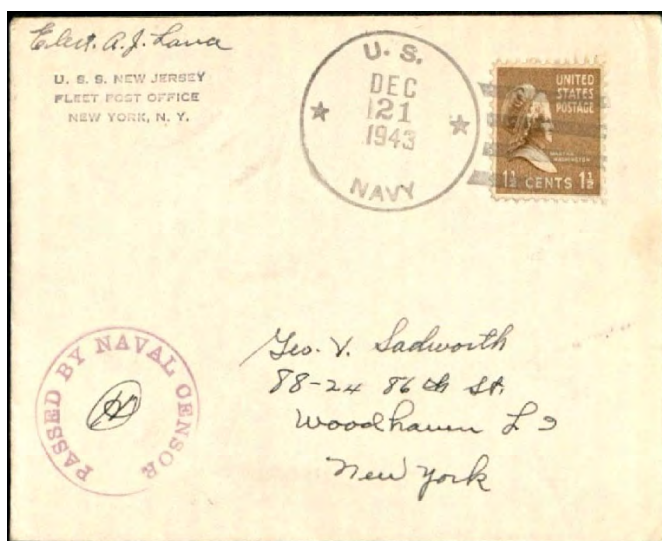


Fig. 9: A small cover for a Christmas and New Year card franked with a brown one and a half cent Martha Washington stamp [Scott #805] with Mr. Lance’s hand written name above the Fleet Post Office New York rubber stamp return address in the upper left corner. The censored cover is cancelled 21 Dec 1943 with New Jersey’s Locy Type 2z* postmark. The envelope is addressed to George Sadworth, a well-known naval cover collector; the enclosed card also bears a censor mark and a large rubber stamped “U.S.S. NEW JERSEY” to the left of the picture.

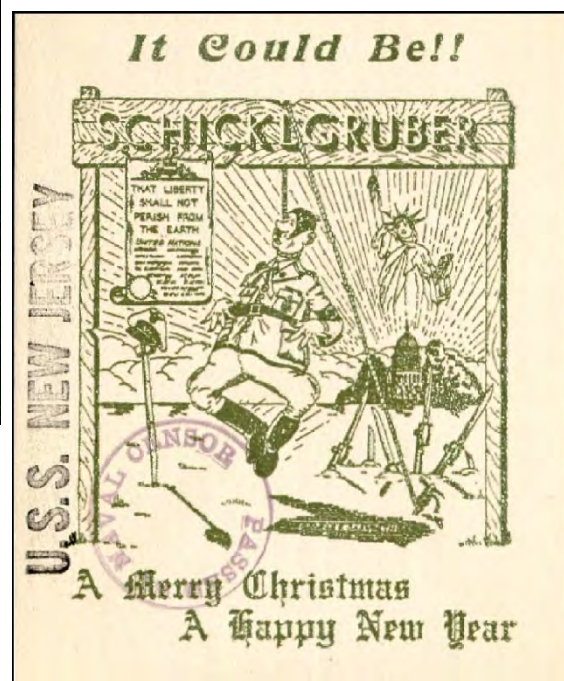


Fig. 9a: Enclosed card picturing Hitler.

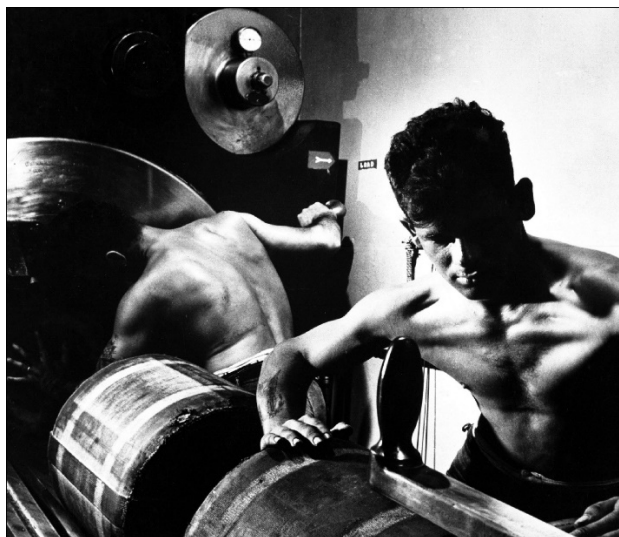
Life aboard ship – preparing for battle ~

Figs. 10 a-d: NavSource.org⁶



Navsource #016241

Fig. 10a: Crewmen are seen loading 16" projectiles through a main deck scuttle. The projectiles are hoisted down several decks by a portable beam hoist built onto the top of the main turrets.



Navsource.org #0162005

Fig. 10b: Gunners packing in bags of powder which will fire the huge shell already in gun.



Navsource #016246f

Fig. 10c: Ordnance men aboard New Jersey (BB-62) move a 16-Inch projectile to an ammunition hoist.



Navsource #016244

Fig. 10d: A crewman relaxing under the guns which will fire the ordnance.

On 7 January 1944 *New Jersey* passed through the Panama Canal war-bound for Funafuti, Ellice Islands. She reported there 22 January for duty with the Fifth Fleet, and three days later rendezvoused with Task Group 58.2 for her first combat duty – the assault on the Marshall Islands.



Fig. 11: A 23 January 1944 cover sent to River Forest, Ill. upon arriving at Funafuti in the Ellice Islands, just before New Jersey's first combat duty in the Marshall Islands. Her Fleet Post Office address is now San Francisco.

New Jersey was Admiral Spruance's Fifth Fleet flagship during the mid-February raid on the Japanese base at Truk. Through the rest of 1944, she took part in raids on Japanese-held islands, the Marianas invasion and Battle of Philippine Sea, the Battle of Leyte Gulf and operations against the Philippines.



Fig. 12: Admiral Raymond Spruance and Admiral Chester Nimitz aboard USS New Jersey.⁷

New Jersey began her career as a flagship 4 February in Majuro Lagoon when Admiral Raymond A. Spruance, commanding the Fifth Fleet, broke⁸ his flag. Her first action as a flagship was a two-day surface and air strike against the Japanese fleet base on Truk in the Carolines. This was coordinated with the assault on Kwajalein, and interdicted Japanese naval retaliation during the conquest of the Marshalls.



Image courtesy John Young

Fig. 13: 5 Feb 1944 cancel Locy Type 2z with straight line “USS New Jersey” placed across but not part of the lower section of the circular device below the date



Figs. 14 and 14a: Censored airmail covers sent by crewmen soon after New Jersey transited to the Pacific. New Jersey was Fifth Fleet flagship with Admiral Spruance embarked at this time.

Each cover is franked with a carmine six cent Transport Plane stamp [Scott #C25] with sailor’s hand written return address in the upper left corner. They are cancelled 11 Feb 1944 and 16 Mar 1944 respectively with New Jersey’s Locy Type 2z* postmark. While surface mail was free, many sailors paid the six cents airmail fee to expedite their correspondence.

Between 17 March and 10 April, *New Jersey* first sailed with Rear Admiral Marc A. Mitscher’s flagship USS *Lexington* (CV 16) for an air and surface bombardment of Mille, then rejoined Task Group 58.2 for a strike against shipping in the Palaus, and bombarded Woleai. Upon his return to Majuro, Admiral Spruance transferred his flag to USS *Indianapolis* (CA 35). He would again break his flag in *New Jersey* at the end of the war.

New Jersey's next war cruise, 13 April-4 May 1944, began and ended at Majuro. She screened the carrier striking force which gave air support to the invasion of Aitape, Tanahmerah Bay, and Humboldt Bay, New Guinea, 22 April, then bombed shipping and shore installations at Truk 29-30 April. *New Jersey*'s sixteen-inch salvos pounded Ponape 1 May.

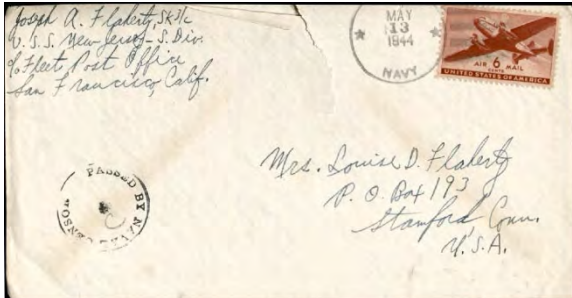


Fig. 15: A censored airmail cover sent by a crewman franked with a carmine six cent Transport Plane stamp [Scott #C25] with sailor's hand written return address in the upper left corner. The censored cover is cancelled 13 May 1944 with *New Jersey*'s Locy Type 2z* postmark.



Fig. 16: Part of the Lance correspondence, this cover is canceled between the Hollandia Operation and the Marianas Operation, 26 May 1944. The cover is addressed to the only woman who has served as president of the Universal Ship Cancellation Society.

After rehearsing for the invasion of the Marianas, *New Jersey* put to sea 6 June [D-Day at Normandy] in the screening and bombardment group of Admiral Mitscher's Task Force.

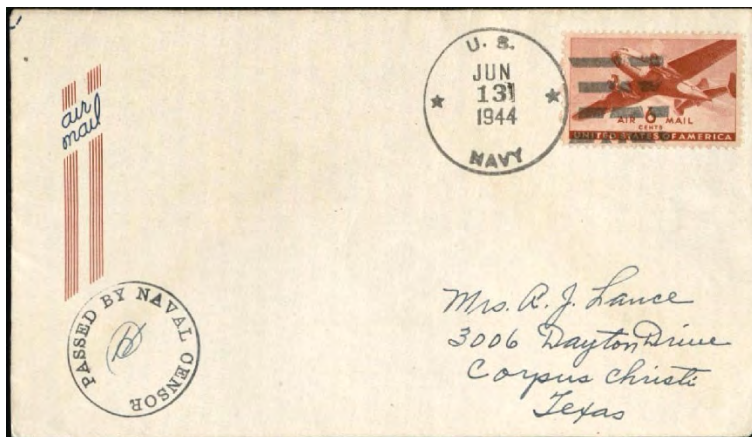


Fig. 17: Also part of the Lance correspondence, this cover is canceled during the Marianas operation, 13 June 1944.

The Japanese response to the Marianas operation was an order to its Mobile Fleet to attack the US invasion force. Shadowing US submarines tracked the Japanese fleet into the Philippine Sea. *New Jersey* took station in the protective screen around the carriers on 19 June 1944 as US naval aviators and Japanese pilots dueled in the Battle of the Philippine Sea. That day and the next sealed the doom of Japanese naval aviation. In this "Marianas Turkey Shoot," the Japanese lost more than 400 aircraft. This loss of trained pilots and aircraft was equaled in disaster by the sinking of three Japanese carriers by submarines and aircraft, and the damaging of two carriers and a battleship. The US Navy's anti-aircraft fire proved virtually impenetrable; only two US ships were slightly damaged.



Illustration courtesy Naval Online Cover Collection: Jon Burdett
Fig. 18. *Cancelled 16 August 1944 with a USS New Jersey corner handstamp FPO San Francisco.*

From August 1944, she was flagship of Admiral William F. Halsey's Third Fleet. New Jersey broke his four star flag 24 August 1944. For the eight months after she sailed from Pearl Harbor 30 August, *New Jersey* was based at Ulithi.

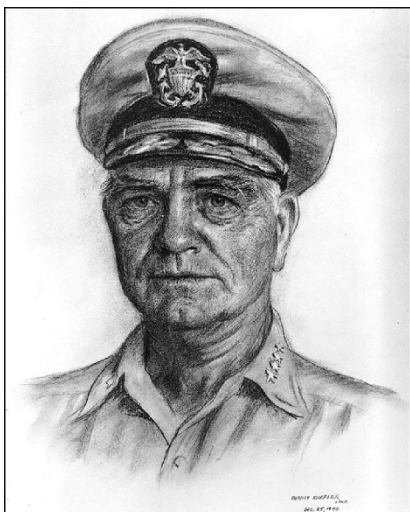


Fig. 19: *New Jersey-born Admiral William F. ("Bull") Halsey.⁹*

In September the targets were in the Visayas and the southern Philippines, then Manila and Cavite, Panay, Negros, Leyte, and Cebu. Early in October raids to destroy enemy air power based on Okinawa and Formosa were begun in preparation for the Leyte landings 20 October 1944.

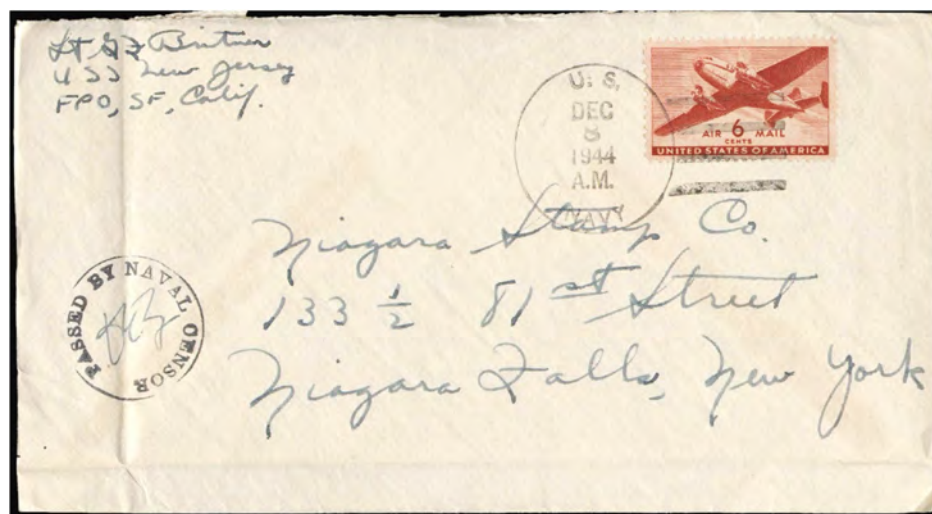
This invasion brought on the last great sortie of the Imperial Japanese Navy. Its plan for the Battle for Leyte Gulf included a feint by a northern force of carriers, without aircraft, to draw away the battleships, cruisers and fast carriers with which Admiral Halsey was protecting the landings. This was to allow the Japanese Center Force to enter the gulf through San Bernardino Strait.

At the opening of the battle planes from the carriers guarded by USS *New Jersey* struck at both the Japanese Southern and Center Forces, sinking a battleship 23 October. The next day Halsey shaped his course north after the decoy force had been spotted. Aircraft from his carriers sank four of the Japanese carriers, as well as a destroyer and a cruiser, while *New Jersey* steamed south at flank speed to meet the newly developed threat of the Center force.



Fig. 20: Admiral William F. Halsey, Commander, Third Fleet (left center) eats Thanksgiving dinner with the crew of his flagship, USS New Jersey (BB-62), 30 November 1944.

Official U.S. Navy Photograph #80-G-291498



Official US Navy photograph #80-G-291047¹⁰

Fig. 21: A censored airmail cover sent by Lieutenant G. F. Britner, Jr., franked with a carmine six cent Transport Plane stamp [Scott #C25] with his hand written return address in the upper left corner. The censored cover is cancelled, during the Leyte Operations including the Luzon Attacks, with New Jersey's Locy Type 2z postmark dated 8 Dec 1944, 10 days before the first of two Pacific typhoons which caused serious damage to Admiral Halsey's Third Fleet.*

New Jersey sailed with a carrier task group for air attacks on Luzon 14-16 December and then found herself in a typhoon which sank three destroyers. She returned to Ulithi on Christmas Eve to be met by Fleet Admiral Chester W. Nimitz, who had convened a Court of Inquiry. This was the first of two disastrous typhoons which damaged the Third Fleet.

From 30 December 1944 to 25 January 1945, *New Jersey* guarded the carriers in strikes on Formosa, Okinawa, and Luzon, on the coast of Indo-China, Hong Kong, Swatow and Amoy, and again on Formosa and Okinawa. At Ulithi 27 January Admiral Halsey lowered his flag but it was replaced two days later by that of Rear Admiral Oscar Badger commanding Battleship Division Seven.

In support of the assault on Iwo Jima, *New Jersey* screened the *Essex* group in air attacks on the island 19-21 February, and escorted the first major carrier raid on Tokyo 25 February, a raid aimed specifically at aircraft production. During the next two days, Okinawa was attacked from the air by the same striking force.



Fig. 22 & 23: Censored airmail covers franked with a carmine six cent Transport Plane stamp [Scott #C25] with Petty Officer Flaherty's hand written name above the rubber stamp return address in the upper left corner. The censored covers are cancelled, during the Leyte Operations including the Luzon Attacks, with New Jersey's Locy Type 2z* postmark dated 20 February 1945 & 11 Apr 1945, during Fifth and Third Fleet raids in support of Okinawa Gunto Operation.

New Jersey was engaged in the conquest of Okinawa from 14 March until 16 April. As the carriers prepared for the invasion with strikes there and on Honshu, *New Jersey* fought off air raids, used her seaplanes to rescue downed pilots, and defended the carriers from suicide planes. On 24 March 1945 she again carried out heavy bombardment, preparing the invasion beaches. *New Jersey* continued her Pacific combat operations into 1945, supporting the invasions of Iwo Jima and the Ryukyus.

6 August and 9 August 1945 marked the dropping of the atomic bombs on Japan, and on 15 August, Japan announced its intentions to surrender. The formal surrender ceremony was conducted in Tokyo Bay on board the USS *Missouri* on 2 September 1945.



Fig. 24: An uncensored airmail cover franked with a carmine six cent Transport Plane stamp [Scott #C25] with Petty Officer Flaherty's hand written name above the rubber stamp return address in the upper left corner. The censored cover is cancelled with New Jersey's Locy Type 2z* postmark dated 12 Sep 1945. The letter enclosed, dated 11 Sep 1945 reported that "we will get underway tomorrow and move up to Japan, probably at Yokohama."

New Jersey was not present in Tokyo Bay on the day of signing of the Instrument of Surrender. During the final months of the war, *New Jersey* was overhauled at Puget Sound Naval Shipyard. She sailed 4 July for San Pedro, Pearl Harbor, and Eniwetok bound for Guam. There, on 14 August, she once again became flagship of the Fifth Fleet under Admiral Spruance. Brief stays at Manila and Okinawa preceded her arrival in Tokyo Bay, 17 September, where she served as flagship for the successive commanders of Naval Forces in Japanese waters until relieved 28 January 1946 by USS *Iowa* (BB 61).



Cover illustration courtesy John Young

Fig. 25: A cover celebrating the successful conclusion of the war, and the naval contributions of Admiral Halsey and Admiral Nimitz to this effort.

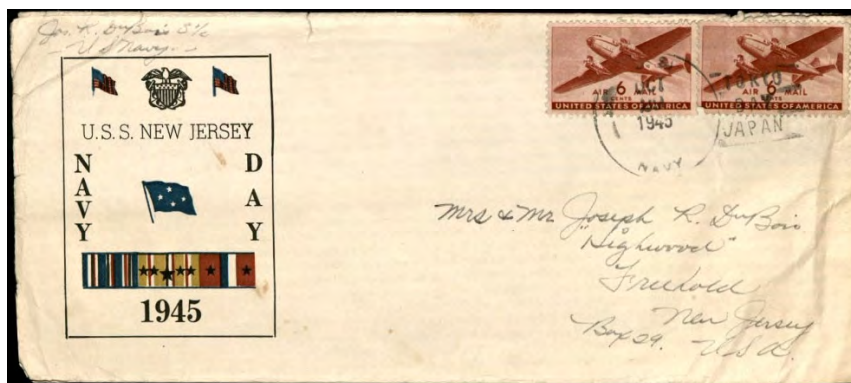


Fig. 26: An uncensored multicolor printed Navy Day cacheted # 10 airmail cover franked with two carmine six cent Transport Plane stamps [Scott #C25] with Seaman First Class (S1/c) Jos. L. DuBois' hand written return address in the upper left corner. The uncensored cover is cancelled with New Jersey's Locy Type Pz (N-8c) postmark dated 28 Oct 1945, the day after Navy Day but still during 27 October throughout most of the United States, with "Tokyo Japan" in the killer bars rated C in the USCS Postmark Catalog (5th ed. 1997).

As part of Operation Magic Carpet, *New Jersey* took aboard nearly a thousand homeward bound troops with whom she arrived at San Francisco 10 February 1946.

After west coast operations and overhaul at Puget Sound, *New Jersey* returned to the Atlantic as she came home to Bayonne, New Jersey, for her fourth birthday 23 May 1947.

Between 7 June and 26 August, 1947 *New Jersey* formed part of the first training squadron to cruise Northern European waters since the beginning of World War II. Over two thousand Naval Academy and NROTC midshipmen received sea-going experience under the command of Admiral Richard L. Connolly, Commander Naval Forces Eastern Atlantic and Mediterranean, who broke his flag in *New Jersey* at Rosyth, Scotland 23 June. She was the scene of official receptions at Oslo, where King Haakon VII of Norway inspected the crew 2 July, and at Portsmouth, England. The training fleet was westward bound 18 July for exercises in the Caribbean and Western Atlantic.



Fig. 27: An uncensored free mail printed cacheted cover with Fleet Admiral William F. Halsey's typed return on the upper left side and his autograph on the upper right side beneath the typed "FREE" frank and under the 20 Nov 1946 Washington D.C. machine postmark.

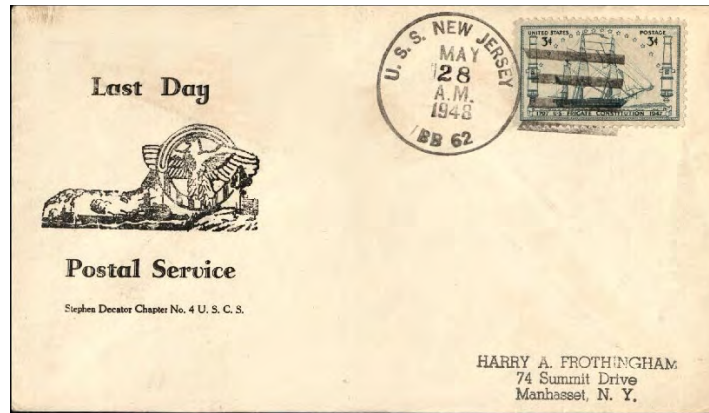


Fig. 28: A printed cacheted cover marking New Jersey's Last Day Postal Service and cancelled with New Jersey's Locy Type 2(n) postmark dated 29 May 1948, rated A in the USCS Postmark Catalog (5th ed. 1997).

After serving at New York as flagship for Rear Admiral H. H. McClean, Commander, Battleship Division One, 12 September-18 October, *New Jersey* was inactivated at the New York Naval Shipyard. She was decommissioned at Bayonne 30 June 1948 and assigned to the New York Group, Atlantic Reserve Fleet. She would be recommissioned three more times, before becoming a Museum Ship in 2001 – a story for another day.

During World War II, *New Jersey* received nine battle stars for action in the Asiatic-Pacific Theatre in 1944 and 1945. The operations she participated in are listed below:

1. Marshall Islands Operation

Occupation of Kwajalein and Majuro Atolls
Bombardment of Mille Atoll

2. Asiatic-Pacific Raids – 1944

Truk Attack
Papau, Yap, Ulithi, Woleai Raid
Truk, Satawan, Ponape Raid

3. Hollandia Operation

Aitape, Humboldt Bay, Tanahmerah Bay

4. Marianas Operation

Capture and Occupation of Saipan
Battle of the Philippine Sea
Capture and Occupation of Guam
Palau, Yap, Ulithi Raid

5. Western Caroline Islands Operation

Capture & Occupation of Southern Palau Islands
Philippine Island Assaults

6. Leyte Operation

Third Fleet Supporting Operations – Okinawa Attack
Northern Luzon & Formosa Attacks
Luzon Attacks
Visayas Attack

7. Luzon Operation

Formosa Attack
Luzon Attacks
China Coast Attacks

8. Iwo Jima Operation

5th Fleet Raids against Honshu & the Nansei Shoto
Assault & Occupation of Iwo Jima

9. Okinawa Gunto Operation

5th & 3rd Fleet Raids in support of Okinawa Gunto Operation

10. Japanese surrender and Occupation Duty

World War II - Medals and Achievement Awards

Asiatic - Pacific Campaign Medal for World War II

World War II Victory Medal: May 23, 1943 - December 31, 1946

Navy Occupation Service Medal / Asia: October 23, 1945 - January 29, 1946

ENDNOTES:

¹ Copyright MMXVI by Lawrence B. Brennan, all moral and legal right reserved. May not be reproduced or republished without the prior written consent of the author.

² Lawrence B. Brennan is a retired U.S. Navy Captain, an adjunct professor of law at Fordham Law School, and an admiralty and maritime law litigator in New York City. He was a trial attorney for the U.S. Department of Justice. He was educated at Fordham University in New York City (B.A. *magna cum laude* 1974 and J.D. 1977). He is a member of the Bar of the State of New York and various federal courts, including the U.S. Supreme Court.

³ Fahey, James C. *The Ships and Aircraft of the United States Fleet (War Edition)*, New York, Ships and Aircraft 1942, p. 5.

⁴ The ship's history is based, as usual, on the *Dictionary of American Naval Fighting Ships*' entry found on line at <https://www.history.navy.mil/research/histories/ship-histories/danfs/n/new-jersey-ii.html> and on <https://www.battleshipnewjersey.org/the-ship/full-history/>

⁵ Many of the photos used here come from the Naval History and Heritage Command web site, at <https://www.history.navy.mil/content/history/nhhc/our-collections/photography/us-navy-ships/battleships/new-jersey-bb-62/NH-45486.html>. We will identify them by their number on that web site

⁶ Other photos are from NavSource Online: Battleship Photo Archive (for USS NJ BB-62) at <http://www.navsource.org/archives/01/62a.htm>.

⁷ WWII database web site at <https://ww2db.com/images/5b9175682cd55.jpg>.

⁸ Harvard History Professor and retired Rear Admiral, US Naval Reserve, Samuel Eliot Morison instructed, You set a sail, raise the jack or ensign, hoist a signal, but break (out) an admiral's flag..." "Notes on Writing Naval (not Navy) English," originally published in *The American Neptune* (January 1949) pp.5-9.

⁹ A New Jersey native, Fleet Admiral Halsey was born in Elizabeth 30 October 1882. He was promoted to Fleet Admiral and became Navy's junior five star Admiral on 11 December 1945.

¹⁰ Naval History & Heritage Command, *op cit.*, <https://www.history.navy.mil/content/history/nhhc/our-collections/photography/us-navy-ships/battleships/new-jersey-bb-62/80-G-291047.html>.

THE “ACQUACKANONK N. JERSEY” OVAL HANDSTAMP

By Robert G. Rose

Acquackanonk is a former New Jersey township whose name is now largely lost to history. Its name is derived from the language of the Native American Lenni Lenape tribe who lived in the area.¹ Situated on the bank of the Passaic River, north of Newark, it was first settled by Dutch traders in 1679.² It was first incorporated as a township on October 31, 1693 as part of East Jersey, then located in Essex County.³ Following America’s Independence and the establishment of New Jersey as a State, it was again incorporated as a township on February 21, 1798.⁴

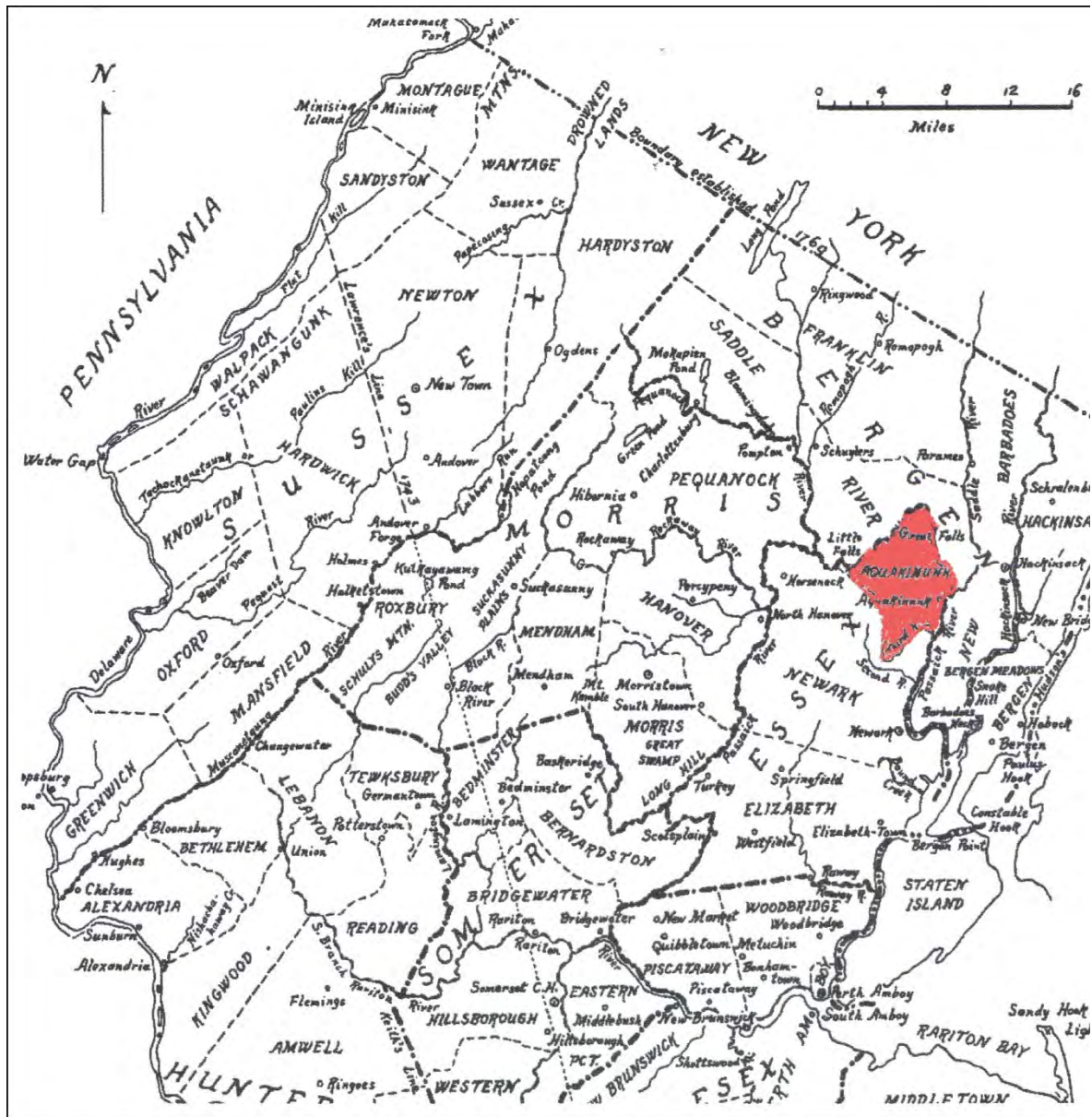


Fig. 1. Map of Northern New Jersey 1775, Acquackanonk highlighted in red



Illustration from Barber & Howe⁵

Fig. 2. 1844 woodcut view of Acquackanonk Landing looking west across the Passaic River.

During the 19th century, Acquackanonk was gradually diminished in size, with portions first added to Paterson in 1831 including the Great Falls area, and later again in 1869.⁶ On February 7, 1837, Acquackanonk became part of Passaic County.⁷ The remnants of the township were further reduced with the creation of Little Falls in 1868, Passaic in 1871, and, its demise with the establishment of Clifton in 1917.⁸

The Acquackanonk post office was established on May 14, 1812.⁹ Peter Jackson, the proprietor of a general store located in Acquackanonk Landing, was appointed as its first postmaster, a position he held until May 1, 1838.¹⁰ Manuscript postmarks have been recorded in William C. Coles, Jr.'s *The Postal Markings of New Jersey Stampless Covers*, from 1827 to 1849.¹¹ Its sole handstamp postmark is a 28 x 22 mm double oval, always applied in red ink, with a manuscript date in the center oval and the town's name with the state designation as “N. Jersey” in italics as illustrated on the cover in *Figure 3*. Coles records a handstamp “Free” reportedly used with it in 1840.¹² The author of this article has never seen the latter cover, and the census with ascertainable dates that follows at the end of this article describes a possible maximum of 10 handstamped covers with recorded usages from only 1831 to 1832. *The American Stampless Cover Catalog* lists this handstamp's period of use in only 1831.¹³

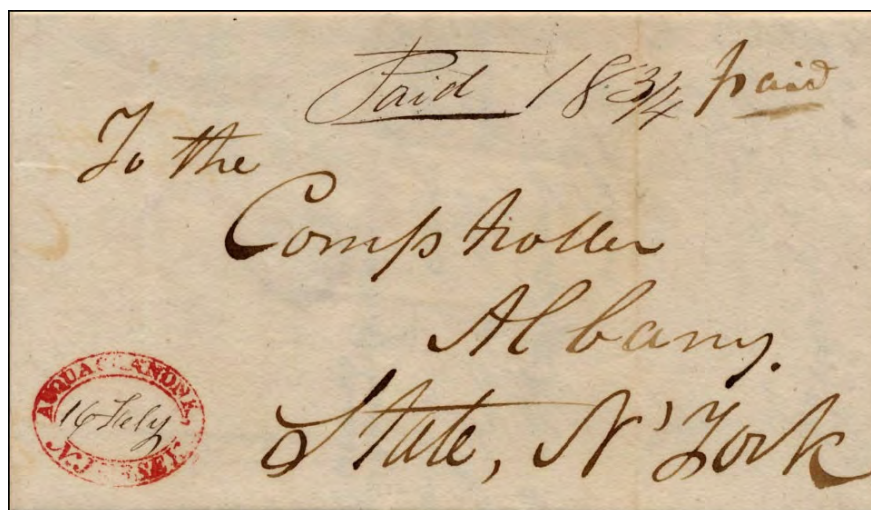


Fig. 3. Acquackanonk oval handstamp in red on February 16, 1831 folded letter to Albany, New York, with manuscript “Paid” 18 ¾ cents under the Act of March 3, 1825 for a distance of 150 to 400 miles.

The *Coles Book* states that Acquackanonk’s original oval handstamp “was found and is now in a museum.”¹⁴ In fact, it was originally gifted to the City of Passaic Historical Commission and warehoused at the Reid Memorial Library in Passaic. Through the courtesy of Mark S. Auberbach, the Passaic City Historian, illustrated below in *Figures 4-6* is the handstamp and an impression made from it. The opening in the handstamp was the space in which the month and day typeface were to be inserted. However, all reported examples have manuscript dating.



Fig. 4



Fig. 5: Metal handstamp showing reverse image.



Fig. 6: Impression taken from the handstamp.

Courtesy of Mark S. Auberbach, Passaic City Historian

Figs. 4-6. The Acquackanonk handstamp and impression from the handstamp .

The late Brad Arch, having lived in Clifton for many years prior to his untimely passing in 2000, was an avid collector of Acquackanonk covers. His collection of New Jersey postal history was sold by Robert A. Siegel Auction Galleries in a June 2000 sale, which included five of the 10 covers listed in the census below as well as several manuscript postmarks. Arch created the Acquackanonk fantasy cover shown below in *Figure 7*. He used this “first day” fantasy cover to illustrate the front cover of his census of the 1847 Issue used from New Jersey.¹⁵

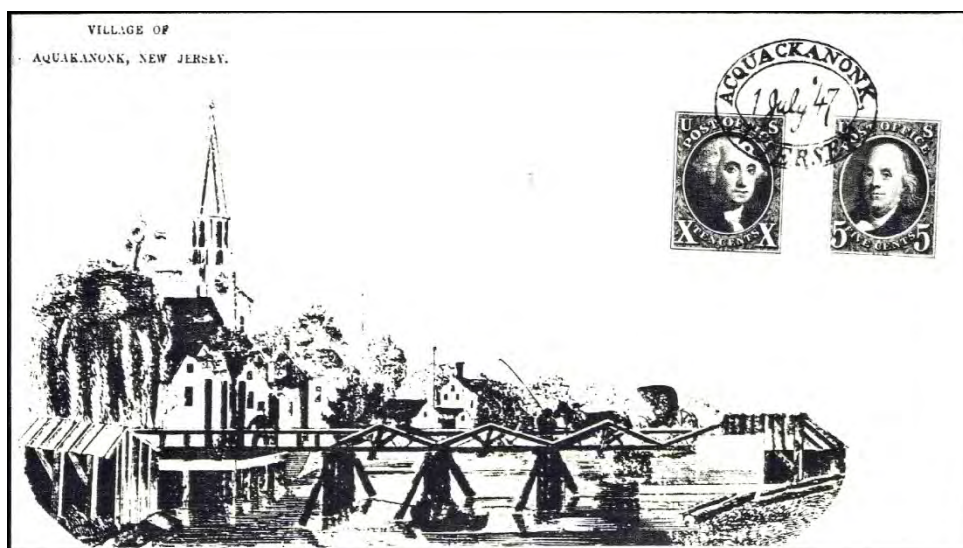


Figure 7. Fantasy July 1, 1847 combination first day cover of 5 cent and 10 cent 1847 Issue tied by Acquackanonk oval postmark with illustration of Acquackanonk Landing.

Grateful acknowledgement is given to Mark S. Auberbach, the Passaic City Historian for his comments and suggestions in the preparation of this article and, a special thanks for the images of the Acquackanonk handstamp. Any errors or omissions are those of the author alone.

Acquackanonk Oval Handstamp Census*

	<i>Date</i>	<i>Postal Marking</i>	<i>To:</i>	<i>Provenance</i>
1	Feb. 16, 1831	Ms. “Paid 18 $\frac{3}{4}$ ”	to Albany, New York	Apfelbaum Auction, Sale 656, lot 41, December, 1990.
2	Apr, 20, 1831	Ms. “Paid 10”	to Chester, New York	<i>Coles Book, Fig. 38, Coles Auction Sale, Robert G. Kaufmann, Sale 33, lot 461, March 8, 1984, Brad Arch Collection, Robert A. Siegel Auction Galleries, Sale 825, lot 681, June 27-29, 2000.</i>
3	Nov. 23, 1831	Ms. “Way 7”	to New York	<i>Robert G. Rose Collection</i>
4	Feb. 7, 1832	“Double 50”	to Erie, Pennsylvania	<i>Brad Arch Collection, Robert A. Siegel Auction Galleries, Sale 5825, lot 682, June 27-29, 2000</i>
5	Jan. 21, _____	Ms. Postmaster Free frank”	to New York	<i>NJPH, November, 1991, p. 156.</i>
6	Apr. 28, _____	Ms. “18 $\frac{3}{4}$ ”	to Massachusetts	<i>Brad Arch Collection, Robert A. Siegel Auction Galleries, Sale 825, lot 683, June 27-29, 2000.</i>
7	May 24, _____	Ms. “12 $\frac{1}{2}$ ”	to New York	<i>Brad Arch Collection, Robert A. Siegel Auction Galleries, Sale 825, lot 683, June 27-29, 2000</i>

8	Jul. 25, _____	Ms. two-line “Free P. Jackson PM”	to New York	to his son James Jackson, Pompton, NJ, a front only, <i>George J. Kramer Collection</i>
9	_____	Ms. Postmaster Free frank		<i>Stephen G. Rich Collection, Robert A. Siegel Auctions, Inc., Sale No. 546, lot 117, May 17, 1979</i>
10	_____	Ms. Postmaster Free frank		<i>Brad Arch Collection, Robert A. Siegel Auction Galleries, Sale 825, lot 684, June 27-29, 2000.</i>

*In the absence of complete dates of use, it is not known whether the postmaster free franked covers listed above include duplicative entries.

Please email additional entries for the census, with scans if possible, to the author at robertrose25@comcast.net

ENDNOTES:

- ¹ The Lenni Lenape fished along the Passaic River and constructed fish dams of rocks in a V-shaped pattern pointed downstream with a sluice in the center through which the water flowed into a brush weir or basket trapping the river’s abundant fish. Elvira Hessler, et. al., *A Clifton Sampler* (Clifton N.J. Public Library 1991) p. 6. The early Dutch settlers who observed this practice named the town using the Lenni Lenape word “Acquackanonk” which is oft-translated as meaning “a rapid stream where brush nets are set.” Marcia Dente, *Paterson’s Great Falls* (The History Press, Charlestown, So. Carolina 2012) p. 16.
- ² Howard Harris, “Towns-People and Country People” *The Acquackanonk Dutch and the Rise of Industry in Paterson*, New Jersey History, Vol. 106, Numbers 3-4, Fall/Winter 1988, pp. 24-26
- ³ John F. Snyder, *The Story of New Jersey’s Civil Boundaries 1606 – 1968* (New Jersey Geological Survey, reprint, Trenton 2004) p. 12.
- ⁴ *Ibid.* p. 209.
- ⁵ John W. Barber & Henry Howe, *Historical Collections of the State of New Jersey*, published by Benjamin Olds, Newark, N.J., 1844., p. 405
- ⁶ Snyder, *op cit.*
- ⁷ Snyder, *op cit.*
- ⁸ Snyder, *op cit.*
- ⁹ John L. Kay and Chester M. Smith, Jr., *New Jersey Postal History* (Quarterman Publications, Lawrence, Massachusetts 1977) p. 59.
- ¹⁰ *Ibid.* In 1854, Acquackanonk Landing adopted the name “Passaic.” Elvira Hessler, et. al., *op. cit.* p. 125. In 1871, Passaic separated from Acquackanonk Township. John F. Snyder, *op. cit.*, p. 209.
- ¹¹ William C. Coles, Jr., *The Postal Markings of New Jersey Stampless Covers* (The Collectors Club of Chicago, Chicago, Illinois 1983) p. 133.
- ¹² *Ibid.* Elvira Hessler, et. al., *op. cit.* p. 125.
- ¹³ David G. Phillips, ed., *American Stampless Cover Catalog*, Vol. I, Fifth ed. (David G. Phillips Publishing Co., Inc., North Miami, Florida 1997) p. 224.
- ¹⁴ William C. Coles, Jr., *op. cit.*, p. 31.
- ¹⁵ Brad Arch, ed., *New Jersey 1847 Issue Covers* (New Jersey Postal History Society, Clifton, New Jersey 1987) with later supplements.

NEW JERSEY TO NIAGARA IN 1834

By Jean R. Walton

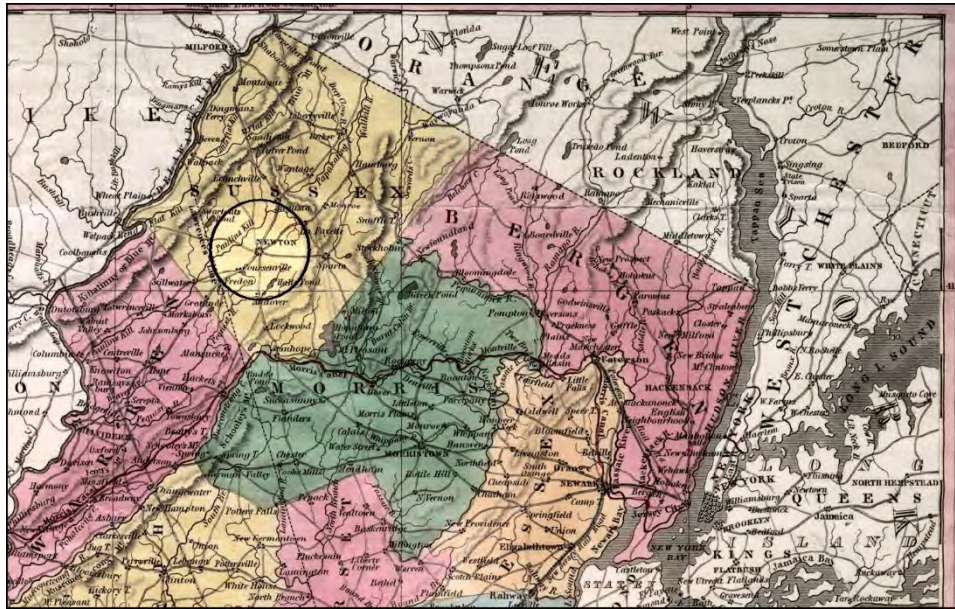
Like many of you, I have a multiplicity of philatelic interests. One of these is collecting and studying stampless letters that were addressed to what is now known as Niagara Falls – irrespective of whether the covers are American or Canadian, so long as they relate in some way to the Niagara area. It was by chance that I had the opportunity to study one such letter which combined both my Niagara interests and my New Jersey interests.¹ This was a letter from Newton, New Jersey in 1834 to Stamford, Canada West, (now part of Niagara Falls, Ontario), and provided insights into the lives of Jerseymen whose families were torn apart by divided loyalties during the Revolution. It touches on the United Empire Loyalist movement,² and its impact on our own state.

Newton itself has an interesting enough history, beginning as Sussex Court House (not to be confused with the current Sussex post office in Sussex County), with the establishment of a court there in 1765.



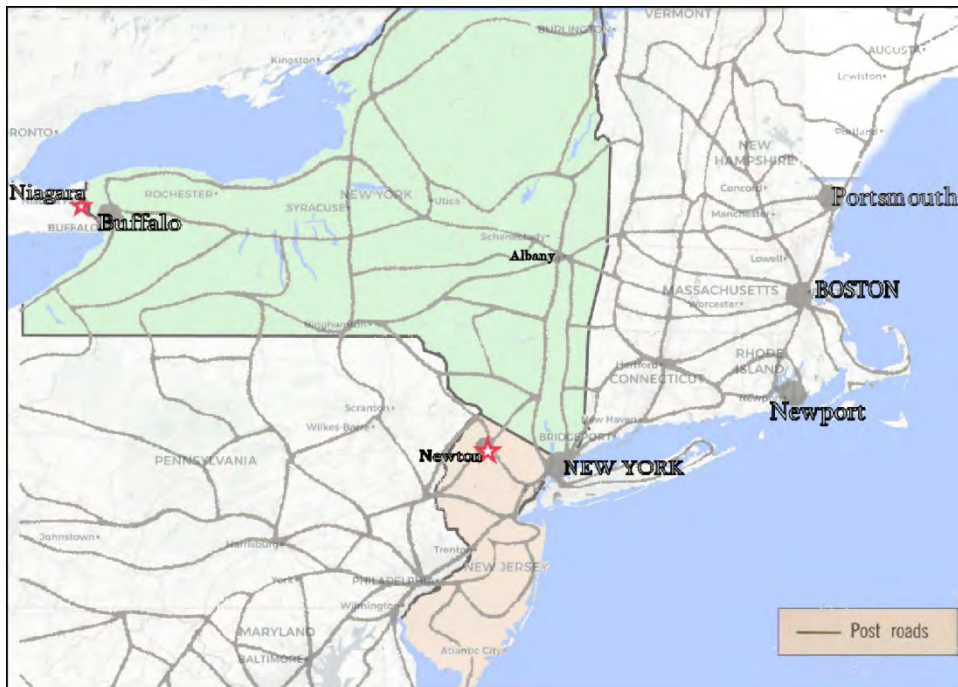
Fig. 1: A letter sent with a postmaster free frank from Newton, NJ in 1834. The postmaster at the time was George McCarter, and he is also the writer. It is addressed to a friend in Upper Canada (what became Canada West, and then Ontario) to the community of Stamford, located near the whirlpool section of Niagara Falls. It passed into Canada by ferry across the lower Niagara River between Lewiston in New York State and Queenston in Upper Canada, for a 2 penny ferriage charge in effect at that time.

The post office was established at Newton on July 12, 1792, called Sussex Court House. It took the name of the community around the court house, which was completed in 1765, in the larger community of Newtown Precinct. It was the county seat (and still is today) of Sussex County ~ surprisingly not Sussex as you might expect. By 1797, the name had been changed to Newtown, and by 1825, this was reduced to Newton, as it is known today.



1834 map by A. Finley, Philadelphia

Fig. 2: Map of northern New Jersey showing location of Newton in Sussex County. (Highlighted area showing Newton.)



Digital Scholarship Lab, University of Richmond³

Fig. 3: Map of New Jersey and New York State, showing post roads in existence in 1834. The likeliest route for this letter at this time would have been to travel east to New York City – the distribution point for letters east, north and west of the city. Newark served the same purpose for letters moving in a southerly direction.

A letter from Newton at this time would have first travelled to a distributing post office – New York in this case, and the up the Hudson to Albany, and then to Buffalo. The New York City post office served New Jersey as a distributing office for mail headed east, north, and west – Newark served points south.⁴ As this letter was mailed in winter, the route was likely by stage – in summer, navigation up the Hudson would have been by water.

Once in Buffalo, this letter would have travelled north along the Niagara River towards Lake Ontario, where it crossed the river at Lewiston, which was then the transfer point for cross-border mail in the Niagara region, with a 2 penny charge for ferriage to Queenston on the Canadian side.⁵ The letter is datelined December 5, 1834, and reached the Lewiston crossing point to Queenston on December 16 – a remarkably short time for 400 miles across the State of New York.

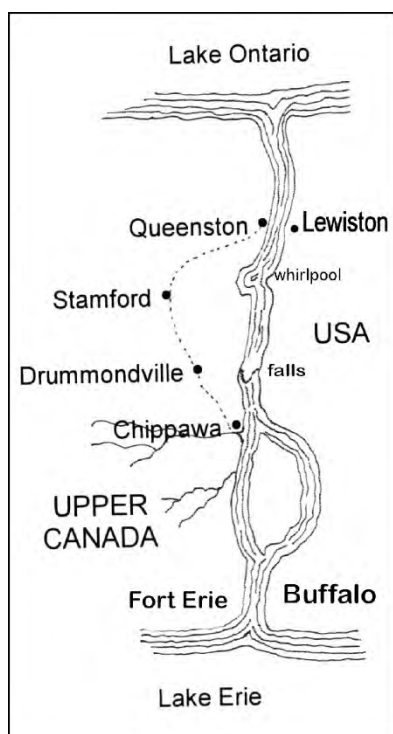


Fig. 4: 1834 map of Stamford and cross-border exchange office at Queenston.⁹ The dotted line is Portage Road, a major artery in the area. The Rorbacks resettled there in Stamford after their move to the Niagara area in the late 1700s.

This letter was carried free to the Canadian border by the free frank privileges afforded U.S. postmasters. Stamford would not have a post office until 1847, and as no additional charge appears to have been made for transit in Canada, perhaps it was held at Queenston (the nearest post office to Stamford) until it was picked up by the addressee, Andrew Rorback, and the 2 penny charge was paid.

The players in this scenario are George McCarter, the writer and postmaster at Newton in 1834, and Andrew Rorback, the recipient. Snell's *History of Sussex and Warren Counties*,⁶ mentions not only McCarter but Rorback families in Newton. Snell also describes a migration of a group of residents from Newton to Niagara at the beginning of the 1800s. The Rorbacks were not alone in their move north.

Sussex County was known for its support of the War for Independence, with signatures of loyalty collected by the Committees of Safety. Those who were unwilling or refused to sign were tagged "Tories." Some of these were thrown in jail,⁷ and property was confiscated. Supporters of the Crown were not well tolerated even after the Revolution, and it is not surprising to find that some were forced to leave to find a friendlier ambience for their sympathies to the British. The Niagara area owes a great deal to this influx of population of disaffected Americans who were ill-treated by their neighbors.⁸

Many of these emigrants left immediately after the end of the Revolution, followed somewhat later by those who continued to feel disenfranchisement and discrimination because of their loyalties to the Crown. Those who chose this route were leaving behind not only their property in many cases, but their extended families as well. Incentives of land and some recompense was offered by the British government to those who made this choice, but it could not have been an easy decision to relocate. The McCarter and Rorback families were intertwined by marriage, and this no doubt explains some of the many familial references in the letter.

Dear Sir –

So long a time has passed since I have heard from you or you from me, that I am heartily tired of waiting myself for a line to say whether you are living, or not, and have set down with a powerful intent to break this silence which I am satisfied doth not please either of us.

Postmaster Free Frank of George H. McCarter
PM Newton, NJ/ endorsed Via Lewiston (NYork)
Queenston Dec 16 1834 /2d Ferriage charged
To Andrew Rorback/ Stamford, Upper Canada
Datelined Newton Sussex NJ 5 Dec 1834

I have heard that you claimed to have written me the last and this may be so and if I am guilty, I plead for pardon. The last letter which I now recollect to have written was dated April 1833 in which I informed you of the birth of a daughter which was named Charlotte Ludlow in respect for the memory of a beautiful young cousin of mine who died a few years since and was an especial favorite of my wife as well as myself ~ this child was attacked very young with a severe inflammation of the eyes which at three months old returned with increased violence so as to destroy the sight of one of the eyes. These repeated attacks together with a disorder of the stomach arising from the want of its mother's breast, proved too much for its weak constitution and, after arriving at the age of eighteen months, after much pain and sickness, it died on the 1st of September last ~ at the birth of this child, (that is, in March 1833), Hannah was seized with a severe and dangerous illness, an inflammation, which for three weeks held her hovering between life and death. She recovered only partially after much suffering and the fatigues of nursing a sickly child with the effects of her severe sickness at its birth, broke her health down so much that I had serious fears she had broken down entirely. Since she has been released from so much care and pain by the death of Charlotte, she has begun to recover and is now enjoying very fair good health, though her strength is much less than formerly.

Mrs. Pemberton has suffered considerable sickness during the past summer from an overflow or determination of the blood to the head and for some time the symptoms were quite alarming ~ since the cold weather however her health has much amended and she is now quite comfortable. Susan too has been sick last summer but is quite restored again. ~ She had intended to visit you in company with Mrs. Amos Pettit & her son but before the time for them to commence this journey her sickness came on and prevented it. ~ our connections generally are all in good health – I must be indulged in stating how large an improvement has been attained in the health of Betsey Britten. She now eats and drinks & enjoys general health about as well as she ever did & has become again quite a large fat woman – this is the more gratifying as it is extraordinary.

I have heard nothing in an age from my boy and his parents. How are they? Do they ever talk of coming to Yankee land ~ how is your wife? I allude particularly to the state of her health, of the particulars of which we have not heard in a long time. ... please remember us to all of them. Do not forget to remember us in especial to Mrs. McMicken and her husband ~ ~

I beg that you will forgive my long silence and no longer imitate me in evil doing but set [this] as an example of better things in letting us hear from you, and that you make an earnest of forgiveness by writing at once on receiving this ~ where do you live and what do you do – how are all the Berkimers and [] in particular ~ pray are you too old or too lazy to think of again showing yourself in Jersey - or may we calculate on seeing you, your wife, and any of your friends you please here some time next summer, when you shall be sure of a sincere and heart[y] welcome.

Yours,
Andrew Rorback

George H. McCarter

A FAMILY DIVIDED....

Family played a large part in lives long ago, as it still does today. A look at some genealogical sources quickly shows us how these two families were related – George McCarter’s wife Hannah – described in the letter above as suffering greatly with the birth of her daughter in 1833 – was the half-sister of Andrew Rorback,¹⁰ ~ Andrew, born in 1774 by George Rorback’s first wife, and Hannah¹¹ by his second wife. Other family members appear to be sisters of Hannah.

John McCarter was an Irish immigrant, who settled in 1796 in Mendham, New Jersey. He arrived in this country in 1773, and was a patriot, espousing the cause of the Revolution, and writing many pieces for the newspapers under the name of “The Old Man of the Mountain.”

George McCarter, his third son, was apprenticed at the age of 14 to Col. Pemberton, a merchant in Newton, and the postmaster there, appointed in October of 1807. Upon his death in 1817, George was made executor of his will (in partnership with Pemberton’s wife, a sister of the woman he would marry), and inherited a small portion of the Pemberton estate, as well as the office of postmaster (January 1, 1818). This office he held until 1841, when the Whigs were elected. He regained the position of postmaster briefly in March 1843, but resigned in November, succeeded by Edward C. Moore. Beginning as a merchant in Newton, McCarter later developed his interests into a successful lumber and building business with his sons. He was elected Sherriff of Sussex County in 1840 and served three terms, to 1843.

He married, in 1818, his first wife Hannah Rorback – as noted above, the daughter of George Rorback – and had a number of children, including three sons and a daughter. The daughter Charlotte, born in 1833 who died in September of the following year, is not mentioned in the genealogical records I was able to access. Hannah died in 1839, at the age of 47. They lived



Fig. 5: The McCarter Home, built in 1819, at 61 High Street in Newton, NJ, as seen today.

in a brick home at 61 High Street, one of the first brick buildings to be built in Newton, and still in use today. It is claimed to have been built by him in 1819. The property next door at 57 High Street, was also bought by McCarter in 1819, and was formerly the property of George Rorback.

George H. McCarter married again a year and a half after Hannah’s death. He died on November 13, 1843, aged 47 years. His second wife, Martha Lyon Ludlow, died only a year later on July 10, 1844, aged 38 years.

Andrew Rorback, the elder of these two men, was born in 1774, and was 22 years older than George. His father, George Rorback, was a German immigrant and a respected member of the Newton community. According to Canadian sources,¹² Andrew and his family came to Canada in 1796, but this may be incorrect, as he married Martha Heaton in Sussex County in January 1797.¹³ Snell’s description of a group from Sussex moving to Canada at the beginning to the 1800s may be more accurate, so we take the date to be approximate.

What led Andrew Rorback to this decision to relocate to Canada is not explained, and we can only speculate on the reasons. He would have been very young during the Revolution, and what events might have affected him during the post-revolutionary period have been forgotten. His emigration may have been influenced by the British Government's offer of land and benefits to settlers who chose to move to Canada after the Revolution as they wanted to increase the English-speaking population in a country still sparsely populated. Of the 60,000 Americans, some no doubt left the United States to avoid persecution because of their sympathies to the Crown, to become part of what was known as the United Empire Loyalist movement, but some may also have seen the opportunity of a new land that seemed to welcome them. Whether the Rorbacks moved because of their support of the British government, or because of the benefits they might reap by the move, is not known.

When Andrew and his family first came to the Niagara region, they established a home and saddlery and store on the Portage Road, in the vicinity of the whirlpool of the Niagara River. It evolved into a popular political meeting house and tavern. The home was a one and a half story building of lath and plaster, what in New Jersey we know as a "lime house" – usually a stone structure covered in plaster to insulate it. Its interior boasted 11 rooms. It is still standing today and is one of the oldest homes in the City of Niagara.

Still, a new beginning in a new country could not have been easy. War would not leave them behind, and they were too soon involved in the War of 1812 against the Americans, as Portage Road was a major artery during this war. Andrew Rorback became an adjutant of the Second Regiment of the Lincoln Militia from 1813-1814. During this war, their home and tavern were plundered, and Andrew's wife Martha was forced to live with her sister and husband¹⁴ (who had come north with other members of the family) during the time her husband was serving in the militia, for which she made claims for reparations after this war. Nevertheless, on returning to peacetime, Rorback's Tavern became one of the best known on Portage Road. In addition to his business enterprises, Rorback continued to command the Second Regiment with the rank of Lieutenant Colonel from 1837-1838. Andrew Rorback became Commissioner of the Court of

Requests (a civil court) in 1837 and postmaster in 1842.¹⁵ He died at age 69 in 1843, the same year as George McCarter. After his death, the tavern became known as Whirlpool House, and continued to be a stopping place along Portage Road. The building is still in existence today and serves as a private residence.



Fig. 6: The Rorback home and tavern on Portage Road, Stamford, Upper Canada, as it appears today.

This letter shows only friendship and concern between this family divided, and includes an open and friendly invitation from the McCarters to the Rorbacks to revisit New Jersey. Whatever divisions caused them to part company seems to have dissipated over the intervening years.

My sincere thanks to James Wardell for sharing this letter with me, and allowing me to use it in the pages of *NJPH*.

ENDNOTES:

- ¹ James Wardell, of Toronto, contributed an article to our [February 2019](#) issue, and shared another letter with me – this one – on our mutual Niagara interests. I am very grateful to him for the opportunity so have seen it and research it. See Stamp Forum Boards at <http://thestampforum.boards.net/thread/3128/canada-stampless-cover-queenston-1834>.
- ² Ancestry.com describes this movement as follows: At the conclusion of the Revolutionary War, with the severance of the Colonies from Great Britain, the Loyalists, who supported the British Crown, began to move north into what is now New Brunswick, Nova Scotia and Upper Canada. Persons falling into this category were given a mark of honour by the British Crown and known as United Empire Loyalists. Much of the present population of Upper Canada can trace their descent from these early pioneers.
- ³ Charles O. Paullin's and John K. Wright's *Atlas of the Historical Geography of the United States*, digital edition, at <http://dsl.richmond.edu/historicalatlas/138/k/>. This web site will give you maps of all manner and description, interactive, created by the University of Richmond DSL (Digital Scholarship Lab)
- ⁴ It was possible for the postmaster – in this case George McCarter – to prepare more complicated paperwork for this letter to have travelled a more direct route to Western New York, but it seems more likely it would have gone this more common route requiring less. My thanks to Diane DeBlois for her explanation of the route, and Ed Siskin for the regulations governing travel of letters to remote places (Laws, Instructions and Forms, for the Regulation of the Post-Office Department, Printed by Order of the Postmaster General, Globe Press, Washington, DC, 1832).
- ⁵ Queenston-Lewiston became the Cross Border Exchange Office for the Niagara region in 1831, moving from the office at Youngstown/Niagara (now Niagara on the Lake) in January of that year. It remained the exchange office until 1851, when the Suspension Bridge at Niagara Falls was completed and became the Exchange Office. A ferriage charge of 2d was collected between February 1828 and March 1837. (Douglas Martin, *Postal Beginnings at Niagara Falls, Canada 1801-1904*, BNAPS Exhibit book #88, Feb. 2016).
- ⁶ Snell, James P., *History of Sussex and Warren Counties, New Jersey : with illustrations and biographical sketches of its prominent men and pioneers*. Philadelphia: Everts & Peck, 1881.
- ⁷ Newton became well-known for the raid by Loyalist James Moody on the Sussex jail, housed in the court house, to free Loyalists who were being held there. See James Moody, American Loyalist... in the August 2012 issue of NJPH at <http://njpostalhistory.org/media/archive/187-njphaug12.pdf>
- ⁸ What became known as The United Empire Loyalists were a large group of the American population who moved with their families north of the border to the British colonies still under the Crown. St. John, New Brunswick is perhaps the best known entry point (and where James Moody fled with his family), but many moved as well to Quebec, and to the Niagara region. The number is estimated to be 60,000 and above, about 2% of the population of the Thirteen U.S. colonies, and this does not include a large number of blacks – both slave and free – who accompanied them. The British Crown encouraged this resettlement, giving each non-combatant Loyalist 100 acres per head of household, and 50 acres for each additional family member, with allowances for three years of food, clothing and tools. See United Empire Loyalists at <http://www.rideau-info.com/canal/history/loyalists.html>
- ⁹ See Douglas Martin, *Postal Beginnings at Niagara Falls, Canada 1801-1904*, BNAPS Exhibit book #88, Feb. 2016, p. 81. (A few added sites for the benefit of U.S. viewers – ed.)
- ¹⁰ The Rorback name is spelled in various sources with either a K or an H at the end – Snell uses H, as do most American sources, but most Canadian sources spell it with a K. The letter appears to be addressed to Andrew Rorback, so we have chosen that spelling for this article.
- ¹¹ Newspaper references Hannah's death in 1839 at the age of 47, making her birthdate ca. 1792. *U.S., Newspaper Extractions from the Northeast, 1704-1930 for Hannah Maria Rorback McCarter on Ancestry.com.
- ¹² Canadian sources: <https://www.historicplaces.ca/en/rep-reg/place-lieu.aspx?id=9793>
<https://niagarafalls.ca/living/heritage/273292-whirlpool-house.hp>
<https://www.historicplaces.ca/en/rep-reg/place-lieu.aspx?id=9793>
<http://www.heirloomhomeguide.ca/war-1812-survivors>
<https://niagarafallsmuseums.ca/discover-our-history/history-notes/warlosses.aspx>
- ¹³ New Jersey, Compiled Marriage Records, 1684-1895, on www.Ancestry.com.
- ¹⁴ Susan Heaton McMicken, see mentions in the letter.
- ¹⁵ Canada Archives does not show any post office in Stamford until 1851, although there is evidence that one existed in 1847, still after the death of Andrew Rorback in 1843

A PHILATELIC TIME CAPSULE: Mostly the 1920s

By Donald A. Chafetz

PROLOGUE

Not every cover has a monetary value, but every cover has a story to tell. Recently a dealer friend, Bob Eygenhuysen, gave me a cover correspondence from the Abraham Lincoln Monteverde family of Morristown, NJ. Frankly, the covers seemed like typical run-of-the-mill family correspondence with no special markings, routings, or cancellations. By chance, I happened to go to lunch with my philatelic friend, Dr. Larry Sherman. Larry talked about his hunt for December 1941 Honolulu censor covers; I showed him my Monteverde covers and mentioned the problem I was having in writing an article about them. As he looked over the pile of covers, he noted they were mostly from the 1920s and reflected postal history of that period. Bingo, a light went off and I knew my article would be a time capsule snap shot of mail in the United States during the 1920s.

DO YOU REMEMBER WHEN...

Believe it or not, there once was a time when the postal rate to send a first class surface letter cost 2 cents! Actually, there were two periods: October 1, 1883 - November 1, 1917 and July 1, 1919 - July 5, 1932¹ (*Figures 1-3*). This was also the time when the United Postal Service was producing many red colored stamps because the UPU Convention of June 1897 set the stamp colors for various classes of mail: foreign letter 5¢ blue, domestic letter 2¢ red, and post card 1¢ green.^{1, 2, 3}

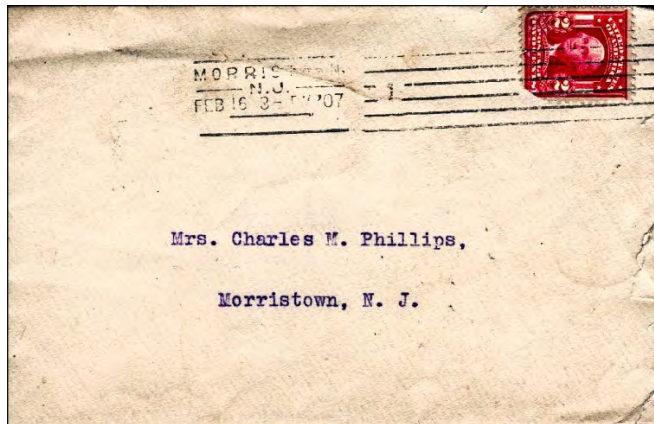


Fig. 1: Morristown Barry machine cancel,⁴ dated February 16, 1907, with an enclosure: a letter from the Men's Club of the First Presbyterian Church noting the death of a member.



Fig. 2: Morristown international machine cancel dated November 23, 1926.

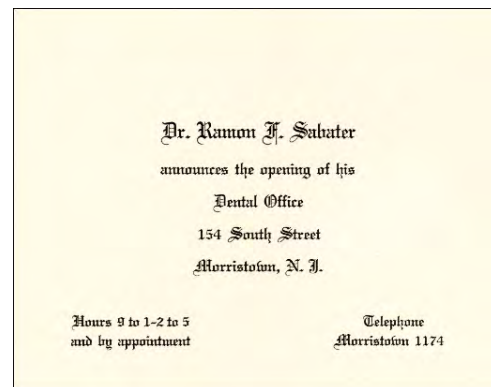


Fig. 3: Enclosure: announcement in regard to opening of a new dental office.

CHIEF OF POLICE

When was the last time you received a personal handwritten letter from the Chief of Police of your community? (See *Figure 4*) Well, Mr. Abe Monteverde did. It is interesting to note that the name of the police chief is barred out. The letter might offer a reason for this (see transcript below). *Figure 5* displays the elaborate letterhead from Chief Wildey's stationery. It highlights some of the important history of Morristown.

The addressee, a Mr. A. Monteverde, is an interesting person and his story is told in *Figures 7-9*.

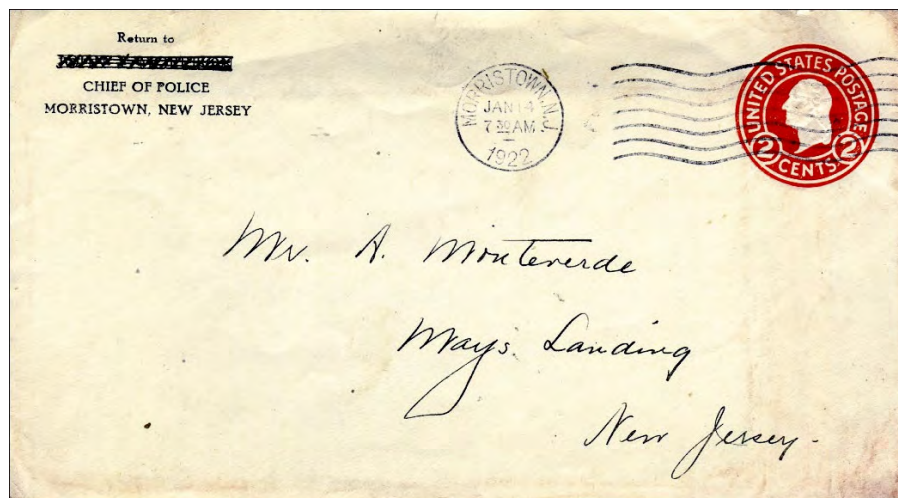


Fig. 4: Personal handwritten letter sent in 1922 by Police Chief Herbert Wildey (Oct. 1880 - Nov. 1936).⁵ Scott Specialized Catalogue type U93. I have not tried to identify the exact catalog number.

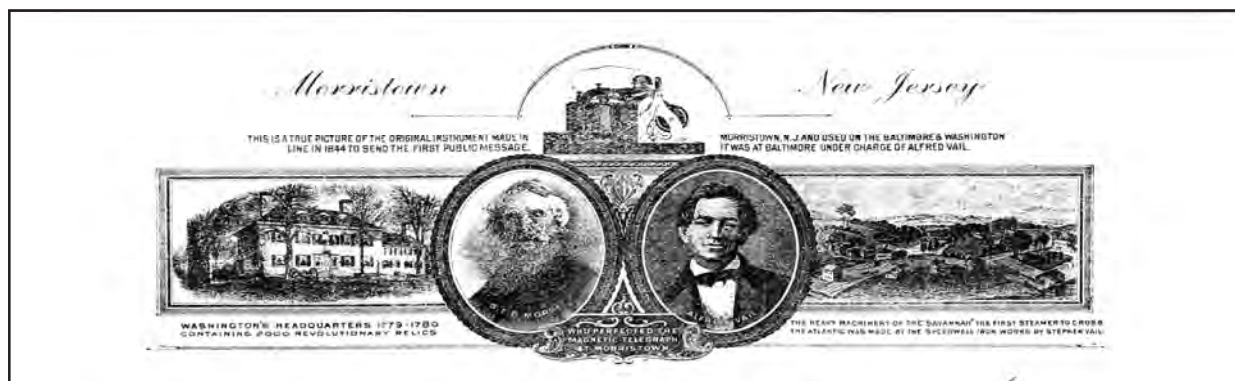


Fig. 5: Chief of Police Letterhead highlighting Morristown famous persons and events.

Top center - This is a true picture of the original instrument (Morse electric telegraph machine) made in Morristown, N.J. and used on the Baltimore & Washington line in 1844 to send the first public message. It was at Baltimore under charge of Alfred Vail.

Left - Washington Headquarters 1779-1780 containing 2,000 Revolutionary War relics.

Right - The heavy machinery of the "Savannah" the first steamer to cross the Atlantic was made at the Speedwell Iron Works by Stephen Vail.

Images and identification - Left S.T.B. Morse (developer of Morse code);

Right: Alfred Vail (owner Speedwell Iron Works where Morse developed his Morse code equipment).

Transcribed copy of the enclosed letter:

Dear Old Scout (?)	January 13, 1922
Your message of condolence and sympathy received and placed in file, but before doing so I gave the contents the once over, and it made the pleasant thrills move up and down my spinal column. I never knew I had so many friends in Morristown, even the dogs and cats give me a friendly greeting as I moved by. I promise you that I will conduct myself and my office in such a manner that you will never have reason to regret that you class me as one of your friends.	
Most sincerely yours, Herbert C. Wildey	

The letter might be referring to the recent passing of the previous police chief. That might account for the crossed out name on the envelope.

WHO WAS ABRAHAM LINCOLN MONTEVERDE?



Fig. 6: Abraham Lincoln Monteverde, 1869-1964

Abraham Lincoln Monteverde, born 1869 in New York City. Sometime prior to 1925 he moved to Morristown where he was self-employed as a bookbinder. He traveled around the country doing contract work, an arrangement that allowed him to run marathons in San Francisco, Boston, St. Louis, Chicago, and a number of other large cities. In 1916, Monteverde worked several months on a bookbinding job for a large glove manufacturer in Johnstown, New York. In his spare time, he helped stage the 1916 Johnstown Marathon, won by Sidney Hatch. Monteverde was still running marathons when he was past the age of sixty; he had become quite wealthy at the bookbinding trade and could afford travel to many races (Leonard 1928, 17).^{6,7}

The 1927 Morristown City Directory lists Monteverde as a bookbinder located on Speedwell Avenue.

The 1930 United States Census lists him living in Morristown, NJ and employed by the Atlantic Company.

Sometime prior to 1935 he moved to Los Angeles where he died at age 94 in 1964.

60-YEAR-OLD HIKER SETS RECORD TO COAST;

Monteverde Reaches San Francisco in 79 Days and 10 Hours From New York.

July 26, 1929

SAN FRANCISCO, July 25 (AP).—

Abraham Lincoln Monteverde, 60 year-old amateur hiker of Morristown, N.J., set a new record across the United States when he arrived here last night, but because of a mix-up he did not get an official welcome and it was not known until today he was in town.⁸

End of “Red” Period - Postal Rate Increase

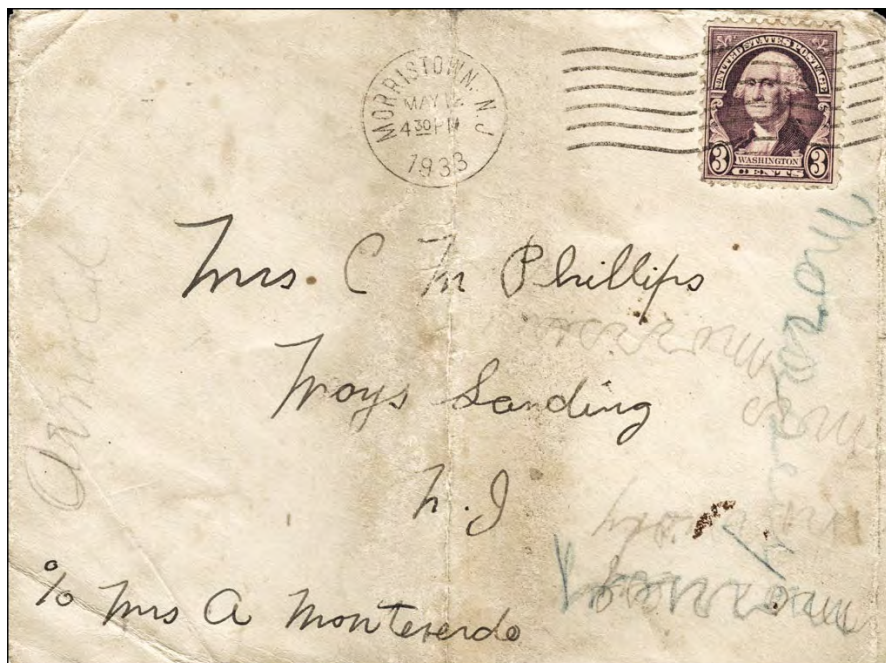


Fig. 7: On July 6, 1932 the 1st class postal rate was increased to 3 cents. The rate was in effect until July 31, 1958.⁹

Cover sent to Abraham's mother-in-law where his wife was visiting. Cover dated Morristown, May 12, 1933.

Advertising Postal Cards

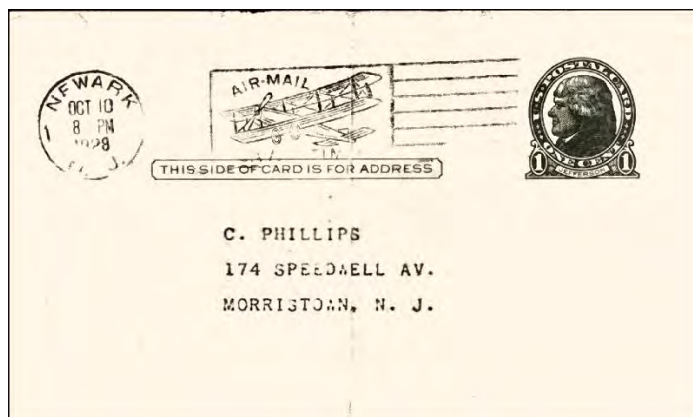


Fig. 8: Is your mail box jammed full of paper flyers offering all kinds of fast food specials, supermarket sales, home repair products and all other kinds of solicitations? Believe it or not, once all that “paper” was contained on a simple United States postal card. The 1 cent postal card rate was in effect from July 1, 1919 to December 31, 1951. Note the airplane cancellation even though the card did not go by air mail. This postal card dated October 10, 1928, was sent from Newark to Morristown.

For Quality in Meats Patronize “National” Markets	
Top and Bottom Round Roast	47c lb.
Sirloin Steak	49c lb.
Prime Chuck Roast	32c lb.
Rib Roast (Blade Cuts)	32c lb.
Short Forequarters of Lamb	29c lb.
Legs of Fresh Young Lamb	37c lb.
Regular Fresh Hams (Jersey Pork)	31c lb.
EXTRA SPECIAL	
Swift's “Premium” or “Honey” Brand Regular Smoked Hams	29c lb.
FRESH-KILLED Chickens (For Boiling, Salads, Sandwiches)	31c lb.
Small Roasting Chickens (3½ lb. aver.)	47c lb.
“CLOVERBLOOM” Pure Creamery Butter (In ¼ lb. prints)	52c lb.
National Beef Company “Largest Retailers of Meats in America” 45 PARK PL. MORRISTOWN, N. J. Phone 1025	

Fig. 9: The good old days of reasonable prices.

So ends our brief but spectacular look back at this bygone era.

ENDNOTES:

- ¹ Beecher, Henry W, & Anthony W. Wawrukiewicz, *U.S. Domestic Postal Rates, 1872-1993*, The Traditions Press, Shawnee-Mission, Kansas, 1994, p. 103.
- ² Beecher, Henry W., Anthony W. Wawrukiewicz, *U.S. International Postal Rates, 1872-1996*. Cama Publishing Company, Oregon, 1996, p. 62.
- ³ Harris, Robert Dalton, *UPU Mail Annual Table of Exchange Rates & of Postage Rates to the U.S. 1881-1953*, vol. 4, The Printer's Stone, Fishkill, NY, p. iii.
- ⁴ See *US Machine Postmarks 1871-1925*, by R. F. Hanmer, Wallingford, CT, 1984
- ⁵ Chief of Police, Morristown, at <https://morristowngreen.com/tag/herbert-wildey/>
- ⁶ Cooper, Pamela (Pamela Lynne), *The American Marathon*, Syracuse University Press, Syracuse, NY, 1998, p. 64.
- ⁷ See The American Marathon on Google Books:
https://books.google.com/books?id=cSPF71aP0qsC&pg=PA49&source=gbs_toc_r&cad=3#v=onepage&q&f=false
- ⁸ NY Times Archives at <https://www.nytimes.com/1929/07/26/archives/60yearold-hiker-sets-record-to-coast-monte-verde-reaches-san.html>
- ⁹ Beecher, Henry W, & Anthony W. Wawrukiewicz, *U.S. Domestic Postal Rates, 1872-1993*, The Traditions Press, Shawnee-Mission, Kansas, 1994, p. 109

WE NEED ARTICLES NOW!

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

New Jersey postal history are always welcome.

PLEASE submit these to your Editors:

Robert G. Rose
at 18 Balbrook Drive
Mendham, NJ 07945
or robertrose25@comcast.net

Jean R. Walton
at 125 Turtleback Road
Califon, NJ 07830
njpostalhistory@aol.com

A.C. ROESSLER and EARLY AIRMAIL

By John Lupia¹

The first airmail began – believe it or not – in 1793. The first recorded U. S. airmail flight delivered a letter from George Washington, carried by balloon from Philadelphia to the owner of whatever property it landed on, which happened to be in Deptford, Gloucester County, New Jersey, on January 9, 1793,² five days before the Act of January 14, 1793, providing for the mintage of America's first copper cents.

Regular domestic U.S. Air Mail was established by the Post Office Department on May 15, 1918, and A.C. Roessler got bitten by the bug of aerophilately!

The American Airmail Age begins: September 1911



Fig. 1: Postmaster Frank Hitchcock handing a mailbag to first U. S. airmail pilot Earle Ovington at Mineola, New York on September 25, 1911.³

This event captured the imagination of the world. Among its greatest enthusiasts is the subject of our sketch, A. C. Roessler who for many years will devote his philatelic career to chronicling airmail first flights, contractors, and air routes.

THE AEROPHILATELIC ERA

Roessler covers are certainly one of the most exciting and challenging specialized collecting niches in American philately. A. C. Roessler would devote over twenty years to chronicling airmail first flights, contractors of the various AAMCs, and the air flight routes mapped by the U. S. Post Office Department with their contractors, as well as non U. S. Post Office Department airmail events. During his life, he never ceased chronicling as many new postal routes as possible.

He was also a pioneer and developer of the private airmail cover niche. As he would publish later in life, in his *Standard Historical Souvenir Airmail Catalog*,⁴ “mail carried by famous aviators on some important project” defined that specialized niche of aviator pilot signed and carried covers which he termed “Historical Souvenir Airmail.”

When Roessler penned that term the first time, he sensed it did not do justice to appropriately express and convey the magnitude of importance he felt this cream of the crop collectible field should have in its sheer prestige and esteem for its historical significance and value as an heirloom. Moreover, he deliberated on the word “important” regarding historical airmail flights. Since Lindbergh, for example, had flown so many airmail flights, which of these flights among the multitude should reasonably be considered as “important?” Roessler made it very clear he did not post mail on every Lindbergh flight and only on the principal flights: trans-Atlantic, and “Round-the-World.” If an airmail flight was not considered important in an aeronautical way, then Roessler would not post any covers, since the flight was ordinary and not of principal importance. Collectors, keep Roessler’s guidelines in mind when assembling a collection.

Regular Scheduled United States of America Airmail Service Begins ~ 1918

The nascent U.S. “air force” was originally part of the Signal Corps, Aviation Section (1914-1918). It was replaced in 1918 by the U.S. Army Air Service, a division of which operated under Pershing as the Air Service of the A.E.F. The result was a network of flying fields, schools in aeronautics, and training facilities for pilots (three of which were operated by the Allies in France). When the US government made its first attempt to schedule an airmail route between New York and Washington in May 1918, the War Department offered to man the flights with their own pilots and planes. It would remain a partner of the postal service until August 1918, when the US Post Office took over the operation.⁵

Roessler’s Inaugural Aerial Post - Winged Letter Envelope.



Courtesy Lupia Numismatic & Philatelic Library.

Fig. 3: ROE-FD-1 Brown, First Flight Washington-Philadelphia-New-York, May 15, 1918, franked with Scott #507 strip of two, and two Scott #504 placed apart. Scott #501 on back flap.⁶

A. C. Roessler serviced First Flight Cachets, but not First Day Cachets, on the Scott #C3 24¢ Red Jenny Airmail issued May 13, 1918 for the inauguration of the U. S. airmail between New York and Washington. He printed his own Winged Letters (Newton # ROE-FD-1⁷) designed envelopes and post cards with the text “Inaugural Aerial Post Washington-Philadelphia-New York,” franked with 24 cents airmail rate postage either in the single #C3 stamp or in combinations of postage totaling that amount and sometimes with a surprise stamp or stamps on the reverse flap side.

According to Tom Clarke, *A Catalog of Philadelphia Postmarks*,⁸ “Philadelphia’s air mail began on May 15, 1918 at Bustleton’s Flying Dutchman Airport when the first government-sponsored airmail plane touched down on its way to New York from Washington. For the next 14 months air mail cancels were utilized by the Philadelphia PO, to cease on July 18, 1919 when air mail, except for experimental, emergency, or public relations purposes, went out of existence.”

On July 11, 1918, the Scott #C2 16¢ Dark Green Jenny postage stamps were first sold.

First aerial service postmark cancel July 15, 1918.

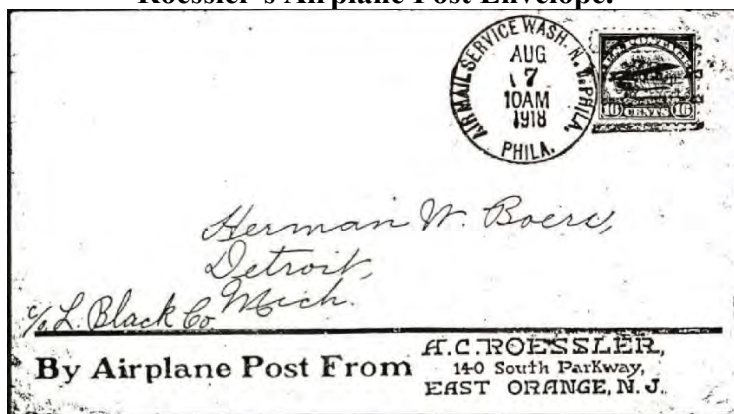


Courtesy Lupia Numismatic & Philatelic Library.

Fig. 4: Scott # C2. Flight Cover postmarked Air Mail Service, July 15, 1918, addressed to Dr. Harvey in Brookline, Massachusetts, and redirected to Maine.

In his *Stamp News* Roessler published an early report of the C3 Inverted Jenny. Six months after the issuance of the Scott #C3 Roessler’s *Stamp News* became *Air Plane Stamp News*, publishing 167 issues between November 1918 and 1938.⁹

Roessler’s Airplane Post Envelope.



Courtesy Tom Clarke, *A Catalog of Philadelphia Postmarks*, Part II, 12-59

Fig. 5: A. C. Roessler to Herman Boers, Detroit, Michigan, postmarked Phila. August 7, 1918, with an Air Mail Service Wash. NY Phila. Cancel.

On August 12, 1918, the U. S. Post Office Department took over all phases of airmail service, using newly hired civilian pilots and mechanics, and six specially built mail planes from the Standard Aircraft Corporation in Elizabeth, New Jersey.

First Flight New York-Chicago, September 5, 1918



Courtesy Lupia Numismatic & Philatelic Library & Daniel Kelleher Auction 707.

Fig. 6: By Airplane Post envelope in red-brown. Postmarked September 5, 1918 (very faint inverted first flight cancel), to a serviceman at the Signal Corps School in College Station, Texas. Franked with Scott #C2, and received in Chicago (Sept. 7 backstamp), marked with postal auxiliary marking FORWARD. Received in College Station (illegible cancel) and forwarded again to Camp Sevier, S.C. Inset shows an example of a Sept. 5 cancel,¹⁰ on this cover inverted at top, to the left of the stamp (see arrow).

Return First day flight, posted in Chicago Sept. 9, 1918 to New York



Fig. 7: A. C. Roessler's Stamp News, Advertising cover, postmarked Chicago, Illinois and manuscript marking of Via Airplane.



Fig. 8: Return flight, postmarked September 9, 1918 with flag cancel at Lock Haven PA. Note the unusual VIA AER O PLANE. This odd stamp is found on first flight covers posted at the Lock Haven airport, where pilot Max Miller spent the night, having flown in from Chicago, and Edward Gardner picked up the mail the next day.

Courtesy Lupia Numismatic & Philatelic Library.

In November 1918, Roessler changed the name of his magazine to A. C. Roessler's *Air Plane Stamp News*. His new logo design was a winged unlatched and opened air mail bag shown dropping 9 letters from the sky; above: text in a convex curved line reading "Air Plane;" below: "Stamp News" in a concave curve, in a relaxed casual font.



Courtesy Lupia Numismatic Library
Fig. 9: Early use of Roessler Air Plane Stamp News logo, December 18, 1918. franked with Scott #C2 16c green. Roessler sent out only twelve of these first flight via Chicago covers franked with Scott C2.

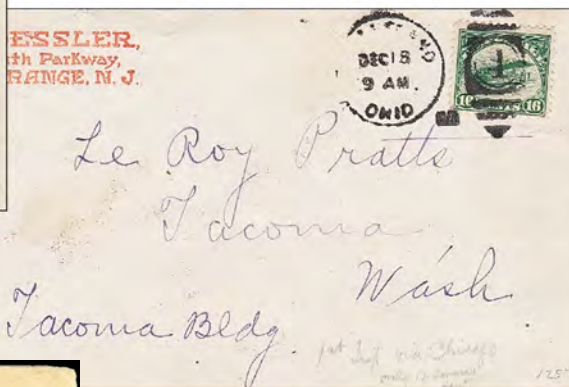


Fig. 10: Roessler's second Winged Letters envelope (compare with Figure 8 above). Used Dec. 19, 1918. (AAMC #110)



Courtesy Lupia Numismatic & Philatelic Library.
Fig. 11. Roessler May 24, 1919 Air Plane Stamp News cover franked with Scott #C1 Orange-Brown due to oxidation of ink batch, first Cleveland to Chicago airmail flight.



Courtesy Lupia Numismatic & Philatelic Library.

Fig. 12: Roessler July 15, 1919 Winged Letters cachet in myrtle green, franked with Scott #C1 Red Orange due to oxidation of ink batch, to young stamp collector Philip Ashenfelter, Asbury Park, New Jersey.



Courtesy Lupia Numismatic & Philatelic Library.

Fig. 13: A Roessler Air Mail yellow Winged Letters cacheted cover postmarked Air Mail Service / Chicago, on August 16, 1919, Franked with a rare Schermack vending machine stamp.

The Aero Club of Canada, the Canadian National Exhibition, and the American Flying Club sponsored a round trip air race between Toronto and New York, August 25-27, 1919.



Canadian National Exhibition Toronto receiving cancel on the reverse, dated August 26, 1919. The label reads "Read the Air Mail Stamp News."

Fig. 14: This Roessler red Winged Letters cacheted cover, cancelled New York Aug. 25, 1919, was carried on the return trip to Toronto from New York, flown by W.G. Barker.



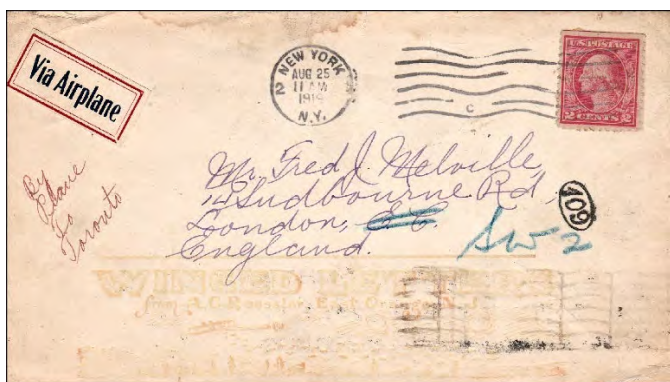
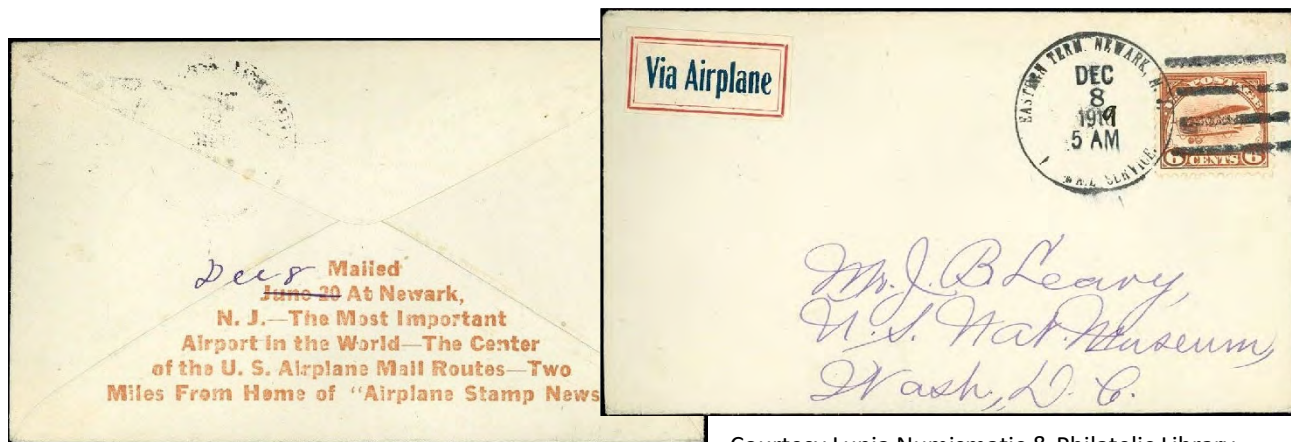


Fig. 15: Yellow Winged Letter cover. An item from the historic U.S.-Canada Air Race, addressed to Fred J. Melville, London, franked with a scarce Scott #540 2¢ Carmine Rose with guide line across top of original coil then perforated 11x10. Postmarked New York August 25, 1919, it was carried on the return trip to Toronto from New York flown by pilot W. G. Baker. Back stamped Toronto, Ontario, Canada, and Brixton, SW2, London, England.



Courtesy Lupia Numismatic & Philatelic Library.

Fig. 16: Roessler Airplane News cover, cancelled with an Eastern Term. Newark NJ Air Mail Service cancel, and with lower back flap advertising text for Air Plane Stamp News, postmarked December 8, 1919.



Courtesy Lupia Numismatic & Philatelic Library

Fig. 17 & 18: Two Newfoundland covers sent to Roessler, with 3¢ overprints on Newfoundland 35¢ stamp, Sept. 15, 1920 on a Winged Letter envelope and Sept. 18 on a regular letter envelope.

Between 1920 and 1926, many experimental flights and routes were tried. A few are shown below.

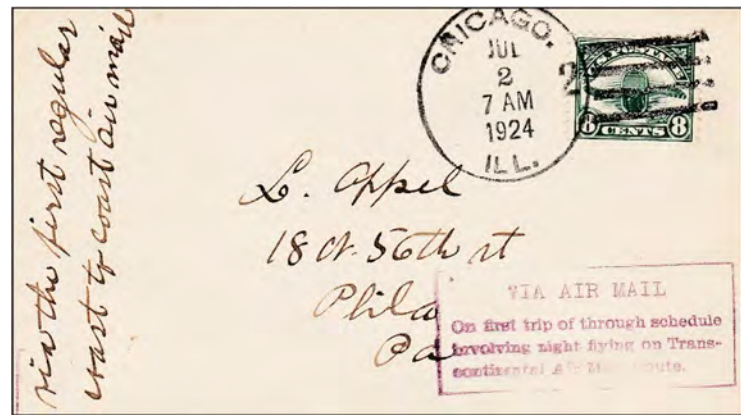
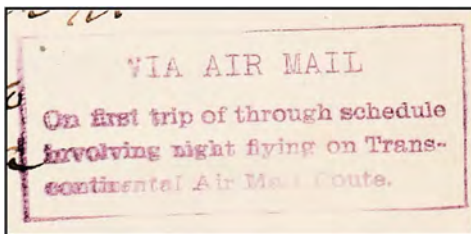


Courtesy Lupia Numismatic & Philatelic Library

Fig. 19: Roessler, First Flight Cover between Kansas City, Missouri to Omaha, Nebraska, with winged US hand-stamp in purple AMERICAN LEGION NATIONAL CONVENTION Kansas City, October 31, 1921. Addressed to Roessler at a Denver address.

Fig. 20: The first ever coast to coast airmail flight using night flying, July 2, 1924, franked with Scott #C4 AP2 8¢ dark green.

Courtesy Lupia Numismatic & Philatelic Library



U.S. Airmail Service was turned over to private contractors in 1926, and Contract Airmail (C.A.M.) began February 15, 1926.

Many more air mail and other Roessler covers are available online, some for sale, at the author's web site at <http://www.numismaticmall.com/numismaticmall-com/roessler-albert-charles>.

References:

- Airmail in America: <https://postalmuseum.si.edu/exhibits/current/airmail-in-america/index.html>
- Airmails of the U.S.: https://en.wikipedia.org/wiki/Airmails_of_the_United_States
- Beginning of Air Mail Service: <https://www.historynet.com/airmail-service-it-began-with-army-air-service-pilots.htm>
- History of Air Service in WWI: <https://centenaire.org/en/autour-de-la-grande-guerre/aviation/history-us-air-service-world-war-i>
- International Mail Service: <https://www.wired.com/2009/03/march-3-1919-u-s-starts-international-airmail-service/>
- MPES cancels: https://arago.si.edu/record_18072_img_2.html
- St. Mihiel: <http://www.worldwar1.com/dbc/stmihiel.htm>
- The 1918 Flights: <https://postalmuseum.si.edu/exhibits/current/airmail-in-america/us-aerial-mail-service/the-1918-flights.html>
- WWI: http://www.militaryphs.org/articles/APS_wwi_article_2017_04.pdf

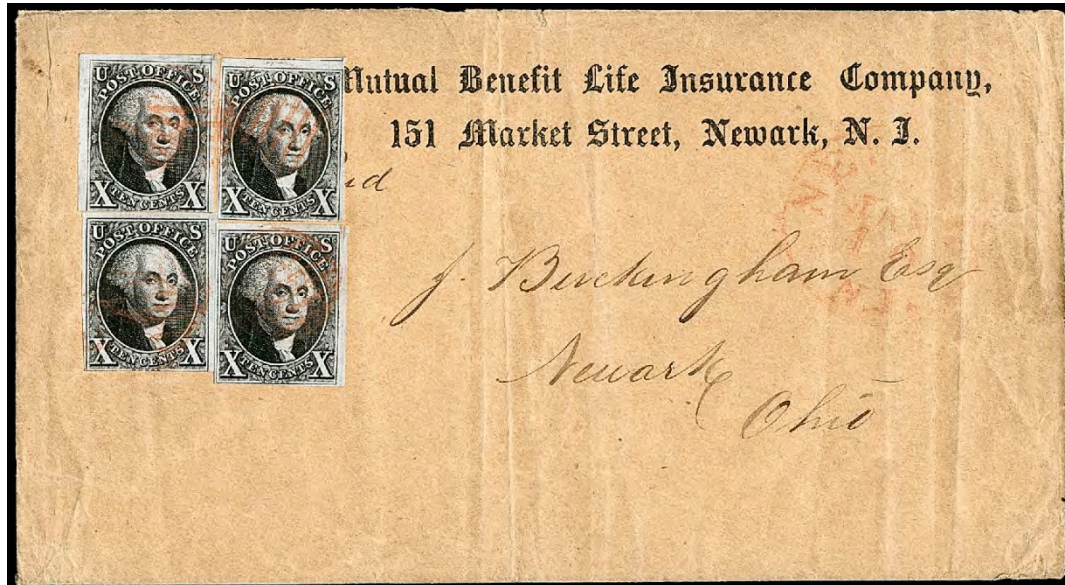
ENDNOTES:

-
- ¹ This material is part of the [Encyclopedic Dictionary of Numismatic Biographies](#), which John has allowed us to use in the pages of NJPH. The material and copyright are his.
- ² See a full description at Milestones: First Flight in America at <https://www.aopa.org/news-and-media/all-news/2017/july/pilot/first-flight-in-america>
- ³ Earle Ovington: Pilot of the First Official Airmail Flight in the United States, in "Pushing the Envelope," at National Postal Museum at <https://postalmuseumblog.si.edu/2011/09/earle-ovington.html>
- ⁴ *A.C. Roessler's Standard Historical Souvenir Airmail Catalog*, originally published in 1932 by Roessler, and reprinted in 1976, by F.D.C Publishing Co., Stewartsville, NJ
- ⁵ See HistoryNet at <https://www.historynet.com/airmail-service-it-began-with-army-air-service-pilots.htm> for a history of the first scheduled flight.
- ⁶ ROE-FD-1 Brown: 91 copies were printed. Barry Newton speculated that others may have been printed in different colors, though none so far have surfaced to my knowledge. If anyone has one printed in a color other than brown please write john@numismaticmall.com. No census of the number of surviving specimens has been made as yet.
- ⁷ These numbers refer to Barry Newton's Specialized Catalogue of Roessler Cachets, published by FDC. Publishing Co., Stewartsville, NJ, 1976.
- ⁸ *A Catalog of Philadelphia Postmarks*, Part II, 12-59
- ⁹ Roessler operated his own commercial and postal printing business operations at 37 So. 8th Street, in the Roseville Section of Newark, and addressed his covers to this address from March 1921 until March 1924, after which he reverted to exclusive use of his home address at 140 South Parkway, East Orange.
- ¹⁰ From Daniel Kelleher Auction, lot #359, Sale 707, Nov 29-30, 2017 on the Stamp Auction Network at <https://stampauctionnetwork.com/V/v70718.cfm>.

ON THE AUCTION SCENE: 10¢ 1847 “Block of Four” on Newark Cover

By: Robert G. Rose

The most valuable 1847 Issue cover postmarked from New Jersey was sold at auction by Robert A. Siegel Auction Galleries, Inc. on October 29, 2019 as part of the monumental “William H. Gross Collection of United States Postal History.”¹ Illustrated below in *Figure 1*, the four 10¢ stamps (Scott No. 2) are arranged as a block on the cover. The stamps are tied together with light red grid cancels. The cover is postmarked with a light red “Newark, N.J. Jan. 10” handstamp.



Siegel Sale # 1211, Lot No. 37.

Fig. 1. “Block of Four” of 10¢ 1847 Issue paying quadruple rate to Newark, Ohio.

The 40 cents in postage paid the quadruple rate for a cover weighing between 1.5 to 2 ounces (10¢ per ½ ounce) for a distance over 300 miles to Newark, Ohio pursuant to the Act of March 2, 1845. There are no reported covers from any location in the United States with a block of four of the 10¢ stamp.² Described as “Very Fine,” it was accompanied by a 2006 Philatelic Foundation Certificate. Against a pre-sale estimate of \$15,000 to \$20,000 the cover sold for a hammer price of \$16,500, plus an 18% buyer’s fee of \$2,970, for a total of \$19,470.

The cover was previously featured in a Christie’s auction sale on September 21, 1994 at which time it sold for \$34,500 which included a 15% buyer’s fee.³ It was pictured in the Alexander census of the 1847 Issue,⁴ and on the front cover of the March 2001 issue of *NJPH*.⁵ It next appeared in the 2003 Matthew Bennett, Inc. auction sale of the “Guido Craveri Collection of United States Postal History” with an estimate of \$30,000 to \$40,000.⁶ It failed to find a buyer in the sale. Thereafter, it was privately purchased by Joseph Hackmey who added the cover to his collection of the 1847-1856 Issues.⁷ The Hackmey collection, originally to have been for auction, was instead purchased intact by William Gross in 2010.⁸

The cover carries the printed address of the Mutual Benefit Life Insurance Company at 151 Market Street, Newark, New Jersey. Founded in Newark in 1845, the company was the first life insurance company in New Jersey, and the fourth to be chartered in the United States.⁹

M. MUTUAL BENEFIT LIFE INSURANCE CO., NEWARK, N. J.


MUTUAL BENEFIT LIFE INSURANCE COMPANY.
NEWARK, N. J.

CHARTER PERPETUAL.

Robert L. Patterson,
President.

Joel W. Condit,
Vice-President.

Benjamin C. Miller,
Secretary.



Lewis C. Grover,
Attorney and Counselor.

D. H. Storer, M.D.,
Medical Adviser,
Boston.

Joseph B. Prince,
General Agent,
Boston.

OFFICE—No. 151 MARKET STREET, NEWARK.
AGENCY—Nos. 1 AND 3 KILBY STREET, BOSTON.

Fig. 2. Mutual Benefit Life Insurance Company Advertisement 1857.

The cover is addressed to “J. Buckingham, Esq, Newark, Ohio. Jerome Buckingham was a prominent attorney and later a judge. He was an 1841 graduate of Western Reserve College and attended Harvard Law School in 1843-44.¹⁰ The cover would have been received by him at his law office sometime between 1848 and 1851. Given the quadruple postal rate of 40 cents, the cover must have contained legal papers involving an insurance issue. His Greek revival home, which was situated in what became the downtown commercial area of Newark, was moved to an uptown park in 1954 as pictured in *Figures 3 & 4*.



Figs. 3 & 4: Jerome Buckingham House moved from downtown Newark, Ohio to Veterans Park in 1954 to become home of Licking County Historical Society.

ENDNOTES:

- ¹ Robert A. Siegel Auction Galleries, Inc., *William H. Gross Collection of United States Postal History*, Sale No. 1211, lot 37, October 29-30, 2019. Catalogue at <https://siegelauctions.com/2019/1211/1211.pdf>.
- ² Gordon Eubanks, *Covers With Three or More 1847 Stamps*, *The Chronicle of the U.S. Classic Postal Issues*, Vol. 69, No. 254, May, 2017, p. 127. The article states that there are only 15 covers with four 10¢ stamps, referencing the 1847 census compiled by Mark Scheuer and posted on the Classics Society website. *Ibid.* The Eubanks article illustrates an 1850 cover from New York to San Francisco with eight 10¢ stamps paying twice the 40¢ coast to coast rate. *Ibid.*, p. 123, figure 3. The stamps include strips of five and three, resulting in what appears as a “block of six” and a pair.
- ³ Christie’s New York, *“Important Stamps and Covers of the United States 1994*, lot 4011, September 21, 1994.
- ⁴ Thomas J. Alexander, *The United States 1847 Issue: A Cover Census* (U.S. Philatelic Classics Society, Austin, Texas 2001) p. 323. Newark received a total of only 1,550 10¢ 1847 Issue stamps. *Id.* In addition to the 10¢ “block of four” cover which is the subject of this article, there are only three additional genuine 10¢ covers postmarked from Newark, all of which are addressed to the Rev. Samuel Bissell in Twinsburgh, Ohio. Robert G. Rose, *10c 1847 Usage in New Jersey*, *The Collectors Club Philatelist*, Vol. 84, March-April 2005, pp. 79-84.
- ⁵ *NJPH*, Vol. 29, No. 141, March 2001.
- ⁶ Matthew Bennett, Inc., *Guido Craveri Collection of United States Postal History*, Sale 262, lot 133, June 12, 2003. The results of the sale are detailed by this author in *NJPH*, *New Jersey Classics Featured at Recent Auction Sales*, Vol. 31, No. 151, August 2003, p. 95.
- ⁷ Gross Postal History Auction, *op. cit.*, p. 9.
- ⁸ *Ibid.*
- ⁹ By 1848 the company had 138 agents in 21 states and the District of Columbia. In 1848, the company's original 20-year charter was extended indefinitely. At that time, the company moved to its 151 Market Street address from which the cover of this article was mailed.
<https://www.referenceforbusiness.com/history2/86/THE-MUTUAL-BENEFIT-LIFE-INSURANCE-COMPANY.html#ixzz63ZsUkxXv> (retrieved October 27, 2019).
The company failed in 1991 and was taken over by state regulators “because it had heavily invested in real estate, which suddenly began to lose money, and because of losses connected to investments in leveraged buyouts.” Joseph B. Treaster, *Mutual Benefit Settlement is Reached in New Jersey*, *The New York Times*, Section D, p. 6, December 6, 1996 (archival edition).
- ¹⁰ *Catalog of the Alpha Delta Phi* (Executive Counsel of Alpha Delta Phi Fraternity, New York 1899) p. 294. (google book retrieved October 25, 2019). Buckingham married in 1863 and died in 1902.

DUES TIME ROLLS AROUND AGAIN!

Please remember to pay your dues in a timely fashion. Last year was a pleasure and we are hoping for a repeat. The \$15 does a long way to providing the journal you receive, and we are grateful for every member – our membership is not large, and we count on each and every one of you! A dues form will be included with your print version if you receive it, or attached to your emailed link if that is how you receive the journal. You may pay by Paypal, and we do not require any addition fee for doing so. Just go to our web site (<http://www.njpostalhistory.org/>) , and follow the link at lower left to pay your dues online.

MEMBER CHANGES:

Please change:
Nathan Zankel from P.O. Box 7449, North Brunswick, NJ 08902 to 26 Olden Road, New Brunswick, NJ 08817-2922
New member:
Charles Epting, 630 Fifth Avenue, Suite 2607, New York, NY 10111 cepting@hrharmer.com
Goodbye to an old friend:
William Berdan, III, deceased January 2019

OBITUARY: WILLIAM BERDAN III:



William Berdan, III, age 71, a lifelong resident of Teaneck, passed away unexpectedly on Friday, January 04, 2019. Dear brother of Alice M. Berdan. William worked as a Banker for Chase Bank, Manhattan, for 40 years. He was a graduate of the Teaneck school system and went on to receive a Bachelor Degree from Hofstra University. He was a lifetime member of St. Anastasia's RC parish, where he served as a Eucharistic Minister.

His New Jersey collecting interests were unusual picture post cards of Teaneck, West Englewood, Bogota, New Bridge, North Hackensack, NJ. He will be deeply missed. For more information and to view William's tribute page, please visit volkleber.com

HONORING WWII BATTLESHIPS: USS *New Jersey*



HOMETOWN POST OFFICES: Delaware, NJ, A Hidden Gem “NJ’s oldest operating post office in the same location”

By Jean R. Walton

While contemplating what post office to feature next in this column, one fell into my lap. Charlie Fineran, one of the guides at the Rutherford Estate in Allamuchy, NY, and president of the Allamuchy Historical Society, posted an item and some pictures on the “New Jersey Post Office operating longest in its present location.”¹ While I don’t know the source of such statistics, it seemed worth pursuing.² It prompted me to visit that locale, and take some pictures of my own.

The Delaware post office has been at its current location since 1884, without interruption. The possibility exists that it has been there as early at 1860, when John I. Blair built the brick store where it now is. That makes at least 135 years in one place – with a possibility of its actually being longer.

Nestled against the cliff behind it, in the center of the Delaware Historic District, this 1860 vintage brick building is the home of the post office at 9 Clinton Street. It clearly takes great pride in its appearance, as the pictures below will show:

Fig. 2: Address plate next to the door includes the 1884 date, and the address of 9 Clinton Street. Zip code for this tiny post office is 07833.



Fig. 1: Sign outside the Delaware post office.



Fig. 3: The wood paneled interior has an elegance not often seen these days in a post office setting. The walls show views of Delaware across the years, the mail boxes are brass, and a chandelier lights the lobby, occupied by a writing desk, and patron mail boxes, where the community comes to pick up its mail.



Fig. 4: The Delaware Post Office as it appears today. A ramp has been added around the right front corner of the building, and a picket fence encloses the porch, but the building appears in good condition, and still much like the post card illustration at right, probably from the 1910 era – over 100 years ago.



Fig. 5: Old post card view ca. 1910 of the Delaware Post Office. A copy of this view can be seen inside the post office lobby.

From the D'Avino collection of NJ Post Offices on Post Cards.

Delaware began its existence as Delaware Station, and as the Delaware Historic Site explains,³ it owes its development as a railroad town to the enterprising John I. Blair. He was the moving force behind the Warren Railroad, and chose this spot as its northern terminus. No sooner was the Warren Railroad completed than Blair sold it to the Delaware Lackawanna & Western Railroad,. Creating that connection with the DL&W would open a path from coal fields in Pennsylvania through the Delaware Water Gap – eight miles away - to eastern markets. That was in 1856.

Blair was an entrepreneur by nature, owning his first store by the time he was twenty, and five others soon after. He donated land for the depot at Delaware, and laid out streets in what he felt would be a growing center. Charles Cool built the Delaware House near the depot, and became the first postmaster. Blair himself built the brick store shown above at 9 Clinton Street in 1860, which very possibly became the post office when James Dey replaced Cool as postmaster in 1861. (See postmaster list below.)

The narrow community of Delaware Station, between the Delaware and the cliff behind it, became a thriving community and center of transportation, served by the post office shown above. In 1884, the name of both the town and post office was shortened to Delaware.

Unfortunately for Delaware, the DL&W – seeking a shorter and faster route – completed what was known as the Cutoff (see *Figure 9*). This new route sidelined the track line through Delaware and the nature of the community changed. Route 5 (now Route 46) was now the primary means of transportation, and the community of Delaware became more highway based. That too has now been replaced by Interstate 80, so that Route 46 has become a road of the past, and only byway businesses remain, largely servicing tourists to the Water Gap nearby – but the post office remains in all its glory as a reminder of Delaware’s bygone days.



Fig. 6: Google Map showing the location of Delaware. The DL&W line crossed the river just above Delaware Station, first on a wooden bridge, and later on the truss bridge shown below.



Fig. 8: DL&W bridge over the Delaware River, between Mount Bethel PA and Delaware NJ.⁴



Fig. 7: Map from Beers 1874 Warren County Atlas, showing Delaware Station, with the depot, and the post office in the location it still occupies on Clinton Street.



Fig. 9: The DL&W Cutoff (in red) was built ca 1911, and railroad traffic now bypassed Delaware.

It is worth a trip to Delaware, to see the community that remains – not what can be seen from Route 46, but a town of about 150 people, in many of the same period houses that existed long ago. It exists just under the cliff and away from what is now the main route. It is a living piece of history, and the post office that has stood for so long is still central to the community.

Some examples of covers with Delaware Station and Delaware cancels are shown below.

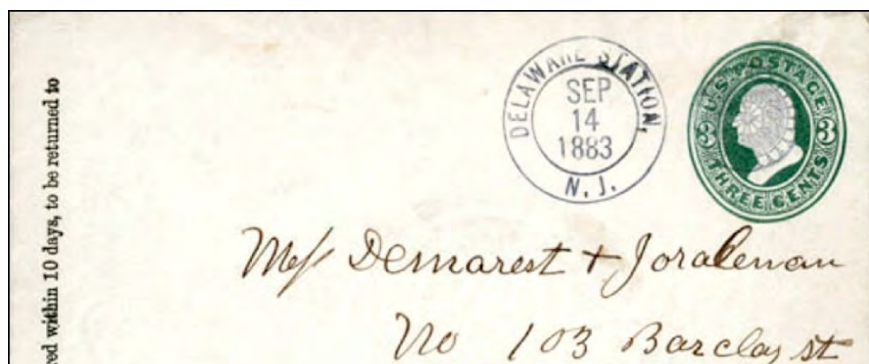


Fig. 10



Fig. 11



Fig. 12

Images from Michael Rogers, Sale #5061⁵

Fig. 10-12: Wheel of Fortune cancels⁵ from both Delaware Station and Delaware. Note the post card shown in Figure 11 is signed by two Delaware Station postmasters, Prall and McMurry. (See Postmaster list below.)

Fig. 13: An 1891 Delaware cancel with a grid killer.

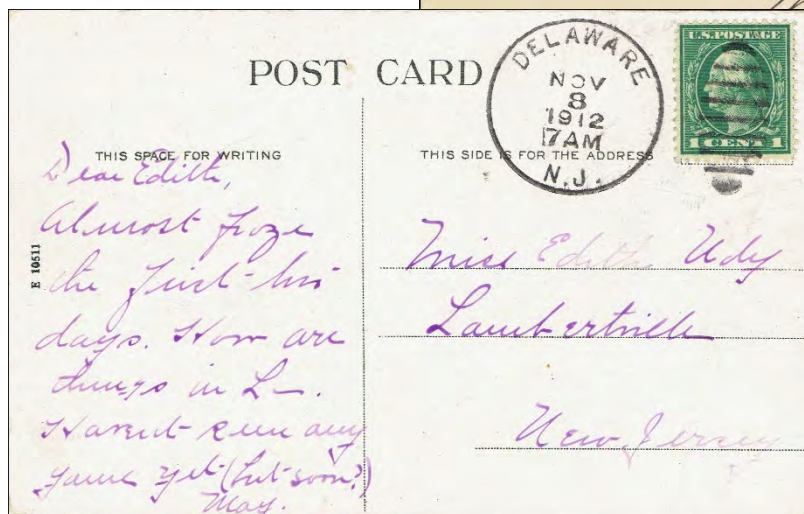


Fig. 14: A 1912 Delaware duplex cancel dated November 8, 1912.

Both illustrations above courtesy Robert G. Rose

The following table of postmasters is from the USPS Postmasterfinder, and is verified by searches in National Archive listings of postmaster appointments.

DELAWARE POST OFFICE, WARREN COUNTY, NJ*

Originally established as RAMSAYSBURGH in SUSSEX COUNTY;⁶

(also spelled RAMSEYSBURG/RAMSAYSBURG in the 1820s)

<u>Name</u>	<u>Title</u>	<u>Date Appointed</u>
James Ramsay	Postmaster	07/22/1824
<i>Changed to WARREN COUNTY in November 1824</i>		
James Ramsay	Postmaster	10/22/1851
<i>Name & place changed to DELAWARE STATION on December 13, 1858</i>		
Charles Cool	Postmaster	12/13/1858
James R. Dey	Postmaster	07/13/1861
James Prall	Postmaster	10/13/1863
Oscar H. McMurtry	Postmaster	01/19/1882
<i>Name changed to DELAWARE on March 12, 1884</i>		
Oscar H. McMurtry	Postmaster	03/12/1884
Charles J. Quig	Postmaster	04/27/1885
Calvin T. James	Postmaster	04/08/1889
William Craig	Postmaster	11/21/1893
James P. Jones	Postmaster	02/09/1898

Theodore McCollum	Postmaster	6/14/1905
Arthur J. McCain	Postmaster	5/14/1910
Lucy E. Garrison	Postmaster	8/18/1918
Oscar S. Beam	Postmaster	2/9/1920
Elizabeth Transue	Postmaster	4/25/1922
Mrs. Marion G. Cummins	Acting Postmaster	10/13/1931
Mrs. Helen D. Robertson	Acting Postmaster	10/23/1931
Mrs. Verna B. Brader	Postmaster	1/14/1933
Mrs. Doris M. DaKay	Acting Postmaster	5/3/1963
Mrs. Doris M. DaKay	Postmaster	8/30/1965
Mrs. Jeanne B. Ewan	Officer-In-Charge	11/4/1971
Mrs. Jeanne B. Ewan	Postmaster	12/23/1972
Marilyn J. Byron	Officer-In-Charge	9/30/1982
Marilyn J. Byron	Postmaster	1/22/1983
Stephen J. Gorog	Officer-In-Charge	9/4/1986
Florence W. Kuipers	Postmaster	5/9/1987
Donald DeGarmo	Officer-In-Charge	11/5/1999
Laura A. Griffen	Postmaster	1/1/2000
Roberta Cavanaugh	Officer-In-Charge	12/4/2006
Tabitha S. Toliver	Officer-In-Charge	6/18/2007
Roberta Cavanaugh	Officer-In-Charge	9/6/2007
Elaine M. Kennedy	Postmaster	8/29/2009
<i>Converted to a Remotely Managed Post Office under the</i>		
<i>direction of the Postmaster of the Columbia Post Office on November 16, 2013.</i>		
* From USPS postmasterfinder at https://webpmt.usps.gov/pmt004.cfm		

ENDNOTES:

¹ Our sincere thanks to Charlie Fineran for bringing this to our attention.

² Not knowing where such records might be kept, should anyone wish to contend this claim with another post office, please let us know!

³ Delaware Historic District at https://www.livingplaces.com/NJ/Warren_County/Knowlton_Township/Delaware_Historic_District.html.

⁴ Photo by jag9889 - See: https://commons.wikimedia.org/wiki/File:Delaware_Lackawanna_Western_Railroad_Bridge_20071022-jag9889.jpg

⁵ Michael Rogers Auction , Division of Daniel Kelleher, Sale #5061, Aug. 18, 2019, posted on Stamp Auction Network at <https://stampauctionnetwork.com/v/v50614.cfm> with a number of other Wheel of Fortune cancels on cover. For more information on cancels of this type of, please see *NJPH*, Nov. 2017, Vol 45, No. 4, whole No. 208.

⁶ The Delaware post office can trace its history to Ramsaysburg(h), a community a mile or two downriver. That post office was closed and transferred its location to Delaware Station in 1858.

MEMBER ADS ~ YOUR AD MISSING? LET US KNOW AT

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

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

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

WANTED: BATSTO Special Event Covers, Batsto postmarks, and WHITESBOG postmarks. Contact George Martin, 844 Anthony Road, Atco, NJ 08004, or email canoethepines@comcast.net.

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 BEFORE 1860. All Eastern states. Also wanted: Confederate fakes and forgeries. Contact Steven M. Roth, 1280 21st Street, NW, Suite 209, Washington, DC 20036, 202/293-2563 or email stevenroth@comcast.net.

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

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

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

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-1960 U.S. Postcards, 973-338-9224. Robert J. DeTrollo, 110 Garner Ave., Bloomfield, NJ 07003, r.detrollo@comcast.net.

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

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

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

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

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

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

MEMBER ADS

MEMBER ADS: YOUR AD MISSING? LET US KNOW AT

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

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

WANTED: ALL GLOUCESTER COUNTY, NJ POSTAL HISTORY STAMPLESS to 1920. All Woodbury, NJ stampless to present. **NEED BASSETT PO** (DPO GlouCty 1891-1920) Warren Plank, 625 Singley Ave., Runnemede, NJ 08078 856/229-1458, webmaster@NJPostalHistory.org.

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

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

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

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

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: 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.

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 Steven M. Roth, 1280 21st Street, NW, Suite 209, Washington, DC 20036, 202/293-2563 or email stevenroth@comcast.net.

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.

STILL AVAILABLE: *Annotated Cumulative Subject Index to the Chronicle of the U.S. Classical Postal Issues for Issue Numbers 1-200*, 591 pages with searchable CD-ROM. \$75.00 + \$10.00 shipping. Order from Joseph J. Geraci, Box 4129, Merrifield, VA 22116 or call 703-280-5928.

NJPHS LITERATURE AVAILABLE POSTPAID from Robert G. Rose, NJPHS, 18 Balbrook Drive, Mendham, NJ 07945 or email Secretary@NJPostalHistory.org for a Paypal invoice.	Member price	Non-members
CD or hard copy: <i>The Postal Markings Of New Jersey Stampless Covers: An Update</i> by Donald A. Chafetz (2004) hardcopy, 28pp. or available on CD in PDF format Updates the extensive work of William C. Coles, with new markings and dates since that original work was published in 1983 Also available to members free as a downloadable file	\$10.00 FREE	\$15.00
CD only: <i>Washington Organ Manufacturers</i> on CD, by Len Frank - 3 articles + many organ advertising cover illustrations not in <i>NJPH</i> , in Acrobat Reader [.PDF] format <ul style="list-style-type: none"> • A series of 3 articles on the advertising covers and history of the organ manufacturers of Washington, NJ, • Adds a picture gallery of many covers not illustrated in those articles. • Includes much paper ephemera as well. An impressive collection. 	\$7.50	\$10.00
Hard copy: <i>Illustrated Directory of New Jersey 1847 Issue Covers</i> , Brad Arch, ed., 1987, 44pp & Supplements <ul style="list-style-type: none"> • For the collector of the 1847 Issue, this book by Brad Arch is the comprehensive work on New Jersey covers • 5¢ and 10¢ covers in separate sections • Detailed descriptions of each cover, arranged by office of origin. 	\$4.00	\$7.50
Hard copy: <i>New Jersey DPO's</i> , Brad Arch, ed., 1981, 22pp, pocket sized Checklist of Discontinued Post Offices THE pocket manual of New Jersey discontinued post offices, easy to transport and an excellent checklist Also available to members free as a downloadable file	\$3.00 FREE	\$4.00
Hard copy: <i>New Jersey's Foreign Mail</i> , 1997, Gerard J. Neufeld, 76pp. <ul style="list-style-type: none"> • A fine monograph on foreign mail to and from New Jersey in the 19th Cent. • Profusely illustrated • Each cover explained 	\$8.00	\$10.00
CD: Mosher's NJ Private Express Companies <ul style="list-style-type: none"> • 10 compiled articles by Bruce Mosher on many aspects of private express mail in New Jersey with many color illustrations • Previously unpublished material in lengthy postscript plus index 	\$10.00	\$15.00
CDs: Back issues of the NJPH Journal are available on CD for 2003 to 2018, at <ul style="list-style-type: none"> • Each CD includes the 4 quarterly journals for one year, in color, pdf format CD: 2018 <i>NJPH</i> Issues on CD in PDF format, many color illustrations.....	\$5.00 each \$5.00	\$7.50 each \$12.00
Members only: 2 back issue CDs, \$8.00, 3 back issue CDs \$12.00, 4 back issue CDs \$15.00, 5 CDs \$18, 6 CDs \$22, 7 CDs \$25, 8 CDs \$28, 9 CDs \$30, 10 CDs \$35, all 12 CDs (including 2018) \$48. (Also available to members free as downloadable files.) Non-members: 2 back issue CDs, \$12.00, 3 back issue CDs \$15.00, 4 back issue CDs \$18.00, 5 back issue CDs \$22, 6 back issue CDs \$28, 7 back issue CDs \$32, 8 back issue CDs \$35, 9 back issue CDs, \$38, all 15 back issue CDs (including 2017 CD), \$58.		
Literature purchases may be made with Paypal – email your choices to Secretary@NJPostalHistory.org for a Paypal invoice.		

DOWNLOADABLE FILES AVAILABLE FREE TO MEMBERS ONLY!*

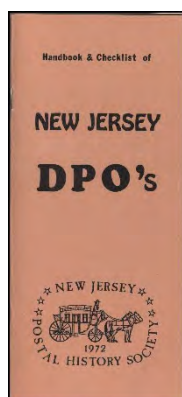
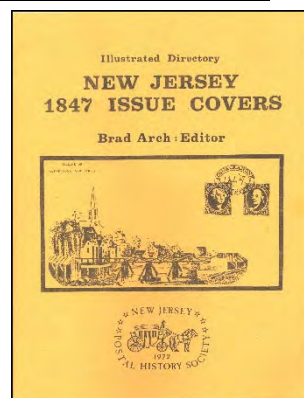
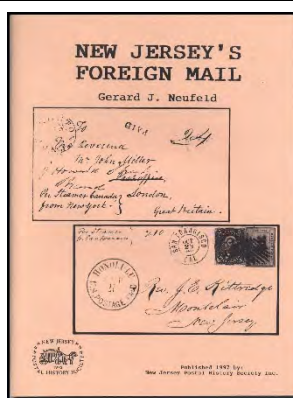
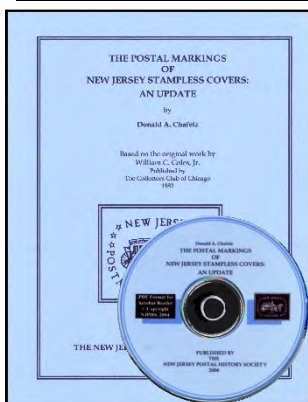
Brad Arch's handy DPO book available in Excel format (for hardcopy see above).	FREE	2.95
Stampless Era Post Offices, based on Coles and the Coles Update in Excel format.	FREE	2.95
Brennan, Lawrence, <i>New Jersey-Built Air Craft Carriers</i> , a long series with many covers in PDF format.	FREE	12.95
Chafetz, Don <i>Coles Update</i> – a supplement and update to Wm Coles study of <i>New Jersey Stampless Markings</i> , in pdf format.	FREE	2.95
Chafetz, Don, <i>Development of Morris County Mail Service – 1760-1850</i> – a digital exhibit, PDF.	FREE	4.99
Edge, Jack, <i>Post Towns of Burlington County</i> . All of Jack's Burlington series, as published in the pages of <i>NJPH</i> , compiled into one document, in PDF format.	FREE	7.99
Edge, Jack, <i>Postmasters of Burlington County</i> . List of Burlington County postmasters from in Jack's Burlington series, in PDF format.	FREE	4.99
Englund, Arne, <i>New Jersey Summer Post Offices</i> – seasonal POs of NJ, in PDF.	FREE	
Law, Mary E., <i>The Postal History of Cape May County, NJ</i> including postmaster list, published in <i>NJPH</i> between March 1993 through May 1994, PDF format.	FREE	8.99
Peck, Len, <i>Essays on Sussex County & New Jersey Postal History</i> , articles 2004-10, pdf	FREE	9.95
Roth, Steve – NJ Stampless Markings Database – an ongoing study of known NJ SFLs	FREE	
Siskin, Ed & Jean – A List of NJ Legislative "Free:" Franks -2012	FREE	4.99
Walker, Jim, <i>Hunterdon County Postal History</i> , serialized articles 2007-2010, pdf	FREE	

* see our web site at www.NJPostalHistory.org for other files available free to the public in our Free Online Library ~

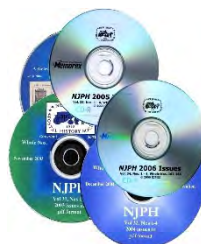
Includes information of early postal legislation, Revolutionary and Civil War covers, and postmaster lists from the stampless era (1789-57), and for various NJ counties which have been researched, of interest to postal historians and genealogists as well.

THE NEW JERSEY POSTAL HISTORY SOCIETY LITERATURE

AVAILABLE FOR IMMEDIATE DELIVERY, Postpaid, send check to: Robert G. Rose, New Jersey PHS, Robert G. Rose, 18 Balbrook Drive, Mendham, NJ 07945, or email President@NJPostalHistory.org.
PayPal payment available – email Secretary@NJPostalHistory.org with wants for Paypal invoice.

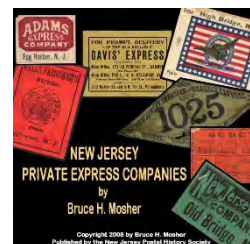


**Yearly NJPH issues on CD
(2003 – 2015)
Plus other valuable studies
on CD**



**Washington NJ Organ
Manufacturers
By Leonard Frank**

**New Jersey Private
Express Companies
By Bruce H. Mosher**



Literature purchases may be made by check (see above) or with Paypal – email us your choices to Secretary@NJPostalHistory.org for a Paypal invoice.	Member price	Non-members
CD or hard copy: <i>The Postal Markings Of New Jersey Stampless Covers: An Update</i> by Donald A. Chafetz hardcopy, 28pp. or available as CD in Acrobat Reader [.PDF] format (2004) Updates the extensive work of William C. Coles, with new markings and dates since that original work was published in 1983	\$10.00	\$15.00
CD: Bruce Mosher's <i>NJ Private Express Companies</i> <ul style="list-style-type: none"> • 10 compiled articles by Bruce Mosher on many aspects of private express mail in New Jersey • Many color illustrations • Previously unpublished material in lengthy postscript • Alphabetical index 	\$10.00	\$15.00
CD: <i>Washington NJ Organ Manufacturers</i> on CD, by Len Frank - 3 articles + many illustrations not in <i>NJPH</i> , in Acrobat Reader [.PDF] format, 2004 <ul style="list-style-type: none"> • A series of 3 articles on the advertising covers and history of the organ manufacturers of Washington, NJ, • Adds a picture gallery of many covers not illustrated in those articles. • Includes much paper ephemera as well. An astounding compilation of material. 	\$7.50	\$10.00

Visit our web site at: www.NJPostalHistory.org/
(see inside back cover for hard copy literature)