



NJPH

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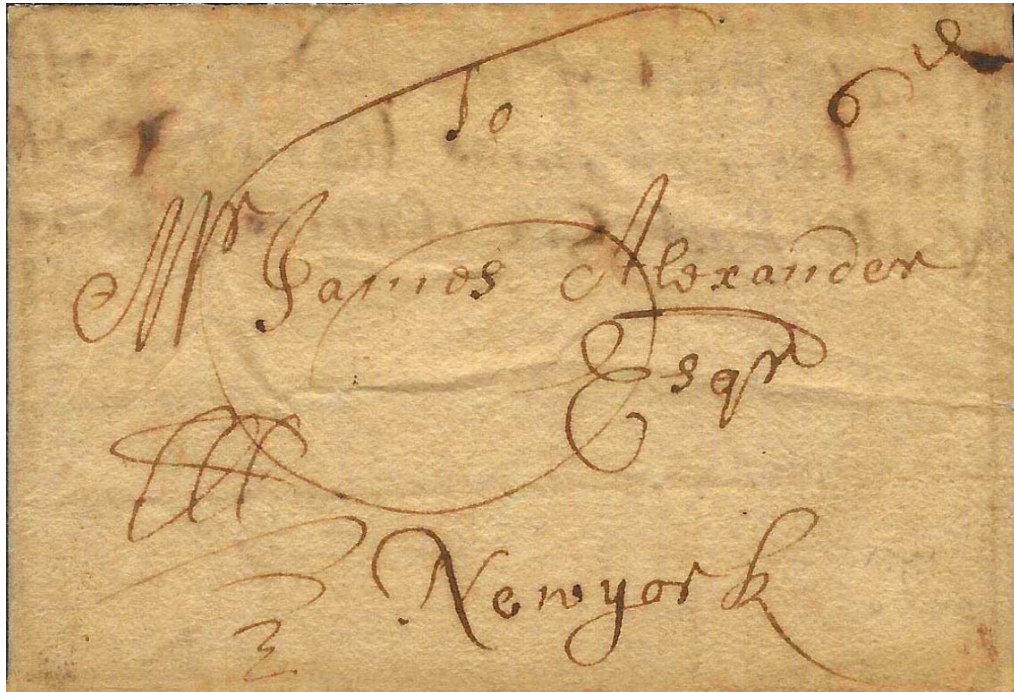
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February 2020

The Birth of New Jersey's Post



To date, the earliest known New Jersey postally rated cover, from 1721. See page [3](#).

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DUES TIME AGAIN!

Response has been good, but there are still a number of members whose dues have not been paid for 2020. If you receive a dues notice with your journal – either online or with the printed journal – it means your dues are still outstanding. Dues are still \$15 a year, and again this year you have the option of paying your dues online by Paypal (no extra fee), by going to our web site [www.NJPostalHistory.org] 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

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

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

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

ROBERT G. ROSE

THE BIRTH OF NEW JERSEY'S POST

By Vernon R. Morris, Jr., MD

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



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



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

Fig. 3. Internal dateline September 27, 1721.

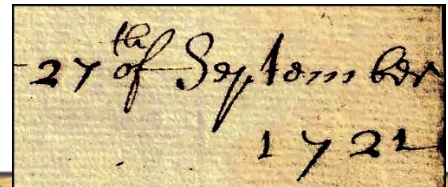
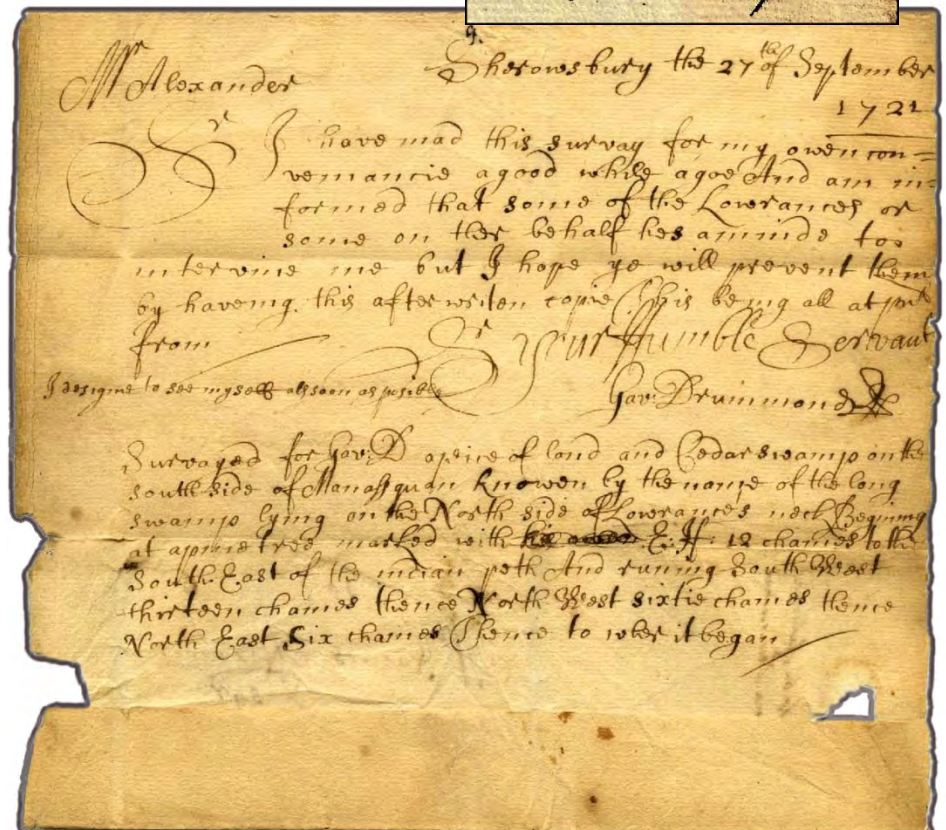


Fig. 4. Letter contents.



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

Queen Anne Act of 1710

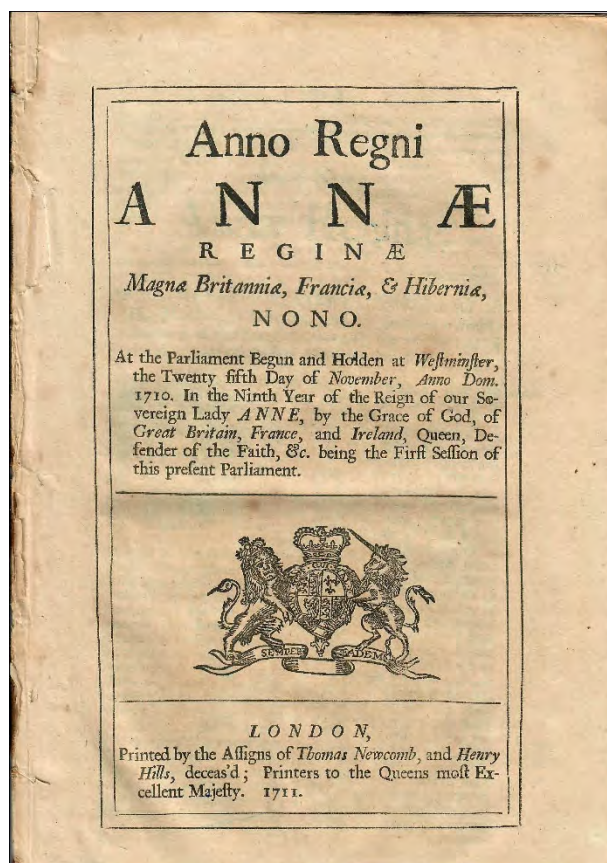


Fig. 5. Queen Anne Act effective June 1, 1711.

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

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

Fig. 6. New Jersey post rates early 18th century.

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

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



Fig. 7. Herman Moll 1729 postal map.

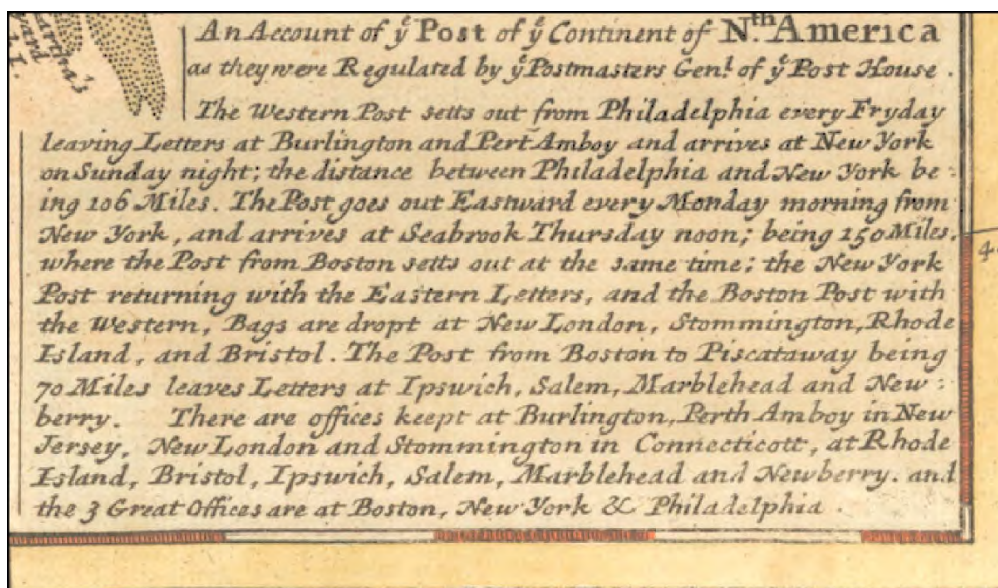


Fig. 8. An Account of Posts in N. America enlarged from the Moll map.



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

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

Shrewsbury, England

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

Shrewsbury, Massachusetts

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

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

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

Combining distances from old maps and charts with modern mileage when the distance for private travel is not known for earlier times (mostly due to changing road configurations), for the three above are respectively 299 miles, 271 miles, and 231 miles; modern measurement was necessary in all three of these instances, which serves to numerically reduce the total of each combination. All are quite high, and well over 200 miles. Moreover, none would have been consistent with single sheet six pence postal rate. Furthermore, the first permanent settler in Shrewsbury, Massachusetts had been just one year earlier, Gershom Wheelock during 1720. Massachusetts' Shrewsbury was not "settled" until 1722, and not officially incorporated until 1727.¹⁰ Massachusetts as the origin of this cover is anything but convincing.

Shrewsbury, New Jersey

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

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

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

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

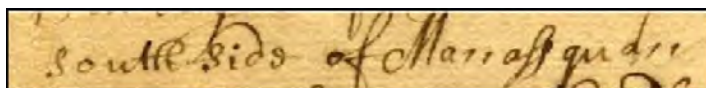


Fig. 10. Manasquan River, New Jersey, mentioned in the letter contents.

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

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

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

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

Dutch Arrival 1609

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

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

Fort Amsterdam,²³ nevertheless, was erected that year, where the U.S. Customs House is now located, in order to protect entrance into the Hudson River from other European colonial powers. On the Delaware River Fort Nassau²⁴ was likewise built in 1627 near present day Gloucester, NJ,²⁵ from where canoe travel could reach the “Falls at Trenton,” and inland via the Assunpink Creek.²⁶

English Victory 1664

During the English Civil War, Charles II sought sanctuary from Cromwell in the Channel Island of Jersey, where in 1649 he was proclaimed King. In North America only fifteen years later in March of 1664, Fort Amsterdam fell to the English, who thereby acquired New Netherlands and control of the Mid-Atlantic region. King Charles II granted his unpopular oldest brother James, Duke of York, the land between the Hudson and Delaware Rivers. To settle his own debts, James granted proprietary land rights to two individuals: Sir George Carteret of the Island of Jersey, and Lord Berkeley of Stratton. In 1665 Carteret became the first Governor and selected Elizabeth(town)²⁷ as the capital (1664-1673). Towns chartered during that period include Newark in 1666, Piscataway in 1666, Bergen in 1668, and Woodbridge in 1669.²⁸

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

In 1674 Berkeley sold West Jersey to William Penn and Edward Byllynge.²⁹ Six years later Governor Carteret died on January 18, 1680; by 1681 East Jersey was sold to twelve Proprietors, eleven of whom were members of the Society of Friends, headed by William Penn. Robert Barclay (1648-1690) became the second Governor of East Jersey³⁰ from 1682 to 1690. Barclay, however, never set foot in the colony, and relegated day-to-day management to his deputy governor. By July of 1683 the Proprietors instructed Deputy Governor Lawrie to form a highway between the capitals.³¹ At that time, the largest East Jersey populations were Elizabethtown 700, Woodbridge 600, Newark 500, Piscataway 400, Shrewsbury 400, and Bergen 350.³² Conspicuous by its absence was New Brunswick.

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



Fig. 11. Governor William Burnet 1720-1728.

largely determined by waterways, hills, and valleys.³⁵ The two most notable trails had been the Assunpink and Minisink, Figure 12. Indian paths long trodden by soft moccasined feet hardly left a trace of passage. European heavy boots, however, cut hard into the soil and left better defined pathways.³⁶ Trails were initially just wide enough for man or horse.³⁷ In short order travelers carried packs on their shoulders, which led to pack-horses, and widened trails.³⁸ Clumsy carts followed, and roads began.

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

During the relevant year of 1721 William Burnet had been the Governor of New Jersey while also serving as Governor of New York (1720 to 1728), Figure 11.³³ Burnet had been tutored by Isaac Newton, became a member of the Royal Society, but didn't arrive in New York until May 1721. By 1726 the population of New Jersey had reached 32,000, and was considered one of the first colonies to witness passing of a frontier.³⁴

Trails become Roads

Prior to European visitors, Indian camps and villages had already been connected by well-travelled paths

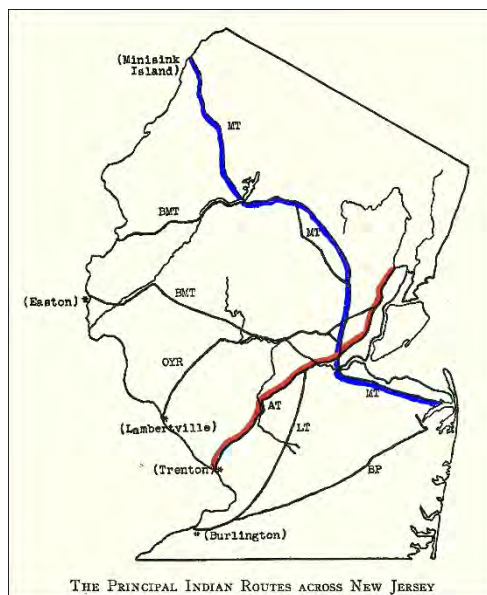


Fig. 12. Assunpink Trail in red; Minisink Trail in blue.

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

New Jersey’s southernmost piedmont includes a broad geological depression from the Raritan Valley to the Delaware River⁴⁰ in a direct line between the upstart great cities of New York and Philadelphia. Traversed by the Indian’s Assunpink Trail, this path naturally served the early Dutch well between their settlements on the Hudson and Delaware Rivers, and became the path of greatest importance within New Jersey. Improved during the late 17th century, the 1679 “Old Dutch” or “Upper Trail”⁴¹ became a very popular road by 1686.⁴² The “Upper Road” connected higher elevations of Elizabethtown Point to what decades later became New Brunswick,⁴³ Princeton, and Trenton. All were set upon a geologic substrate of piedmont rock,⁴⁴ which became the eventual predecessor of the Lincoln Highway and Route 27.

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

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

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

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

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



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

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

Perth Amboy

The city of Perth Amboy in Middlesex County, New Jersey, has become part of the New York metropolitan area. The Greater New York Harbor offers 771 miles of water frontage. Perth Amboy had attracted settlers because of its high land and deep water,⁵⁶ a result of the southern-most glacial moraine deposit 21,000 years ago.⁵⁷ Indigenous Lenape native Americans referred to the point as “Ompoge” from which Amboy had been derived. Perth Amboy was settled in 1683 by Scots. *Figure 14* reveals the original lot survey with original owner names added much later.⁵⁸ Initially called “New Perth” after James Drummond (1675-1716), 4th Earl of Perth⁵⁹ from Perthshire and 15th century Drummond Castle,⁶⁰ sacked in 1653 by Oliver Cromwell. Scottish coronations for hundreds of years had been held in Perth.⁶¹ James Drummond owed a building lot on the point, shown in *Figure 14* and highlighted in orange, as well as six interior acres in 1692.

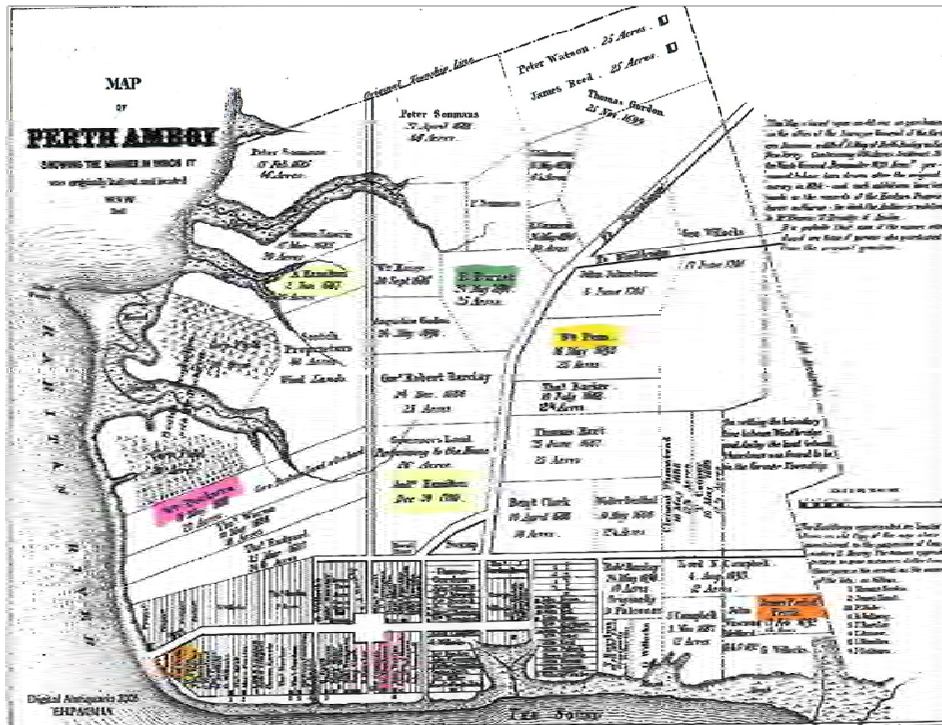


Fig. 14. Deeded Perth Amboy circa 1701.

Perth Amboy was the capital of East Jersey for approximately one hundred years, 1684 until 1783.⁶² Perth Amboy had long been a way station for travelers between New York City and Philadelphia. Some philatelic notables had lived in early Perth Amboy. One initial "Settler" had been William Dockwra, who while previously in London had organized the world's first "penny post."⁶³ On July 6, 1688 Dockwra was appointed Treasurer and granted 1000 acres. On November 27, 1689 he was appointed Secretary and Register to the board of Proprietors until its end in 1702.⁶⁴ Highlighted in *Figure 14* by pink is Dockwra's lot along the Sound, as well as 27 inland acres by 1688. Perth Amboy's postmaster during the early 18th century had been Tavern Keeper Andrew Hay.⁶⁵ Born in Scotland in 1686, Hay emigrated to the colonies in 1698 and died 1739.

The Crown awarded its first private patent (license) to establish a pan-colonial postal service to court favorite Thomas Neale⁶⁶ on February 17, 1692 for 21 years. However, Neale never traveled to America, and relied upon North American resident administrator Andrew Hamilton, appointed on April 4, 1692. Neale died in 1699, and Hamilton died on April 26, 1703. Hamilton's wife Agnes continued the struggling enterprise until 1707,⁶⁷ when bankruptcy had been assumed by the Crown. Their son John Hamilton became Deputy Postmaster General, from 1707 to November 23, 1721, and during the time of the subject cover.⁶⁸ Andrew Hamilton also had owned Perth Amboy properties, shown in *Figure 14* and highlighted in light yellow: 20 acres along the Raritan River by 1687, and 26 acres barely inland since 1700. Andrew Hamilton had been commissioned by the Proprietors as the Governor of both East Jersey and West Jersey from 1692-1697, and again as the last Governor from 1699-1703.⁶⁹ From 1701-1703 he was also Deputy Governor of Pennsylvania in William Penn's absence upon his return to England.

Andrew Hamilton, however, should not be confused with a contemporary Scot immigrant⁷⁰ with the same name, but who lived a few decades longer: the famous "Philadelphia Lawyer" who during 1735 stepped in and successfully defended the press and publisher Peter Zenger from the Crown's libel suit. Of special interest to this article, the original attorney for Zenger had been James Alexander, addressee of the subject cover.

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

1723 Ben Franklin in Perth Amboy

In early October 1723 young seventeen-year-old Ben Franklin ran away from Boston, but to his dismay found no future in New York. Franklin soon departed for Philadelphia on the post route via Perth Amboy to Burlington. Unfortunately, his 28-mile voyage from New York city to Perth Amboy became a protracted 30 hour⁷² nightmare caused by a squall in the New York Bay, which "tore their rotten sails apart."⁷³ The following morning, winds had shifted and allowed him to reach Perth Amboy. Franklin took another short ferry across the Raritan to South Amboy, and walked in rain until noon when he found a poor inn to rest. He had lamented "beginning now to wish that I never left home." Upon reaching Burlington he had just missed the regular boat down the Delaware with the next one not due for three days. Although *Figure 10* map may show the lower postal route along the Delaware River on New Jersey land, boat travel especially downstream toward Philadelphia must have been preferred, as young Ben came to realize. Despite what the Moll map may have indicated, the New Jersey lower postal road likely did not exist at that time.

Ferries

By 1661 the region's first regular ferry operated across the Hudson river between New Amsterdam and Communipaw,⁷⁴ now Jersey City, near Bergen Hill upon which a trading post had been established.⁷⁵ By 1684 Deputy Governor Lawrie established a stage ferry to New York (Manhattan).⁷⁶ At about the same time Perth Amboy was connected to South Amboy by ferry, later called Redfords Ferry⁷⁷ to provide access to Lawrie's Lower Road.

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

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

In 1709 Christopher Billop⁸⁰ received a charter to operate a ferry from Perth Amboy to Staten Island across Arthur Kill channel. Staten Island had been claimed by both New Jersey and New York. New York strengthened its claim because Captain Billop was able to independently circumnavigate the 35-miles around Staten Island in less than 24 hours. Billop was awarded 1,163 acres in today's Tottenville section of Staten Island.⁸¹

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

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



Fig. 15. Lewis Evans 1749 map.

Ferries increased rapidly as more roads were being opened. By the middle of the eighteenth century New Jersey had approximately 50 ferries in active use, probably more than any other region or colony.”⁸⁵ The 1749 map of Mid-Atlantic provinces by Evans⁸⁶ provided interval mileages, *Figure 15*, and revealed roads north from Perth Amboy, east to Shrewsbury, and several central New Jersey towns such as Trenton, Kingstown, and Brunswick. Throughout the third quarter of the century transportation trended toward better land travel in order to minimize water travel discomforts, delays and dangers.

Stage Coaches

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

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

Altered Postal Route

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

New Brunswick originated at Inian’s Ferry, and was renamed and surveyed in 1724. James Alexander, recipient of the subject cover, had later recalled that only five homes were present at Inian’s Ferry upon his arrival in 1715.⁹³ By 1730 New Brunswick received a royal charter,⁹⁴ received stage wagon service by 1734,^{95,96} and was seeking a post office.⁹⁷ New Brunswick was incorporated in 1736, and provided a post office no later than 1748.⁹⁸

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

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

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

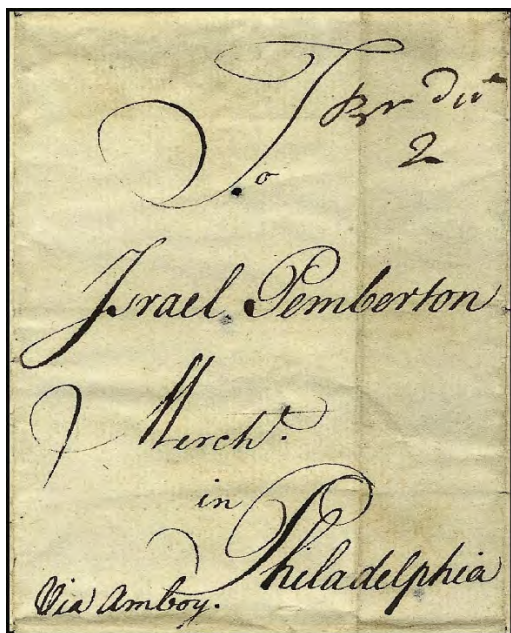


Fig. 16. 1752 Burlington to Philadelphia.

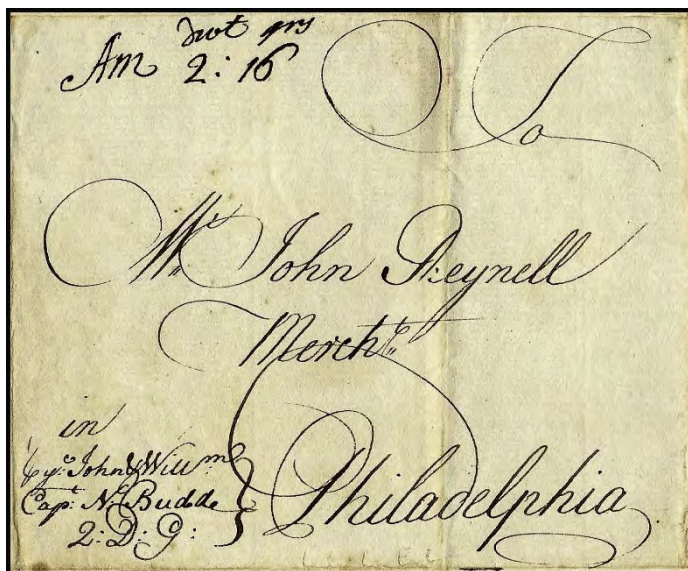


Fig. 17. 1745 Perth Amboy ship letter to Philadelphia.

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

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

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

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

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

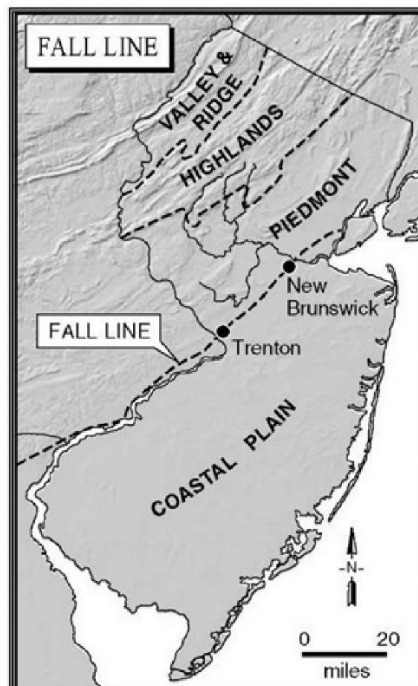


Fig. 18. New Jersey geological fall line from Trenton to Brunswick.

Author Gavin Drummond

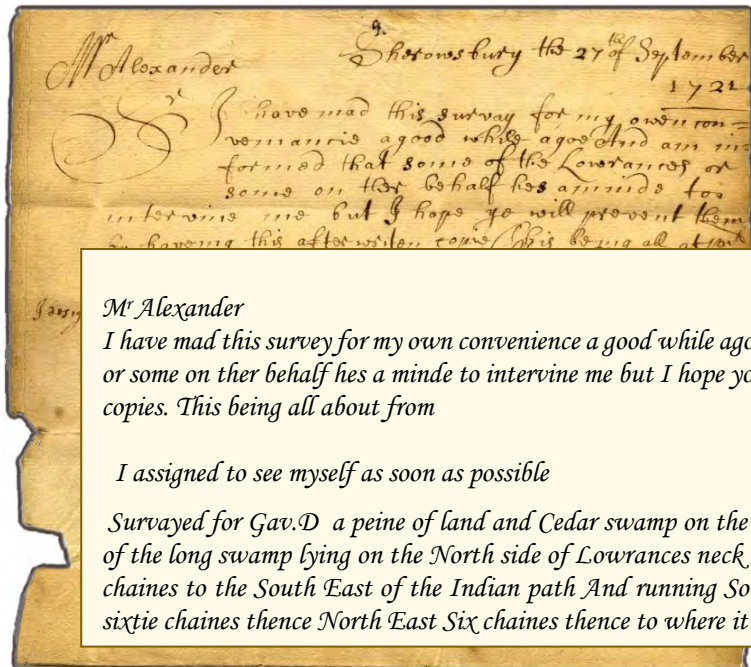


Fig. 19. Transcription of letter contents.

Sherowsbury the 27th of September 1721

Mr Alexander

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

I assigned to see myself as soon as possible

Sr Your Humble Servant

Gav Drummond

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

A transcription of the letter's "early modern" English, *Figure 19*¹⁰⁹ revealed the author was Gav Drummond (also contemporaneously spelled Gawin and Gawon). Gavin was a surveyor, and mentioned a surveyor's "chain," which measured exactly 22 yards. In the United States and Canada an area of 10 square chains was equal to one acre.¹¹⁰ Moreover, *Lowranres* or *Lowrance's* had likely referred to John Lawrence, noted surveyor of the time, who twenty years later in 1743 ran the celebrated Lawrence Line between East and West Jersey.^{111,112} On November 2, 1692 Gavin Drummond was granted land on which present day Asbury Park and Ocean Grove are located,¹¹³ and which had been confirmed to him on November 12, 1701. This 265 acre tract was bounded by Shark River on the south, the sea on the east, and Duck River on the north.¹¹⁴ By 1705 Gavin had also received 500 adjacent acres from Doctor John Drummond of Lundy, who too lived in Monmouth County on 680 acres.¹¹⁵ Gavin Drummond had also been Clerk of Court of Monmouth 1700-1701, and was listed for a Grand Jury trial in Shrewsbury during the summer of 1700.¹¹⁶



Fig. 20. Addressee James Alexander.

Recipient James Alexander Esq.

Figure 1 addressee *Mr James Alexander Esq*^r was a lawyer and statesman in New York, *Figure 20*. Born in Perthshire, Scotland in 1691, he was a distant relative of Scotland's Earl of Stirling. He fought in the Rebellion of 1715, which had exiled the Stuarts from England, and moved to America and Perth Amboy. By November of that year he was appointed surveyor general of New Jersey.¹¹⁷ In 1718 he became the recorder of Perth Amboy, and the following year served as boundary commissioner of New Jersey and New York. Alexander also served on the Council of New York from 1721 to 1732, and the council of New Jersey from 1723 to 1735.¹¹⁸

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

Trenton June 23, 1737

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

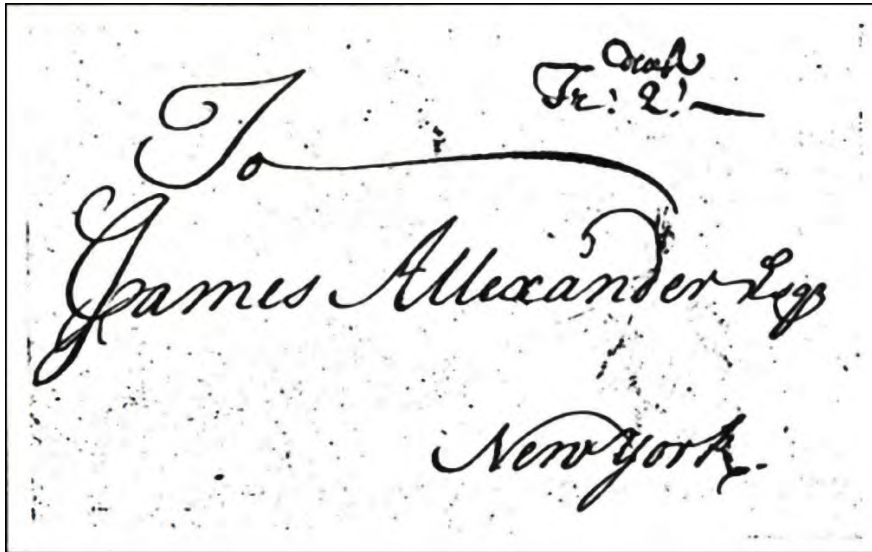


Fig. 21. June 23, 1737 Tr(enton): 2^{dwt}, from ter Braake.

First, the earliest New Jersey manuscript town postmark *Tr:2^{dwt}* - : with *Tr* abbreviation specifying Trenton.

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

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

CONCLUSION

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

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

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

Vern Morris

ENDNOTES:

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- ¹ Currently spelled Shrewsbury, but other past alternate spellings have also been Shrowsbury and Shroesberry <http://www-personal.umich.edu/~bobwolfe/gen/pn/p4487.htm#Fp4487N10>.
 - ² Indicates the name of the Act of Parliament within British law – nine being the ninth year of the reign of Queen Anne (which began in 1702 and continued to 1714), c. referring to the chapter number of the legislation, 11 specific to the Post Offices (Revenues) Act. See: [https://en.wikipedia.org/wiki/List_of_Acts_of_the_Parliament_of_Great_Britain,_1707%E2%80%931719#1710_\(9_Ann.\)](https://en.wikipedia.org/wiki/List_of_Acts_of_the_Parliament_of_Great_Britain,_1707%E2%80%931719#1710_(9_Ann.)).
 - ³ This moniker was used in the actual legislation to describe the major cities in the colonies, and we will use it here to describe them as well.
 - ⁴ *Annals of Philadelphia and Pennsylvania in the Olden Time*, John F. Watson, Vol II, Philadelphia 1844, page 392. See: https://www.google.com/books/edition/Annals_of_Philadelphia_and_Pennsylvania/OycA3b_tTE0C?hl=en&gbp=v=1&pg=PA3&printsec=frontcover.
 - ⁵ Arader Galleries, January 25, 2020 auction, lot 196. See https://www.liveauctioneers.com/item/80139457_moll-beaver-map-1715.

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

- ⁴² Ibid., Lane, pg. 36.
- ⁴³ *Op. cit.*, Whitehead 1856, pg. 268.
- ⁴⁴ *Op. cit.*, Lane, pg. 4.
- ⁴⁵ Ibid., Lane, pg. 36.
- ⁴⁶ Kay Horowicz and Robson Lowe, *The Colonial Posts in The United States of America 1606-1783*, London 1976, pg.26.
- ⁴⁷ Calvet M. Hahn, *The Swift-Sure Letters*, S.P.A Journal, Vol.42, No.2, October 1979, pg. 80.
- ⁴⁸ Mary E. Woolley, *Early History of The Colonial Post-Office*, Philatelic Literature Review, New York 1894 reprint 1969, pg.21.
- ⁴⁹ *Op. cit.*, Hahn, pg.79.
- ⁵⁰ W.A.W. Delt, (Whitehead delineated); *Map of the Settled portion of East Jersey About the Year 1682*, courtesy NJ Historical Society Manuscript Collection.
- ⁵¹ *Op. cit.*, Lane, pgs. 16-17.
- ⁵² Ibid., Lane, pg. 18.
- ⁵³ Ibid., Lane, pg. 37.
- ⁵⁴ Ibid., Lane, pg. 40.
- ⁵⁵ Ibid., Lane, pg 41.
- ⁵⁶ Ibid., Lane, pg. 7.
- ⁵⁷ Glaciation in New Jersey at <https://www.state.nj.us/dep/njgs/enviroed/infocirc/glacial.pdf>.
- ⁵⁸ *Map of Perth Amboy, Showing the Manner in which it was originally laid out and located*, W.A.W. Delt (In Whitehead, op. cit., Whitehead 1856, between pgs.8-9), pg. modified from 1684 survey by the Surveyor General of the Eastern Division with slight modification of original landowners.
- ⁵⁹ James Drummond, Earl of Perth at https://en.wikipedia.org/wiki/James_Drummond,_4th_Earl_of_Perth.
- ⁶⁰ Drummond Castle at https://en.wikipedia.org/wiki/Drummond_Castle.
- ⁶¹ Perth, Scotland at https://en.wikipedia.org/wiki/Perth,_Scotland.
- ⁶² Perth Amboy , NJ Wikipedia article, at https://en.wikipedia.org/wiki/Perth_Amboy,_New_Jersey.
- ⁶³ Frank Staff, *The Penny Post, 1680-1918*, Lutterworth Press, London 1964, pgs. 34-51.
- ⁶⁴ *Op. cit.*, Whitehead 1856, pg. 15.
- ⁶⁵ Harry M. Konwiser, *American Philatelic Dictionary and Colonial and Revolutionary Posts*, New York 1947, pg. 24.
- ⁶⁶ Schwartz, Mark, *The Boston Post Office from 1639 to 1776, The Chronicle of the U.S. Classic Postal Issues*, February 2019, Volume 71, No. 1, Whole No. 261, pgs. 16-17.
- ⁶⁷ Everett Rich, PhD., *The History of the United States Post Office in the Year 1829*, Wesley Cambridge 1924, pg. 22.
- ⁶⁸ Fraunces-Hibbard, *Dictionary of American Biography Volume IV*, New York, pg. 181.
- ⁶⁹ Andrew Hamilton, Governor of NJ (d. 1703), at [https://en.wikipedia.org/wiki/Andrew_Hamilton_\(New_Jersey\)](https://en.wikipedia.org/wiki/Andrew_Hamilton_(New_Jersey)).
- ⁷⁰ *Op. cit.*, ter Braake, pg. B-10 and O-12.
- ⁷¹ Wikipedia article on Robert Barclay at https://en.wikipedia.org/wiki/Robert_Barclay.
- ⁷² *Op. cit.*, Lane, pg. 64.
- ⁷³ Carl Van Doren, *Benjamin Franklin*, Viking Press, 1890, pg. 38.
- ⁷⁴ Communipaw Ferry article at https://en.wikipedia.org/wiki/Communipaw_Ferry.
- ⁷⁵ *Op. cit.*, Lane, pg. 25.
- ⁷⁶ Ibid., Lane, pg. 42.
- ⁷⁷ Ibid., Lane, pg. 42.
- ⁷⁸ *Op. cit.*, Whitehead 1856, pg. 271.
- ⁷⁹ *Op. cit.*, Lane, pg. 43.
- ⁸⁰ Wikipedia article on Billopp at [https://en.wikipedia.org/wiki/Christopher_Billopp_\(Royal_Navy_officer\)](https://en.wikipedia.org/wiki/Christopher_Billopp_(Royal_Navy_officer))
- ⁸¹ This apocryphal story appears to be untrue. In fact, New York bought Staten Island from the Munsee Indians five years before the supposed race – and later court decisions in 1832 and 1898 verified this acquisition. See <https://www.villagevoice.com/2018/04/06/so-why-is-staten-island-a-part-of-new-york-anyway/>.
- ⁸² *Op. cit.*, Lane, pg. 43.
- ⁸³ Ibid., Whitehead 1856, pgs. 81-82.
- ⁸⁴ Ibid., Whitehead 1856, pg. 83.
- ⁸⁵ *Op. cit.*, Lane, pg. 44.
- ⁸⁶ *Op. cit.*, Lewis Evans map: *Speciel Land Charte von Pensilvanien, Neu Jersey, Neu York und von denen drey Land-schafften an dem Delaware Fl. In America in Englischer Spr. gedruckt A. 1749*, by 1749. Library of Congress link: <http://hdl.loc.gov/loc.gmd/g3790.ar103700>.
- ⁸⁷ *Op. cit.*, Horowicz and Lowe, pg. 26.
- ⁸⁸ *Op. cit.*, Calvet M. Hahn, pg. 80.

- ⁸⁹ *Op. cit.*, Lane, pg. 86.
⁹⁰ *Pa. Chronicle, and Universal Advertiser*, July 13-20, 1772; N.J.A., Vol XXVIII, p.189.
⁹¹ *Op. cit.*, Lane, pg. 36.
⁹² *Op. cit.*, ter Braake, pgs. C-15, 16.
⁹³ *Op. cit.*, Fricks, pg. 90.
⁹⁴ Wikipedia article on New Brunswick at https://en.wikipedia.org/wiki/New_Brunswick,_New_Jersey .
⁹⁵ *Op. cit.*, Horowicz and Lowe, pg 26.
⁹⁶ *Op. cit.*, Fricks, pg. 92.
⁹⁷ *Ibid.*, Fricks, pg. 92
⁹⁸ Coles, Wm C., Jr., *The Postal Markings of New Jersey Stampless Covers*, Collectors Club of Chicago, 1983, pgs. 151-152.
⁹⁹ Wikipedia article on Trenton at https://en.wikipedia.org/wiki/Trenton,_New_Jersey.
¹⁰⁰ *New York Gazette*, 1734.
¹⁰¹ Wikipedia article on Princeton at https://en.wikipedia.org/wiki/Princeton,_New_Jersey.
¹⁰² Wikipedia article on Princeton University at https://en.wikipedia.org/wiki/Princeton_University.
¹⁰³ *Op. cit.*, Coles, pg. 242.
¹⁰⁴ Siegel Auctions, Sale 944, October 28, 2007, lot 2605, see <https://stampauctionnetwork.com/y/y94413.cfm>.
¹⁰⁵ *Ibid.*, Lot 2606. See <https://stampauctionnetwork.com/y/y94413.cfm>.
¹⁰⁶ *Op. cit.*, ter Braake, pgs. D-6, D-8.
¹⁰⁷ See discussion of "Fall Line" at https://www.bing.com/search?q=Fall+Line+New+Jersey&src=IE-SearchBox&FORM=IESR3A&pc=EUPP_UE00 .
¹⁰⁸ *Op. cit.*, Hahn, pg. 79.
¹⁰⁹ Courtesy Ed and Jean Siskin.
¹¹⁰ Surveyors' measures at <https://www.britannica.com/technology/surveyors-chain>.
¹¹¹ "Lawrence Line" at https://en.wikipedia.org/wiki/Lawrence_Line .
¹¹² *Op.cit.*, Whitehead, pg.17 reported a 1687 dividing line surveyed by George Keith.
¹¹³ Franklin Ellis, *History of Monmouth County, New Jersey*, H.T. Peck & Co., Phila 1885, pg. 864.
¹¹⁴ *Ibid.*, Ellis, pg. 852.
¹¹⁵ George J. Miller, The Minutes of The Board of Proprietors of the Eastern Division of New Jersey from 1685 to 1705, February 1949, pg. 183.
¹¹⁶ *Archives of the State of New Jersey, First Series, Vol. II*, pgs. 332, 333.
¹¹⁷ Wikipedia history of James Alexander 1691-1756 at [https://en.wikipedia.org/wiki/James_Alexander_\(lawyer\)](https://en.wikipedia.org/wiki/James_Alexander_(lawyer)).
¹¹⁸ History of Alexander on SNAC at <https://snaccooperative.org/ark:/99166/w68913wp>.
¹¹⁹ Wikipedia history of William Alexander, Lord Stirling at https://en.wikipedia.org/wiki/William_Alexander,_Lord_Stirling.
¹²⁰ *Op. cit.*, ter Braake, pg. II-66.
¹²¹ Ed Siskin email communication August 29, 2019.
¹²² Scott Tiffney, The American Philatelic Research Library, email communication November 6, 2019.
¹²³ *Op. cit.*, ter Braake pgs. I-1 to I-6.
¹²⁴ Colonial currency at <https://www3.nd.edu/~rarebook/coins/ColCurrency/CurrencyIntros/IntroValue.html>.
¹²⁵ *Op. cit.*, ter Braake pgs. D-8, D-10.

WE NEED ARTICLES NOW!

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pertinent to

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

THREE WAR COVER

By Ed and Jean Siskin

Probably the most fun to be had from postal history is to study a cover in-depth and have it yield fascinating insights.

The cover shown in *Figure 1* is a case in point. At first glance it appears to be a common cover sent from Baltimore, Maryland to Elizabethtown, New Jersey, rated 18¾ cents, the rate for 150-400 miles under the Act of 1825. However, as the cover is examined more closely, numerous interesting features emerge.

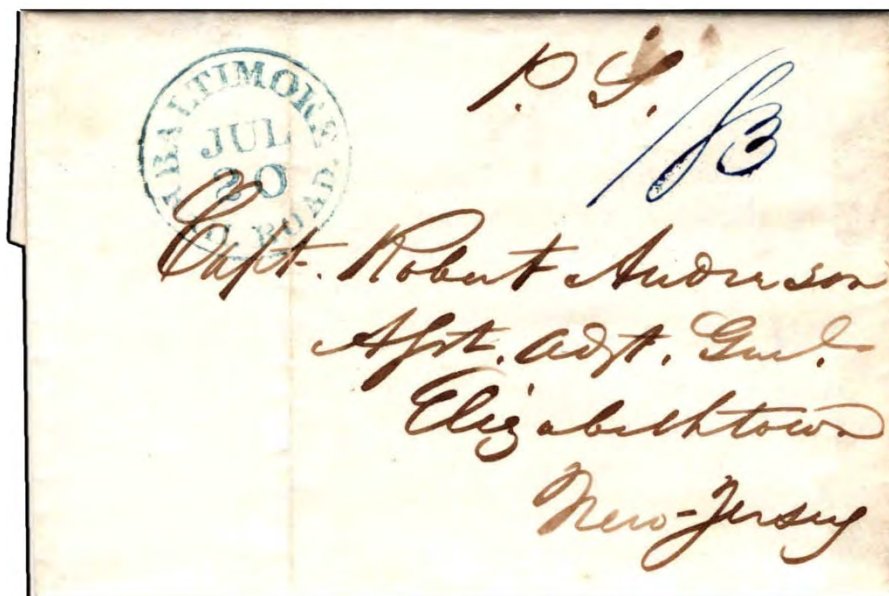


Fig. 1: Public Service (P.S.) cover sent from Baltimore to Capt. Robert Anderson in Elizabethtown, New Jersey, cancelled Jul 20, and datelined July 20, 1840.

First, note the inscription “P.S.”. This is an abbreviation for “Public Service”. This notation means that the letter is official U.S. Government business, but that neither the sender nor receiver had the free franking privilege. The assumption is that the person who paid the postage was entitled to submit an expense account to recover the cost.

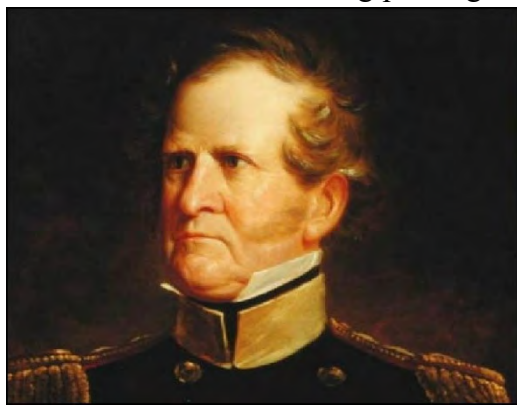


Fig. 2: Gen. Winfield Scott, who served as a general in the U.S. Army from 1814-1861.

Major General Winfield Scott. Scott, shown in *Figure 2*, served as a General from 1814 until

A second feature of interest is the addressee and his location. The addressee is identified as an Assistant Adjutant General located at Elizabethtown, New Jersey, a curious military location. Subsequent investigation yielded the information that in 1840, control of the Army was vested in Generals commanding Military Districts. The Eastern Military District covered all Army units from Maryland to Maine and was headquartered in New York City. At that time, the Eastern District was commanded by

1861, the longest serving U.S. General ever. He had one Adjutant General and two Assistant Adjutant Generals who were basically responsible for the administration of the Eastern District. One Assistant Adjutant General, Captain Robert Anderson, was located in Elizabethtown and had administrative responsibility for Army units in Maryland, Delaware, Pennsylvania, and New Jersey. The advantage of having Captain Anderson located in New Jersey was that communications with units in the southern sector of the Eastern District was quicker than if he were located in New York City.

Fort McHenry
July 20th 1840

Sir

I have the honor to inform you, which fact you will oblige me by communicating to Major Genl. Scott, that I have just received letters which will render it necessary for me to be in Richmond Va for a day to attend to attend to some private business of much importance to myself. I have therefore to ask his approval if no objection is made, so as to admit of my departure by the 23rd inst.

I am Sir
Very respectful
S. Ringgold
Capt 3rd Cal

40/ Capt R. Anderson.
A. A. G.
Eliz. town
New Jersey

127 Fort McHenry.
July 20. 1840
Cap. Ringgold to
Cap. Anderson

Application for leave
260. G. Scott

apt adjt Genl
Office E.D.

Respectfully referred to
the Adj. Genl. McHenry

Robert Anderson
apt adjt Genl
July 22. 1840

See - 129
July 22. 1840
July 22. 1840

Fig. 3: The contents of the letter, showing a request for leave. Addressed to Captain R. Anderson, and signed by Captain S. Ringgold, it was sent from Fort McHenry on July 20, 1840.

Fig. 4: Docketing from the reverse side of the letter sheet.

Figure 3, shows the contents of the letter datelined Fort McHenry July 20th 1840. Figure 4 shows the docketing. The letter is a request for leave and is signed by Captain S. Ringgold. Fort McHenry, which guards the Baltimore Harbor, is famous for its role in the War of 1812. After watching the fort successfully repel a British attack, Francis Scott Key had written a poem, "The Star Spangled Banner," which in 1931 became the words of our national anthem.

Further research shows that the author of the letter, Captain Samuel B. Ringgold, shown in *Figure 5*, was recognized for his artillery innovations which earned him the nickname “Father of Modern Artillery.” He later earned dubious fame by becoming the first officer killed in action during the Mexican War.



Fig. 5: Capt. S. Ringgold

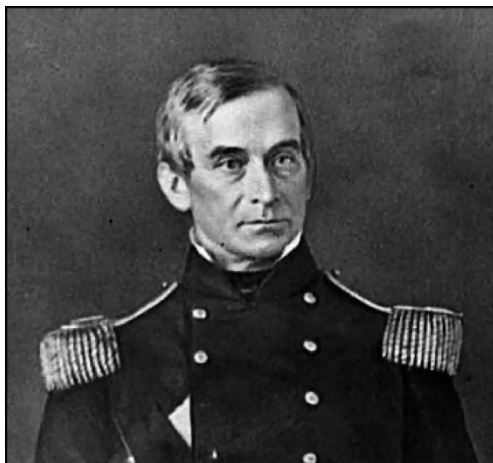


Fig. 6: Capt. Robert Anderson

The addressee, Captain Robert Anderson shown in *Figure 6*, later earned fame when in April 1861, then Major Anderson, commanded Fort Sumter in South Carolina, whose attack and capture by Confederate Forces initiated the Civil War. He retired in 1863 as a Major General.

Thus, this seemingly innocuous cover has serious connections to three wars.



Credit: Library of Congress¹

Fig. 7: View of Fort McHenry circa 1862 by Sachse.



Barber & Howe²

Fig. 8: View of Elizabethtown ca. 1844.

ENDNOTES:

¹ Fort McHenry, Baltimore, Md.: Print by Sachse, 1864. <https://hdl.loc.gov/loc.pnp/pga.08134>.

² Barber, John W. and Howe, Henry, *Historical Collections of the State of New Jersey*, 1844, p.159.

USS *NEW JERSEY* (BB 62) ~ FROM PHILADELPHIA TO CAMDEN, Part II A Retrospective of 80 Years. Korea & Viet Nam, 2nd & 3rd Commissionings By Captain Lawrence B. Brennan, US Navy (Retired)^{1,2}

USS *New Jersey* had a history well beyond its service in World War II, which we covered in our last issue,³ in commemoration of the 80th Anniversary of the first commissioning, and service in WWII. This article continues the story through her second and third commissionings during the Korea and Viet Nam conflicts.⁴

The chart below lists the ship's service life in chronological order.⁵

Iowa Class Battleship
Keel Laid 16 September 1940 - Launched 7 December 1942
USS <i>NEW JERSEY</i> BB 62
Commissioned 23 May 1943 - Decommissioned 30 May 1948
Recommissioned 21 November 1950 - Decommissioned 21 August 1957
Recommissioned 6 April 1968 - Decommissioned 17 December 1969
Recommissioned 28 December 1982 - Decommissioned 9 February 1991
Struck from Naval Register 12 January 1995
Reinstated on Naval Register in reserve 12 February 1998
Stricken for preservation in New Jersey 4 January 1999
Dedicated as a Museum Ship 15 October 2001

After service in the Operation Magic Carpet, returning servicemen who served in World War II, and West Coast operations in 1947, USS *New Jersey* returned to the East Coast where she served as part of the first training squadron to cruise Northern European waters since the beginning of World War II. In 1948, she 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.



Fig. 1: A Nicholson 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, and rated A in the USCS Postmark Catalog (5th Ed. 1997).

SECOND COMMISSIONING: KOREA 1950 - 1957

This article begins with *New Jersey*'s next period of service. The Korean War brought *New Jersey* back into commission in November 1950. Two Korean combat tours in 1951 and 1953 were punctuated by a European Midshipmen's cruise in the summer of 1952.



National Archives photo #80-G-442943⁶

Fig. 2: USS *New Jersey* laid up at the Bayonne Naval Supply Depot, New Jersey, 1 June 1949.



Official U.S. Navy Photograph #80-G-421957

Fig. 3: Undergoing reactivation work at the Naval Supply Depot, Bayonne, New Jersey, 3 November 1950. She was recommissioned on 21 November 1950 and began her first Korean War operations in May 1951.

New Jersey was recommissioned at Bayonne 21 November 1950, Captain David M. Tyree in command.

Fig. 4: First Day Postal Service unaddressed cover with New Jersey's Locy Types 2 and 9 hand cancels dated 6 Dec 1950 following recommissioning 21 Nov 1950 at Bayonne, New Jersey where she had been in mothballs. A rubber stamp reading "FIRST DAY POSTAL SERVICE" is added to the top of the printed cachet. Both postmarks are rated B in the USCS Postmark Catalog (5th Ed. 1997).





Fig. 5: First Day Postal Service unaddressed cover with New Jersey's Locy Types 2 and 9 hand cancels dated 6 Dec 1950 after recommissioning 21 Nov 1950 at Bayonne, New Jersey where she had been in mothballs.

She again conducted workups in the Caribbean. She sailed from Norfolk 16 April 1951 and arrived from Japan off the east coast of Korea 17 May. Vice Admiral Harold M. Martin, Commander, Seventh Fleet broke his flag in *New Jersey* for the next six months.

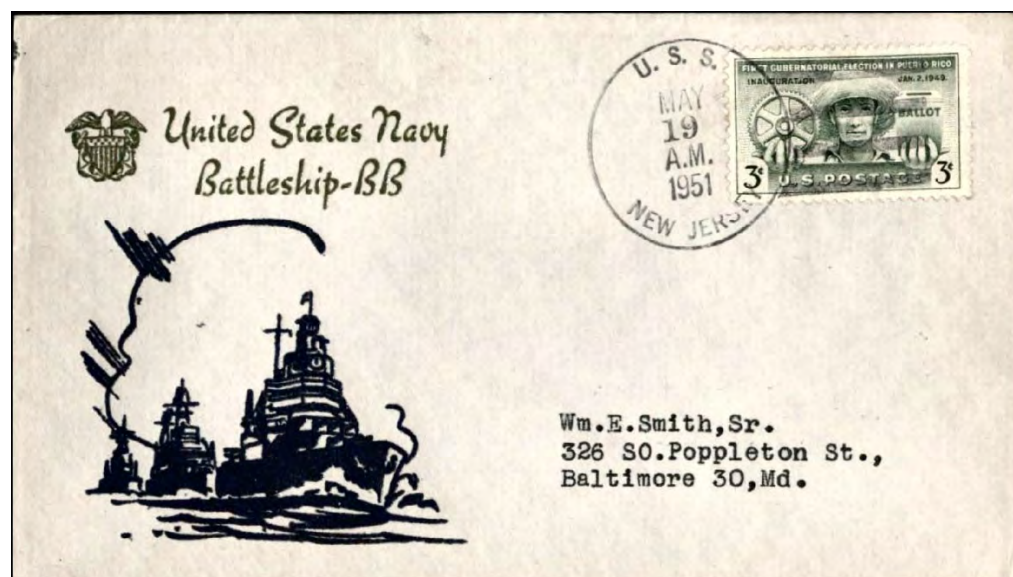


Fig. 6: A generic printed cachet "United States Navy Battleship-BB". The cover is postmarked with New Jersey's Locy Type 2 hand cancel dated 19 May 1951. The postmark is rated B in the USCS Postmark Catalog (5th Ed. 1997).

New Jersey's guns opened the first shore bombardment of her Korean career at Wonsan 20 May. One crewman was killed and two severely wounded when she took a hit from a shore battery on her number one turret and received a near miss aft to port. Between 23 and 27 May and again 30 May 1951, *New Jersey* pounded targets near Yangyang and Kansong. On 24 May, she lost one of her helicopters when its crew pushed to the limit of their fuel, searching for a downed aviator. They were able to reach friendly territory and were later returned to their ship.

With Admiral Arthur W. Radford, Commander in Chief, Pacific Fleet, and Vice Admiral C. Turner Joy, Commander Naval Forces Far East aboard, *New Jersey* bombarded targets at Wonsan 4 June. At Kansong two days later she fired at an artillery regiment and truck encampment. On 28 July off Wonsan, the battleship was again taken under fire by shore batteries.

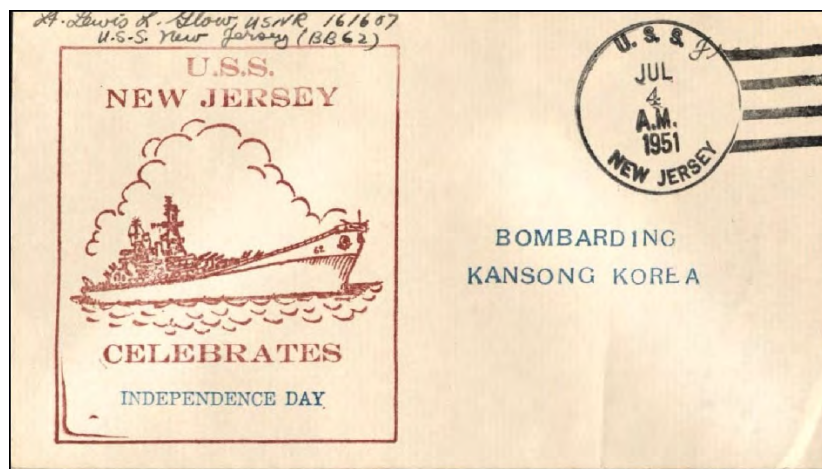
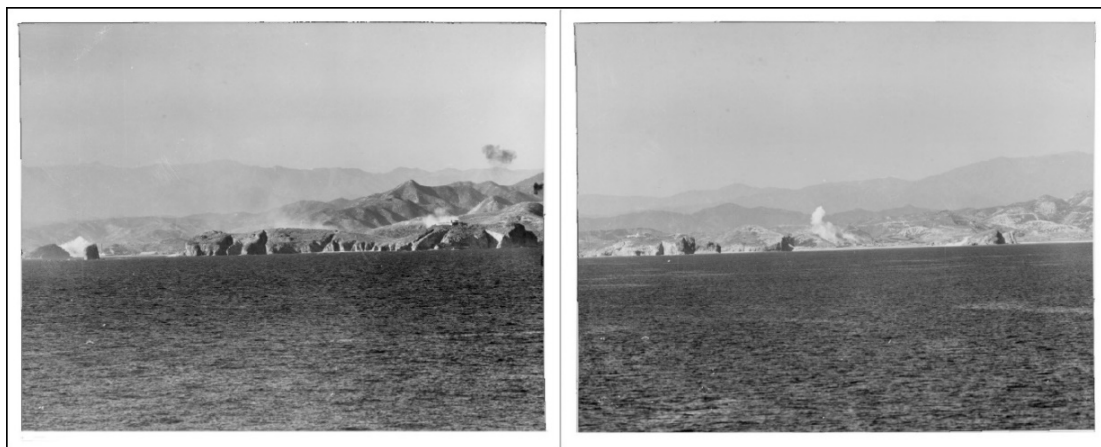


Fig. 7: A rubber stamp cachet noting that the battleship “Celebrates Independence Day” while Bombarding Kansong Korea. The free mail cover bears the handwritten return address of an officer and is postmarked with New Jersey’s Locy Type 2 hand cancel dated 4 Jul 1951. The postmark is rated B in the USCS Postmark Catalog (5th Ed. 1997).

Between 4 and 12 July, *New Jersey* supported a United Nations push in the Kansong area. *New Jersey* returned to Wonsan 18 July for more gun fires support. Again, she sailed to Korea troops once more on 17 August, returning to the Kansong area where for four days she provided heavy fire. She returned to this general area yet again 29 August for four days of gunfire support.

On 1 October 1951, General Omar Bradley, Chairman of the Joint Chiefs of Staff, and General Matthew B. Ridgeway, Commander in Chief Far East, came on board to confer with Admiral Martin.

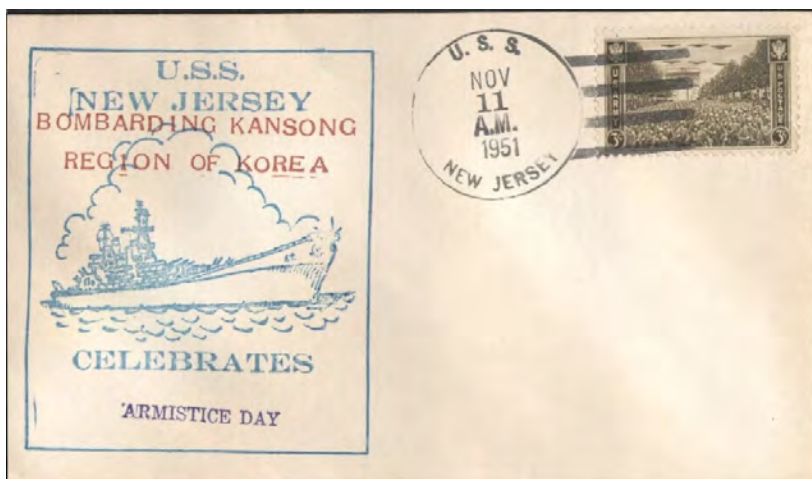


U.S. Navy Photos, now in the National Archives collections, #s80-G-434533 & 80-G-434535.
Fig. 8 (a & b): Two photographs taken 5 October 1951. Shells explode ashore as USS New Jersey (BB 62) bombards targets near Hungnam, North Korea. Hungnam city is visible at the extreme left. Both views are part of an original panorama view.

Between 1 and 6 October *New Jersey* was in action at Kansong, Hamhung, Hungnam, Tanchon, and Songjin. She worked with allied forces 16 October as she sailed in company with HMS *Belfast* with aviators from HMAS *Sydney* spotting.

New Jersey dashed up the North Korean coast raiding transportation facilities from 1 to 6 November. With renewed attacks on Kansong and near the Chang-San-Got Peninsula 11 and 13 November, *New Jersey* completed this tour of duty, nearly one year after recommissioning.

Fig. 9: A rubber stamp cachet noting that the battleship “Celebrates Armistice Day” while Bombarding Kansong Region of Korea. The cover is postmarked with New Jersey’s Locy Type 2 hand cancel dated 11 Nov 1951. The postmark is rated B in the USCS Postmark Catalog (5th Ed. 1997).



Relieved as flagship by USS *Wisconsin* (BB 64), *New Jersey* cleared Yokosuka for Hawaii, Long Beach and the Panama Canal, and returned to Norfolk 20 December for a six-month overhaul. Between 19 July 1952 and 5 September, she sailed as flagship for Rear Admiral H. R. Thurber, who commanded the NROTC midshipman training cruise to Cherbourg, Lisbon, and the Caribbean.



Fig. 10: A rubber stamp cachet noting “MIDSHIPMAN [sic] CRUISE 1952 PARIS GTMO CHERBOURG, LISBON”. The cover bears the California Statehood commemorative stamp (Scott’s Number 997) and is postmarked with New Jersey’s Locy Type 7 machine cancel dated 4 Sep 1951, the day before the cruise ended at Norfolk. The postmark is rated B in the USCS Postmark Catalog (5th Ed. 1997).

New Jersey prepared for her second Korean tour and departed from Norfolk 5 March 1953. Shaping her course via the Panama Canal, Long Beach, and Hawaii, *New Jersey* reached Yokosuka 5 April, and next day relieved USS *Missouri* (BB-63) as flagship of Vice Admiral Joseph J. “Jocko” Clark, Commander, Seventh Fleet, the first Native American graduate of the US Naval Academy.

Chongjin was her first target on 12 April, as *New Jersey* returned to action. At Pusan two days later, *New Jersey* manned her rails to welcome the Korean President and Madame Rhee, along with US Ambassador Ellis O. Briggs.

New Jersey fired on Kojo 16 April, on Hungnam 18 April, on Wonsan Harbor 20 April, and on Songjin 23 April. *New Jersey* joined a joint aviation/surface strike on Wonsan 1 May. Two days later Kalmagak at Wonsan was her target.

Official U.S. Navy Photo, in the collections of the National Archives #: 80-G-K-16282

Fig. 11: USS New Jersey (BB 62) steams into a Japanese port, during her second Korean War tour, circa April-May 1953. Note harbor defense nets beyond the ship.

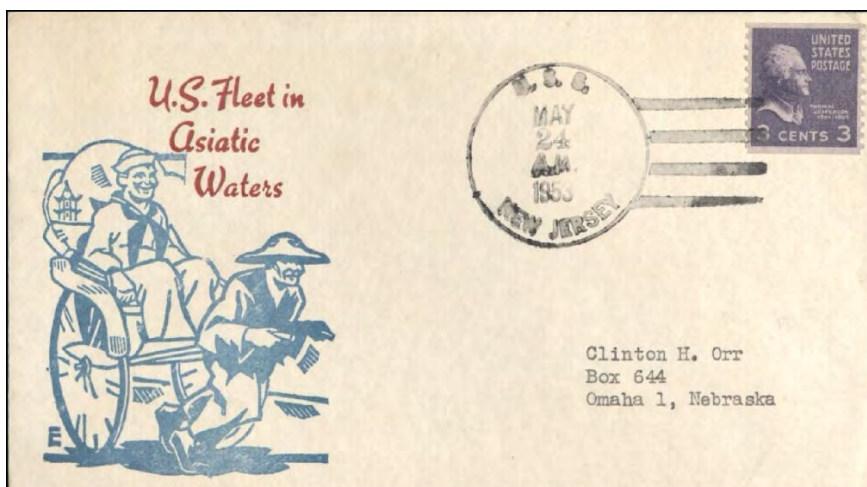


Official U.S. Navy photo, now in the collections of the National Archives #: 80-G-K-16320⁷

Fig. 12: USS New Jersey (BB 62) A Sikorsky HO3S-1 helicopter of squadron HU-1 takes off from the battleship's afterdeck 14 April 1953, while she was operating off Korea. The upraised green flag signifies that the pilot has permission to take off. Crash crew, in yellow helmets, are standing by with fire hoses ready.

Her tenth birthday, 23 May 1953, was celebrated at Inchon with President and Madame Rhee, Lieutenant General Maxwell D. Taylor, and other dignitaries on board. Two days later *New Jersey* was at war once more, returning to the west coast at Chinampo to knock out harbor defense positions. She was under fire at Wonsan 27-29 May.

Fig. 13: A generic printed cachet "US Fleet in Asiatic Waters". This was New Jersey's final line period during the Korean Conflict, 1 May through 27 July 1953 when she was awarded a battlestar for Korea Summer/Fall 1953. The cover is postmarked with New Jersey's Locy Type 2 hand cancel dated 24 May 1953. The postmark is rated B in the USCS Postmark Catalog (5th Ed. 1997).



New Jersey returned to direct support to troops at Kosong 7 June. She proceeded to Wonsan 24 June. Next day she returned to support troops at Kosong until 10 July. At Wonsan 11-12 July, *New Jersey* fired one of the most concentrated bombardments of her Korean duty and struck at Kojo 13 July. She was again on the east coast bomblines 22-24 July to support South Korean troops near Kosong. The following day she returned to Hungnam and Tanchon.

New Jersey's mission at Wonsan, next day, was her last. Two days later, she learned of the truce. Her crew celebrated during a seven-day visit at Hong Kong, where she anchored 20 August. Operations around Japan and off Formosa were carried out for the remainder of her tour, which was highlighted by a visit to Pusan where on 16 September President Rhee presented the Korean Presidential Unit Citation to the Seventh Fleet.

After returning home from the western Pacific in late 1953, *New Jersey* operated in the Atlantic. She deployed to Mediterranean twice in 1955-56. She returned to Norfolk 15 October, and 14 December arrived at New York Naval Shipyard for inactivation, and was placed out of commission in August 1957. She was decommissioned and placed in reserve at Bayonne 21 August 1957. That would last more than a decade.



Fig. 14: A Nicholson printed cachet for the Last Day Postal Service. The cover, postmarked with New Jersey's Locy Type 2 hand cancel dated 10 Jul 1957, is rated B in the USCS Postmark Catalog (5th Ed. 1997).

Korean War - 4 Battle Stars Awarded

Flagship for Commander, 7th Fleet during both tours of duty April - November 1951 and March - November 1953

1. Communist China Spring Offensive

- a) May 16 - November 24, 1951*
- b) April 22 - July 8, 1951*

2. United Nations Summer / Fall Offensive

July 9 - November 27, 1951

3. Third Korean Winter

December 1, 1952 - April 30, 1953

4. Korea Summer / Fall 1953

May 1 - July 27, 1953

Korean War - Medals and Achievement Awards

Korean Service Medal: Korean War Service was recognized by awarding the Korean Service Medal to qualifying members of all branches of the Armed Forces. The Korean Service Medal was authorized by Executive Order on November 8, 1950, awarded for service between June 27, 1950 & July 27, 1954.

THIRD COMMISSIONING: VIET NAM – 1968 - 1969



Navy History & Heritage Command: Painting, tempera on paper; by John Charles Roach, 1969

Fig. 15: An artist's depiction of the USS New Jersey during the Viet Nam conflict.

USS *New Jersey* was the only battleship recalled to duty during the Vietnam War. She recommissioned in April 1968 and arrived off Southeast Asia in September. From then until April 1969, she conducted frequent bombardments along the South Vietnamese coast.

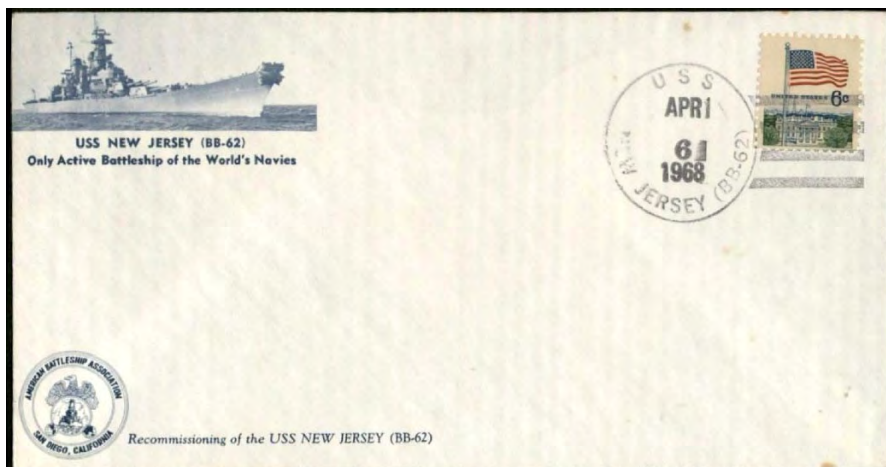


Fig. 16: Recommissioning cover with New Jersey's Locy Type 2 hand cancels dated 6 Apr 1968 at Philadelphia Naval Shipyard where she had been in mothballs with her sisterships, Iowa (BB 61) and Wisconsin (BB 64).

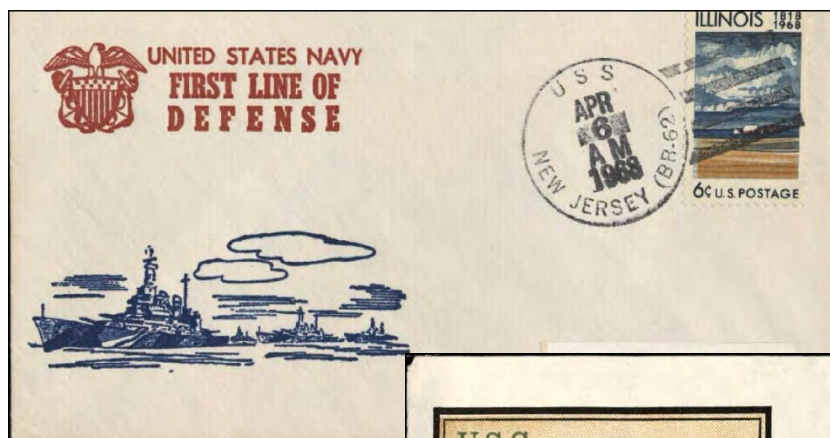
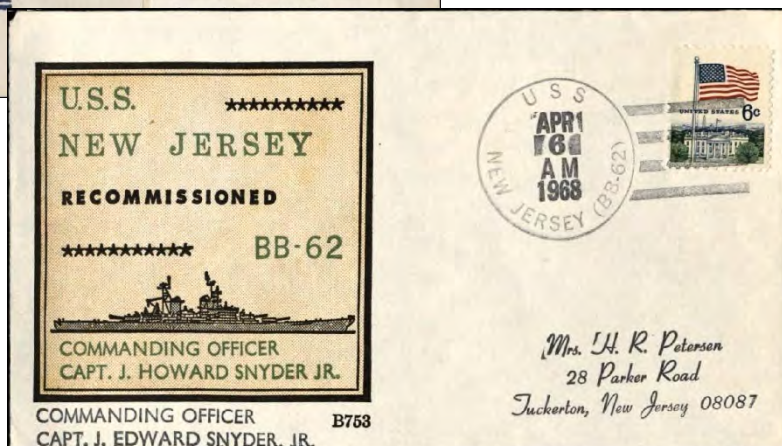


Fig. 17 & 18: Two printed recommissioning cachets; Figure 18 was sponsored by Morris Beck. The postmarks are rated B in the USCS Postmark Catalog (5th Ed. 1997).



New Jersey's third war began 6 April 1968 when she recommissioned at Philadelphia Naval Shipyard, Captain J. Edward Snyder in command. Fitted with improved electronics and a helicopter landing pad and with her 40-millimeter battery removed, she was tailored for use as a heavy bombardment ship. Her 16-inch guns could reach targets in Vietnam inaccessible to smaller naval guns and, in foul weather, safe from aerial attack.



Fig. 19: A Tazewell G. Nicholson printed cachet noting the presence in Norfolk of New Jersey. The cover is postmarked with New Jersey's Locy Type 2 hand cancel dated 25 May 1968. The postmark is rated B in the USCS Postmark Catalog (5th ed. 1997).

New Jersey, the only active battleship, departed Philadelphia 16 May, calling at Norfolk and transiting the Panama Canal before arriving at her new home port of Long Beach, Calif., 11 June. Further training off southern California followed. On 24 July *New Jersey* received 16-inch shells and powder tanks from USS *Mount Katmai* (AE 16) by highline transfer and by helicopter lift, the first time heavy battleship ammunition had been transferred by helicopter at sea.



Naval History & Heritage Command Photo #K-54519

Fig. 20: During operations in the Pacific, a UH-46A Helicopter from the Helicopter Combat Support Squadron Three (HC-3) moves supplies from USS Mount Katmai (AE 16) to USS New Jersey (BB 62).

Fig. 21: A mixed rubber stamp and printed cachet noting the presence in Pearl Harbor of New Jersey. The cover is postmarked with New Jersey's Locy Type 2 hand cancel dated 10 Sep 1968 and autographed in the upper left corner by Captain J. E. Snyder, US Navy, Commanding Officer, USS New Jersey. The postmark is rated A in the USCS Postmark Catalog (5th ed. 1997).



Departing Long Beach 3 September, *New Jersey* touched at Pearl Harbor and Subic Bay before sailing 25 September for her first tour of gunfire support duty along the Vietnamese coast. Near the 17th parallel on 30 September, the ship fired her first shots in battle in over sixteen years. Firing against targets in and near Demilitarized Zone (DMZ), her guns destroyed targets over two days and she rescued the crew of a spotting plane forced down at sea by antiaircraft fire.

The next six months fell into a steady pace of bombardment and fire support missions along the Vietnamese coast, broken only by brief visits to Subic Bay and replenishment operations at sea. In her first two months on the gun line, *New Jersey* directed nearly ten thousand rounds of ammunition; over: 3,000 of these shells were 16-inch projectiles.

Naval History and Heritage Command:
Photographed by PH2 Monty L. Tipton

Fig. 22: Bombarding enemy targets near Tuyho, on South Vietnam's central coast, during her last line period, late in March 1969.



Her first Vietnam combat tour completed, *New Jersey* departed Subic Bay 3 April 1969 for Japan. She arrived at Yokosuka for a two-day visit, sailing for the United States 9 April. Her homecoming, however, was to be delayed. On the 15th, while *New Jersey* was still at sea, North Korean jet fighters shot down an unarmed US Navy EC-121 Constellation electronic surveillance plane over the Sea of Japan, killing its entire crew. A carrier task force was formed and sent to the Sea of Japan, while *New Jersey* was ordered to come about and steam toward Japan. On the 22nd she arrived once more at Yokosuka, and immediately put to sea in readiness for what might befall.

As the crisis abated, *New Jersey* resumed her interrupted voyage. She anchored at Long Beach 5 May 1969, her first visit to her home port in eight months. Through the summer months, *New Jersey's* crew prepared for another deployment. On 22 August 1969 the Secretary of Defense released a list of names of ships to be inactivated; at the top of the list was *New Jersey*. Five days later, Captain Snyder was relieved of command by Captain Robert C. Peniston.

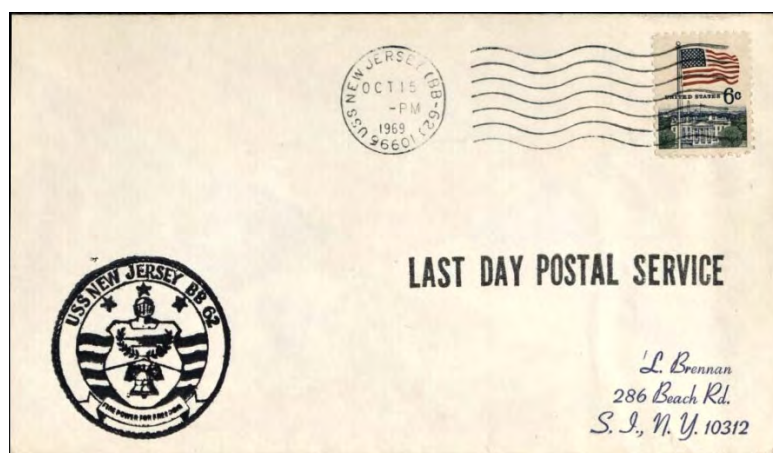


Fig. 23: A Last Day Postal Service rubber stamp cacheted cover postmarked with New Jersey's Locy Type 7(n+) machine cancel dated 15 Oct 1969 and is rated A in the USCS Postmark Catalog (5th ed. 1997). New Jersey was decommissioned for a third time on 17 December 1969.

Assuming command of a ship already earmarked for the “mothball fleet,” Captain Peniston and his crew prepared for their melancholy task. *New Jersey* got underway on her last voyage 6 September, departing Long Beach for Puget Sound Naval Shipyard. She arrived on the 8th, and began pre-inactivation overhaul. On 17 December 1969 *New Jersey*’s colors were hauled down and she for the third time entered the inactive fleet.

Vietnam War - 3 Battle Stars Awarded

September 1968 - April 1969

1. Vietnamese Counter Offensive Phase V

September 17 - November 1, 1968

2. Vietnamese Counter Offensive Phase VI

November 22, 1968 – February 22, 1969

3. TET 1969 Counter Offensive

February 23 – April 1, 1969

Vietnam War – Medals and Achievements Awards

Vietnam Service Medal, September 29, 1968 – November 8, 1968

Vietnam Service Medal Awarded Continuously – November 1968

Battle Efficiency “E” Award for Mission Excellence in Operation Sea Dragon, shelling North Vietnam until the bombing halt – November 1, 1968

Republic of Vietnam Meritorious Unit Citation – September 30 – October 4, 1968

Combat Action Ribbon for Performance Under Fire – October 26, 1968 & October 31, 1968

Navy Unit Commendation for contributions to the U.S. effort in Southeast Asia – September 17, 1968 – April 11, 1969

New Jersey’s Fourth Commissioning to her retirement as a museum ship will follow in the future. Ed.

ENDNOTES:

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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. He has been quoted frequently in the media and been interviewed on national and international television and radio programs.

³ Featured article in *NJPH*, November 2019, Vol. 47, No. 4 ([Whole No. 216](#))

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 This list is taken from the Naval Cover Museum at https://www.navalcovermuseum.org/wiki/NEW_JERSEY_BB_62

⁶ The photographs used in this article are from the Naval History & Heritage Command site, at <https://www.history.navy.mil/>. We have included their identification numbers (which can be used to locate them on that site), and also employed NHHC descriptions to best preserve information details.

⁷ Naval History & Heritage Command: This photograph is dated 14 April 1953. Photographer is Lt. R.C. Timm. <https://www.history.navy.mil/content/history/nhhc/our-collections/photography/numerical-list-of-images/nara-series/80-g-k/80-G-K-16000/80-G-K-16320.html>.

HUNTERDON COUNTY RURAL FREE DELIVERY, An Expanded Version By James I. Walker

The Rural Free Delivery system began in 1896; it reached New Jersey's Warren County by 1898 and Burlington County in 1899. Pittstown was the first post office in Hunterdon County to offer this service, commencing November 1, 1900 with John Tomlinson as the first carrier. This route was soon followed by an RFD route out of Milford, and then Bloomsbury, in 1903, with the addition of the Pattenburg office on June 1, 1904.

The Pittstown and Pattenburg routes are described and illustrated with maps and official documents in my book; *Hunterdon County Postal History*, published in 2009. These articles are an attempt to expand the view of the RFD service in Hunterdon County using Post Office Department maps and postal guides from 1900-1937.¹

The Post Office Department issued regularly updated maps of county RFD routes for use by the general public. These maps were listed for sale in the yearly Postal Guide and because of constant route changes and updates they are not dated. The first mention of a county rural route map that I have found is in the 1919 edition of the Postal Guide. In both maps I used in my book, the original Pittstown route of 1900 and the Pattenburg map of 1904 are hand drawn. The price for the Postal Guide county maps was 35 cents. The price increased to 50 cents in the 1929 edition of the Guide. The map I used was issued before 1917 because Raven Rock RFD route #1 is still shown on this map and that year this RFD route was discontinued and route #1 became RFD route #3 from the Stockton post office due to Post Office route updates.

As the list of post offices (*Figure 1*) shows sixteen offices with RFD service, seven with more than one route, this list would be current by ca. 1912. Two of the original routes, Raven Rock and Pattenburg would be transferred to other offices, Stockton and Asbury, Warren County respectively (hence it does not show on the Hunterdon map list). Both Raven Rock and Pattenburg post offices would be discontinued; all other offices listed are still active today.

EXPLANATION			
ANNANDALE	ROUTE No. 1		A
BLOOMSBURY	" 1		B
CALIFON	" 1		C
"	" 2		D
"	" 3		E
FLEMINGTON	" 1		F
"	" 2		G
"	" 3		H
FRENCHTOWN	" 1		I
GLEN GARDNER	" 1		J
LAMBERTVILLE	" 1		K
"	" 2		L
LEBANON	" 1		M
"	" 2		N
MILFORD	" 1		O
"	" 2		P
PITTSTOWN	" 1		Q
"	" 2		R
RAVEN ROCK	" 1		S
RINGOES	" 1		T
STOCKTON	" 1		U
"	" 2		V
THREE BRIDGES	" 1		W
WHITE HOUSE STA.	" 1		X
HAMPTON	" 1		Y
POST OFFICE			
" " DISC.			
CHURCH			
SCHOOL			
HOUSE			
ROAD			
ROUTE			
COLLECTION BOX			

Fig. 1: List of post offices with RFD service in Hunterdon County, ca. 1912. This is the corner legend from the then current post office map.

HUNTERDON COUNTY RFDs, EXPANDED VERSION ~ James I. Walker

Hampton is listed last, out of alphabetical order; this may be because the name of this office had been changed from Junction in March of 1909.

A chronological list of the RFD routes created in Hunterdon County follows:

Chronological List of Hunterdon RFDs:

Town	First RFD Dates
Pittstown	Nov.1,1900, 2nd route July 20, 1903
Milford	July 7, 1903
Bloomsbury	July 20, 1903
Pattenburg	June 1, 1904 - Nov.1, 1917
Stockton	July 1, 1905, 2nd route April 1, 1907
Hampton (Junction)	July 1, 1905
Califon	Aug. 15,1905, 2nd route 1906, 3rd 1915
Lebanon	Aug. 15, 1905, 2nd route ?
Flemington	Sept. 1, 1905, 2nd 1906, 3rd 1915
Frenchtown	Jan. 2, 1906
Annandale	1906
Glen Gardner	1906
Ringoes	July 1, 1906
Three Bridges	July 1, 1906
White House Station	July 1, 1906
Lambertville	Nov. 1, 1906, 2nd route April 1, 1907
Raven Rock	Jan. 1, 1909 - Nov. 1, 1917

The 1929 Postal Guide lists eleven county maps for New Jersey at 50 cents each. Unfortunately, these maps are negative prints in light blue ink which do not copy very well. I have copied and highlighted each route. We have superimposed those routes on modern maps, to enable the reader to better understand where these routes were (with the caveat that modern maps include changes to the landscape that were not there in the early 1900s).

The rural carriers' annual salary was based on the length of the route, six miles at \$792, to 24 miles at \$1,800, with \$30 a year for each additional mile. Little wonder that some postmasters of discontinued fourth-class post offices became rural carriers.

On July 20,1903 three more rural routes were established: a second route out of Pittstown, and inaugural routes out of the Bloomsbury and Milford post offices.

01 PITTSTOWN

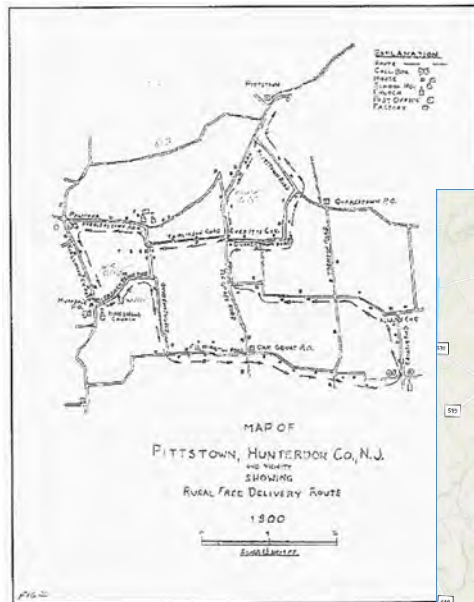


Fig. 2: Original Pittstown RFD Route map, 1900 (From Walker, Hunterdon County Postal History, 2009)

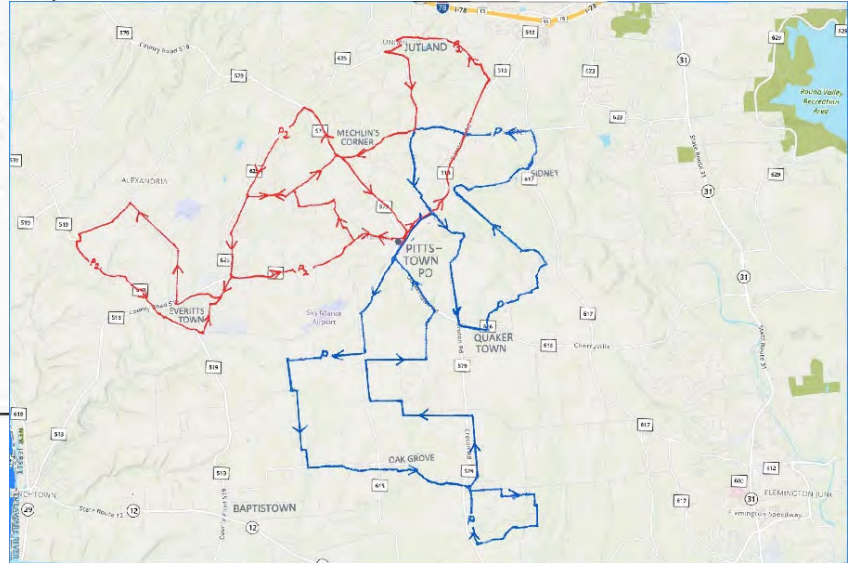


Fig. 3: Updated 1903 map with the additions of Pittstown RFD #2. (We have superimposed routes from 1903 on a current map.)²

The map in *Figure 2* is the original Pittstown RFD route #1 of 1900. This route eliminated the Post Offices at Oak Grove by December 1900 and Huffdale by May 1901. The second map (*Figure 3*) is the updated postal map with the addition of Pittstown route #2, July 20, 1903. It shows the new rural route #2 serving the area north & west of Pittstown and also shows the changes that have occurred to route #1.

Frenchtown route #1 established in January 1906 now covered the area north of Baptistown around the old Huffdale post office. Route #1 was now shifted to the northeast above Quakertown which would result in the demise of the Sidney Post Office by October 1909. Route #2 seems to have served a more populated area as far north as Jutland and west beyond Everittstown. A note: the direction of travel by the rural carrier is indicated by the arrows; roads with arrows in two directions indicate partial delivery to the point of the arrow.

The examples of early Pittstown RFD cancels from routes #1 and #2, shown here on post cards, were cancelling devices supplied by the Post Office Department. However, after July 1903, the post office stopped supplying carriers on new routes with cancelers, and carriers had to supply a canceller at their own expense. Many different designs came into use after this “official period,” and subsequent carriers resorted to using a blue pencil which resulted in manuscript cancels and cancels that were often illegible.



Fig. 4: Two examples of rubber stamp cancels R.F.D route #1 and route #2 from the Pittstown Office. The route #1 card is addressed to Dr. Leaver and has been struck with a Quakertown Doane used as a receiving cancel.



(Note imprinted name of carrier, with box number inserted by hand by the carrier on mail box.)

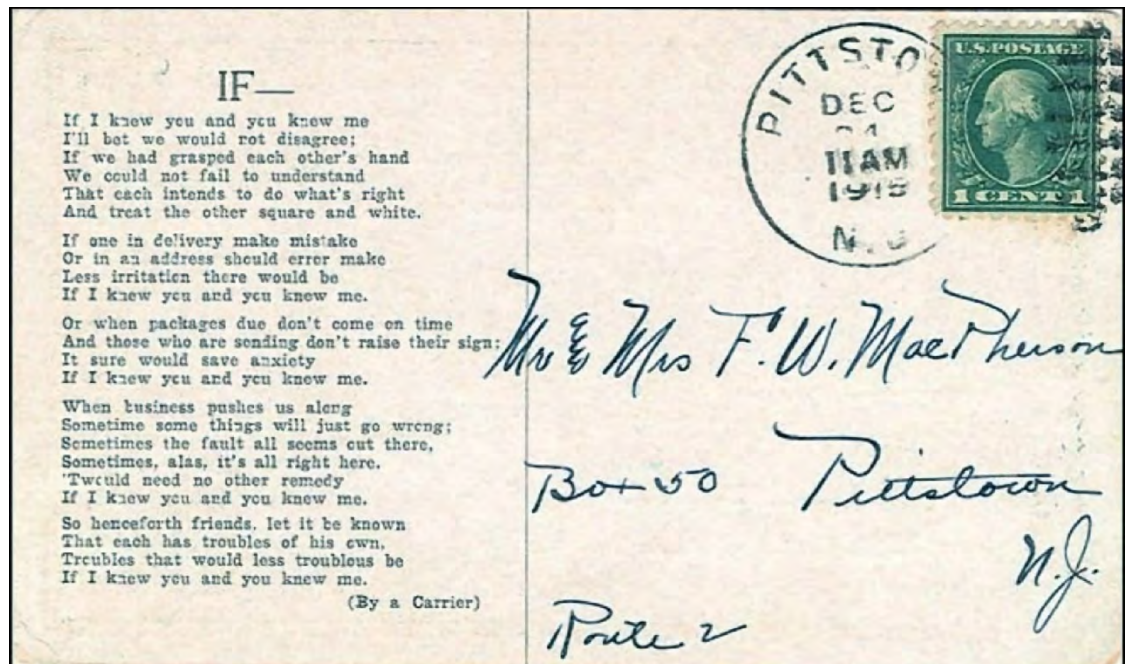


Fig. 5: John S. MacIlroy, the first and only RFD carrier assigned to route #2 out of Pittstown, delivered a personalized Christmas card to the MacPhersons at Box 50 on his route, cancelled at the Pittstown post office on December 24, 1915. The POD supplied generic greeting cards to their carriers, but personalized cards are rare.

02 ANNANDALE

Annandale, located in Clinton township, began Rural Free Delivery service in 1906. The carrier on this route used a rare “unofficial” canceling device, a small flag with RFD over No.1 (Figure 6) in use for a short time, ca. 1910. This card is addressed to a resident along this same route.

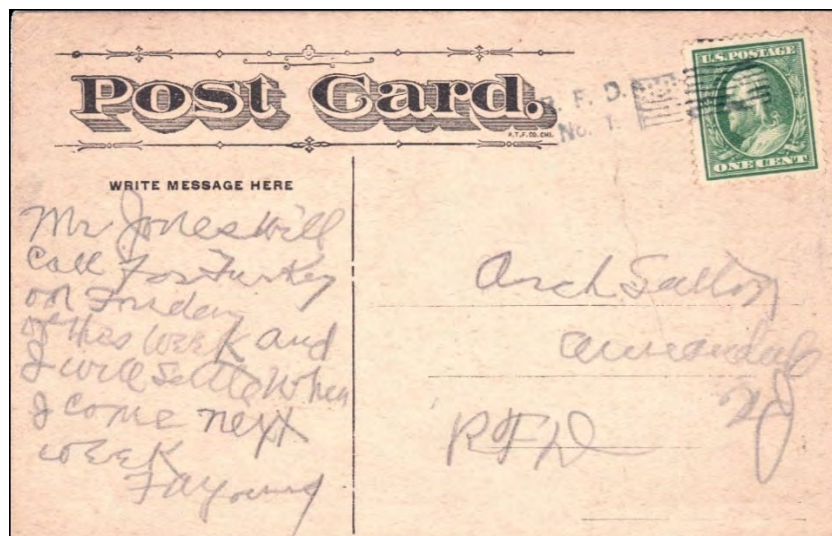


Fig. 6: Small flag device used on RFD 1 out of Annandale.

This route (see Figure 8) headed south from Annandale along Route 633, then west on Regional Road, traveling along Hamden Road, Sidney School Road, and east on Spring Hill Road, and then south through the village of Sunny Side. (Figure 7)

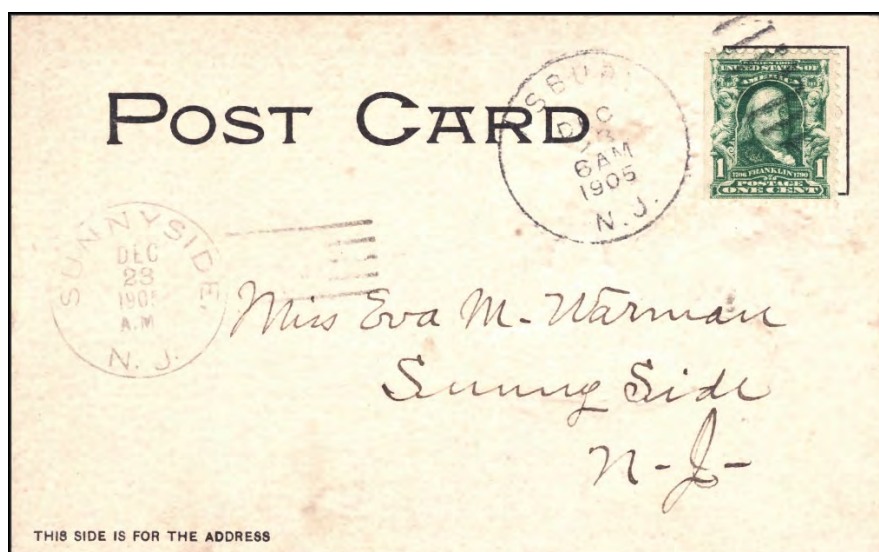


Fig. 7: A Sunnyside cancel (1895-1908) from Dec 1905, before the establishment of RFD service from Annandale. The name returned to Sunny Side in 1908, and the post office would be discontinued on May 31, 1915.

Turning north on Lilac Road to Hamden (the second post office to be discontinued on September 30, 1918 due to this RFD route), (see *Figure 8*), the route turns east on Allerton Road to Valley Crest Road to Sand Hill Road. The carrier travels east on Route 22 towards Lebanon, then doubling back to deliver along the north of Route 22. Turning north again along Petticoat Lane, the route goes west along High Bridge-Cokesbury Road, then south along the South Branch of the Raritan River on Route 641 to Annandale.

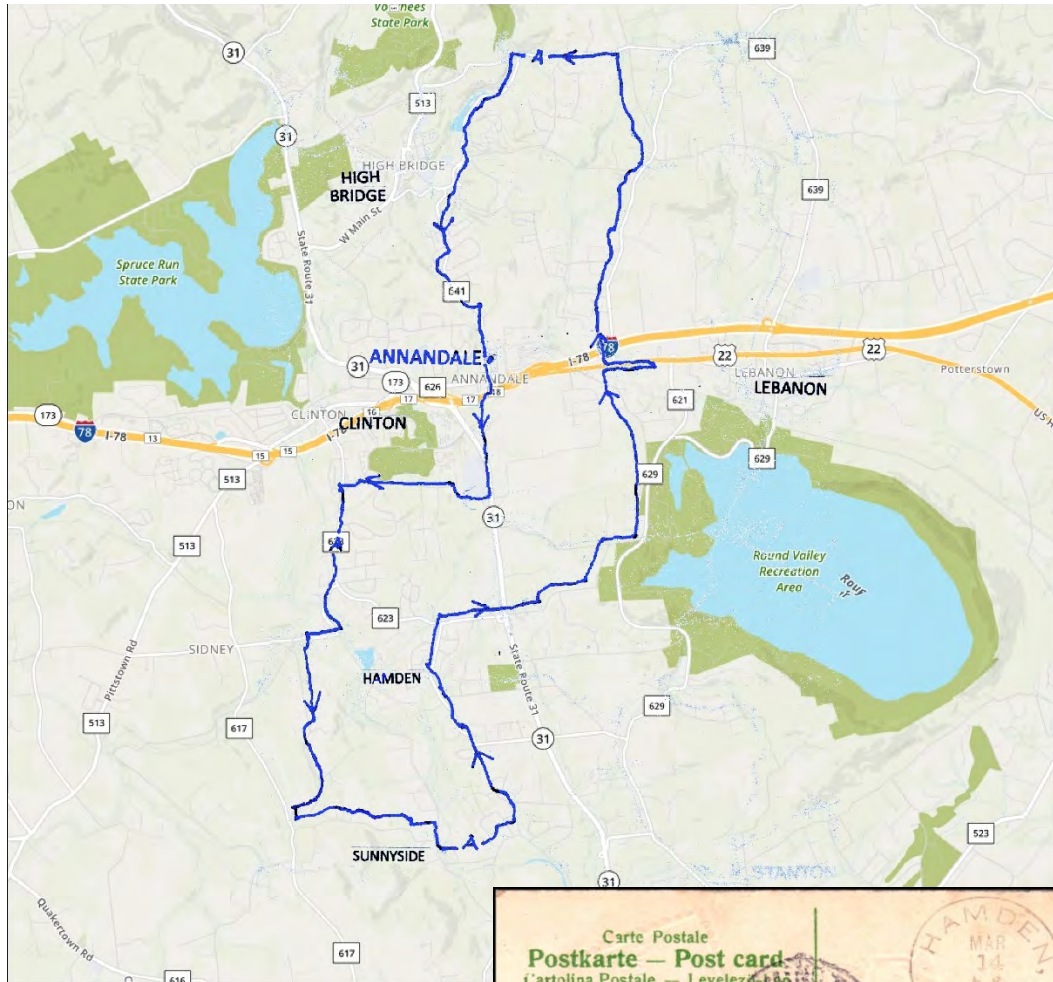


Fig. 8: RFD service from Annandale was established in 1906. It soon meant the demise of the post offices at both Hamden and Sunny Side.

(Again, shown on current map – in 1906 there were no Spruce Run or Round Valley reservoirs. Routes are shown on modern maps to help the reader understand just where they were.)

Fig. 9: Hamden March 14, 1908 cancel on post card addressed to Flemington.



03 – BLOOMSBURY

Bloomsbury RFD route #1 began on July 20, 1903. This route delivered mail to both sides of the Musconetcong River, crossing the river six times in the course of its daily delivery.

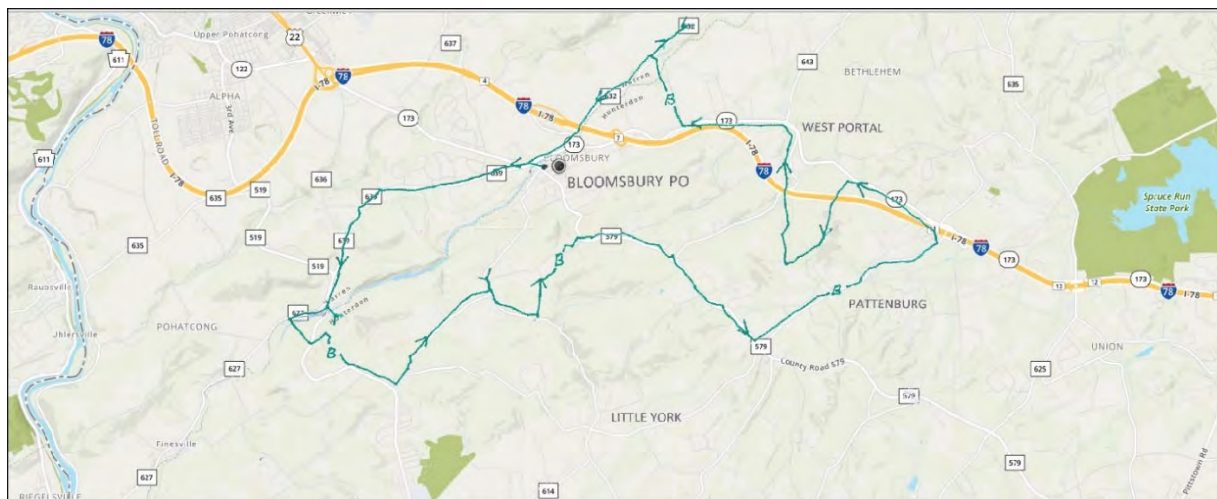


Fig. 10: RFD from Bloomsbury established in July 20, 1903.

(Again, shown on current map – in 1903 there was no Spruce Run reservoir..)

This route traveled north on Church Street in Bloomsbury, crossing into Warren County and heading southwest along Hughesville Road (Routes 639 & 627) to Warren Paper Mills which had manufacturing concerns on both sides of the Musconetcong River. The small post office here known as Warren Paper Mills which supplied this area would be discontinued in 1909 due to this RFD. *Figure 11* is a photo of the mill. The route returned to Greenwich Township again and headed a short distance to Hughesville where it crossed the Musconetcong again into Holland Township, Hunterdon County, then traveling north east to Union Township. It passed through Pattenburg, which would lose its RFD route by 1917. From here it travelled along Bellwood Avenue, Bellwood Park Road, and Tunnel Road to West Portal. Heading north this route would cross the Musconetcong River again and deliver mail along the north side, then heading southwest to the bridge to Bloomsbury where the carrier would cross the river for the sixth and final time. *Figure 12* is a typical RFD- canceled in route post card.

Fig. 11: Photo of the Warren Paper Mill. The local post office here was discontinued May 3, 1909 because of the establishment of RFD service.



Fig. 12: Local Bloomsbury post card manuscript-cancelled in route.



Other RFD routes for Hunterdon County will be included in following issues of *NJPH*.

ENDNOTES:

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

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

² To enable the reader to better picture just where these routes are, we have used modern post office maps, and superimposed the routes from the earlier post office maps.

Westfield Stamp Club Annual Show

Saturday, March 14, 2020

10 AM to 4 PM







Westfield Municipal Building
425 East Broad Street, Westfield, NJ

- Free Entry
- Everyone Welcome, Bring Your Kids
- Wonderful Exhibits

- Free Appraisals Done

- Six Stamp Dealers
- Post Office Station On Site
- Special Cancel on Themed Envelope

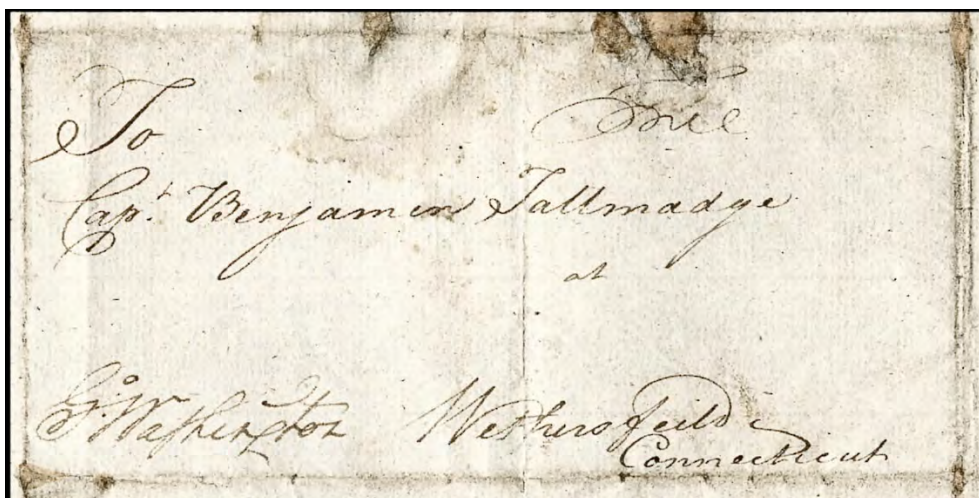
100th Anniversary of Women's Right to Vote

WestfieldStampClub.org

ON THE AUCTION SCENE: A Potpourri of New Jersey Postal History By Robert G. Rose

The last quarter of 2019 saw a variety of New Jersey postal history come up for sale at auction, ranging from a George Washington free frank to a hand painted 20th Century cacheted first day cover.

The December 2019 Siegel postal history sale included a folded cover with the signature “G Washington” in his hand and manuscript “Free” as illustrated below in *Figure 1*.¹ The cover is docketed Morristown on March 1, 1777, and is addressed to Captain Benjamin Tallmadge at Wethersfield, Connecticut. Following the Battles of Trenton and Princeton which proved to be the turning point of the Revolutionary War, Washington and his troops moved north to Morristown, arriving there on January 6, 1777, where they remained encamped until May 1777. The Continental Army set up camp in Jockey Hollow, a few miles south of Morristown, while General Washington and his immediate staff maintained headquarters at Arnold’s Tavern on the Green in the center of Morristown.

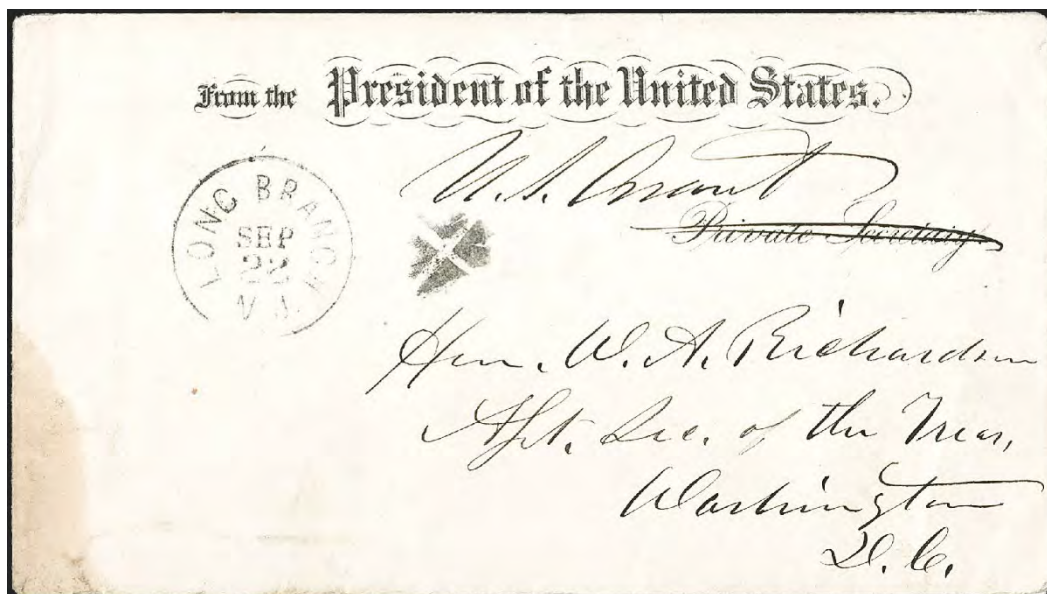


Courtesy Robert A. Siegel Auction Galleries, Inc.

Fig. 1. George Washington Free Frank on folded cover from Morristown, March 1, 1777.

The folded cover was described as having “toned file folds and some minor wear and staining” as is evident in *Figure 1*. The description notes the rarity of Washington free franks as Commanding General of the Continental Army. Against an estimate of \$5,000 to \$7,500, it sold for the hammer price of \$7,500 plus a buyer’s fee of 18% for a total of \$8,850.

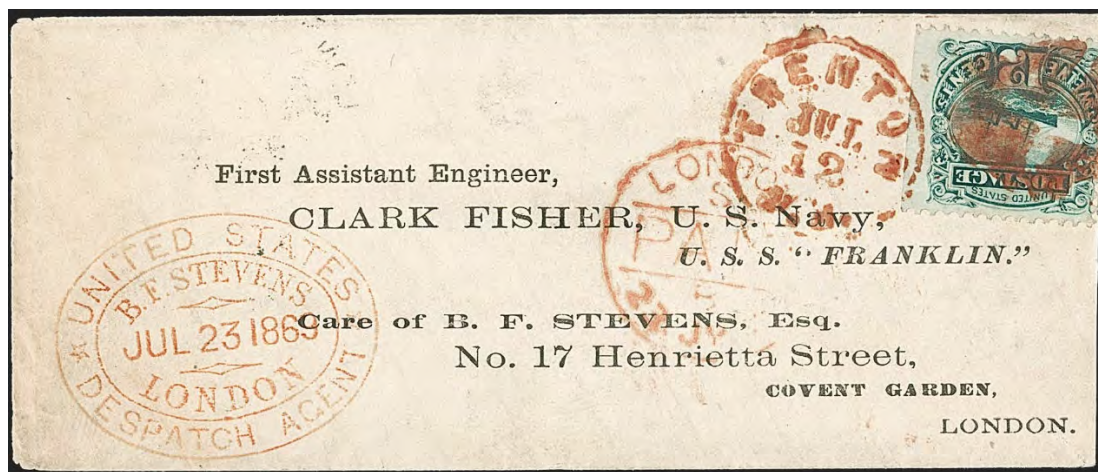
The Siegel sale included a second free frank cover used from New Jersey, this with the Presidential frank of Ulysses S. Grant, as illustrated below in *Figure. 2*.² The cover is signed in Grant’s hand, “U.S. Grant” on a part-printed cover with a “From the President of the United States” imprint and “Private Secretary” crossed out. The cover is postmarked “Long Branch N.J. Sep. 22” with a quartered cork duplex cancel. The cover is addressed in Grant’s hand to the “Hon. W.A. Richardson, Asst. Sec. of the Treas., Washington D.C.” The cover is described as having a stain at its bottom left. Against an estimate of \$750 to \$1,000, it sold for the hammer price of \$1,300 plus a buyer’s fee of 18% for a total of \$1,534.



Courtesy Robert A. Siegel Auction Galleries, Inc.

Fig. 2. Ulysses S. Grant Presidential free frank on cover from Long Branch, New Jersey

The Siegel Sale also included a twelve cent 1869 Issue (Scott 117) on a cover from Trenton to London as illustrated below in *Figure 3*.³



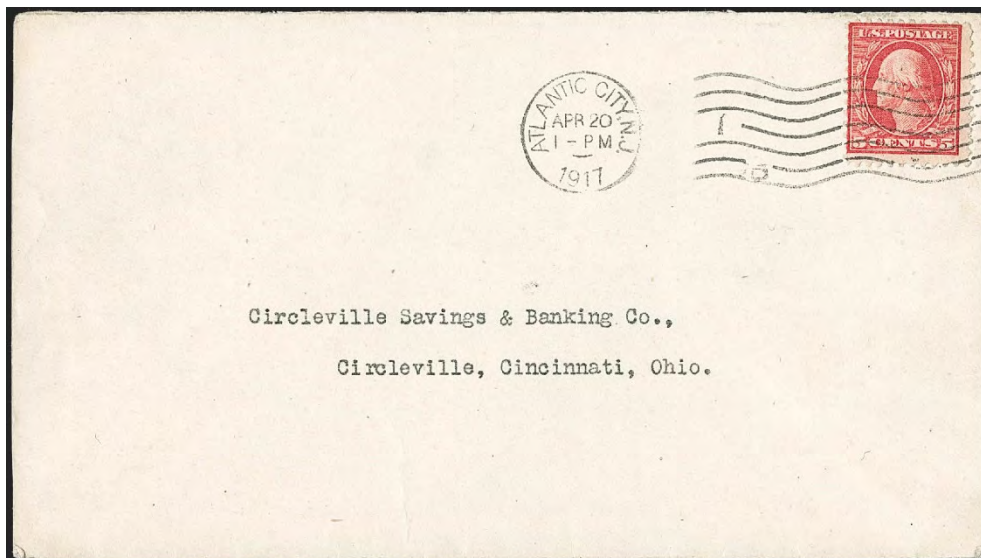
Courtesy Robert A. Siegel Auction Galleries, Inc.

Fig. 3. Twelve cent 1869 (Scott 117) on cover from Trenton to London, July 12, 1869.

The stamp, with a natural straight edge at right, is tied by a red quartered cork cancel and matching "Trenton N.J. Jul. 12" (1869) circular postmark on a small cover. The cover has a pre-printed address to "First Assistant Engineer, Clark Fisher, U.S. Navy, U.S.S. Franklin. Care of B.F. Stevens, Esq. No. 17 Henrietta Street, Covent Garden, London." The cover is struck with both a red London Paid transit marking and a red B.F. Stevens double-oval date stamp, both dated July 23. Accompanied by a 2013 P.F. certificate and an estimate of \$500 to \$700, it sold for the hammer price of \$500 plus a buyer's fee of 18% for a total of \$590.

ON THE AUCTION SCENE: A Potpourri of NJ Postal History ~ Robert G. Rose

The fourth and final piece of New Jersey postal history in the Siegel sale was the 5 cent rose error of color (Scott 505) as illustrated in *Fig.4* below.⁴ The error occurred when a 5 cent roller die was incorrectly used to re-enter several positions on a printing plate of the 2 cent rose (Scott 499) resulting in both single and double color errors of the 5 cent stamp on the panes of the 2 cent stamp.



Courtesy Robert A. Siegel Auction Galleries, Inc.

Fig. 4. Five cent rose error of color (Scott 505) on April 20, 1917 cover from Atlantic City.

The somewhat off-center stamp, as illustrated above in *Figure 4*, is tied by an “Atlantic City N.J. Apr. 20 1-PM 1917” wavy-line machine postmark on a cover to Cincinnati, Ohio. With a Scott Catalog value of \$2,250, it sold for a hammer price of \$1,400 plus a buyer’s fee of 18% of \$252 for a total of \$1,652.

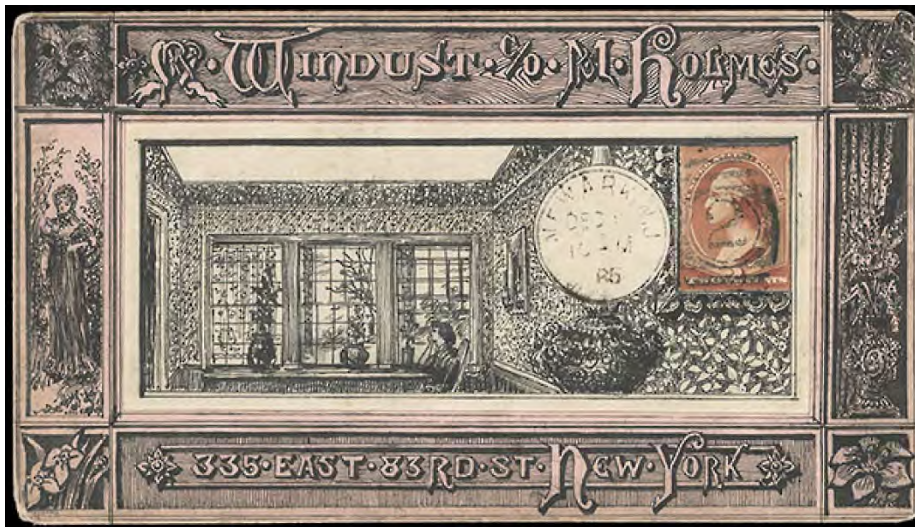


Courtesy Schuyler Rumsey Auctions.

Fig. 5. “Intemperance is the Curse of the World” on propaganda cover from Trenton, circa 1852.

The Schuyler Rumsey “Gems of Philately” auction, held in December, included an Intemperance cover with an overall design illustrating the theme “Intemperance is the Curse of the World,” on a cover to Newark, Ohio.⁵ The cover, illustrated above in *Figure 5*, is franked with a three cent dull red 1852 Issue (Scott 11A) and tied by a blue “Trenton, N.J., Feb. 17” postmark. A second cover with a similar Intemperance design, with an indistinct Connecticut town postmark, was included in the lot and sold as a pair. The duo, with an estimate of \$1,000 to \$1,500, sold for \$1,000 plus a buyer’s fee of 15% for a total of \$1,150.

Among the more unusual covers in the Rumsey Gems sale were a pair of hand drawn, pen and ink overall designs of home interiors which incorporate the mailing addresses and a blank circle in which the postmark was to be applied.



Courtesy Schuyler Rumsey Auctions

Fig. 6. Two cent Banknote on hand drawn pen and ink design with address in design on cover postmarked at Newark to New York.



Courtesy Schuyler Rumsey Auctions

Fig. 7. Three cent Banknote on hand drawn pen and ink design with address in design on cover postmarked at Newark to Brooklyn.

Illustrated in *Figures 6 and 7* above are the pair of covers, franked with either a two or three cent Banknote issue with all of their perforations having been trimmed. The two-cent cover shows an addressee in New York. The three-cent cover shows an addressee in Brooklyn. Both covers with handstamped Newark duplex postmarks. The two-cent banknote is postmarked on December 1, 1885 and the three-cent banknote on September 26 without year date. Estimated at \$1,500 to \$2,000, the pair sold for \$2,700, plus a buyer's fee of 15% for a total of \$3,150.

One of the most valuable first day covers postmarked from New Jersey reappeared in a Kelleher auction only six months after its presumed sale in a June 25, 2019 Kelleher auction. On December 29, 2019, this cover was included in Michael Rogers Online, a division of Daniel F. Kelleher Auctions, Part 2 sale of the "MLG Collection."⁶ This cover, illustrated below in *Figure 8*, is franked with a 1¢, 2¢, 4¢ and 5¢ Trans-Mississippi combination (Scott #285-288) on a 4¢ entire (Scott #U234), all tied by "Camden, N.J. Jun 17 '98" circular postmarks on a registered cover to India.

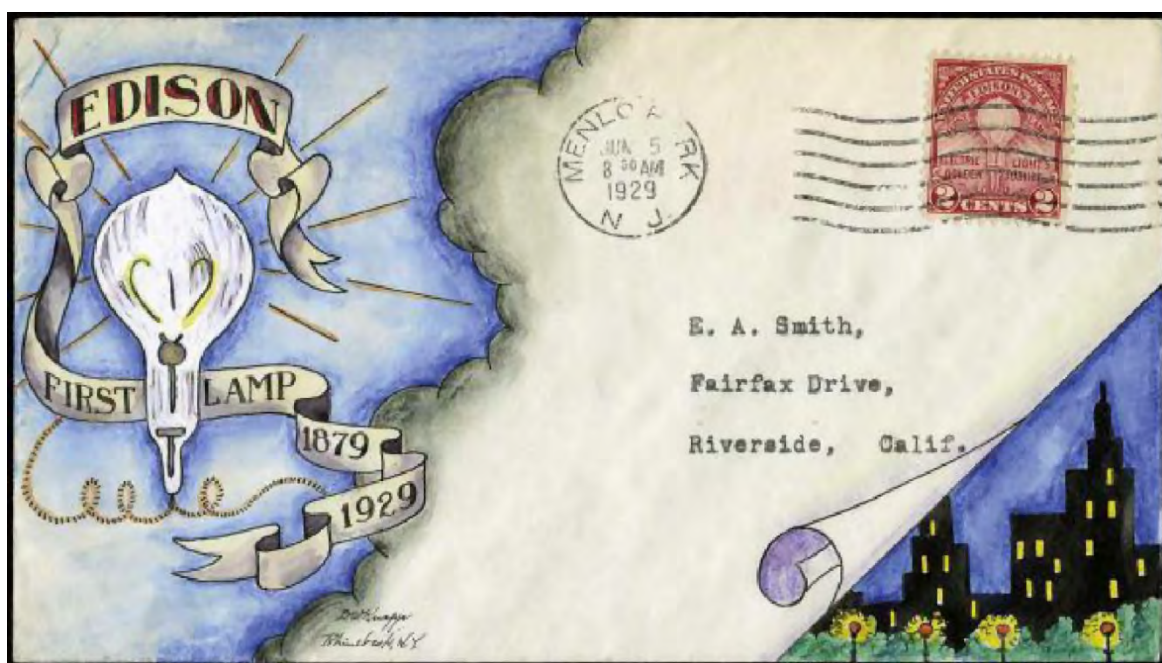


Courtesy Daniel F. Kelleher Auctions, LLC.

Fig. 8. 1¢, 2¢, 4¢ and 5¢ Trans-Mississippi combination (Scott 285-288) on a 4¢ entire (Scott U234), all tied by "Camden, N.J. Jun 17 '98" circular postmarks on a registered first day cover to India.

This cover was the subject of this author's "On The Auction Scene" article which appeared in the August, 2019 issue of *NJPH*. As reported there, this cover had been included in the Kelleher sale of the first part of the "MLG Collection" on June 25, 2019, with an estimate of \$40,000-\$60,000. Prices realized for the sale state that the cover sold for \$32,250 plus a buyer's fee of 20%. However, when it was put up again for auction in the December 2019 Part 2 "MLG" sale, with an estimate of \$35,000 to \$45,000, it apparently failed to find a buyer. Thirteen years earlier, this cover appeared in the auction of the famed Alan Berkun first day cover collection sold by Matthew Bennett in May 2007.⁷ In the Berkun sale, against an estimate of \$75,000-\$100,000, it sold for \$55,000 plus a buyer's fee of 15% for a total of \$63,250.

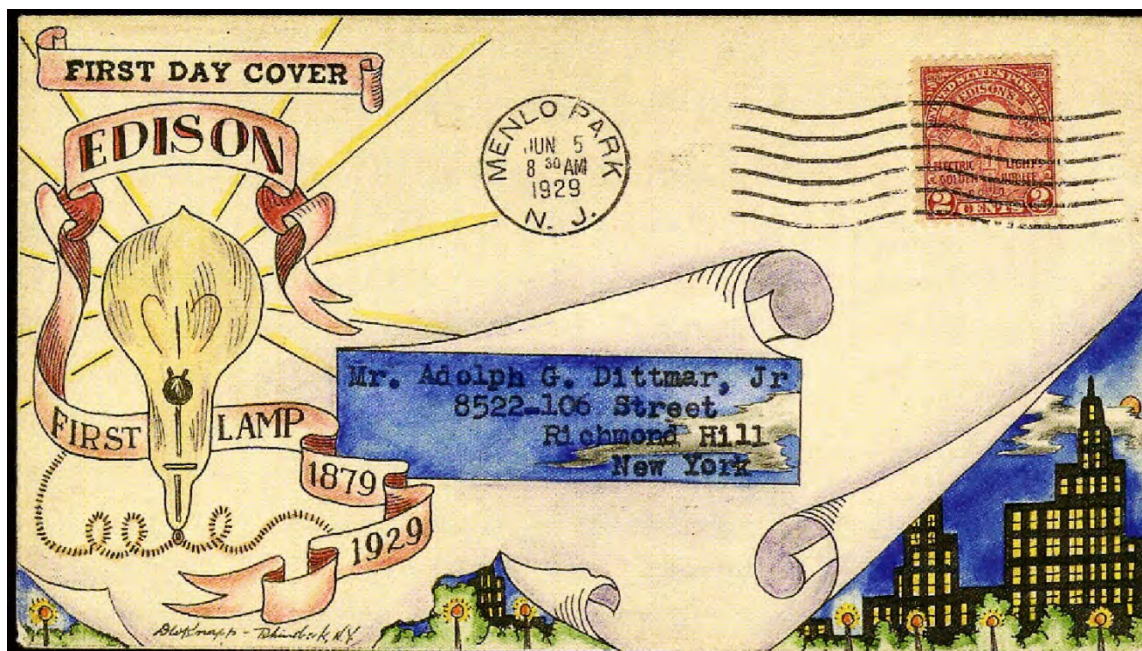
A cacheted first day cover of the two cent Thomas Edison Electric Light Jubilee Commemorative issued in 1929 (Scott 654) was included in the H.R. Harmer GPN, Inc. auction of the Eldon Mohler first day cover collection on November 16, 2019.⁸ The cover is cancelled with a Menlo Park, N. J. June 5, 1929 machine cancel. Menlo Park was the site of Edison's laboratory at which the first light bulb was researched and developed. The cover, illustrated below in *Figure 9*, was prepared by Dorothy Knapp, recognized as the most renowned of hand painted cachet makers.⁹ According to the auction description, this cachet which Knapp added to the cover c.1943-44, is "unique." Estimated at \$1,500 to \$2,000, it sold for \$1,200 plus a buyer's fee of 18% for a total of \$1,416.



Courtesy H.R. Harmer GPN, Inc..

Fig. 9. Dorothy Knapp hand painted cachet on two cent Electric Light Jubilee (Scott 654) first day cover, postmarked "Menlo Park, June 5, 1929, N.J."

In 2005, this author reported on the joint Siegel/McCusker auction sale of the Dr. Alfred Martin collection of first day covers in *NJPH*.¹⁰ That sale included another Dorothy Knapp hand-painted and on a first day cachet of similar design for the Electric Light Jubilee, as illustrated in *Figure 10*. According to the McCusker description, it is "the only copy we have ever seen." With an estimate of \$1,500 to \$2,000, it sold for \$2,700 plus a buyer's commission of 10% for a total of \$2,790.



Courtesy Robert A. Siegel Auction Galleries, Inc

Fig. 10. Dorothy Knapp hand painted cachet on two cent Electric Light Jubilee (Scott 654) first day cover, postmarked "Menlo Park, June 5, 1929, N. J." with hand painted address panel.

ENDNOTES:

- ¹ Robert A. Siegel Auction Galleries, Inc., [Sale No. 1215, December 17-18, 2019](#), lot 2114.
- ² *Ibid*, lot 2134.
- ³ *Ibid*, lot 2342.
- ⁴ *Ibid*, lot 2389.
- ⁵ Schuyler Rumsey Philatelic Auctions, [Gems of Philately, December 11-13, 2019](#), Sale No. 90, lot 162.
- ⁶ [Michael Rogers Online, a division of Daniel F. Kelleher, LLC, "The MLG Collection Part 2,"](#) December 29, 2019, Sale No. 5080, lot 13019.
- ⁷ Matthew Bennett International, LLC, ["The Aristocrat Collection of First Day Covers and Earliest Known Usages,"](#) March 22, 2007, Sale No. 316, lot 148.
- ⁸ H.R. Harmer GPN, Inc., ["The Eldon Mohler Collection of United States Illustrated First Day Covers Part 1"](#) November 16, 2019, Sale 3029, lots 4005, 4137 and 4351.
- ⁹ Douglas S. Weisz, [Dorothy Knapp: Philately and Family](#) (Douglas Weisz US Covers, New Orleans 2015).
- ¹⁰ Robert G. Rose, "On The Auction Scene: New Jersey First Day Covers," *NJPH*, Vol. 33, May 2005, [Whole #158](#), front cover and p. 58. Jointly listed [in Robert A. Siegel Auction Galleries, Inc., Sale No. 894](#), and John T. McCusker, Inc., Sale No. 206, as lot 310, March 31, 2005.

READING EARLY AMERICAN MAIL

By Ed & Jean Siskin

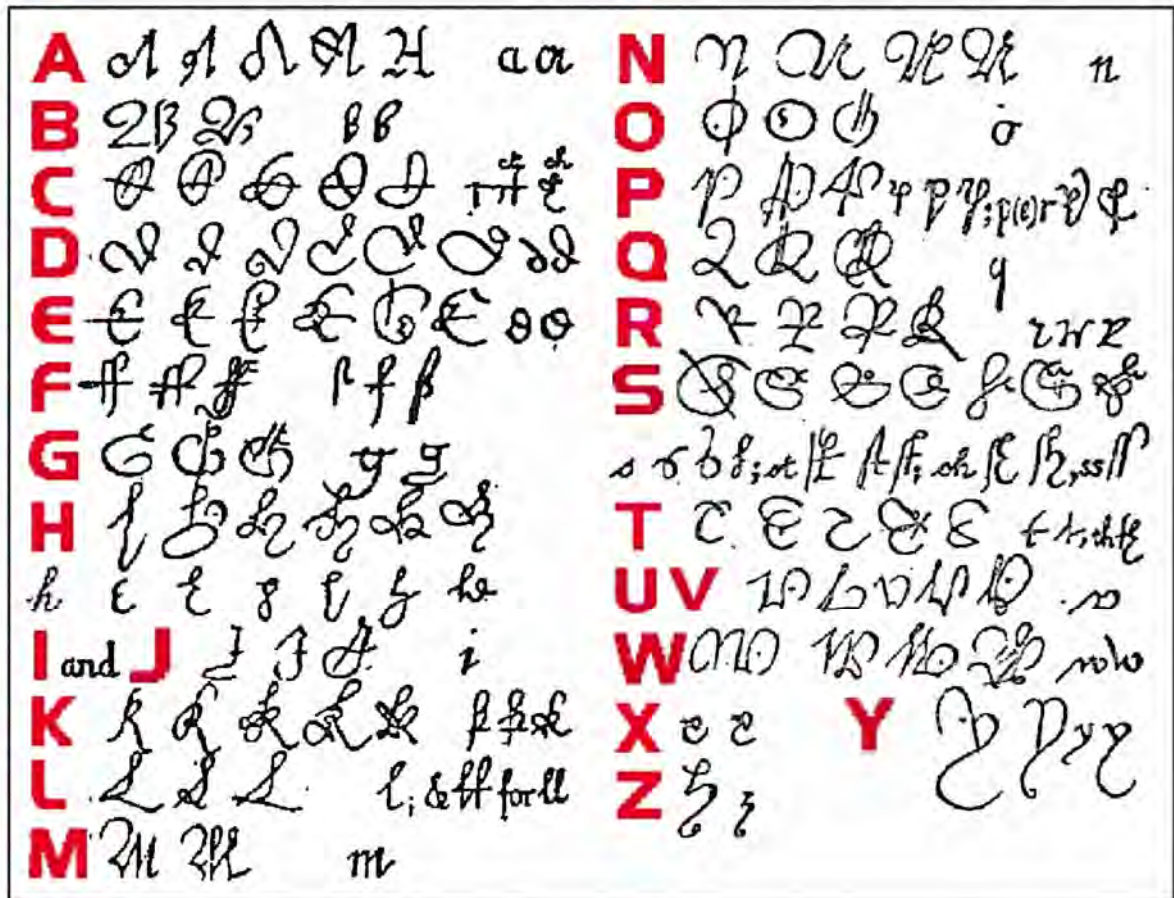
(A glance at the 1721 letter in Vern Morris's article will show that it isn't always easy to read old folded letters, especially those from Colonial times. We asked Ed Siskin to supply us with a few tips – should we be lucky enough to have such letters to read. – ed.)

Trying to decipher American pre-Revolutionary mail, particularly mail written during the early 18th century, can be quite challenging. Many of the elements of 17th century script carried over into this period.

There were no dictionaries available and words were spelled phonetically. It is not unusual to see the same word spelled differently within the same letter.

Punctuation, as we know it today, was normally non-existent. Sentences did not necessarily begin with a capital letter nor did they end with a period. Capital letters were normally used within a sentence to provide emphasis.

The form of individual characters varied dramatically. *Figure 1* is a chart showing specific examples of characters used in 17th century documents.



Credit: The Society of Genealogists¹

Fig. 1: Showing examples of British and Early American alphabets.

The one 17th and 18th century letter of the alphabet that causes confusion in both its written and printed form is called the “Long s.” In written form it looks just like the “f.” In printed form it is similar to the “f” but is either missing the crossbar or has a crossbar that only extends to the left. Its most common use was within a word for a single “s” or the first of a double “s.” However, it can be found used for any “s.” London newspapers stopped using the “Long s” about 1805 and within 25 years its use in printing had phased out. Its use in handwriting lasted longer.²

Abbreviations were widely used. Figure 2 shows common examples.

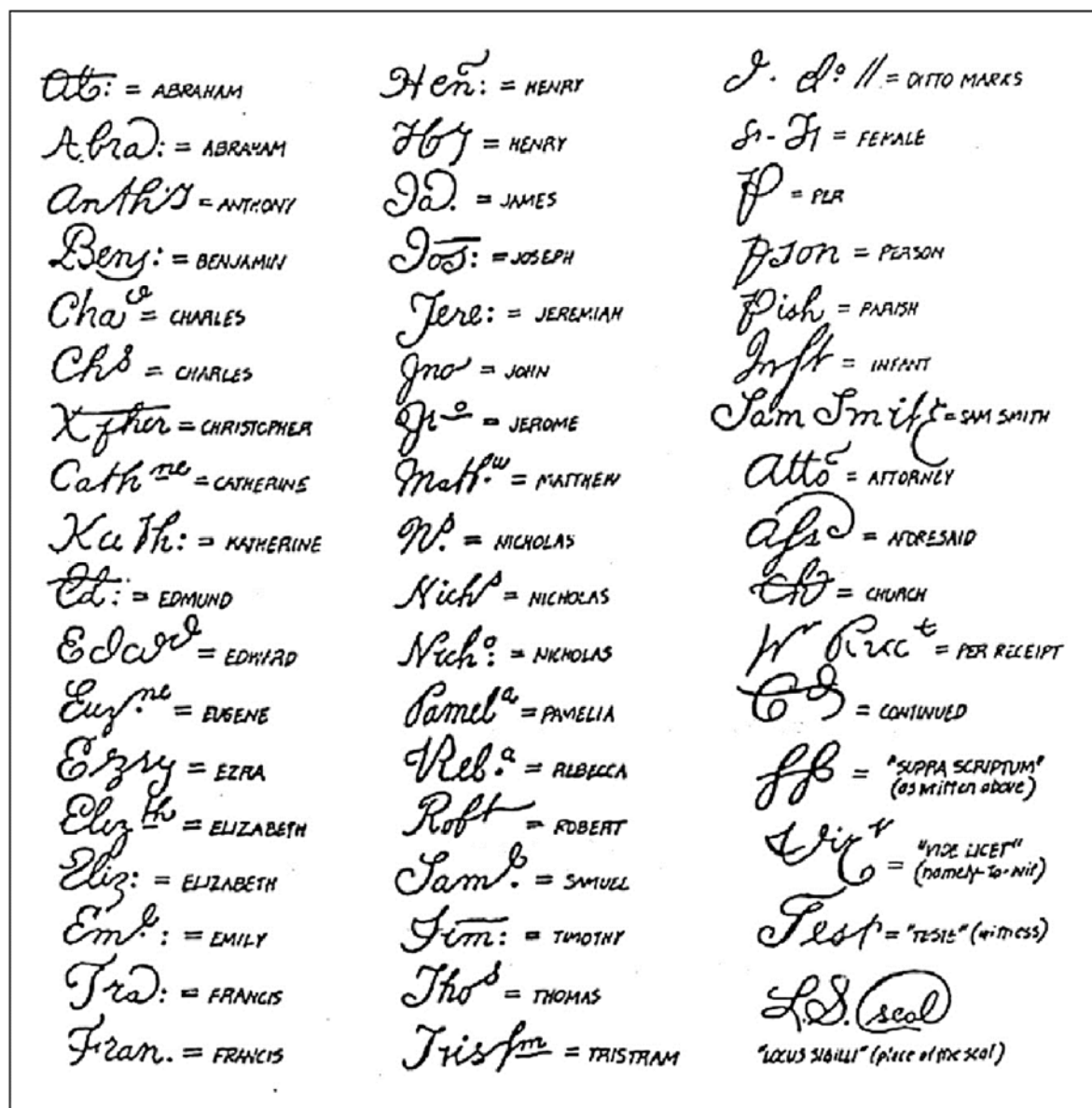


Fig. 2: Examples of abbreviations, particularly names, seen in older folded letters.³

It is common to refer to such letters as being written in “Old English”. This is not correct! In reality, it is an early version of modern English. To put things in perspective, we have prepared a chart, *Figure 3*, listing the periods in which various versions of English were in use. We have also identified significant events which substantially influenced our language.

Fig. 3: Development of the English Language

Dates (Approx)	Language	Comment
Before 600 A.D.	Various Celtic Languages	The English Peoples used forerunners of Irish, Welsh, Scottish and Gaelic.
500-1150 A.D.	Old English	Earliest form of the English language, a Germanic Language brought to Great Britain by Anglo-Saxon settlers in the mid-5th century. Only about 15% of the words would be recognizable today.
1100-1550 A.D.	Middle English	Middle English was a form of the English language, with major French and Latin additions, developed after the Norman conquest (1066). It continued to evolve until the early 16th century.
1400-1700	Great Vowel Shift	Significant changes in the way vowels and consonants are pronounced. The reason is uncertain.
1476	First book printed in English	In 1476, William Caxton introduced a printing press into England. He was the first printer and seller of English printed books.
1500-1750	Early Modern English	Early Modern English began in the early 1500s after the printing and wide distribution of the English Bible and Prayer Book, which began introducing new standards. By the end of this period, English is recognizable to the modern ear.
1564-1616	William Shakespeare	Significant attempt at standardizing English. Added almost 2000 words.
1611	King James Bible	Significant contributor to standardizing English
1700-Present	Modern English	Development of standards for spelling and grammar resulting in the English of today.
1755	Samuel Johnson’s Dictionary	Set standards for British English
1806, 1843	Noah Webster’s Dictionaries	Webster’s 1st and 2nd Editions set the standards for American English. Webster purposely made changes to Americanize the language.

17th and 18th century correspondence, particularly commercial letters, had a particular way of identifying current months, and these abbreviations can also confuse. Specifically:

Ultimo (ult.) - Last Month

Instant (inst.) - Current Month

Proximo (prox.) - Next Month

Typical phrases might include: “Regarding my letter of the 10th ult.”, “Your invoice of the 3rd inst.”, or “Our planned meeting of the 23rd prox.”

Such usage was relatively common until the early 20th century.

Finally, there is a common pitfall in understanding dates. Until 1752, England and its possessions, except Scotland, considered the year started on March 25th. Therefore, the period from January 1 until March 24, the year was considered part of the “previous” year. For example, for the first part of year we would now call 1732, one would write either February 11, 1731 or February 11, 1731/32.

There is considerable help available for anyone attempting to read these early letters. For example:

1. *Reading Early American Handwriting* by Kip Sperry⁴
2. University of Cambridge has a free course on translating 1500 – 1700 handwriting. It is available at <http://www.english.cam.ac.uk/eres/ehoc/>
3. “Deciphering Old Handwriting” by Sabina J. Murray is available on line at <http://www.amberskyline.com/treasuremaps/oldhand.html>

ENDNOTES:

¹ The chart in *Figure 1* is developed from examples of 17th century writing found in Parish registers, and collected by The Society of Genealogists. See the Harrison Genealogy Repository at <https://sites.rootsweb.com/~harrisonrep/Photos/handwri.htm>

² For an example of this, see *Figure 5* in Vern Morris’s article on page 4: note the words *Westminster* and *Assigns*.

³ Reproduced in *Reading Early American English* by Kip Sperry, and credited to Kansas Review, Kansas Council of Genealogical Societies, Topeka Kansan, Vol 11, no. 3 (1986) and the CSGA Newsletter, California State Genealogical Alliance, vol 12, no. 2, (Feb. 1994), p34.

⁴ Kip Sperry, *Reading Early American Handwriting*, Genealogical Publishing Co., Inc., 1998. This book is readily available from bookstores; no online pdf is available, except for the following pages, [Chapter 7, pp.43-54](#). (click to open).

**NEW JERSEY POSTAL HISTORY SOCIETY. INC.
NOJEX 2019– HILTON MEADOWLANDS
EAST RUTHERFORD, NJ –Nov. 17, 2019**



MINUTES OF ANNUAL NJPHS MEETING: November 17, 2019

This year, NOJEX was held November 15-17, 2019, in conjunction with the ASDA Postage Stamp Expo, at the Meadowlands Hilton in East Rutherford, NJ. The 45th annual meeting of the New Jersey Postal History Society was held on Sunday, November 17.

The NJPHS meeting was called to order by President Robert G. Rose at noon on November 17. Other officers present were Andrew Kupersmit, Treasurer, and Jean Walton, Secretary. In addition, members present were Larry Brennan, John Trosky, George Kramer, Mark Sommer and his wife Bonnie, Nick Lombardi, and guests Toby Feinerman and his wife. An advertised talk on the USS *New Jersey* by Lawrence Brennan followed, which he had given on Friday as well, honoring two of the battleships of WWII, *Missouri* and *New Jersey*. Our November *NJPH* included an article on USS *New Jersey* by Larry, and a handout on of that article was available to attendees. Several other members, notably Ed & Jean Siskin and Gene Fricks, were in attendance on Friday.

Larry's talk explored in depth the history of *New Jersey*, which now rests in Camden as a museum ship. To those who have never heard Larry speak, we recommend that you do not miss another chance. His background and history with the navy and naval law, and his collecting interests in ship covers make him a font of information, and we regret that more members could not have enjoyed it.*

The meeting was adjourned by 1:00 PM.

Respectfully submitted,
Jean Walton, Secretary

*Discussion following has suggested that our annual meeting might receive better attendance if it were held on Saturday during the NOJEX show, to benefit those not wanting to make an additional trip in on the last day of a show. Your feedback would be appreciated – send to RobertRose25@comcast.net.

CONGRATULATIONS to Bob Rose for his *NJPH* article, “World War I: Postmarked New Jersey,” which was awarded a gold medal in the literature competition at the Sarasota National Stamp Exhibition.

DUES TIME! – DON'T FORGET TO PAY YOUR 2020 MEMBERSHIP DUES
(If you receive a dues notice with your journal, it indicates yours are still outstanding.)

NEW DONATIONS **gratefully received** from the following members with their dues: Bill Brown, Robert Livingstone, Edwin Black, Jack Edge, Paul Schopp, Ed & Jean Siskin, and Jean Walton.

RECOMMENDED:

A new *Images of America* book has been published about Smithville, and it includes a discussion of that Post Office. Sheila D'Avino was able to provide information and post cards from her husband Doug's collection, *Post Offices of New Jersey, A History Told Through Postcards*, on our web site at <https://www.njpostalhistory.org/post-offices-of-nj.html>.

The book (not to be confused with the one about the shore town of the same name) is available on Amazon, Barnes and Noble, and elsewhere. To see it on Amazon, click [HERE](#).

ALSO RECOMMENDED:

An online article on NJ.com by Bill Duhart, of NJ Advance Media, on Batsto, NJ and its post office – one of four historic post offices in the country that operate without a zip code. The town of Batsto is a restored village established in the late 1700s, and its post office operates a dozen times a year, typically on holidays or for special events (check the Batsto web site). You can mail letters and packages (no stamps sold here, be sure to prestamp them!), and receive the historic Batsto cancel – mail will in fact be taken to nearby Hammonton, where it will be processed and sent on its way. The article can be accessed here: [Batsto article](#). The Batsto web site is [here](#).

New Members:
Edward R. Baud, 946 28 th Ave., Vero Beach, FL 32960-4040, EdBaud57@gmail.com . His interests are precans and South Jersey covers.
Roger Fury, 35 Lafayette Blvd, Brigantine, NJ 08203 RogerFury@aol.com .
William E. Grigg, PO Box 749, Spring Grove, IL 60081-0749, griggwel@gmail.com . Interested in Airmail, in particular Hadley Field – see member ads
Michael A. Laurence, 101 West 90th St, Apt 8-H, New York, NY 10024.
Returning member:
Michael A. Puzio, 9200 Wonga Drive, Midwest City, OK 73130-5223, michaelpuzio@yahoo.com . Interests: NJ WWI PH, Passaic & Bergen Cty, Columbian PS
Email address change:
Don Jones: change email address from ramaporiver4@yahoo.com to ramaporiver@hotmail.com

Do you need a new **Interactive Title Index of past NJPH issues**: Or a **Members Only file** to access items not available on our web site?: Email Secretary Jean Walton at Secretary@NJPostalHistory.org to have it sent to you by email.

Westfield Stamp Club Annual Show

Saturday, March 14, 2020
Westfield Municipal Building
425 East Broad Street, Westfield, NJ
WestfieldStampClub.org

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- Everyone Welcome, Bring Your Kids
- Post Office Station On Site
- Special Cancel on Themed Envelope



- Six Stamp Dealers
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- Free Appraisals Done

100th Anniversary of Women's Right to Vote

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

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

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

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

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

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

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

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

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

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.

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

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

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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.

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

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

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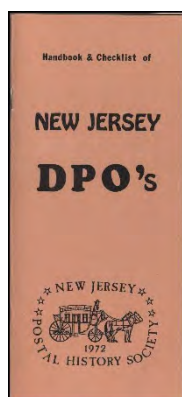
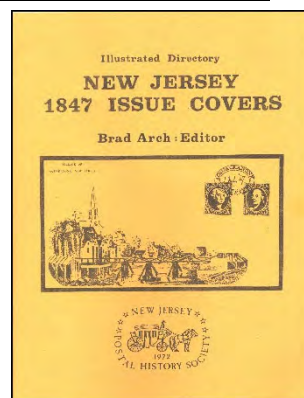
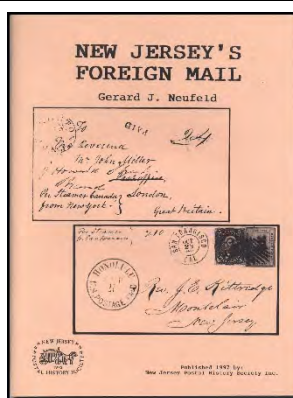
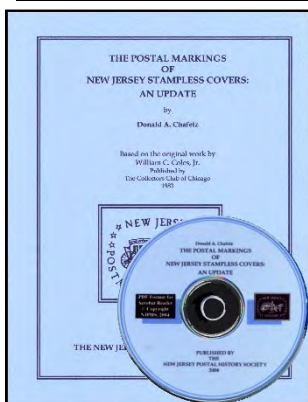
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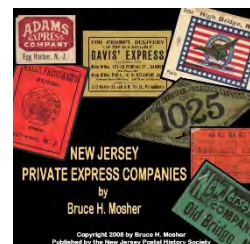


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