



# NJPH

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## *New Jersey Pioneer Air Mail*



*A failed ship-to-shore flight card, postmarked at East Rutherford, Nov. 13, 1910. Only 7 years after the Wright Brothers' first flight, pioneer air mail began. See page 63.*

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### THANKS TO MEMBERS FOR DUES PAYMENTS AND DONATIONS!

\*\*\*\*\*

### PRESIDENT'S MESSAGE



For those of who live in the Northeast, the winter was long and cold. Much time was spent indoors enjoying our hobby, but I am happy for the warm sunshine and the flowers just starting to bloom in my garden. Now on to summer and the APS StampShow in Columbus. I'll be helping staff The Philatelic Foundation's booth at the show so please stop by and say hello.

This issue again showcases articles by a number of our "regulars," and one new author. This group of hard working authors, with the editorial assistance and support of Jean Walton, consistently produce a journal of record for all aspects of New Jersey's postal history. John Sharkey writes about William Sewall, US Senator & Railroad President. Don Bowe adds to the Vroom

correspondence with a letter to the ex-Governor while ambassador in Berlin. Don Chafetz contributes another article in his Morris County foreign mails series, this one on mail from Cape Verde Islands to Morris County. Captain Larry Brennan contributes another article about New Jersey named ships. However, moving past WWII, he writes of the renaming of several oil tankers after New Jersey shore towns during the Iran-Iraq war in the 1980s. I write of pioneer air mail flights in New Jersey during the early days of aviation. Jean revisits Brad Arch's (and other) articles on New Jersey fancy cancels. Don Chafetz completes the issue with a short article about Morris County First Day covers, one for the Seeing Eye commemorative stamp and, honoring the work of an organization whose home is right here in New Jersey.

We have entered last year's four issues of *NJPH* in the literature competition in StampShow. Closer to home, be sure to visit MERPEX in August 3<sup>rd</sup> and 4<sup>th</sup> in Marlton – always a good local show. Looking to the fall, it's not too early to think of NOJEX. This year, NOJEX will be partnering with the ASDA in an APS World Series of Philately Show to be held at the Hilton Meadowlands Hotel in East Rutherford, NJ on October 19-21, 2018. Our Society will hold its annual meeting at the show, so it's not too early to prepare or update a New Jersey related exhibit for entry in the show.

I again thank the many generous donors who make the publication of our Journal possible. Enjoy the summer!

**ROBERT G. ROSE**



# MERPEX 2018

## STAMP EXHIBITION AND BOURSE

100th Anniversary of  the First Airmail Service

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**Directions:** Marlton Middle School is located at 150 Tomlinson Mill Road, Marlton NJ 08053. The key road in all directions is Route 73, both North and South. To get to Route 73, use Exit 36 if coming from I-295 and Exit 4 if coming from the NJ Turnpike.

[1] From Route 73 heading North (from Berlin area): Proceed on Route 73 North towards Marlton. Make a right turn at Marlton Parkway (also known as CR 544 East). After 1.5 miles, turn left at traffic light onto Tomlinson Mill Road. The school is on your left (2nd driveway).

[2] From Route 73 heading South (from Mount Laurel area): After crossing Evesham Road (also known as CR 544 West), make a jug handle at the Bradley Funeral Home and head east on Marlton Parkway (also known as CR 544 East). After 1.5 miles, turn left at traffic light onto Tomlinson Mill Road. The school is on your left (2nd driveway).

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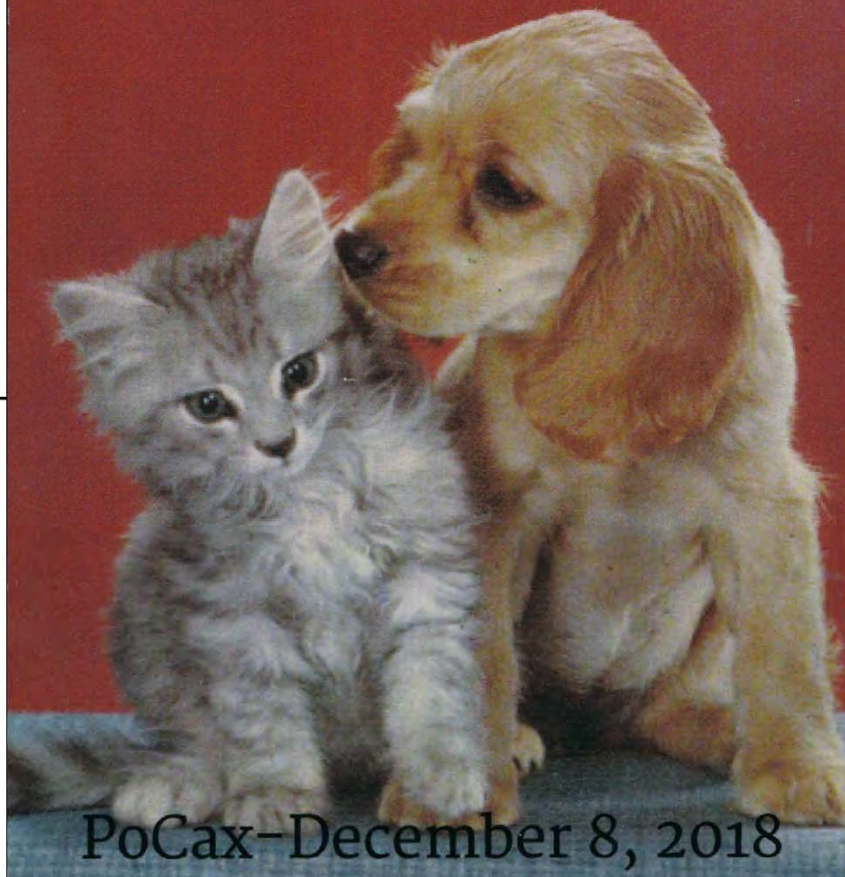
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## NEW JERSEY'S PIONEER AIR MAIL FLIGHTS

By Robert G. Rose

Within a decade of the Wright Brothers first flight of an airplane at Kitty Hawk in 1903, aviation advanced quickly. Beginning in 1910, mail was authorized to be carried on flights at aviation meets, exhibitions and demonstrations. In 1911, Congress appropriated \$50,000 in order to officially sanction a series of aerial mail trials. By 1912, the Post Office had authorized 31 flights for short-haul experimental air mail delivery in 16 different states.

Small quantities of mail were carried on airplanes and postmarked from temporary postal substations. These substations were officially authorized by postal authorities in Washington as temporary mail routes with designated route numbers. The routes were numbered in the 600,000 series. The first three digits identified the state of origin of the route, and for each state, the last three digits were assigned to flights flown in each state in sequential order. New Jersey was assigned number 609. Four of these pioneer flights took place in New Jersey or have a connection with the state. They were designated as 609001 through 609004. A total of 97 pioneer flights throughout the United State have been recorded.<sup>1</sup>

The very first such pioneer flight was authorized by Postmaster General Frank Hitchcock. The flight was originally scheduled to take place on November 5, 1910 from the deck of on an outgoing German Lloyd Line steamer on a ship to shore flight back to New York. Bad weather cancelled the flight.<sup>2</sup> A second attempt was scheduled for November 12 from the Holland American Line's S.S. Pennsylvania.<sup>3</sup> The ship sailed from Hoboken N.J. at noon on November 12, with a stop about three miles off the coast of Long Island, 50 miles from New York City. There, a Curtiss biplane was to have been launched from a specially built platform at the rear of the ship. The attempt was cancelled a few minutes prior to take-off due to a broken propeller.

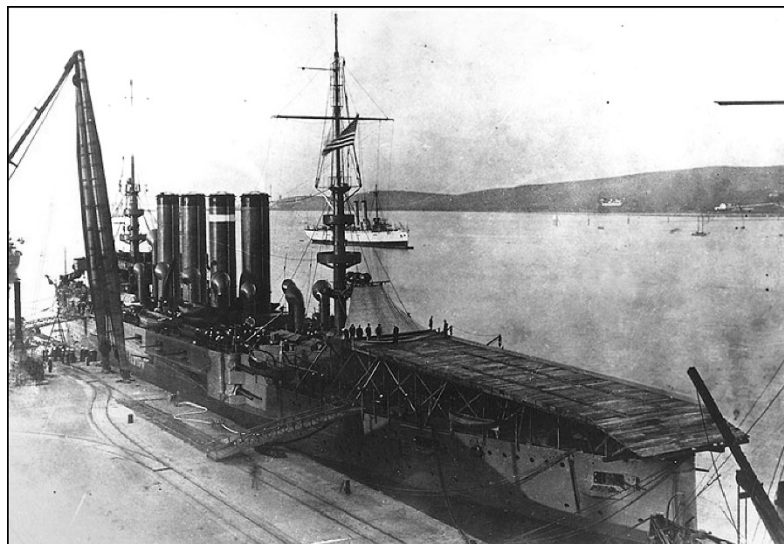
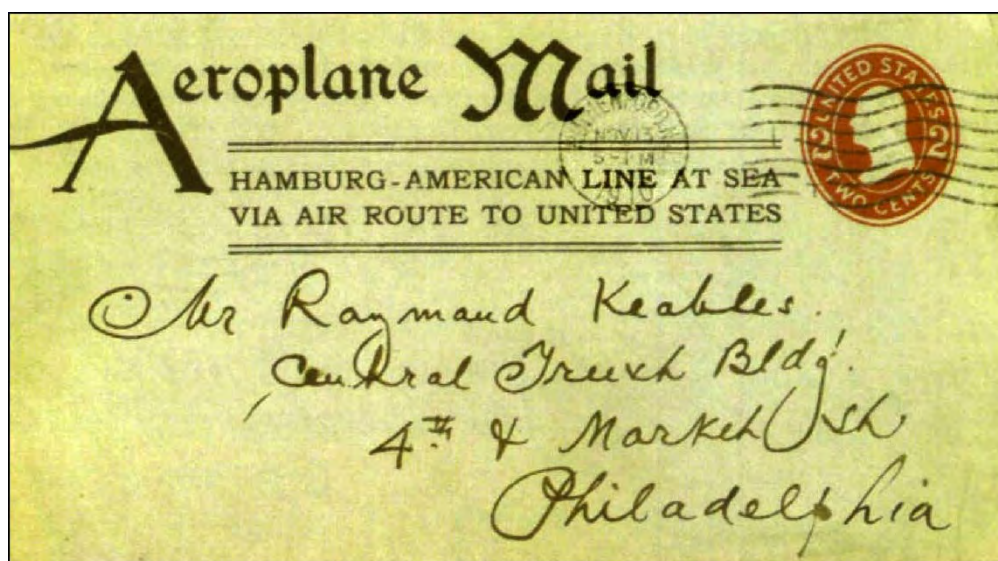


Photo courtesy of Aerodacious<sup>5</sup>

***Fig. 1: S.S. Pennsylvania showing specially built platform for launch of plane.***

Mail that had been collected for the flight was returned by pilot boat and sent to both the Hudson Terminal Station in New York and the Rutherford post office in New Jersey. Shown below in *Figure 2* is a pre-printed cacheted cover for the flight, postmarked at East Rutherford on November 13, 1910. This flight is designated as No. 1a in the American Air Mail Catalog.<sup>4</sup>



*Fig. 2: Failed ship to shore flight, postmarked at East Rutherford. AAMC 1a, Nov. 13, 1910.*

The summer months of 1912 witnessed the four remaining pioneer flights in New Jersey. On July 4, 1912, an experimental Wright-Burgess hydroplane flew some two miles from South Amboy to Perth Amboy across the mouth of the Raritan River to the post office at Perth Amboy where the mail was dropped from the plane.<sup>5</sup> This demonstration flight was officially designated as Route No. 609001. However, the local postmaster prepared a purple handstamp with the erroneous designation as “AERO PLANE Route No. 900006,” as seen in *Figure 4* below. Some sixteen pounds of mail with approximately 1,000 postcards and covers was carried on this flight.



Photo courtesy of Aerodacious<sup>5</sup>

*Fig. 3. Wright-Burgess hydroplane.*

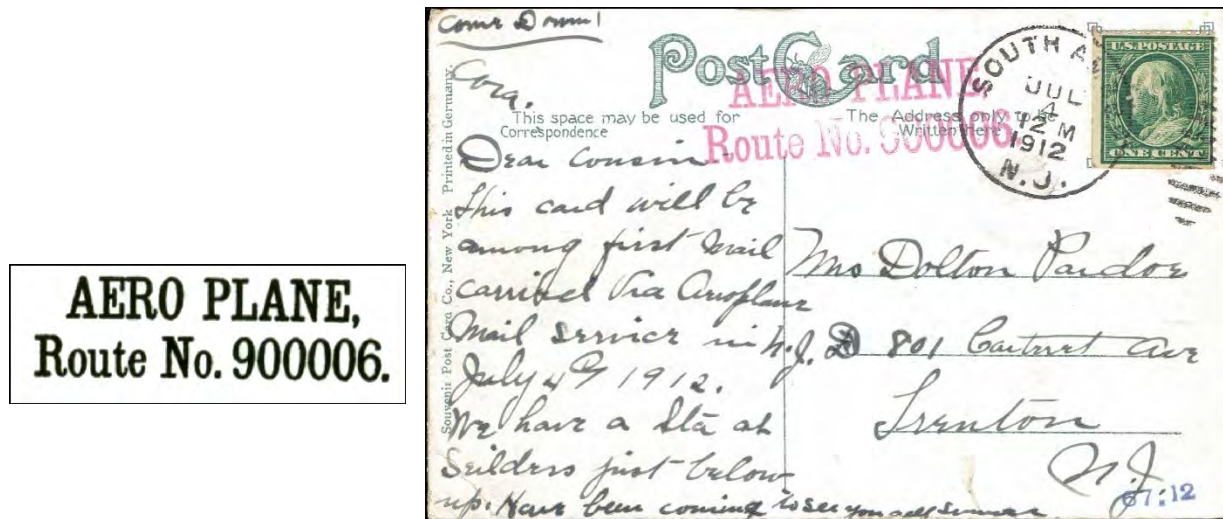
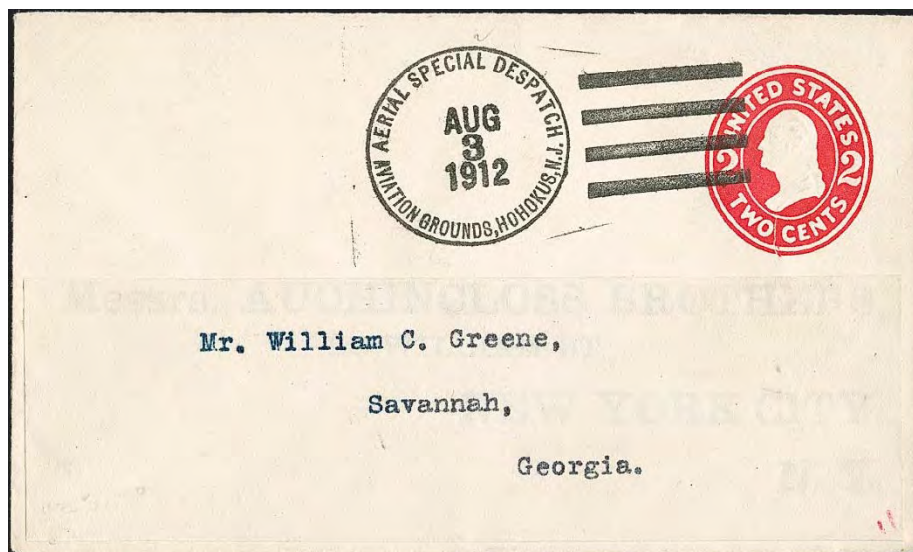


Fig. 4: South Amboy to Perth Amboy experimental flight, AAMC 38.

On August 3, 1912, an aviation meet was scheduled at the Hohokus Speedway which had been recently converted from a race track. The flight, officially designated as Route No. 609002, was from Hohokus to Ridgewood. "French aviator Francis Durafour was to fly a pouch of mail from the Hohokus Speedway. When Durafour lost his way flying from Hackensack to Hohokus, Joseph Richter was substituted to make the 1.5 mile flight. Richter landed at the YMCA field in Ridgewood where he passed the mail over to postal authorities for transmittal to the post office."<sup>6</sup> One mail pouch, containing 1,662 pieces of mail was delivered to the Ridgewood post office, as illustrated below in Figure 5.



Courtesy Robert A. Siegel Auction Galleries, Inc., Lot # 897.<sup>1</sup>  
Fig. 5: Hohokus to Ridgewood aviation meet. AAMC 45.



## NEW JERSEY'S PIONEER AIR MAIL FLIGHTS ~ Robert G. Rose

During the week of August 3 through August 10, 1912, mail and passenger service over a 21-mile route was provided on Route No. 609003 on the Jersey shore between Ocean City and Stone Harbor. Postal substations were established in both towns for the flights. Four flights were made in a converted Wright hydroplane, as illustrated in *Figure 6*, from the Hotel Normandie in Ocean City to the Yachtman's Club in Stone Harbor,<sup>7</sup> carrying 11,500 pieces of mail and passengers. Three return flights were made from Stone Harbor to Ocean City, carrying 1,000 pieces of mail. Illustrated below in *Figure 7* is a postcard with an August 8, 1912 Ocean City postmark, and the official purple handstamp.



Photo courtesy of Aerodacious .<sup>5</sup>

**Fig. 6: Pilot Marshall Earle Reid and passenger aboard Wright hydroplane.**

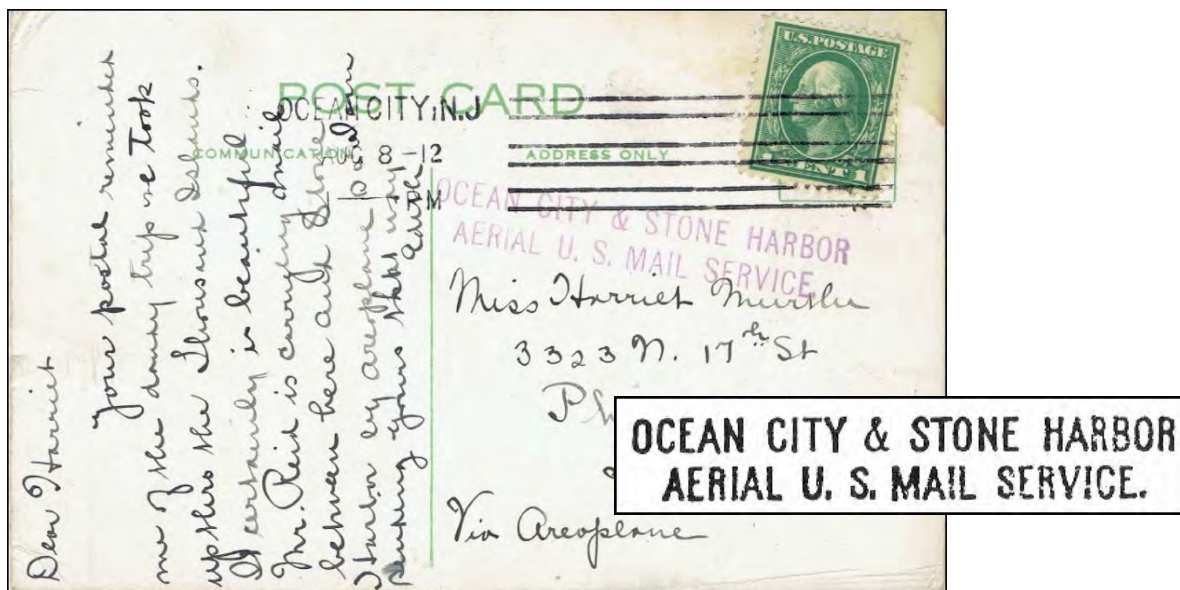


Photo courtesy of Aerodacious.<sup>5</sup>

**Fig. 7: Ocean City to Stone Harbor inter-city mail service and handstamp. AAMC 46.**

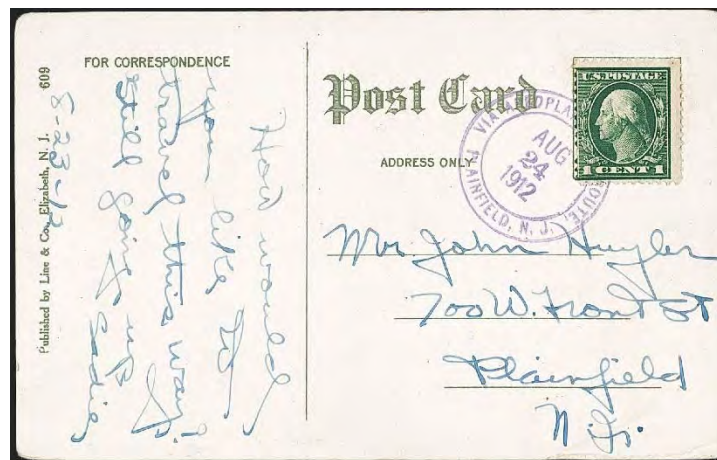


On August 23 and 24, 1912, an aviation meet was held at the Plainfield Driving Park at which a postal substation was established. A Curtis biplane, as illustrated in *Figure 8*, carried the mail about one mile to the South Plainfield post office where the mail pouch was dropped at the end of the flights each day.<sup>8</sup> The route was officially designated at 609004. A total of 3,293 pieces of mail was carried on these flights.

Photo courtesy of Aerodacious.<sup>5</sup>



*Fig. 8: Pilot Lincoln Beachey at controls of Curtis biplane.*



Courtesy Robert A. Siegel Auction Galleries, Inc., lot 909.<sup>1</sup>

*Fig. 9: Plainfield to South Plainfield aviation meet. AAMC 50.*

## ENDNOTES:

<sup>1</sup> A complete collection of all reported pioneer airmail flights was the subject of a recent auction sale: Robert A. Siegel Auction Galleries, Inc., *The James P. Myerson Collection of Pioneer Flight Mail, 1910-1916*, Sale No. 1176, March 8, 2018, at [https://siegelauctions.com/sales.php?sale\\_no=1176](https://siegelauctions.com/sales.php?sale_no=1176). The Myerson collection can be viewed on its original exhibition pages on the Richard Frajola website; [www.rfrajola.com/pioneer/pioneer.htm](http://www.rfrajola.com/pioneer/pioneer.htm).

<sup>2</sup> [www.aerodacious.com](http://www.aerodacious.com) (retrieved May 19, 2018). This website displays the content of the "PIONEER Air Mail First Flights" catalog. It includes the photo illustrations used in this article.

<sup>3</sup> *Ibid.*, see website listing for 1910 flights.

<sup>4</sup> American Airmail Catalog, 7<sup>th</sup> ed., Vol. 3 (2017).

<sup>5</sup> [www.aerodacious.com/PIO1912.HTM](http://www.aerodacious.com/PIO1912.HTM) (retrieved May 19, 2018)

<sup>6</sup> *Ibid.*

<sup>7</sup> *Ibid.* Details concerning the flight and its background by author Harlan B. Radford, Jr. can be found at <https://rivertonhistory.com/wp-content/uploads/2015/08/THE-FIRST-AIR-MAIL-FLIGHTS-IN-SOUTH-JERSEY-1912.pdf> (retrieved May 19, 2018).

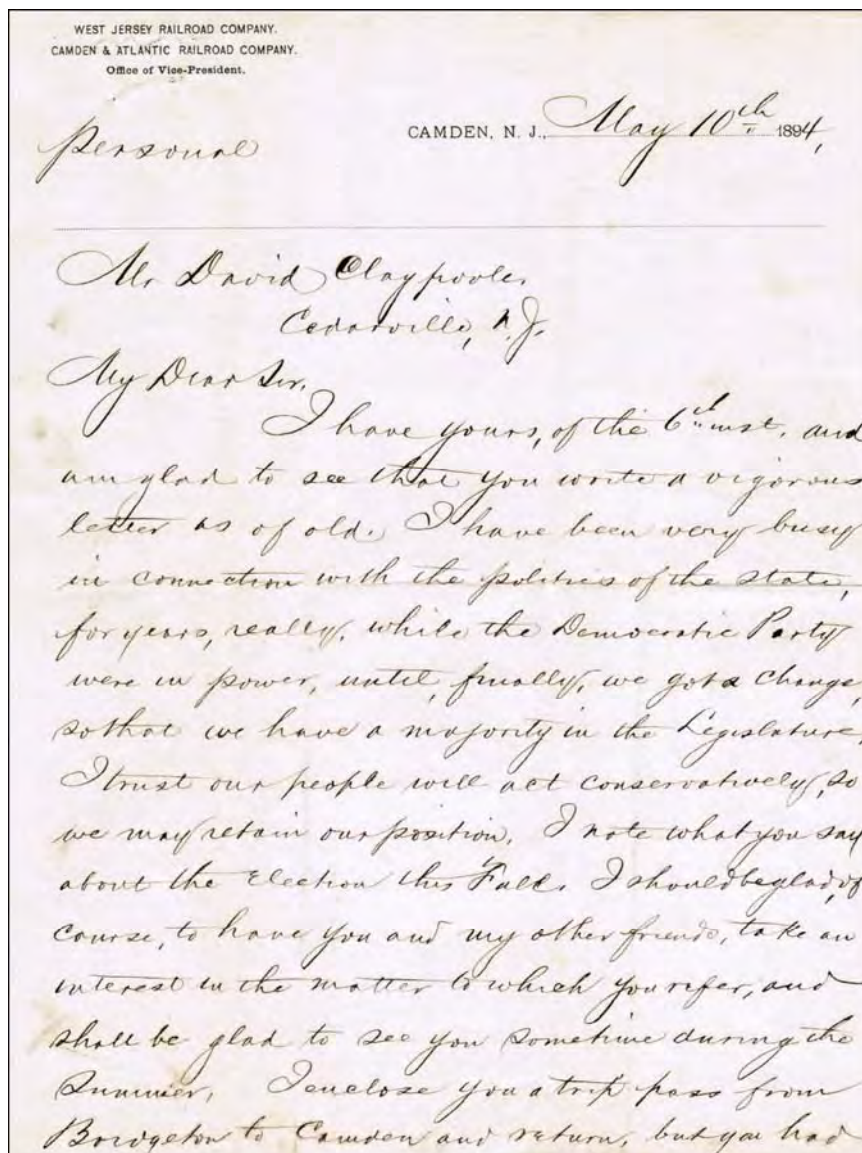
<sup>8</sup> *Ibid.*

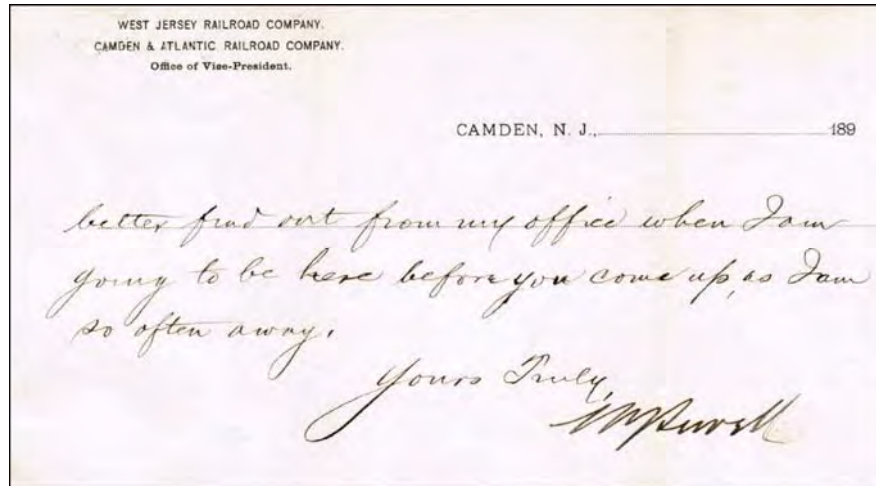
## WILLIAM JOYCE SEWELL, U.S. SENATOR & RAILROAD PRESIDENT

By John B. Sharkey

Recently I purchased an interesting hand-written letter and an unused railroad pass which were offered on eBay. The letter is from W. J. Sewell, office of Vice-President of the West Jersey Railroad Company and the Camden & Atlantic Railroad Company. As one who is interested in the postal history of New Jersey and its railroads, I thought that some background research on the author and the two railroads shown would be an interesting research project.

The letter,<sup>1</sup> which is shown below and transcribed, is written to David Claypoole of Cedarville, N.J., an unincorporated community within Lawrence Township, in Cumberland County.





**Fig. 1: 2-page letter to Claypoole from William Sewell, dated Camden, May 10, 1894, on railroad stationery headed West Jersey Railroad Company/Camden & Atlantic Railroad Company.**

CAMDEN, N.J. May 10, 1894

*Personal*

Mr. David Claypoole  
Cedarville, NJ

My Dear Sir,

I have yours, of the 6<sup>th</sup> August, and am glad to see that you wrote a vigorous letter as of old. I have been very busy in connection with the politics of the state, for years, really, while the Democratic Party were in power, until, finally, we got a change, so that we have a majority in the Legislature. I trust our people will act conservatively, so we may retain our position. I note what you say about the Election this Fall. I should be glad of course, to have you and my other friends take an interest in the matter to which you refer, and shall be glad to see you sometime during the Summer. I enclose you a trip pass from Bridgeton to Camden and return, but you had better find out from my office when I am going to be here before you come up, as I am so often away.

Yours Truly.

W. J. Sewell

## William Joyce Sewell

William Joyce Sewell (1835 – 1901) was an Irish-American politician, merchant, and military officer who served as a U.S. Senator from New Jersey. Sewell was born in Castlebar, County Mayo, Ireland. He emigrated to the United States in 1851 where he worked in the merchant industry in Chicago, before moving to Camden in 1860. He served as an officer in the Union Army during the American Civil War, receiving the Medal of Honor for his actions at the Battle of Chancellorsville.<sup>2</sup> The community of Sewell, New Jersey is named for him. Sewell is an unincorporated community within Mantua Township in Gloucester County. It is now served as U. S. Postal Service Zip Code 08080.

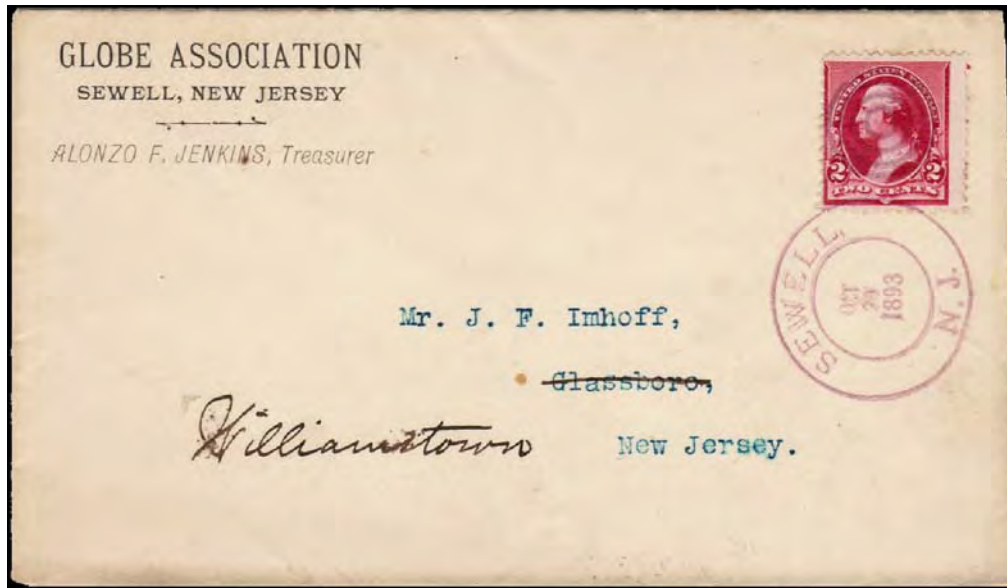


Portrait, Bureau of Printing & Engraving

**Fig. 2: William J. Sewell.**

HON. WILLIAM J. SEWELL





*Fig. 3: Cover postmarked Sewell, NJ October 28, 1893 over stamp Scott 220. Backstamped Glassborough (now Glassboro) N.J. The Sewell NJ post office was established May 21, 1884.*

William Sewell began his Civil War service as a Captain with the 5<sup>th</sup> New Jersey Volunteer Infantry on August 28, 1861. He was promoted to lieutenant colonel on July 7, 1862, and colonel on January 6, 1863. Sewell commanded a brigade at the Battle of Chancellorsville, Virginia, where he was wounded. He was awarded the Medal of Honor in 1896 for his actions. Sewell was the only officer to be awarded the Medal of Honor while in command of a New Jersey regiment.

After the war, Sewell worked in the railroad industry in New Jersey before being elected to the state senate, serving from 1872 until 1881, and as the senate's president in 1876 and from 1879 to 1880. Subsequently, he was elected to the United States Senate as a Republican and served from March 4, 1881, to March 4, 1887. He was an unsuccessful candidate for reelection in 1887, 1889 and 1894, but was again elected to the United States Senate in 1895, serving from 1895 until his death in 1901.

He was also President of the West Jersey & Seashore Railroad Company, a post he held until his death. Sewell died of complications from heart disease and diabetes on December 27, 1901, at age 66. He was buried in Harleigh cemetery, in Camden New Jersey. His grave is marked by a cross designed by sculptor Alexander Milne Calder, a Scottish American sculptor best known for his architectural sculpture of Philadelphia City Hall. Calder was the grandfather of the famous American sculptor, Alexander "Sandy" Calder.<sup>2</sup>

### **Rails Into South Jersey**

While railroad construction in the state's northern areas was developed for reasons of hauling freight, and later passengers, to and from markets, the first railroad in south Jersey appeared as a result of a plan to develop a vacation spot. A brief history of the two railroads mentioned in the letterhead is of interest.

### **The Camden and Atlantic Railroad**

This railroad was granted its charter by the State of New Jersey on March 9, 1852. The line was built from Camden to Atlantic City via Berlin and operated its first train from Camden to Absecon on July 1, 1854. The bridge to Atlantic City was completed in 1855. *The U.S. Transit Marking Catalog* number is route 256. The Pennsylvania Railroad purchased the Camden and Atlantic Railroad in 1883.<sup>3</sup> This line is currently used for passenger service by PATCO and NJ Transit's Atlantic City Line.

### **The West Jersey Railroad**

The West Jersey Railroad (WJ) was granted its charter by the State of New Jersey on February 5, 1853 to build a line from Camden to Cape May. The line, with the USTMC route number 257, was built with the backing of the Camden and Atlantic railroad from Camden to Glassboro. The first 8.2 miles of the line used the abandoned right-of-way built by the Camden and Woodbury railroad and completed in 1857. The section from Woodbury to Glassboro was built in the 1860s. The Millville and Glassboro Railroad was chartered in 1859 and merged into the West Jersey Railroad in 1868. The West Jersey railroad was taken over by lease in 1871 by the United New Jersey Railroad and Canal Company, which was controlled by the Pennsylvania Railroad.<sup>4</sup>

In an attempt to streamline its southern New Jersey operations, the PRR consolidated the Camden and Atlantic with the West Jersey Railroad, and several other railroads to form the West Jersey and Seashore Railroad Company on February 28, 1896.<sup>5</sup> In 1933 it was reassigned to the Pennsylvania-Reading Seashore Lines, with USTMC route number 249. The connection to Cape May was not made until 1898 by the Atlantic City Railroad (former Philadelphia and Atlantic City Railway). The route was through Winslow Junction and Tuckahoe. The former West Jersey Railroad Company mainline is now South Jersey/Philadelphia Shared Assets Operations Vineland secondary freight rail line. The northern section is slated to become the light rail Glassboro-Camden Line. Glassboro is the home of Rowan University.



***Fig. 4: Former West Jersey & Seashore Line freight station, Glassboro, N.J. Station was built in 1863 and renovated in 2015.***

Photo by the author, April 10, 2016.

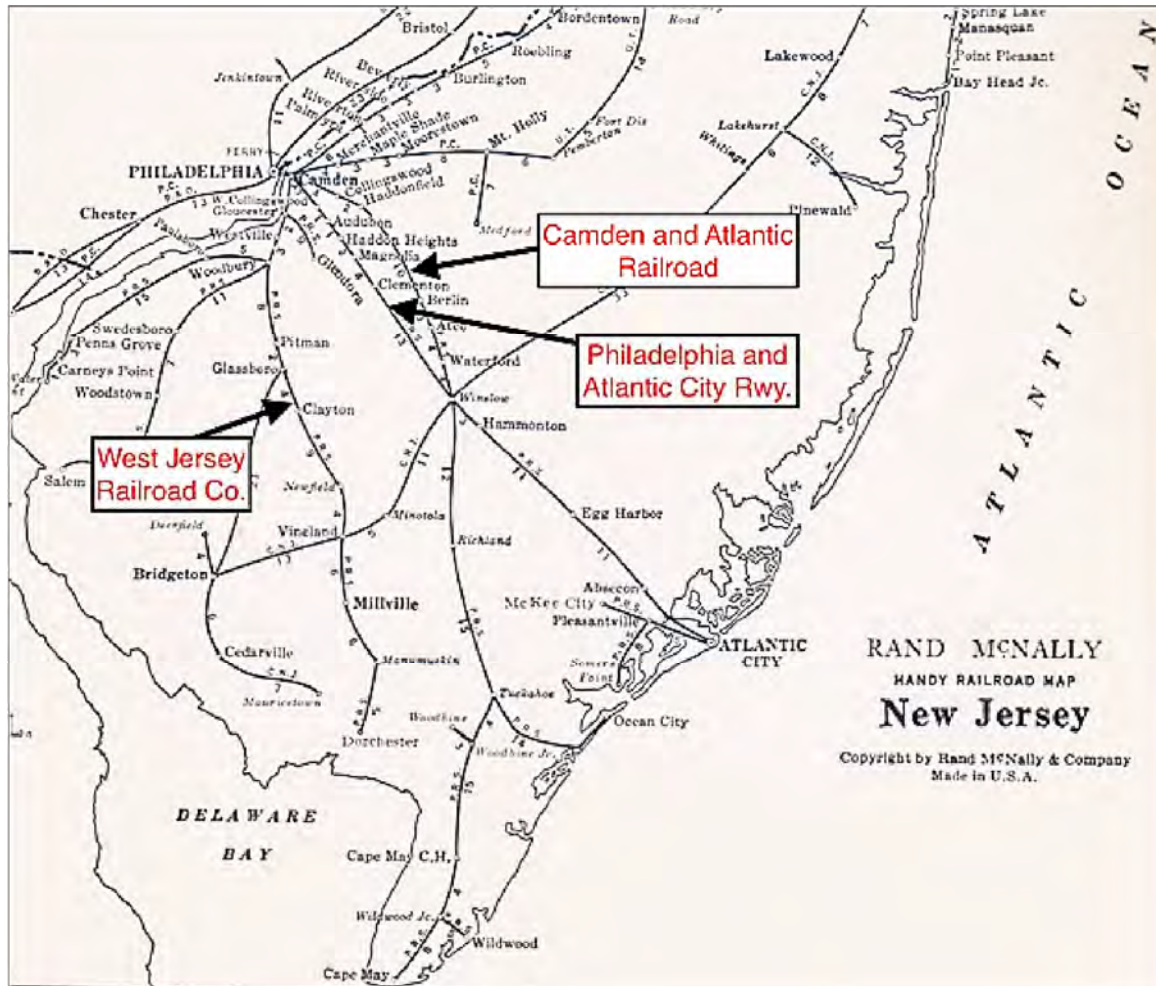


Fig. 5: Map shows some of the rail lines mentioned in this article, after they were taken over by the Pennsylvania-Reading Seashore Lines.<sup>6</sup>

Shown below is the railroad pass mentioned in the letter, issued May 10, 1894. It is for a round-trip between Camden and Bridgeton N.J. Bridgeton is a city in Cumberland County on the Cohansey River, near Delaware Bay. The pass, signed by W. J. Sewell, was apparently never used.

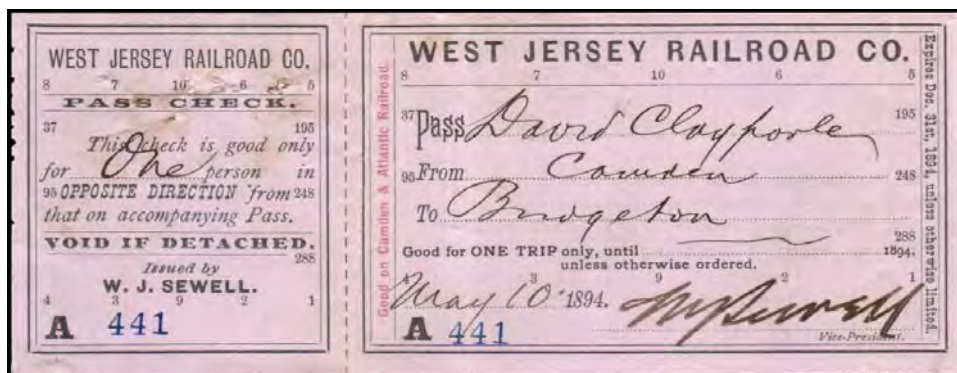


Fig. 6: Round-trip railroad pass on the West Jersey Railroad Co.



Shown in *Figure 7* is an envelope from the West Jersey and Seashore Railroad Company, Office of the Treasurer. The headquarters of the railroad was in Philadelphia. The postmark is dated March 14, 1898, during Sewell's tenure as President of the railroad. The envelope is addressed to Mrs. Caroline Goff, Eldora P. O., Cape May County, N.J. This envelope was recently purchased on Ebay for \$5.



**Fig. 7:** Cover from the West Jersey and Seashore Railroad Company. The postmark is tied to a two-cent Washington stamp, either 251 or 266 (II).

## Conclusion

Little did I know that my small purchase would lead to knowledge of such an interesting person, Medal of Honor recipient, U.S. Senator and railroad president.

## ENDNOTES:

<sup>1</sup> From the collection of Guy Paredes.

<sup>2</sup> Biography of Sewell on Wikipedia at [https://en.wikipedia.org/wiki/William\\_Joyce\\_Sewell](https://en.wikipedia.org/wiki/William_Joyce_Sewell) 4/8/2018.

<sup>3</sup> Frederick D. Mac Donald, *Catalog of New Jersey Railway Postal Markings* (New Jersey Postal History Society, Holmdel, N.J. 1984), p. 106.

<sup>4</sup> Mac Donald, *op cit.*, p. 110.

<sup>5</sup> Mac Donald, *op cit.*, p. 106.

<sup>6</sup> Rand McNally *Handy Railroad Atlas of the United States*, Simmons-Boardman Publishing Corp., New York, N.Y., p. 32.

## SHIP COVERS RELATING TO THE IRAN/IRAQ TANKER WAR & REFLAGGED KUWAITI TANKERS, 1987-88<sup>1</sup>

“The Kuwaiti fleet reads like a road map of southern New Jersey”

By Captain Lawrence B. Brennan, U.S. Navy Retired<sup>2</sup>

Thirty years ago there was a New Jersey connection to the long-lasting Iran-Iraq War. That eight years of conflict was one of the longest international two-state wars of the 20<sup>th</sup> century, beginning in September 1980 and effectively concluding in a truce in August 1988.

The primary and bloody land war between Iran and Iraq began during the Iranian Hostage Crisis. The Shah had left Iran and that year the USSR invaded Afghanistan. The conflict expanded to sea and involved many neutral nations whose shipping came under attack by the combatants. The parties' intent was to damage their opponents' oil exports and revenues and decrease world supplies. Some suggested that Iran and Iraq wanted to draw other states into the conflict.

An Iranian source explained the origin of the conflict at sea.

The tanker war seemed likely to precipitate a major international incident for two reasons. First, some 70 percent of Japanese, 50 percent of West European, and 7 percent of American oil imports came from the Persian Gulf in the early 1980s. Second, the assault on tankers involved neutral shipping as well as ships of the belligerent states.<sup>3</sup>

The relatively obscure first phase began in 1981, and the well-publicized second phase began in 1984.

New Jersey, half a world away from the Persian (Arabian) gulf, became involved when the United States agreed to escort Kuwait tankers in an effort to support a friendly nation and keep the international waters open. Kuwait, along with Saudi Arabia, tilted towards Iraq.

The Iranian document continues:

Iraq began ignoring the moratorium soon after it went into effect and stepped up its air raids on tankers serving Iran and Iranian oil-exporting facilities in 1986 and 1987, attacking even vessels that belonged to the conservative Arab states of the Persian Gulf. Iran responded by escalating its attacks on shipping serving Arab ports in the Persian Gulf. As Kuwaiti vessels made up a large portion of the targets in these retaliatory raids, the Kuwaiti government sought protection from the international community in the fall of 1986. The Soviet Union responded first, agreeing to charter several Soviet tankers to Kuwait in early 1987.

Washington, which had been approached first by Kuwait and which had postponed its decision, eventually followed Moscow's lead. United States involvement was sealed by the May 17, 1987, Iraqi missile attack on the USS Stark, in which thirty-seven crew members were killed. Baghdad apologized and claimed that the attack was a mistake. Ironically, Washington used the Stark incident to blame Iran for escalating the war and sent its own ships to the Persian Gulf to escort eleven Kuwaiti tankers that were "reflagged" with the American flag and had American crews. Iran refrained from attacking the United States naval force directly, but it used various forms of harassment, including mines, hit-and-run attacks by small patrol boats, and periodic

stop-and-search operations. On several occasions, Tehran fired its Chinese-made Silkworm missiles on Kuwait from Al Faw Peninsula. When Iranian forces hit the reflagged tanker Sea Isle City in October 1987, Washington retaliated by destroying an oil platform in the Rostam field and by using the United States Navy's Sea, Air, and Land (SEAL) commandos to blow up a second one nearby.

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In early 1988, the Persian Gulf was a crowded theater of operations. At least ten Western navies and eight regional navies were patrolling the area, the site of weekly incidents in which merchant vessels were crippled. The Arab Ship Repair Yard in Bahrain and its counterpart in Dubai, United Arab Emirates (UAE), were unable to keep up with the repairs needed by the ships damaged in these attacks.<sup>4</sup>



Fig. 1: Shipping lanes in the Persian Gulf.

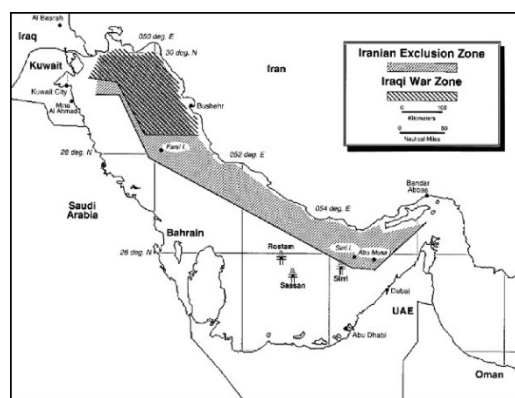


Fig. 2: Iran & Iraq war zones in the Persian Gulf.<sup>5</sup>

## Operation Earnest Will

President Ronald Reagan's May 29, 1987 address following the Stark incident announced the commencement of U.S. Navy's largest protection of merchant ships since World War II. The Arabian (Persian) Gulf became an international war zone, where the primary targets were neutral tankers which were subject to mining and attacks. The President cited freedom of navigation and opposition to the Soviet Union. His words marked a decision to reflag eleven Kuwaiti oil tankers and begin military naval escorts through the Persian Gulf: Operation Earnest Will.

The *Washington Post* on June 17, 1987 summarized the renaming of the tankers when they came under US flag.

### JERSEY SHORE NAMES TO ADORN REFLAGGED KUWAITI TANKERS

By Bob McHugh June 17, 1987 WASHINGTON POST

Kuwaiti tankers reflagged under U.S. colors will also get new names, officials said yesterday, with maritime monikers including Surf City, Ocean City and Sea Isle City -- all borrowed from resort towns in New Jersey.

The plan to rechristen the Persian Gulf ships with the seashore names prompted one Garden State lawmaker, Rep. William J. Hughes (D), to tell colleagues, "All of a sudden, the Kuwaiti fleet reads like a road map of southern New Jersey."

The Reagan administration has proposed reflagging 11 oil tankers to protect them from attack in the Iran-Iraq war. The policy, which may also include U.S. Navy escorts, has drawn congressional criticism.



Under the plan, four of the reflagged tankers will get New Jersey names, according to a House report. They'll shift from Arabic names such as Al Rekkah and Casbah to Surf City, Ocean City, Sea Isle City and Bridgeton.

Other tankers are proposed to become the Chesapeake City, Middleton, Townsend, Gas Queen, Gas Princess, Gas King and Gas Prince.

According to the House Merchant Marine and Fisheries Committee report, ownership -- originally Kuwaiti -- would be transferred to a Dover, Del., corporation, the Chesapeake Shipping Co.

U.S. law requires any ship under the American flag to be owned by Americans, said Coast Guard spokesman Nicholas Sandifer. He said the Coast Guard is awaiting bills of sale to prove the Kuwaiti vessels have been transferred.

How the new names were chosen remains a mystery. Gene Miller, the Washington-based lawyer for Chesapeake Shipping, said he is unsure who proposed them.

Sandifer of the Coast Guard said the ships' new owner has no legal obligation to change the names.

Hughes said he has been unable to find out why the New Jersey names were picked.

"I don't mind the added publicity, and I'm sure our communities won't either," he said. But he wondered if the publicity might turn sour -- the same risk some members of Congress have noted with the Persian Gulf policy.<sup>6</sup>

Nearly a month later, the *Los Angeles Times* reported:

**Navy to Begin Escorting Kuwaiti Tankers July 22**

**July 15, 1987|JAMES GERSTENZANG AND JOSH GETLIN | Times Staff Writers**

WASHINGTON — U.S. Navy vessels will begin protecting Kuwaiti oil tankers in the Persian Gulf on July 22, Adm. William J. Crowe Jr., the chairman of the Joint Chiefs of Staff, told House and Senate leaders Tuesday.

Crowe disclosed the information in a Capitol Hill briefing, House Armed Services Committee Les Aspin (D-Wis.), who attended the meeting, said. He quoted Crowe as saying that the first Kuwaiti ship will be escorted next week, a second will be escorted Aug. 6 and three more will receive U.S. protection later in the same month.

The Administration has decided to go slowly with the plan for "operational reasons," Aspin said. He added that White House officials did not say when Kuwait's remaining six tankers would receive U.S. protection.

Defense Secretary Caspar W. Weinberger, Secretary of State George P. Shultz and National Security Adviser Frank C. Carlucci also attended the meeting.

The timing of the operation has become a key issue in recent weeks as members of Congress have sought to delay the escorts, which the Administration says are designed to underscore its commitment to keeping open international shipping lanes in the gulf. Many fear for the safety of U.S. servicemen in the region, where Iran and Iraq have been at war for almost seven years, and where 37 U.S. sailors were killed in May when a U.S. frigate, the *Stark*, was attacked by an Iraqi jet.

Although no specific date had been set for the operation, which was originally scheduled to begin in June, it had been delayed several times. Administration officials have

attributed the postponements to military preparations and the time-consuming process of re-registering the Kuwaiti vessels under the American flag.

Kuwait, which has backed Iraq financially and militarily, sought the protection for its tankers last winter in the face of Iranian attacks on its shipping in the gulf and reported Iranian efforts to mine Kuwaiti waters.

White House spokesman Marlin Fitzwater, addressing another factor in the escort plan, told reporters Tuesday that the United States had received "final approval" from Saudi Arabia for its assistance in providing aerial reconnaissance from airborne warning and control system (AWACS) aircraft, operated jointly by U.S. and Saudi crews.

The House approved a non-binding resolution last week asking the Administration to delay the policy for 90 days. In the Senate, however, Democrats failed for the third time Tuesday to force a vote on a non-binding resolution that urges the Administration to delay the protection operation. ....<sup>7</sup>

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Iran attacked ships serving the Arab side of the Gulf to intimidate the Gulf States supporting Iraq as well as to reduce Iraq's imports. It was analogous to a blockade which generally is offensive to the high seas freedoms enjoyed by neutral nations.

In 1981 Iraq started the tanker war in the Gulf by initiating attacks on ships steaming to or from Iranian ports at the extreme northern end of the Gulf. This continued for nearly three years without a parallel Iranian response at sea. In March 1984, Iraq increased the rate of its attacks and expanded their geographic scope by attacking ships serving more southerly Iranian points, particularly the oil-loading complex at Kharg Island. Two months later, Iran initiated its own attacks, and the tanker war became a two-way affair.

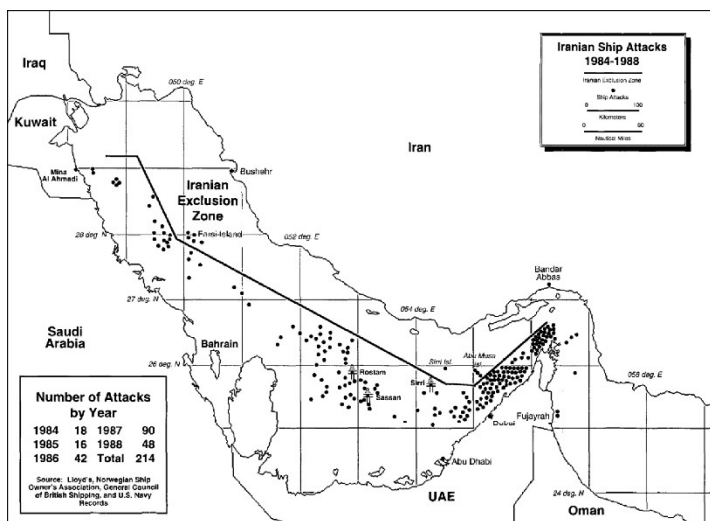


Fig. 3: Number of attacks in the Gulf, by year. <sup>8</sup>

The Iraqi mine attack occurred near Kuwait, within a day of the Iraqi attack on USS *Stark* (FFG 31). The victim of the mining was one of three Soviet-flag ships chartered by Kuwait. Mining accounted for few attacks in 1987.

The Reagan administration worked out the basic details of the plan to escort the reflagged tankers in talks with Kuwait in the early months of 1987. The administration informed Congress and then the public about the operation in the latter part of March, and initiated the first convoy on 21-22 July. The war was ended about 13 months later. By the end of the year, 23 escorted transits involving a total of 56 ships were reported to have been completed. The above-normal cost of U. S. operations in and around the Gulf (which include, but are not limited to, the escorting of the reflagged Kuwaiti tankers) was estimated at \$69 million for fiscal year 1987, and \$10 million to \$15 million per month in fiscal year 1988.

Operation Earnest Will (24 July 1987 – 26 September 1988) was the protection of Kuwaiti-tankers (now owned and reflagged by the U.S.) from Iranian attacks years into the Tanker War. It was the largest naval convoy operation since World War II. The ships used in Operation Earnest Will consisted mostly of Battleship Battle Groups, Carrier Battle Groups, Surface Action Groups, and ships from the Third, Sixth, and Seventh Fleets.

Also, this was the first tactical operation of the US Special Operations Command (USSOCOM) that involved Navy SEALs, Special Boat Units, and 160th Special Operations Aviation Regiment (Airborne) ("Nightstalkers") aviators.

### MT Bridgeton Incident

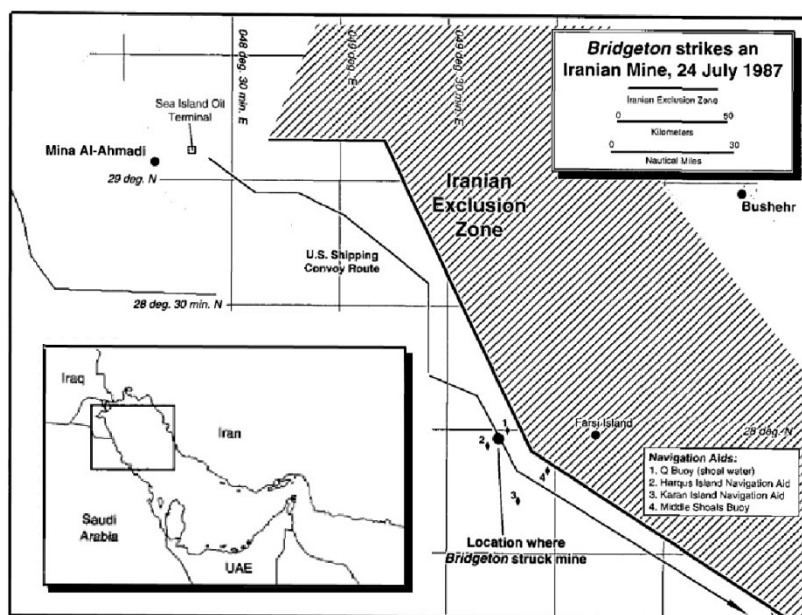


Fig. 4: Bridgeton's convoy route and the place it was hit.<sup>9</sup>

During the first escort mission, on 24 July 1987, the Kuwaiti oil tanker *al-Rekkah*, reflagged as MT *Bridgeton* and escorted by US navy warships, struck an Iranian submarine mine planted some 20 miles west of Farsi Island the night earlier by an Iranian Revolutionary Army special unit, damaging the ship, but causing no injuries. *Bridgeton* proceeded under her own power to Kuwait, with the U.S. Navy escorts following astern to avoid mines.

The commander of the task force admitted that in spite of intelligence warnings, no one had thought it necessary to check the route for mines. Soon it was disclosed that the U.S. did not



have any minesweepers in the Persian Gulf, nor did it have any easily accessible minesweepers at all, so the escort operation was placed on hold until minesweepers would be available. The Pentagon deployed eight minesweeping RH 53 Sea Stallion helicopters, five oceangoing minesweepers, and six small coastal minesweepers.

### Subsequent Operations

During the following 14 months, many U.S. warships took up escort duties. At one point, more than 30 warships supported the operations.



Fig.5: MH-60 landing on Hercules.<sup>10</sup>

### Operation Prime Chance

Operation Earnest Will overlapped with Operation Prime Chance, a largely secret effort to stop Iranian forces from attacking Persian Gulf shipping. Despite the protection offered by U.S. Navy vessels, Iran used mines and small boats to harass the convoys steaming to and from Kuwait, a principal ally of Iraq. Special Boat Teams with six Mark III Patrol Boats and two Navy SEAL platoons were deployed. The Middle East Force converted two oil service barges, *Hercules* and *Wimbrown VII*, into mobile sea bases. These vessels were moored in the northern Persian Gulf, allowing special operations forces to thwart clandestine Iranian mining and small boat attacks.

On 21 September 1987 MH 6 and AH 6 launched from USS *Jarrett* (FFG 33) and USS *Klakring* (FFG 42) to track the Iranian ship, *Iran Ajr*. The helo crews watched *Iran Ajr* turn off its lights and begin laying mines. After receiving permission to attack, the helicopters fired guns and rockets, stopping the ship. *Iran Ajr*'s crew continued to push mines over the side, and the aircraft resumed firing until the crew abandoned ship. At first light, a SEAL team, assisted by Special Boat Teams, boarded the vessel and discovered nine mines on the vessel's deck, as well as a logbook revealing areas where previous mines had been laid. USS *Hawes* (FFG 53) towed the mine layer (a converted tank landing craft) to the Iran-Iraq war zone. Explosive Ordnance Disposal technicians from EOD Mobile Unit 5 scuttled the vessel the following day. The logbook implicated Iran in mining international waters. Special operations forces launched three Little Bird aircraft and two patrol craft to the buoy. The aircraft arrived first and were fired upon by three Iranian boats anchored near the buoy. In a short but intense firefight, the aircraft sank all three boats. The captured and wounded Iranians were later taken aboard the USS *Guadalcanal* LPH-7 for treatment, and later transported to an undisclosed location for interrogation.

## Operation Nimble Archer



**Fig. 6: Rostam, one of two Iranian oil platforms set ablaze after shelling by US destroyers.**

On 15 October, the reflagged U.S. tanker *Sea Isle City* was struck by an Iranian Silkworm missile while anchored near the oil terminal outside Kuwait City. Seventeen crewmen and the American captain were injured in the attack. On 18 October, the U.S. Navy responded. Four ships shelled two oil platforms in the *Rostam* oil field. After the shelling, USS *Thach* (FFG 43) landed a SEAL platoon and a demolition unit that planted explosives on one of the platforms to destroy it. The SEALs next boarded and searched a third platform two miles away where documents and radios were captured for intelligence.

On 14 April 1988, 65 miles east of Bahrain, USS *Samuel B. Roberts* (FFG 58) struck a mine causing significant hull damage; 10 crewmen were injured. On 18 April, U.S. forces launched Operation Praying Mantis, attacking the Iranian frigates *Sabalan* and *Sahand* and oil platforms in the Sirri and Sassan oil fields. After U.S. warships bombarded the *Sirri* platform and set it ablaze, a UH-60 helicopter with a SEAL platoon flew toward the platform but was unable to get close enough because of the roaring fire. Secondary explosions soon wrecked the platform.

Admiral A. N. Langston, US Navy, Retired, described the strikes he led to sink an Iranian warship.

Shortly after takeoff, [on 18 April] the Battle Group air intelligence officer (E-2) alerted us and the carrier of indications that a Saam-class frigate in Banbar Abbas was getting underway. We were already approaching Strait of Hormuz when the signals collection aircraft from VAQ-135 informed me they confirmed a Saam frigate electronic emission at a 2:00 position. My B/N confirmed radar contact and forward-looking infrared imagery (FLIR) of possibly the frigate *Sabalan* coming out of port at Bandar Abbas making about thirty knots. It was difficult getting a visual to sufficiently identify the ship because of the milk bowl low horizontal visibility in the Gulf.

Positive identification was mandatory. I made the decision to fly close aboard the ship to visually ID it even though we would be vulnerable to attack. I put the A-6 in steep dive five miles astern of the target ship leveling out below 100 feet elevation at 500 knots. As we approached about a mile astern, the ship opened up with AAA and possibly shoulder-fired anti-aircraft missiles or rocket-propelled grenades.



*Fig. 7: Iranian frigate IS Sahand (74) burns after being attacked by aircraft of Carrier Air Wing 11 from the nuclear-powered aircraft carrier USS Enterprise (CVN 65), in retaliation for the mining of the guided missile frigate USS Samuel B. Roberts (FFG 58). The ship was hit by three Harpoon missiles plus cluster bombs. (USN Photo # DN-SN-89-3122)*

We went by the ship's port side at deck level which had Sabalan's number on its hull. Bright AAA muzzle flashes and tracers passed behind us as the Iranian gunners failed to lead their shots.

We egressed out twenty miles, called the E-2 on positive ID and told them to pass to the Enterprise: 'launch the Strike Group.' I then came up UHF Guard channel and told the Sabalan that they had five minutes to abandon ship because I was going to sink them.

We didn't see anyone abandoning ship after ten or so minutes, so we made a Harpoon attack. The missile failed to launch so we had to go out again reset all the ordnance switches and make another run. This time, the missile locked on and launched correctly. We watched the Harpoon skim low on the water and impact the frigate behind the bridge. Fire and billowing black smoke came from the explosion and the ship went dead in the water. We made another attack run with the Skipper rocket assisted bombs and a laser guided bomb.

By this time, I could hear the Walleye-equipped A-7s calling in hot followed by the A-6 calling out the Harpoon attack. One Walleye hit the front gun turret in a massive explosion, knocking it partially off the deck. Subsequent hits put the ship further ablaze as the remaining four A-7s rolled in with their strings of 500-pound bombs. The ship remained on fire and listed heavily but did not sink as the attack ended and the strike group egressed.

As we climbed back to altitude en route back to Enterprise, I heard the E-2 report another frigate coming out of Bandar Abass at high speed behind the track of what I thought was the Sabalan. One of the A-6 SUCAP aircraft flew overhead it and took fire from the frigate. In accordance with the rules of engagement calling for immediate retaliation, the A-6 attacked with 500 pound LGB hitting the ship right at the stack. They saw flames and smoke explode from the impact and the ship went dead in the water. The ship had the Hull number of the Sahand. The A-6 called on UHF Command Net asking permission to



continue the attack to sink the frigate. This transmission was heard by Admiral Less, the War Room in the Pentagon and the White House Crisis Room with President Reagan listening. President Reagan intervened and told Admiral Crowe to call off the attack saying the Iranian<sup>2</sup>s had enough for one day.

It wasn't until we got back to the ship later that night that [we learned] the Sahand was the ship hit by the War at Sea Strike and the Sabalan was the Frigate hit by the single LGB. It took the Sahand several hours into the evening before it rolled over and went to the bottom.<sup>11</sup>

Iranian attacks on neutral ships dropped drastically. On 3 July 1988, USS *Vincennes* shot down Iran Air Flight 655 over the Strait of Hormuz after mistaking the delayed flight for an Iranian F-14. All 290 passengers and aircrew aboard the Airbus A300B2 died.

Iran agreed to a ceasefire on 18 July 1988 and a permanent end to hostilities on 20 August 1988, ending its eight-year war with Iraq. On 26 September 1988, USS *Vandegrift* escorted the operation's last tanker to Kuwait. The remaining SEALs, patrol boats, and helicopters then returned to the U.S.

In 1993, the World Court ruled that U.S. attacks on Iranian oil platforms in 1987-1988 were not justifiable as self-defense, but the United States did not violate the controlling treaty with Iran. One legal scholar observed:

[T]he International Court of Justice (ICJ or Court), the principal judicial organ of the United Nations located in The Hague, The Netherlands, ruled, by 14 votes to two, that a series of retaliatory attacks by the U.S. Navy against certain Iranian oil platforms in the Persian Gulf in 1987 and 1988, although constituting an unlawful use of force, did not violate a 1955 commerce treaty between the U.S. and Iran since the attacks did not adversely affect freedom of commerce between the territories of the parties. The judges from Egypt and Jordan dissented. The ICJ also rejected, by 15 votes to one, the U.S. counterclaim seeking a finding of Iran's liability for interfering with the freedoms of commerce and navigation in the Gulf by attacking ships through missiles and mines. The judgment, which comes at a time when the requirements for the use of force are hotly debated among UN member states, includes important statements regarding [the legal] limits on the use of force, including the criteria of necessity and proportionality.<sup>12</sup>

Two years after the ceasefire, Iraq invaded and captured Kuwait. The United States led the "coalition of the willing" and began Operation Desert Shield to protect other Arab Moslem States from attack and in early 1991 commenced Operation Desert Storm to liberate Kuwait by defeating Iraq. Nearly half a century ago the British Empire retreated from East of Suez and the United States assumed effective responsibility of leadership and defense in much of the Middle East and beyond. The United States and the US Navy have been involved in continuous presence and hostilities in those foreign waters since Iran captured the US embassy in Teheran and seized the US hostages in November 1979.



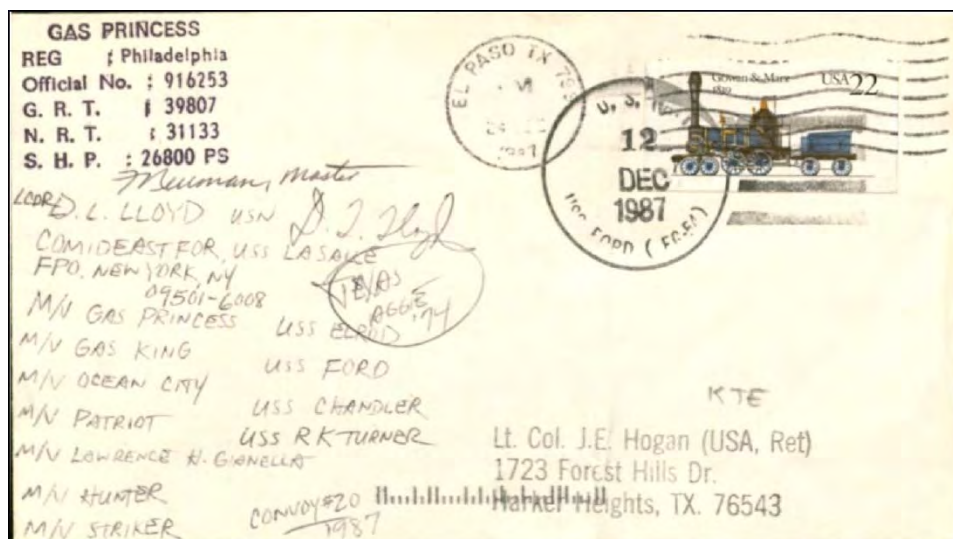
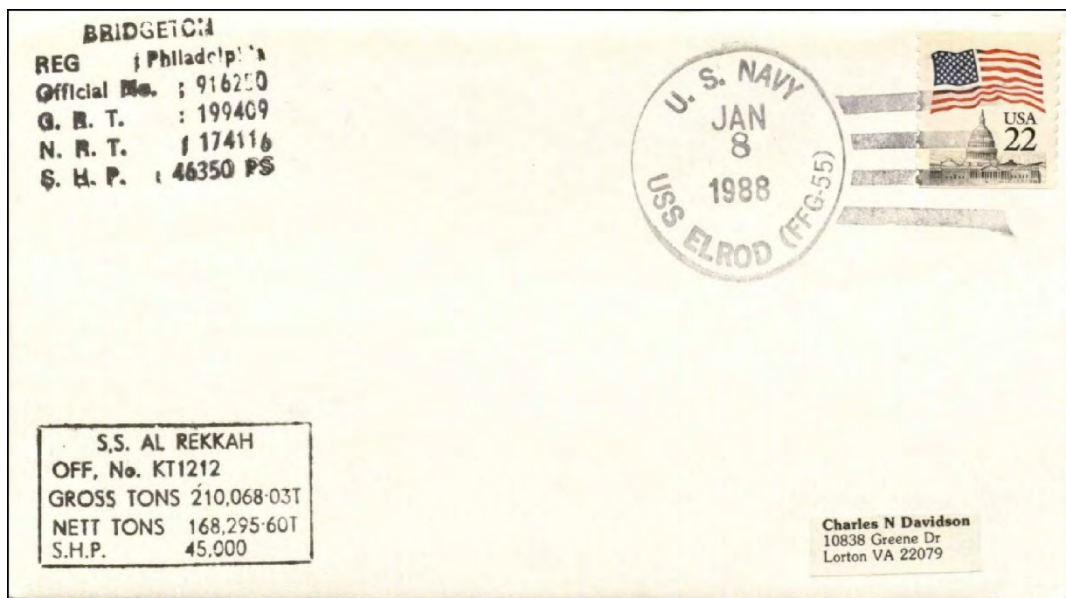


Fig. 10: A Convoy #20 1987 naval cover with a MT Gas Princess handstamp with the ship's rubber stamp showing her hailing port, Philadelphia, official number, details: gross and registered tonnage and shaft horsepower. It bears the handwritten return address of "LCDR D. D. Lloyd, USN, Commander, US Mideast Force, USS LaSalle, FPO, New York, NY 09501-6008 followed by the handwritten names of four warships, USS Elrod (FFG 55), USS Ford (FFG 54), USS Chandler (DDG 996), and USS Richmond K. Turner (CG 20), as well as seven merchant ships, Gas Princess, Gas King, Ocean City, Patriot, Lawrence H. Gianella [MSC ship], Hunter, and Striker. It bears a USS Ford (FFG-54) hand cancel dated 12 December 1987 during its service as part of Operation Earnest Will, and a 22¢ US commemorative stamp at the domestic rate and an El Paso Dec. 24 machine transit cancel, which it seems to have received on its way to Harker Heights (north of Austin), Texas.

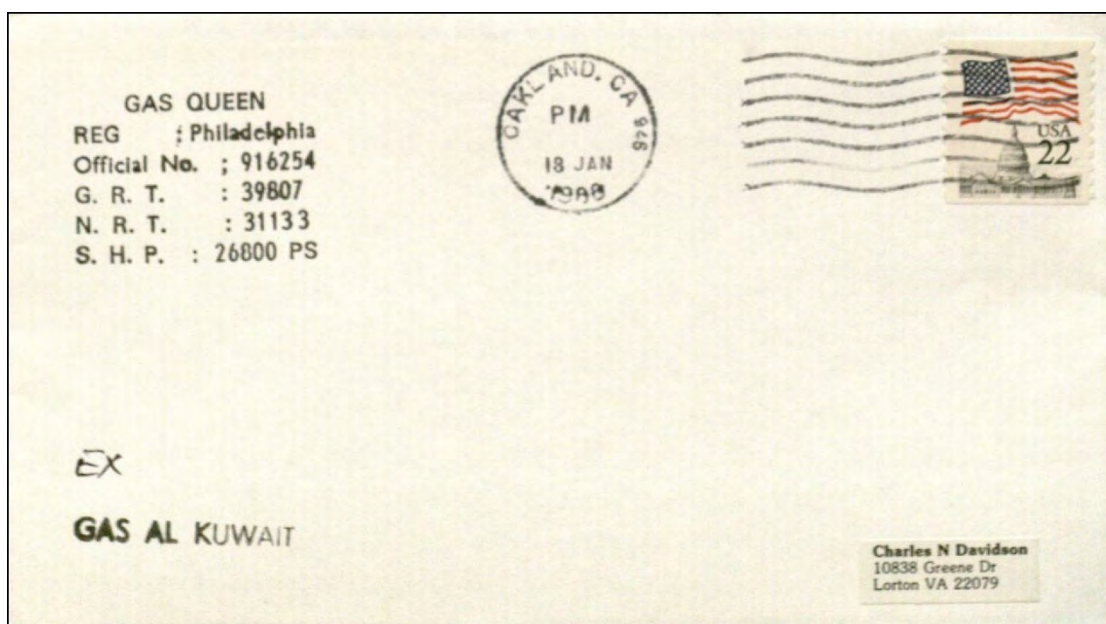


Fig. 11: A naval cover with MT Gas King with the ship's rubber stamp showing her hailing port, Philadelphia, official number, details: gross and registered tonnage and shaft horsepower. It bears a USS Okinawa (LPH 3) hand cancel dated 23 December 1987. (Okinawa was deployed to the Persian Gulf in support of mine sweeping operations from 7 October 1987 to 7 April 1988).<sup>13</sup> It carries a US definitive stamp at the domestic rate.





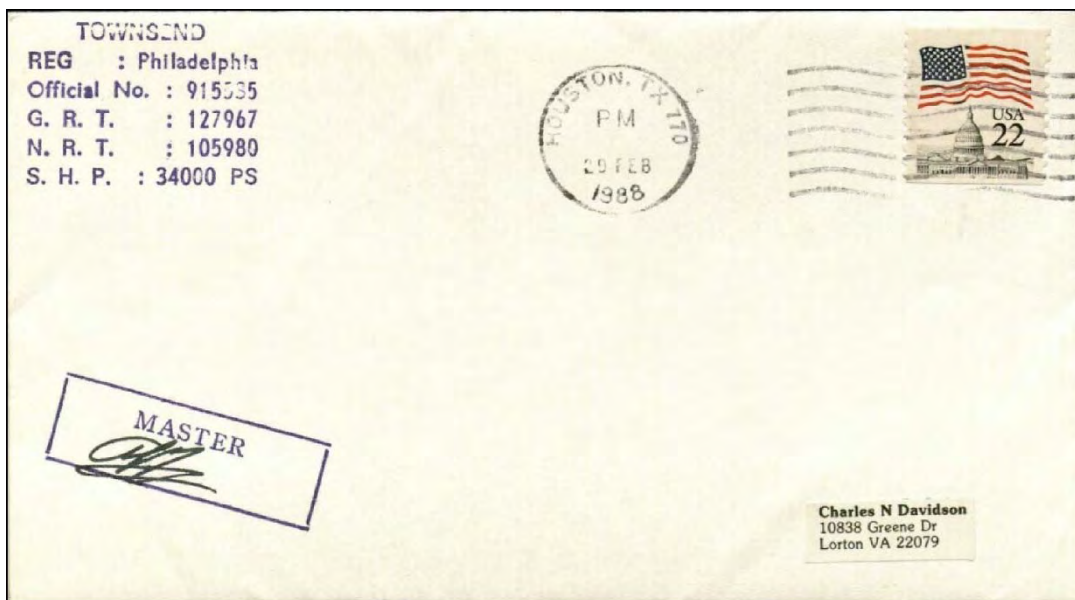
*Fig. 12: A cover with a MT Bridgetown handstamp with the ship's rubber stamp showing her hailing port, Philadelphia, official number, details: gross and registered tonnage and shaft horsepower. The lower rectangular box bears the ship's prior name, S.S. Al Rekkah, Kuwaiti Official Number and details. N.B. The discrepancies between the details in both boxes. It has a USS Elrod (FFG 55) hand cancel dated 8 January 1988 and a US definitive stamp at the domestic rate.*



*Fig. 13: A cover from MT Gas Queen with the ship's rubber stamp showing her hailing port, Philadelphia, official number, details: gross and registered tonnage and shaft horsepower. The lower straight line marking is her prior name, Gas Al Kuwait. It was posted in Oakland, and bears an Oakland, California machine cancel dated 18 January 1988 and a US definitive stamp at the domestic rate.*



*Fig. 14: A cover from MT Gas Princess with the ship's rubber stamp showing her hailing port, Philadelphia, official number, details: gross and registered tonnage and shaft horsepower. It bears a multiple straight line cancel obliterating the stamp, an inverted Singapore machine post meter in lieu of a cancel dated 26.1.88 paying the postage, and a US domestic rate definitive stamp, obliterated and not part of the postage*



*Fig. 15: A cover from MT Townsend with the ship's rubber stamp showing her hailing port, Philadelphia, official number, details: gross and registered tonnage and shaft horsepower. The lower rectangular box bears the Master's illegible signature. It appears to be posted in Houston; it bears a Houston, Texas machine cancel dated 29 February 1988 (Leap Day) and a US definitive stamp at the domestic rate.*

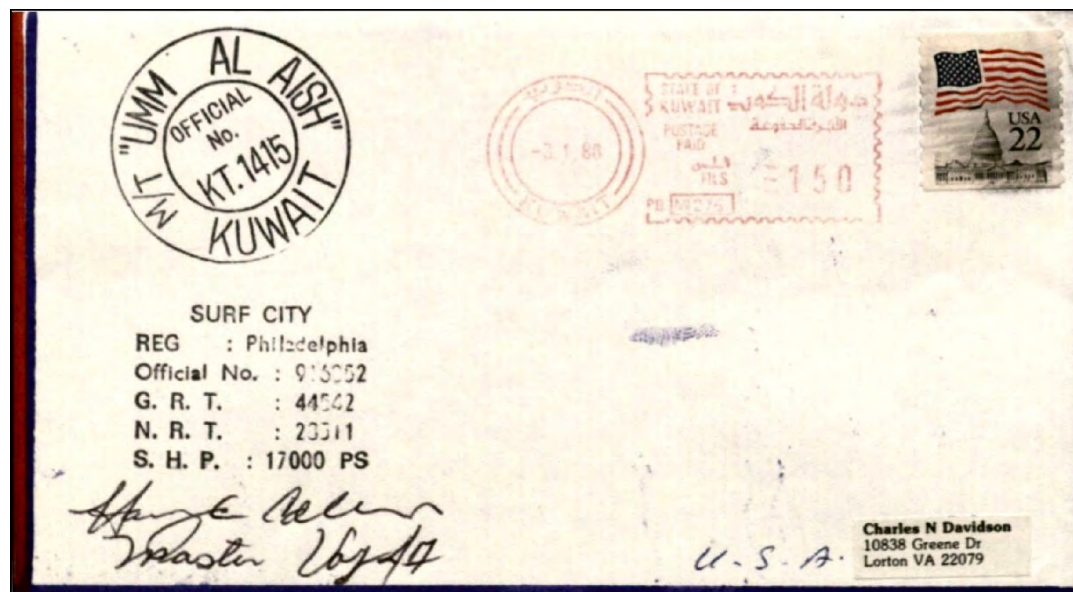


Fig. 16: A cover from MT Surf City with the ship's rubber stamp showing her hailing port, Philadelphia, official number, details: gross and registered tonnage and shaft horsepower. The upper circular marking bears her former name, M/T Umm Al Aish, and Kuwaiti Official number. The Master's signature is beneath the markings. It is cancelled with a Kuwaiti machine post meter dated 3.1.88 which pays the postage, and a US 22¢ definitive stamp at the domestic rate which is obliterated and not part of the postage payment.

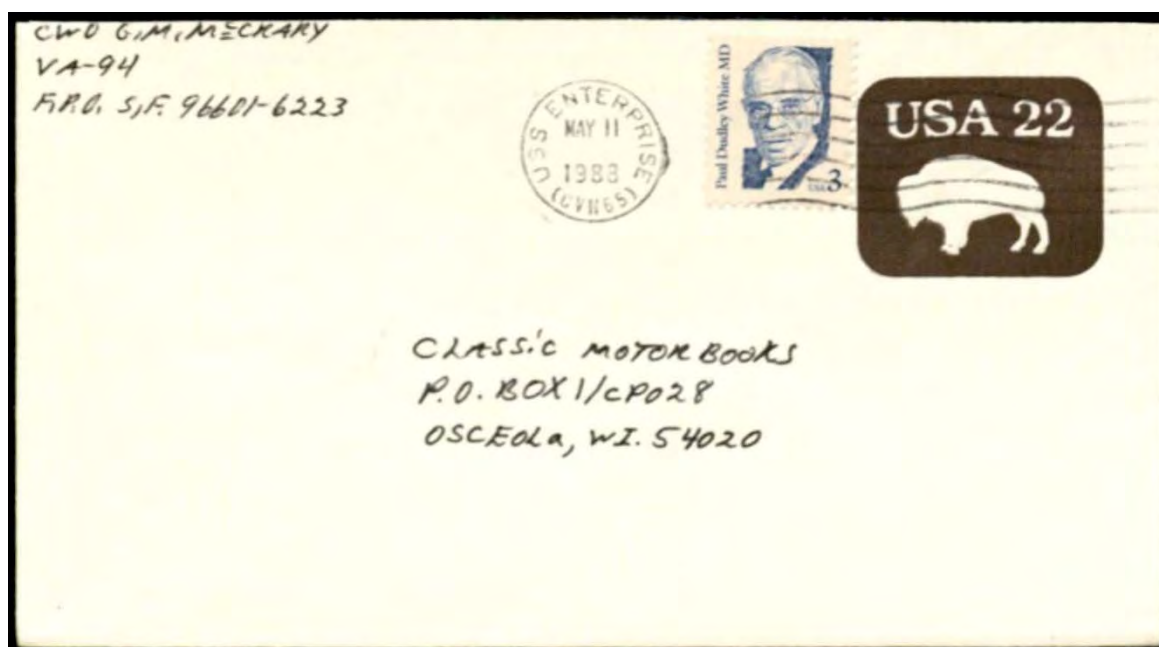


Fig. 17: A sailor's mail cover from Chief Warrant Officer G.M. McCary, Attack Squadron 94 with his handwritten return address and machine cancel from USS Enterprise (CVN 65) dated 11 May 1988 on a 22¢ embossed envelope plus a 3¢ definitive stamp at the domestic rate. Enterprise was the first nuclear powered carrier to transit the Suez Canal during this deployment, as part of Operation Earnest Will.<sup>14</sup>





Fig. 18: A naval cover from MT Ocean City with the ship's rubber stamp showing her hailing port, Philadelphia, official number, details: gross and registered tonnage and shaft horsepower. The lower circular marking bears her former name, M/T Umm Casbah, and Kuwaiti Official number. The Master's signature is beneath the markings. It bears a USS Coronado (AGF 1) hand cancel during her deployment to the Persian Gulf as command ship for Commander, U.S. Middle East Force in January 1988, and flagship for Operation Praying Mantis.<sup>15</sup> It is dated 22 May 1988, with a US commemorative stamp at the 22¢ domestic rate.

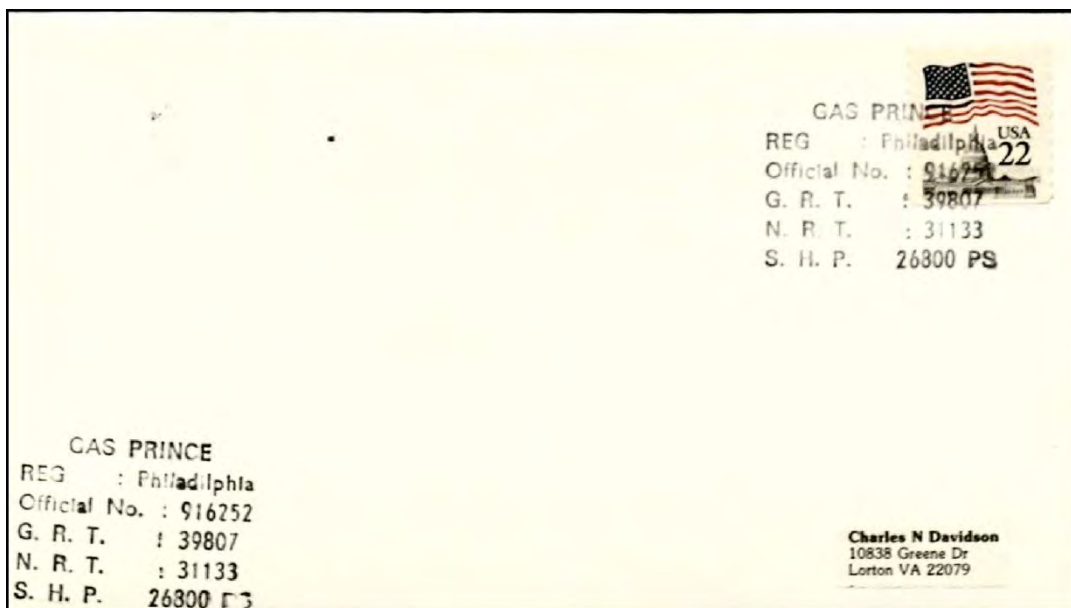


Fig. 19: A cover from MT Gas Prince with the ship's rubber stamp showing her hailing port, Philadelphia, official number, details: gross and registered tonnage and shaft horsepower. It bears a second version of the same marking in lieu of a postmark and a US definitive stamp at the 22¢ domestic rate, but no indication of mailing.

## ENDNOTES:

<sup>1</sup> Copyright MMXVIII, Lawrence B. Brennan. All legal and moral rights reserved.

<sup>2</sup> Adjunct Professor of Law, Fordham Law School; Captain, U.S. Navy retired. While serving on CNO's staff, Captain Brennan was involved in the review, analysis, and declassification of the investigation into the Airbus Shoot down. He also was a consultant to the US Department of State regarding factual and legal issues that led to the ultimate resolution of the claim by Iran for loss of the Airbus and deaths of the passengers. Nearly a decade earlier, he was the Legal Officer in USS *Nimitz* (CVN 68) when she launched the helicopters as part of the Iranian Hostage Rescue Mission. He was Navy's nominee to be the environmental war crimes prosecutor following the First Gulf War.

<sup>3</sup> [http://www.iranchamber.com/history/iran\\_iraq\\_war/iran\\_iraq\\_war3.php](http://www.iranchamber.com/history/iran_iraq_war/iran_iraq_war3.php)

<sup>4</sup> [http://www.iranchamber.com/history/iran\\_iraq\\_war/iran\\_iraq\\_war3.php](http://www.iranchamber.com/history/iran_iraq_war/iran_iraq_war3.php)

<sup>5</sup> <http://www.icj-cij.org/files/case-related/90/8632.pdf>

<sup>6</sup> <https://www.nytimes.com/1987/06/18/world/casbah-aka-ocean-city.html>

<sup>7</sup> [http://articles.latimes.com/1987-07-15/news/mn-2502\\_1\\_kuwaiti-tanker](http://articles.latimes.com/1987-07-15/news/mn-2502_1_kuwaiti-tanker)

<sup>8</sup> <http://www.icj-cij.org/files/case-related/90/8632.pdf>

<sup>9</sup> <http://www.icj-cij.org/files/case-related/90/8632.pdf>

<sup>10</sup> [https://en.wikipedia.org/wiki/File:MH-60\\_Blackhawk\\_landing\\_on\\_Hercules.JPG](https://en.wikipedia.org/wiki/File:MH-60_Blackhawk_landing_on_Hercules.JPG)

<sup>11</sup> <http://www.navyhistory.org/2017/04/operation-praying-mantis-an-enterprise-combat-mission/>

<sup>12</sup> Bekker, Pieter H. F., "The World Court Finds that U.S. Attacks on Iranian Oil Platforms in 1987-1988 Were Not Justifiable as Self-Defense, but the United States Did Not Violate the Applicable Treaty with Iran", 8 *ASIL Insights* 25, November 11, 2003. <https://www.asil.org/insights/volume/8/issue/25/world-court-finds-us-attacks-iranian-oil-platforms-1987-1988-were-not>

<sup>13</sup> [https://en.wikipedia.org/wiki/USS\\_Okinawa\\_\(LPH-3\)#Gulf\\_War](https://en.wikipedia.org/wiki/USS_Okinawa_(LPH-3)#Gulf_War)

<sup>14</sup> [https://en.wikipedia.org/wiki/USS\\_Enterprise\\_\(CVN-65\)#1980s](https://en.wikipedia.org/wiki/USS_Enterprise_(CVN-65)#1980s)

<sup>15</sup> [https://en.wikipedia.org/wiki/USS\\_Coronado\\_\(AGF-11\)](https://en.wikipedia.org/wiki/USS_Coronado_(AGF-11))

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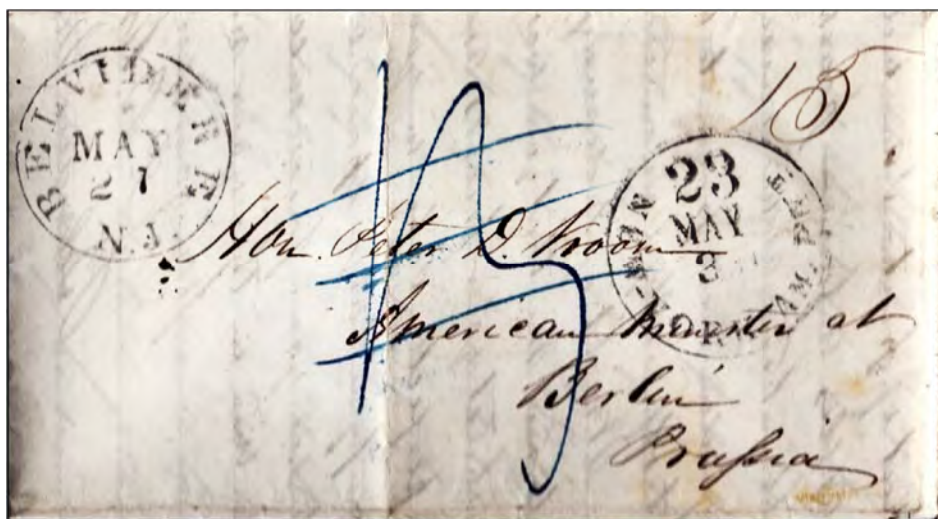
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## AN ADDITION TO THE VROOM CORRESPONDENCE

By Don Bowe & Jean Walton

John Trosky's article in the August 2017 issue of NJPH<sup>1</sup> showed an interesting letter to Peter D. Vroom, and outlined some of the history of this man who dominated much of New Jersey political history in the 1830s to 1860s, as a lawyer, senator, and New Jersey governor. I have in my collection a letter written to Vroom during the period when he was Minister to Berlin. It offers a look into the affairs of the man, as well as being a nice piece of mail sent overseas from New Jersey in 1857.

Vroom, as Trosky points out, had passed on several flattering political appointments, but in 1853, he did accept an appointment by President Pierce as Minister (ambassador) to Prussia, which took him to Berlin until 1857, along with members of his family. The letter below falls in that period, and deals almost exclusively with Vroom's business affairs in Belvidere, the county seat of Warren County.



*Fig. 1: Letter addressed to Hon. Peter D. Vroom, American Minister at Berlin, Prussia. It was sent from Belvidere on May 27 (1857), and shows a New York Am. Pkt marking on May 3?, The charges shown are 15 in upper right, 23 on the American packet cancel (closed mail to Aachen, Belgium), and what I think is a Belgian marking, crossed out.<sup>2</sup>*



*Fig. 2: Back markings on this cover – these all appear to be Aachen markings, indicating its arrival on June 12, and departure [AUSG(ang)] on June 13. The blue marking may be a (missing) Berlin receiver.*



The markings make it likely that date of the packet cancel is May 30, as that would have been a Saturday in 1857, the day of departure for the American Packet *Arago* of the Havre Lines, which held a mail contract to provide service eastbound to Europe on a once a month basis. *Figure 2* also shows the docketing on this cover, which reads A/C No. 4/ P.B. Kennedy ~ Belvidere/ May 27, 1857/ In hand \$267.11.

P(hineas) B. Kennedy,<sup>3</sup> the writer, was a friend and lawyer who monitored Vroom's Belvidere affairs and submitted a report to him annually of his business affairs in the Belvidere area (this being No. 4) while he was out of the country. The Belvidere Manufacturing Company was, at the time, one of the growing industries in Belvidere, a town that had great hopes for its future.

It is hard to imagine a town more isolated and bypassed by modern New Jersey – it is off the main road, and not even Route 46 – the main east-west artery in northern New Jersey before the I-80 Interstate was built – entered its confines. And yet in the 1850s, Belvidere pinned its hopes to the water power available to it from the Pequest, where it joined the Delaware, its proximity to Oxford, two railroads, one to Trenton and one to New York which met there, and its status as the county seat of Warren County. Now it is quite literally a backwater, with a population not quite reaching 3,000.



**Fig. 3:** Map of Belvidere, showing properties where Vroom is indicated as an owner. The star on this map is the location of the Belvidere Manufacturing Company.



**Fig. 3a:** Locator maps for Belvidere.

Warren County was created in 1824 from a southern and western section of Sussex County. It was NJ Governor, politician, and US Senator Garrett Wall who, seeing a bright future for this town, purchased a large tract of land in Belvidere in 1825. He donated land and funds to build a green and a court house in Belvidere and was the driving force in its selection as the county seat of Warren County. John Blair, of railroad fame, created his first bank here, in 1829 – the Belvidere National Bank, the beginning of the John I. Blair financial institution.<sup>4</sup>

## AN ADDITION TO THE VROOM CORRESPONDENCE ~ Don Bowe

That led to me to wondering what the connection might have been that drew Peter Vroom, a Somerville native, to have invested so much money in this town on the Pequest, and what his connection might have been to Garrett Wall. A look at a genealogical site for Peter Vroom quickly led to the discovery that his second wife (his first wife died in 1829) was Garrett Wall's daughter (Matilda Maria Wall, born 1815), and one of his sons was named Garrett Dorset Wall Vroom. Clearly these two families were closely related, and it explains why so many locations on old maps of Belvidere were noted as owned by Peter Vroom. Garret Wall had died in 1850.<sup>5</sup>

This letter was written to Vroom while he was serving as envoy to Berlin, and shortly before his return to the States. A transcription of the letter follows:

To:  
Hon. Peter D. Vroom  
American Minister at  
Berlin, Prussia

Docketed  
A/c No. 4  
P.B. Kennedy – Belvidere  
May 27, 1857  
In hand \$267.11

Rated 15  
Cancels: Belvidere, May 27 cds  
23 New York Am. Pakt May 3?  
Aachen 12 / 6  
12/6 / 10-11 Vm.

Hon. P.D. Vroom,  
My Dear sir,

Nov. P. D. Moore

My Dear Sir

I am some what tardy in sending  
to you a statement of your affairs this spring - as usual  
some of those from whom interest was expected are slow  
in excuse, being still more tardy than I am. In my  
statement for May 1856 you will find a balance in my  
hands not invested of \$274.20<sup>00</sup>

May 1856. To half of W. Millers payment	50.00
" " " half of Geo Drankwaters paying of princ. int.	53.00
Jan'y 1857 .. half of Rice, Corn & Buckwheat crop	71.69
April 2. " " Major Dupue (6000) paid by paper, little	\$240.00
" " " Deduct receipt for tax	10.00
	230.00,

Major Dupue has not put in 1200 bond since April 1855.

Genl Johnson has not put in his bid since Apr' 1855

April 4 <sup>th</sup> /57 B. George's comp <sup>d</sup> interest	\$20.58
May 1 <sup>st</sup> " do " " on principal	\$242.24
	263.12
April 4 <sup>th</sup> /57 Peter Bloemhans interest paid	13.20
John Davies int. by John Harden	108.30-
Newry Crispman interest	\$24.00
do do on principal	20.00
	14.00

James McRobeson has not paid interest since April 1855

Isaac Brown (land) sold in exchange for cotton, interest 27.60. |

April 17 <sup>th</sup> /57. Amos Brewster bond, paid by G. Parr	20.00.
May 6 <sup>th</sup> /57 Adam B Charles	48.00.
Half of Lougers Bond & Mortgage	260.00
	1367.11

C<sup>t</sup>. By note dated April 9<sup>th</sup> 1857 signed by Abraham M. Munroe,  
S. J. Kennedy, Archibald Davison, A. S. Easton and R. B. Thompson \$110.00

Bal in my hands not invested \$267.11 |

The note given by Mr. Munroe, Davison, Easton, Pageston & myself  
you will probably recognize as the Directors of the Belton  
Manufacturing Company - We have always been obliged  
to borrow capital upon which to do business, as the real  
capital of the Company is invested in the building & machinery

I am some what tardy in sending to you a statement of your affairs this spring. As usual some of those from whom interest was expected afford me an excuse, being still more tardy than I am. In my statement for May 1856 you will find a balance in my hands nor invested of \$274.20%

The note given to McMurtrie Davison Easton Byington & myself you will probably recognize as the Directors of the Belvidere Manufacturing Company. We have always been obliged to borrow capital upon which to do business, as the real capital of the Company is invested in the building & machinery.

..... We expect to increase out machinery as soon as we can have an explicit understanding about water, we may want more, and we despair of having anything very definite on the subject until you get home. There must be an arrangement made by which an abundance of water can be supplied without breaking the bank, and we think it can be done. ....[a full page of accounting follows] The Belvidere Manufactory is decidedly the most important institution that we have in this place, and we can double the machinery for which the building is amply large, it will be like starting another manufacturing establishment. The stock thus far pays better than Bank stock. I have no doubt that Major Depue, James M. Roberson, & Levi S. Johnston would have paid up their interest had I found a good and suitable place for investment. Johnson told me the other day he would likely pay in the balance of both the principal; and interest.

Should he do so I will invest it if I can do so securely unless I receive instructions from you to the contrary. The freshets made considerable destruction about our town this spring of which you no doubt have had a detailed account.

Things in Belvidere do not rush ahead with the like its friends anticipated – few sales and very little improvement going on this summer. Two new mercantile establishments have been started, who boast that they are able to compete with Easton in prices & I am inclined to think they will cause the farming community to stop with us. Heavy articles such as salt, iron, nails and hardware generally, it is said, is now sold much cheaper than they ever were previous.

Kansas & Utah afford cause for some little anxiety to Mr. Buchanan & his cabinet, otherwise we would have a political rest.<sup>1</sup>

Our Spring is at least two weeks more backward than I have ever known it. There are contradictory statements regarding the prospect for fruit. I am inclined to think that our prospect for apples is fair ... what few trees I had in my garden were frozen to death last winter. .... Mr. Parker informed me that you was anxious to get loose and come home, whilst your friends are aware that this public business in perfectly safe I your hands, yet be assured Sir you occupy a large space in their hearts and will be rejoiced to see your face once more on this your native soil and in this your native state.

From yours very respectfully  
P.B. Kennedy  
Belvidere May 27, / 57

The Vroom family returned to the United States, on September 7, 1857, aboard the *Arago*. Ship lists show the returning family members as

Peter D. Vroom, a lawyer, age 65  
his wife Maria, age 48  
a son Peter D., a student, age 15  
a son Garret W., age 13  
a son George R. age 9 (actually Gouveneur Rutgers Vroom)  
and Maria Vroom, age 28, Vroom's daughter from his first marriage

When Vroom returned to New Jersey, he resumed his legal practice, and served as a delegate to the peace convention in Washington in 1861, an attempt to resolve the issues that led to the Civil War. In the following years, he served at a State Reporter to the New Jersey Supreme Court and died in 1873 at age 81. He is buried in the Dumont Burying Ground in Hillsborough, Somerset County, New Jersey.

## ENDNOTES:

<sup>1</sup> John Trosky, "Peter Vroom, A New Jersey Man with Drive," Vol. 45 No. 3 [Whole Number 207](#) August 2017.

<sup>2</sup> Thanks very much to member Don Chafetz for sharing his thoughts and research sources on this cover.

<sup>3</sup> Selden Jennings Coffin, *The Men of Lafayette, 1828-1893: Lafayette College, Its History, Its Men*, describes Phineas B. Kennedy as a lawyer (1844-49) from Belvidere, NJ.  
[https://books.google.com/books?pg=PA116&lpg=PA116&dq=phineas+b.+Kennedy.+belvidere.+nj&sig=pOLlgK-wYarKpHsA1ekoxmVNjTI&id=aP0aAAAAYAAJ&ots=09wHfgUuB\\_&output=text](https://books.google.com/books?pg=PA116&lpg=PA116&dq=phineas+b.+Kennedy.+belvidere.+nj&sig=pOLlgK-wYarKpHsA1ekoxmVNjTI&id=aP0aAAAAYAAJ&ots=09wHfgUuB_&output=text) 4/11/2018

<sup>4</sup> History of Belvidere, NJ from the History of Warren County, NJ by George Wyckoff Cummins, Ph.D, M.D., published by the Lewis Historical Publishing Co., Warren County, NJ 1911, available at <http://history.rays-place.com/nj/war-belvidere.htm> (5/26/18)

<sup>5</sup> Ancestry.com public tree at <https://www.ancestry.com/family-tree/person/tree/107963779/person/190062920046/facts> (membership required).



## REVISITING 19<sup>TH</sup> CENTURY NEW JERSEY FANCY CANCELS

By Jean R. Walton

In one of our early issues, Gerry Neufeld was the first to discuss New Jersey fancy cancels, in an article in Whole No. 17, in which he illustrated the Whitehouse Station “boy’s head in circle” facing right (noting at that time it was listed in the Fancy Cancellation catalog<sup>1</sup> as facing left), and the Trenton eight-petalled rosette from 1861. Ted Bozarth showed illustrations of the Blairstown JDV monogram, and the large V from Blairstown in 1881 in the same issue.<sup>2</sup> Norman Brassler addressed the Blairstown cancels and showed some Freehold fancies in the May 1976 issue.<sup>3</sup> This was followed in Whole No. 19 (March 1976) by an article by William Coles,<sup>4</sup> specifically discussing oval and fancy cancels on New Jersey stampless covers, and in the following issue is mention of the New Providence mortised cancel,<sup>5</sup> which some consider a “fancy cancel.”

Then came two articles on “Oceanfront Fancies” the first of which included illustrations of an Ocean Beach star (1886), and the Beach House/Sea Girt star (1881),<sup>6</sup> and the second, by William Coles, with further background and text.<sup>7</sup> The Beach House/Sea Girt cancel was further covered by Bob Rose in his recent article.<sup>8</sup> In Whole No. 66 (see above), there was also a small group of circa 1869 fancies from Lambertville, Tom’s River, and Trenton, and in Whole No. 67, Newark fancy cancels were illustrated in an article by Brad Arch.<sup>9</sup> In September 1982, Brad Arch showed Paterson shields,<sup>10</sup> used in 1867. Other articles likely contain fancy cancels without references.

Then in January 1987, Brad Arch produced a nice article on fancy cancels to 1869, with two pages of illustrations which followed.<sup>11</sup> A short article also by Brad appeared in Whole No. 96, showing some Morristown fancies.<sup>12</sup>

Other articles have appeared over time: New Jersey Fancy Cancels, An Inquiry by Alyce Evans in May 1988,<sup>13</sup> covering Plainfield, New Brunswick, and West End, Bob Rose on New Jersey’s Ornamented Mortised Hand Cancel,<sup>14</sup> Mount Holly - Two Fancy Cancel Covers by Gene Fricks,<sup>15</sup> Columbus, NJ Skull & Crossbones, by Jim Doolin,<sup>16</sup> Clover Hill Fancy Cancel by Jim Walker,<sup>17</sup> and New Jersey Wheel of Fortune Cancellation by Larry Rausch.<sup>18</sup> Since 1988, there have been only four articles addressing fancy cancels, and two of those were inquiries from non-members.

What happened? Are members no longer interested in these interesting pieces of postal history? Is it because the majority of fancy cancel collectors collect them on stamps only, not on covers?

In this day and age, we have an opportunity to change that, and add to the general field of fancies with a new approach. Why not collect fancies on New Jersey covers? It gives us the cancel, along with a wealth of additional information – the post office producing the cancel, and the date of production – which would even allow us to identify the postmasters producing these interesting items.


























Reproduced below are the two pages Brad Arch included in the Whole No. 71 (Jan 1987) issue of *NJPH*. These are New Jersey fancy cancels only through 1869, but they are a start. It was no small feat for Brad to pull these together, some from catalogues already out there, but some from his own collection.



# New Jersey circa 1869

FANCY & UNUSUAL CANCELLATIONS

By : Brad Arch

<p>Leaf</p>  <p>PP-L 25 BORDENTOWN</p>	<p>Cut Star</p>  <p>BRIDGETON</p>	<p>Lady w/Bonnet</p>  <p>PH-F / CAMDEN</p>	<p>Propeller</p>  <p>CAMDEN</p>	<p>Maltese Cross</p>  <p>CAMDEN</p>
<p>Outline Star</p>  <p>DOVER</p>	<p>4 Hearts</p>  <p>EGG HARBOR CITY</p>	<p>Negative Club</p>  <p>ELWOOD</p>	<p>Large Doughnut</p>  <p>SD-T 35 ELIZABETH</p>	<p>Fancy Target</p>  <p>FRANKLIN</p>
<p>Geometric</p>  <p>HUDSON</p>	<p>Geometric</p>  <p>CR-X 13 KEYPORT</p>	<p>Leaf</p>  <p>LAMBERTVILLE</p>	<p>Negative Cross</p>  <p>LAMBERTVILLE</p>	<p>RR Crosstracks</p>  <p>LAMBERTVILLE</p>
<p>Cross Roads</p>  <p>LAMBERTVILLE</p>	<p>Leaf</p>  <p>PP-L 39 LIBERTYVILLE</p>	<p>Cross Roads</p>  <p>MIDDLETOWN</p>	<p>2 Hearts w/Arrow</p>  <p>PH-H 20 MORRISTOWN</p>	<p>Solid Star</p>  <p>MORRISTOWN</p>
<p>5 Diamonds</p>  <p>MORRISTOWN</p>	<p>6 Diamonds</p>  <p>MORRISTOWN</p>	<p>Negative 'MH'</p>  <p>LC-M 1 MOUNT HOLLY</p>	<p>Anchor in Circle</p>  <p>PO-An 39 NEWARK</p>	<p>-same- worn</p>  <p>PO-An 39a NEWARK</p>

NJPH  
January 1987



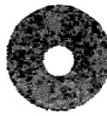
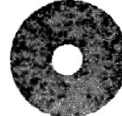

















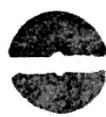



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Fig. 1A: Brad Arch's list of NJ fancy cancels to 1869, listed by location

Catalog #'s are from "SKINNER-END" "United States Cancellations 1845-1869"

Others are Unlisted - Descriptive Names by the Author

Additions & Corrections are always welcomed by the Author

<b>Cut Star</b>  <b>NEWARK</b>	<b>Solid Star w/Crescent</b>  <b>NEWARK</b>	<b>Small Doughnut</b>  <b>NEWARK</b>	<b>Medium Doughnut</b>  <b>NEWARK</b>	<b>Sea Shell</b>  <b>NEWARK</b>
<b>Skull</b>  <b>PH-M 35 NEWARK</b>	<b>Geometric</b>  <b>GE-C 33 NEW BRUNSWICK</b>	<b>Bisected Box</b>  <b>NEW BRUNSWICK</b>	<b>"PD"</b>  <b>LC-P 6 NEW BRUNSWICK</b>	<b>Geometric</b>  <b>GE-E 68 NEW BRUNSWICK</b>
<b>Star in Geom.</b>  <b>ST-E 16 NEW DURHAM</b>	<b>Geometric</b>  <b>ORANGE VALLEY</b>	<b>4 Diamonds</b>  <b>PATERSON</b>	<b>Reversed "P"</b>  <b>PLAINFIELD</b>	<b>Geometric</b>  <b>PRINCETON</b>
<b>Free Form "S"</b>  <b>LS-S 4 SADDLE RIVER</b>	<b>Cut Star</b>  <b>SOUTH AMBOY</b>	<b>Small Starfish</b>  <b>TOMS RIVER</b>	<b>Large Starfish</b>  <b>TOMS RIVER</b>	<b>Axe</b>  <b>PO-Wt 2 TRENTON</b>
<b>Basket Weave</b>  <b>TRENTON</b>	<b>Bisected Doughnut</b>  <b>TRENTON</b>	<b>Mans Head in Circle</b>  <b>PH-F 37 WHITEHOUSE STATION</b>	<b>Shield in Wreath</b>  <b>PS-FC 47 WOODBIDGE</b>	<b>-same- smaller</b>  <b>PS-FC 48 WOODBIDGE</b>

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Fig. 1B: Brad Arch's list of NJ fancy cancels to 1869, listed by location.

## What is a “Fancy Cancel” and why were they used?

The post office began supplying post offices with circular date stamps as early as 1799, replacing the manuscript cancels and straight-line cancels, and early oval postmarks used by postmasters on stampless letters. William Coles illustrates both straight lines and ovals in his *Postal Markings of New Jersey Stampless Covers*, as well as circular handstamps issued by the Post Office Department. Most of these required the indication of either paid or collect markings. None of these are “fancy cancels,” which did not come into use until postage stamps appeared in 1847, and were required to prepay postage by 1856. The circular date stamps were then used to indicate the origin of the letter, but if used on the stamp itself, were often hard to read. So another device was needed to obliterate the stamp, often known as “killers,” so that they could not be used again. Postmasters began devising tools that would do that, some with a creative air, hence the birth of “fancy cancels.”



**Fig. 2A:** A skull and crossbones fancy cancel, created in lead.



Images courtesy Smithsonian Postal Museum Arago site<sup>19</sup>

**Fig. 2B:** The kind of handle it might have been attached to.

Some town cancels were devised that had both a killer and datestamp included in the same device – known as duplex cancels – and some of these have the appearance of fancy cancels, but the term is largely used to apply to separate handstamps created locally by postmasters to do the job of obliterating the stamp. Any large blob of ink could do this, but there was a need to preserve enough of the stamp so that the value could be easily read – and thus more distinctive devices came into use.

Fancies are not just the pictorial cancels we see on stamps of the 19<sup>th</sup> century – fancy cancels have come to include PAID markings, and simple grids as well. They lasted for about half a century, until 1904, when the Post Office Department decreed that it was no longer allowing devices other than those supplied by the Post Office to cancel stamps.<sup>20</sup> Thus these original cork and lead fancy cancels passed out of use.

The joy of collecting fancy cancels for many collectors was that they occurred on many of the commonest stamps, providing a collecting parameter which did not require a big investment of funds – anyone could find these on their everyday mail. Most collectors collected only the



stamp and looked for socked-on-the-nose cancels (a cancellation that was nicely centered and complete on the stamp), and few seemed to care what post office produced the cancel applied. The catalogues of early fancy cancels occasionally mentioned the town applying the stamp, but just as often did not. Collections were made by type, and many categories were developed to describe and sort these cancels – most catalogues are set up by type of cancel, not by location. If you only have the stamp, and no indication of its origin, this makes good sense. Brad Arch's chart of New Jersey fancies was unusual, showing the towns that produced the particular cancels.



*Fig. 3: Cancels on stamp only - Newark anchor, and Blairstown V. Even damaged stamps become valuable because of their fancy cancels. Cancels here have been identified from catalogs; none show dates.*

Most of these killers were produced in materials at hand that were easy to fashion – lead was soft, and could be worked with a knife. Cork provided the same advantages, as did some kinds of wood, boxwood in particular. The important factor was that it could also hold the ink to be used “kill” the stamp. Inks came in a variety of colors.



*Fig. 4: An Asbury Park multi-pointed star on piece dated Sep. 20, 1879*



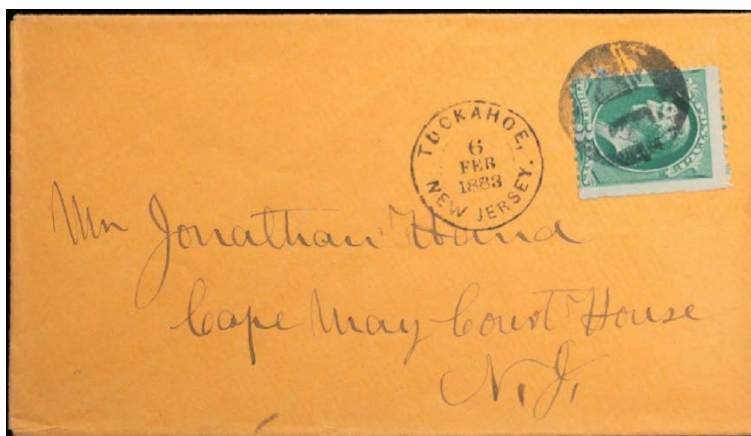
*Fig. 5: A Lawrenceville negative box in circle, Sept. 18, on piece, on a 2¢ Columbian stamp issued in 1893.*



*Fig. 6: An Andover A in a beveled corner rectangle, May 24, 1894, on piece.*



*Fig. 7A: Tuckahoe T on piece, and 7B: on cover, both from 1883.*



Some collectors do look to find fancy cancels on stamps which show the originating post office, as the ones shown in *Figures 4-7A*, *Figure 7B* showing the same Tuckahoe fancy T cancel on cover. Both would serve our purposes of identifying the originating post office. As a New Jersey postal history collector, I prefer the cover. Any of these could be used to identify the postmasters at that time. For example:

Post office	Date	County	Postmaster
Asbury Park	Sept 20, 1879	Monmouth	James A. Bradley (Sep 21 1874 to Dec 17 1882)
Tuckahoe	Feb. 6 and Aug 27, 1883	Cape May	Thomas M. Seeley (Jun. 4, 1875 to Aug. 28, 1883)
Lawrenceville	Sept 13, 1893	Mercer	N. Higgins Forman, (Mar. 26, 1889 to Nov 28, 1893)
Andover	May 24, 1894	Sussex	Nathan A. Stackhouse (Dec. 18, 1893 to Dec 3, 1897)

Did a particular fancy cancel indicate a specific postmaster? Was there something about the cancel which reflects his name, for example initials? Perhaps a study of the postmasters will gain us nothing, but perhaps, interesting patterns will appear. It is hard to tell until you look.

The Blairstown JDV cancel, for instance, definitely shows a relationship to the postmaster at the time. However, the Blairstown single V shown in *Figure 3* above is dated in catalogs and online database as 1873; if that date is correct, it is before Vail was postmaster (although he may have been a clerk in the post office). Vail served as postmaster three non-consecutive times.



**Fig. 8:** This Blairstown cancel bears the popular JDV cancel in violet. It is dated April (?), 1879. At this time, John D. Vail was postmaster at Blairstown – the initials are obviously his. He served as PM from Feb. 25, 1875 to Apr. 6, 1887, and again beginning in 1889.



Tracing from StampSmarter.com<sup>21</sup>  
**Fig. 8A:** A JDV cancel tracing.



Covers illustrating a number of different New Jersey Fancy cancels are shown below. We have made some attempt to isolate some of the cancels to highlight them. Perhaps with time and practice there will be improvement. Other tracings are from web sites and catalogues.

For the most part, these covers come from Ebay (including the Blairstown cover shown above, which I bought from pdq\$stamp\$), where a number of sellers offer fancy cancels both on stamps and on cover. It is a wonderful source, not only for buyers, but for anyone doing research. Ebay sellers have been most generous with their images and information, and I particularly want to thank Elwyn & Annie Doubleday (NJPHS members – selling on Ebay as covercrazy2), and Phil Quillin (selling on Ebay as pdq\$stamp\$). If you search by seller, you will find many nice fancy cancel items, many on cover. As a general search, I recommend using the search words “Fancy” and “Jersey.”



Fig. 9: A lovely (and early) negative 6-pointed star fancy cancel, used from Elizabeth to Somerville.



Fig. 10: A nice Mount Holly blue rosette, used to Georgetown in Burlington County



Fig. 11: Navesink cancel Jan. 25 1875 with a circle in star design fancy, to Red Bank.



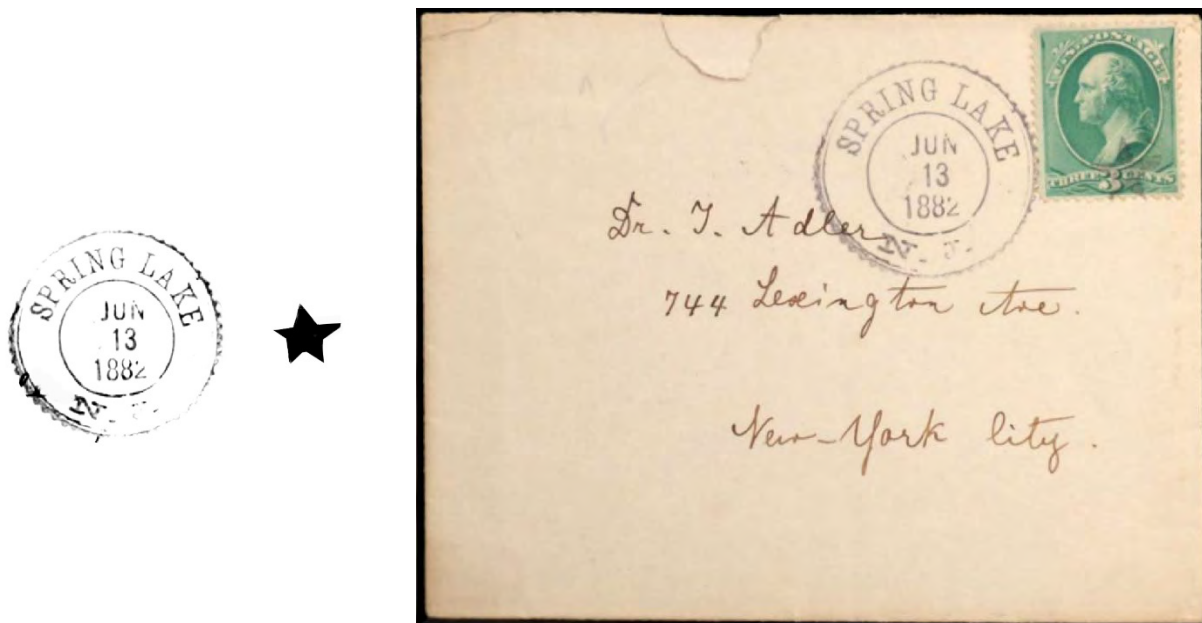


Fig. 12: Spring Lake, June 1882, with a small star killer on the stamp.

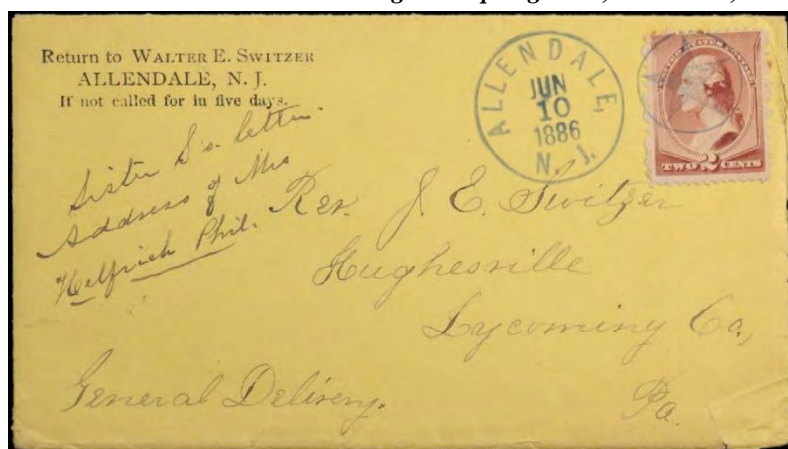


Fig. 13: Allendale cancel Jun 10 1886 with a star in circle design.

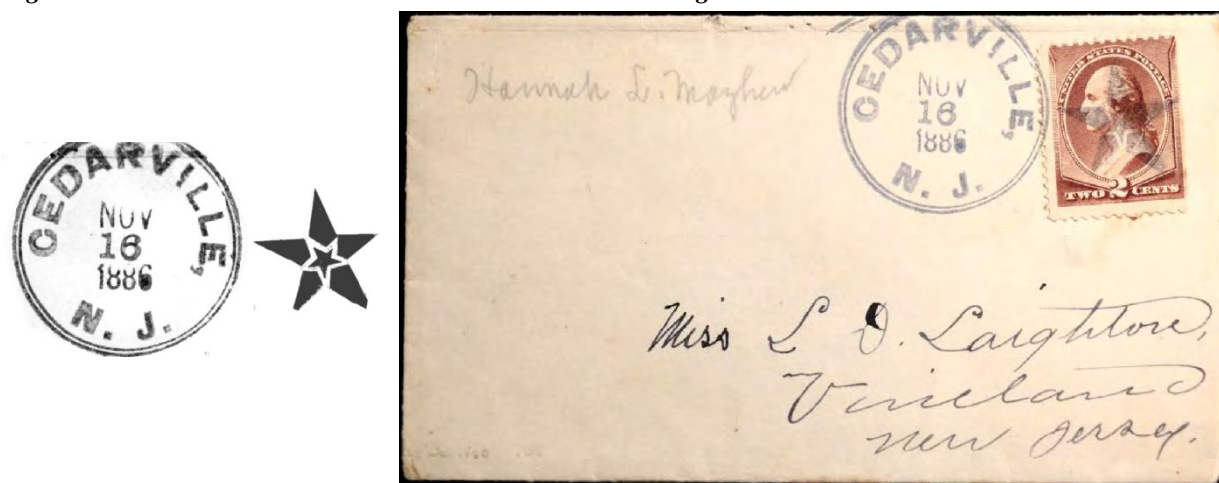


Fig. 14: Cedarville, Nov. 16, 1886, with a star in star design, sent to Vineland.

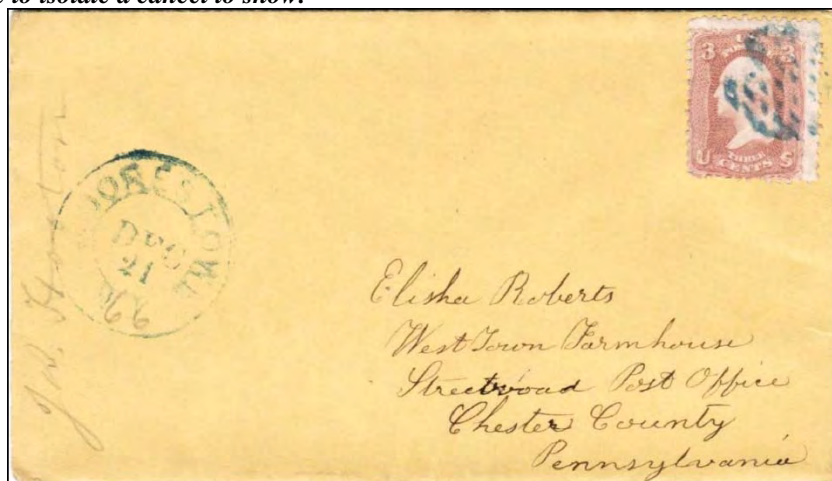


*Fig. 15: Dividing Creek to Mauricetown with a December 15, 1887 cancel and multi-pointed star design.*

Stars and other geometric designs were clearly favorites – or at least easier to create than some of the more intricate pictorial designs, but although I know they exist, I have not found many.



*Fig. 16: This cover from Morristown, Aug. 8 (1883 back cancel) to Catskill, New York purports to show a horse in an oval, but I find it hard to see, and have not been able to isolate a cancel to show.*



*Fig. 17: A Moorestown cover showing a shield, dated Dec. 21, ('66 added in pencil).*

Certainly, many others remain to be found. In fact, a database of 19<sup>th</sup> Century fancy cancels at StampSmarter.com lists at least 75 New Jersey fancy cancels,<sup>22</sup> although many are identified on piece, not on cover. This online database can be searched easily and sorted a variety of ways, and is an extremely useful tool for the collector of fancy cancels.

Other sources of information for the fancy collector are the following catalogues:

- Herst and Sampson, *19th Century Fancy Cancels* (1963), reprinted as Billig's Philatelic Handbook Volume 33: *19th Century United States Fancy Cancellations*, (4th Edition), published by HJMR in North Miami, FL, 1972;
- Skinner and Eno, *United States Cancellations 1845-1869*,<sup>23</sup> published in 1980 by APS as part of their handbook series;
- Sol Salkind, *U.S. Cancels 1890-1900*, self-published in 1985; and
- James Cole, *Cancellations and Killers of the Banknote Era 1870-1894*, published by the U.S. Classics Society, 1995,<sup>24</sup> and probably the most definitive work on this subject.

I am not adept at database creation, but if some member out there is and would be interested in setting up one for New Jersey covers with fancy cancels, I would welcome a volunteer. Members could participate by sharing (with scans) items from their own collections, and reporting items which have appeared on Ebay, other online selling sites, and auction catalogues. It would make an interesting research project.

Corrections, additions, and general thoughts regarding this article are welcome. Meanwhile, happy hunting!

#### **Tips for searching on Ebay**

Searching Ebay is fun, and with a little effort, can produce some excellent research – use the Advanced Search options, then select the Stamp category, and enter some key words. Include items *and* descriptions in your search. Keep it simple. Some that are not too “expansive” – that is, they would lead you to too many results (such as cancel). Jersey, fancy has worked for me - - it brings up both fancies on stamps and on cover, but it is easy to scroll through them for the covers only. It is sometimes best to exclude things as well. Once you have found a search that works well for you, save it. Ebay will then notify you when new items are listed. When you find sellers that list fancy cancels on cover, save them and follow them – you will then have fewer items to search. It takes a bit of practice, but it can produce good results.

Items can then be saved to your “watch list” – and you can later go back to them easily and save the picture (preferably from the enlarged image) and description.



## ENDNOTES:

- <sup>1</sup> Herst-Sampson *Catalog of 19th Century United States Fancy Cancellations* (1936). Gerry Neufeld in the combined issues Whole No. 1-25, <http://www.njpostalhistory.org/media/archive/001-025-jan73-nov77njph.pdf>, p. 53.
- <sup>2</sup> Ibid., p. 54.
- <sup>3</sup> Whole No. 18 in the combined reprint of Issues 1-25 at <http://www.njpostalhistory.org/media/archive/001-025-jan73-nov77njph.pdf>, p. 63. This combined issue can be easily searched for specific words (such as “fancy”) or for specific issues by searching for the issue number, using “whole no. (1-25)”
- <sup>4</sup> Ibid., Wm C. Coles, “Oval & Fancy Stampless Markings of New Jersey,” *NJPH* Whole No. 19, September 1976, p.65 in the combined issue document.
- <sup>5</sup> Anon, New Providence Fancy Cancel, *NJPH* Whole No. 20 (Nov. 1976), p. 68 in the combined issue Whole Nos 1-25.
- <sup>6</sup> Oceanfront Fancies, Whole No. 66, <http://njpostalhistory.org/media/archive/066-jan86njph.pdf>, p. 13.
- <sup>7</sup> William Coles, More on Oceanfront Fancies, Whole No. 67 (March 1986), p. 22 at <http://njpostalhistory.org/media/archive/067-mar86njph.pdf>.
- <sup>8</sup> Robert G. Rose, “A Jersey Shore Mystery: The Beach House, Sea Girt NJ Cancel,” *NJPH* Whole No. 207, Aug 2017 issue
- <sup>9</sup> Brad Arch, Postal Markings of Newark, Whole No. 67 (March 1986), p. 29.
- <sup>10</sup> Brad Arch, Paterson's Small & Large Shield Cancels, *NJPH* Whole No. 49, Sept. 1982
- <sup>11</sup> Brad Arch, New Jersey circa 1869: Fancy & Unusual Cancellations, Whole No. 71 (Jan 1987) at <http://njpostalhistory.org/media/archive/071-jan87njph.pdf>.
- <sup>12</sup> Brad Arch, NEW JERSEY FANCY CANCELS on 3¢ Large Banknote Stamps, Whole No. 96 (Jan 1982) at <http://njpostalhistory.org/media/archive/096-jan92njph.pdf>, p. 3.
- <sup>13</sup> Alyce Evans, New Jersey FANCY CANCELLATIONS - An Inquiry, Whole No. 78, (May 1988) at <http://njpostalhistory.org/media/archive/078-may88njph.pdf>, p.45. covering Plainfield, New Brunswick, and West End.
- <sup>14</sup> Robert G. Rose, NEW JERSEY'S STAMPLESS ORNAMENTED MORTISED POSTMARK: New Providence , Whole No. 174 (May 2009), <http://njpostalhistory.org/media/archive/174-may09njph.pdf>, p. 62-64.
- <sup>15</sup> Gene Fricks, Mount Holly – Two Fancy Cancel Covers, Whole No. 173 (Feb. 2009), at <http://www.njpostalhistory.org/media/journal/feb09njph.pdf>, p.48.
- <sup>16</sup> Jim Doolin, Columbus, NJ Skull & Crossbones: Request for Information, Whole No. 175 (Aug. 2009). <http://njpostalhistory.org/media/archive/175-aug09njph.pdf>, p.147.
- <sup>17</sup> Jim Walker, Clover Hill Fancy Cancel in Whole No. 182 (May 2011), <http://njpostalhistory.org/media/archive/182-may11njph.pdf>, p.66.
- <sup>18</sup> Larry Rausch, NEW JERSEY WHEEL OF FORTUNE CANCELLATION, Whole No. 208. Nov 2017, <http://www.njpostalhistory.org/media/journal/208njphnov2017.pdf>, p. 203-208.
- <sup>19</sup> Fancy cancel device at [https://postalmuseum.si.edu/systemsatwork/1987\\_0905\\_28.html](https://postalmuseum.si.edu/systemsatwork/1987_0905_28.html) and [https://arago.si.edu/record\\_18064\\_img\\_2.html](https://arago.si.edu/record_18064_img_2.html)
- <sup>20</sup> The Postal Museum cites the following: “Section 567, paragraph 4, and Section 568, Postal Laws and Regulations, 1902, which prohibit the use of postmarking stamps or canceling ink not furnished by the Post Office Department. A strict observance of these provisions is necessary for the protection of the postal revenues, and postmasters are notified that the use of unauthorized postmarking stamps or canceling ink will be considered sufficient cause for removal.” See Arago (A National Postal Museum site) at [https://arago.si.edu/record\\_18064\\_img\\_2.html](https://arago.si.edu/record_18064_img_2.html) (5/28/2018)
- <sup>21</sup> StampSmarter.com web site database of 19<sup>th</sup> Century fancies at [http://www.stampsmarter.com/features/FancyCancels\\_Home.html](http://www.stampsmarter.com/features/FancyCancels_Home.html). This site credits its tracings to James Cole, Bill Weiss, and the US Classics Society.
- <sup>22</sup> [The StampSmarter.com](http://www.stampsmarter.com) web site credits its tracings to James Cole, Bill Weiss, and the US Classics Society.
- <sup>23</sup> Available online at (thank you Phil Quillin) at <https://d2jf3tgwe889fp.cloudfront.net/wp-content/uploads/2014/02/CL-TP-SKINNER-ENO-United-States-Cancellations-1845-1869-Skinner-and-Eno-Bookmarked.pdf>.
- <sup>24</sup> Available online and for download at <https://archive.org/stream/CancellationsAndKillersOfTheBanknoteEra18701894/CancellationsAndKillersOfTheBanknoteEra1870-1894150dpi#page/n1/mode/2up>

## FOREIGN MAIL TO AND FROM MORRIS COUNTY ~ Part 8: Cape Verde Islands to Morris County

By Donald A. Chafetz



Map credits: <http://www.operationworld.org/cape>

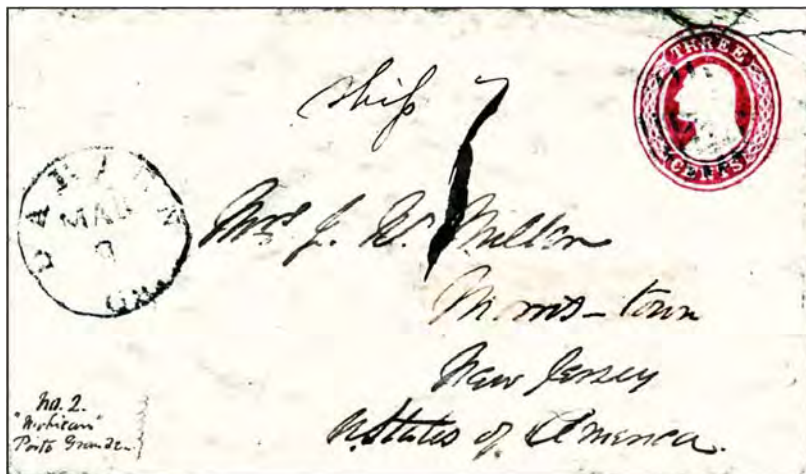


<https://www.worldatlas.com/webimage/countrys/africa/cv.htm>

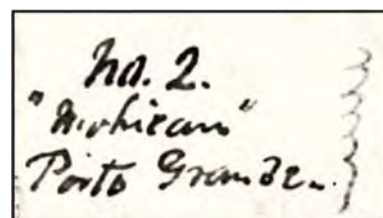
**Fig. 1:** *Cape Verde or Cabo Verde, officially the Republic of Cabo Verde, is an island country spanning an archipelago of 10 volcanic islands in the Atlantic Ocean, off the west coast of Africa.*

**Fig. 2:** *Island archipelago enlarged. Porto Grande is located near Mindelo on the island of San Vicente.*

The following envelope (*Figure 3*) shows an interesting ship cover, carried on the *Mohican*, cancelled at Darien, Georgia, and sent to an address in Morristown, N.J. It contains no letter.



**Fig. 3:** *Cover addressed to Mrs. J.W. Miller, Morristown, New Jersey, with “ship 7” notation and Darien GA Mar 9 cancel, on one of the first issue Nesbitt envelopes -- the die shown appears to be Die 3 in the UPSS catalogue.*



**Fig. 4:** *“Mohican, Porto Grande” notation at lower left. “No. 2.” may have indicated to his family that this was his second letter.*

The notation in the lower left corner of the cover (shown in *Figure 4*) places this ship at Porto Grande Bay during its service in the African Squadron just before the outbreak of the Civil War. The March 9 date could thus be either 1860 or 1861.<sup>1</sup>

## My Imagined Narrative, as it might have happened...

*"It was a dark and stormy night and I have just finished my watch on the USS Mohican off the coast of Porto Grande, San Vicente, Cape Verde Islands, North Atlantic Ocean (Figures 1-2). I am assigned to the African Squadron, aboard the USS Mohican, steam sloop-of-war, which left Portsmouth on 19 January 1860 for the South Atlantic. For the next year and a half we will cruise on patrol against pirates and slavers off the coasts of Africa and at times Brazil... We will remain on station until we sail for home on 13 August 1861."*

*This information, gathered from Wikipedia on the history of the first USS Mohican launched in 1859, was the source of my narrative:<sup>2</sup> In addition, it was mentioned there that:*

*On 8 August, 1860 the [Mohican] captured the slaver Erie — commanded by Nathaniel Gordon — off the Congo and forced that ship to unload its captive cargo at Monrovia, Liberia.*

## My Imagined Letter to family at home...

*Dear family,*

*Although I am tired having just come off watch, I want to take a few moments to let you know that I am well. I hear by a rumor that a Civil War might be brewing back home and I feel we will be reassigned to duty patrolling along our coast. I would be happy with the reassignment which would possibly bring me closer to the family, but sad at the thought of a civil war. I will close this letter now as a naval supply ship is near and I want to post this letter. Please give my regards to all the family and friends in the Morristown area.*

My fanciful introduction (a salute to the comic strip Charlie Brown and Snoopy) is based on the history of the *Mohican*. The letter was born in my imagination. It is possible that such a note was enclosed in the 3¢ early Nesbitt envelope shown in *Figure 3*, containing a similar message.

The envelope is addressed to a Mrs. J. W. Miller, Morristown, NJ. Some further research<sup>3</sup> uncovered the fact that the Millers were a well-known family in Morristown, J(acob) W. Miller having served as a U.S. Senator from 1841-1853. The family had several sons, two of whom served in the Navy — one, born in 1847 and named for his father, was too young to have been the writer of this letter, but the other, Henry William Miller, born in 1836, did serve on the *Mohican*. Both sons had distinguished naval careers, Jacob W. as a Captain, and Henry W. who rose to the rank of Lt. Commander before retiring.<sup>4</sup> This cover appears to have carried a letter from Henry W. to his mother in Morristown.

## Transportation Question

For me, the question is how the letter was transported from off the west coast of Africa across the Atlantic Ocean, eventually arriving in Morristown, NJ. It turned out this was a question where my reference books could not provide an answer so I needed to ask for assistance from the experts.



Before we “Ask the Experts” I should mention that the cover came with a possible routing explanation which I initially took at face value. But, I wanted to include with this article some references so other researchers and readers could verify my explanation and perhaps help them do some research on their own material. Since none of my reference books were of any help I first tried the American Philatelic Research Library (APRL). I emailed the information I had, along with a scanned copy of the cover. A couple of days later I received a very nice reply from Marian Mills, Reference Assistant.

I was not able to find any information in the library that could verify the markings on your cover. The only information that I could find was to verify that the US inland rate was 3 cents in the 1860s. I asked around the library to see if anyone else had any ideas about how to find the information and the best suggestion that people could come up with was to ask on Frajola’s Board for Philatelists: <http://www.philamercury.com/board.php> . The suggestion was that the people on that board enjoy helping each other with difficult covers, and John Barwis, in particular, knows a lot about rate and route information.

So I went to Richard Frajola's website, where the experts reside. It is a fantastic source of information for postal historians who are looking for help, want to share information, and view great exhibits. There is a chat board where you can ask for assistance and upload images of interest. I took advantage of this free service by uploading an image of the *Figure 3* cover, the Darien Georgia postmark (*Figure 5*) and several other cover markings. Also written on the cover is the word “Ship” and what looks a number “7.”

A few days later I received a reply from Richard. For those not familiar with Richard Frajola, let me provide a brief summary of his qualifications as found on his website.

*A book published in 2015, “Mails of the Western Expansion” which Frajola co-authored with Steve Walske, was awarded the Crawford Medal by the Royal Philatelic Society of London for the most valuable and original contribution to the study and knowledge of philately published in book form during the year.*

Needless to say, I was thrilled to hear from Richard and receive his response. While he provided two solutions, after some thought he concluded only one was viable.

*The cover came in as a loose letter from the contract mail steamer Isabel arriving at Darien, GA from Cuba. That would have been subject to the 10¢ steamship rate. So, 3¢ entire plus (Ship 7¢ due). The cover could have been an 1860 use from Cape Verde area sent to Cuba under cover (in a Navy mail bag) and put on the US steamer leaving Havana.*

*I also remember now that there was an indication of origin on your cover. That would confirm the 1860 date. Also, I scoured some more newspaper reports and see nothing on that date - that usually means a contract entry into the port thus also favoring a carriage by SS Isabel.*



Fig. 5: Darien, GA Mar 9

Here are two newspaper reports that Richard used (*Figures 6-7*).

NAVAL INTELLIGENCE. We have received the following letter from a correspondent on board of the U. S. steam frigate Mohican. The letter is dated "At sea, Jan. 30, 1860, lat. 33 38, lon. 38 18:"

*Dear Herald:—*We left New York on the 19th inst., and have made a fine run, being now within five days of the Cape Verde Islands, our first stopping place. The Mohican proves herself an excellent sailer. Her engines are also perfectly satisfactory. The weather is beautiful, and has been ever since we crossed the Gulf Stream. We only steamed two days, and have had favorable winds ever since. There is a large ship in sight which we intend to make a bearer of dispatches to the United States. E.

Fig. 6: Report from the Boston Courier, March 14, 1860.

The U. S. steam sloop of war Mohican, Commander Godon, arrived at Port Praya, Cape Verde, Feb. 16, and left on the 19th for Monrovia.

Fig. 7: Again, from the Boston Courier, April 9, 1860.

## What About the Ship USS Mohican? African Squadron, 1859-1861



Image credit: <http://angryjim.com/iranavy/Images/10.jpg>

Fig. 8: The USS Mohican, a Sloop of War, designated as a "screw sloop,"<sup>5</sup> which indicated that the steam power was delivered to the propeller, not to a sidewheel. It was replaced by a ship of the same name (laid down in 1872 when Mohican I was decommissioned) and launched in 1883. This may be a picture of Mohican II, but closely resembles Mohican I, and others of the "Mohican class" of the Civil War era, such as the Kearsage, combining steam power with sails.<sup>6</sup>

A special cover at a turning point in American history of slavery and the Civil War. The cover also provided me the opportunity to reach out to the experts on Frajola's web site which I hope other postal historian collectors will do when stumped like I was.

## ENDNOTES:

- <sup>1</sup> Civil War records indicate the Mohican patrolled off the coast for CSA vessels, and was in Porto Grande again in 1863 & 1864. This envelope would have been invalid during these later dates. Official records of the Union and Confederate Navies in the War of the Rebellion on Google Books at [https://books.google.com/books?id=My8pAAAAYAAJ&printsec=frontcover&source=gbp\\_ge\\_summary\\_r&cad=0#v=snippet&q=mohican%2C%20porto%20grande&f=false](https://books.google.com/books?id=My8pAAAAYAAJ&printsec=frontcover&source=gbp_ge_summary_r&cad=0#v=snippet&q=mohican%2C%20porto%20grande&f=false).
- <sup>2</sup> History of the *Mohican* from Wikipedia at [https://en.wikipedia.org/wiki/USS\\_Mohican\\_\(1859\)](https://en.wikipedia.org/wiki/USS_Mohican_(1859)).
- <sup>3</sup> Sourced from a public tree, the [O'Reilly, Radford, Keene, Aday, Schaub, Hambrick, Brooks, Walsh Family Tree](#), on Ancestry.com.
- <sup>4</sup> Discussed in an article on the Macculloch Hall site: <http://www.maccullochhall.org/2016/08/15/henry-miller-civil-war-naval-hero/>, and described in Old Naval Days: Sketches from the Life of Rear Admiral William Radford, U. S. N. on Google Books: [https://books.google.com/books?id=AsJJAAAAIAAJ&pg=PA199&lpg=PA199&dq=henry+William+Miller,+naval&source=bl&ots=JNPkfwUGK&sig=qhJB5jRoCADFRrVb51Ch\\_sNSr0k&hl=en&sa=X&ved=0ahUKEwjOjNDwlYnbAhXJslkKHRk6D\\_EQ6AEIUzAL#v=onepage&q=henry%20William%20Miller%2C%20naval&f=false](https://books.google.com/books?id=AsJJAAAAIAAJ&pg=PA199&lpg=PA199&dq=henry+William+Miller,+naval&source=bl&ots=JNPkfwUGK&sig=qhJB5jRoCADFRrVb51Ch_sNSr0k&hl=en&sa=X&ved=0ahUKEwjOjNDwlYnbAhXJslkKHRk6D_EQ6AEIUzAL#v=onepage&q=henry%20William%20Miller%2C%20naval&f=false)
- <sup>5</sup> Official Records of the Union and Confederate Navies in the War of the Rebellion, by United States. Naval War Records Office, on [Google Books](#) at <https://books.google.com/books?id=ejkvAAAAYAAJ&pg=PA218&lpg=PA218&dq=Porto+Grande,+St.+Thomas,+Cape+Verde+Islands&source=bl&ots=3r3mUt8bdv&sig=n79dTNX08zMH95dzvq-UzL2obOE&hl=en&sa=X&ved=0ahUKEwj62-e6lYvbAhWstlkKHxduBHM06AEIYzAH#v=onepage&q=mohican&f=false>
- <sup>6</sup> See NavSource at NavSource Online: <http://www.navsource.org/archives/09/86/86377.htm>, "Old Navy" Ship Photo Archive for USS *Mohican* (I):

### *Mohican* Class Screw Sloop: Specifications:

Displacement 1,461 t.	Length 198' 9"
Beam 33'	Depth unknown
Draft 13'	Speed 10.5 kts
Complement 160	
Armament	two 11" guns four 32-pdrs
Propulsion	sail and steam
Laid down in August 1858, at Portsmouth Navy Yard, N.H.	Launched, 15 February 1859
Commissioned, USS <i>Mohican</i> , 29 November 1859, CDR. S. W. Godon in command	Assigned to the African Squadron, departed Portsmouth 19 January 1860 to cruise on patrol against pirates and slavers
Captured slaver <i>Erie</i> , 8 August 1860 off the Congo	During the Civil War USS <i>Mohican</i> was assigned to the South Atlantic Blockading Squadron
Participated in the bombardment of Fort Walker at Hilton Head, S.C.	Accompanied ships of the "Stone Fleet" and stood by while these ships were scuttled off the coast of Georgia and the Carolinas in November 1861
Captured British blockade runner <i>Arrow</i> with the assistance of USS <i>Bienville</i> off Fernandina, FL., 25 January 1862	In company with sloop USS <i>Pocahontas</i> and schooner USS <i>Potomaska</i> took possession of St. Simon's and Jekyll Islands, 9 and 10 March 1862
Decommissioned, 9 July 1862, at Philadelphia	Recommissioned 17 October 1862, assigned to chase Confederate raiders CSS <i>Florida</i> and CSS <i>Alabama</i> in the South Atlantic
Decommissioned, 28 April 1864, at Philadelphia	Recommissioned, 7 October 1864, for assignment to the North Atlantic Blockading Squadron off Wilmington, N.C.
Participated in the attacks on Fort Fisher in December 1864 and January 1865	Ordered to the South Atlantic Blockading Squadron 17 January 1865, carrying dispatches
Decommissioned, 26 April 1865, at Boston Navy Yard 26 April 1865	Recommissioned 18 August 1866, for assignment to the Pacific Squadron
Decommissioned 3 April 1868 at Mare Island Navy Yard Vallejo CA	Recommissioned 7 June 1869 to cruise the Pacific Northwest and off the coast Central and South America
Attacked and captured Mexican pirate steamer <i>Forward</i> off Mazatlan 17 June 1870	Decommissioned 25 June 1872 at Mare Island Navy Yard
Final Disposition, towed onto the Mare Island mud flats and broken up	



## MEMBER NEWS: THANKS TO DONORS, ADDRESS CHANGES, REMINDERS, ETC.

### MEMBER NEWS:

We are glad to report that our membership remains at its current level, with almost all members renewing. We are glad to have you with us.

### MANY THANKS TO NEW DONORS SINCE OUR LAST ISSUE

Leonard Frank
Paul W. Schopp
Mike Yannotta

### MEMBER CHANGES

<b>Returning Member:</b> George Martin, 844 Anthony Road, Atco NJ 08004, <a href="mailto:canoethepines@comcast.net">canoethepines@comcast.net</a>
<b>Member address changes:</b> John Barwis, remove P.O. Box 8038, Holland, MI 49422-8035; add 3872 Hyder Ct., Holland MI 49424
<b>Goodbye to old friends:</b> Robert J. Jones, 2605 39th St., #301, Washington. DC 20007-1215, deceased August 2017

### REMINDER: NOJEX 2018

**Members please note** that the **NOJEX** stamp show, formerly a Spring show held in Secaucus, and last year held in September in Newark, has found a new home for 2018, and will be held in conjunction with the ASDA show at the Meadowlands Hilton in East Rutherford, NJ from October 19-21, 2018, with our annual NJPHS meeting to be held there as well. See page 61 of this issue for further details.

### A PLEA FROM YOUR EDITORS:

Articles are always welcome, and much appreciated. Please feel free to add your thoughts and studies to the accumulated knowledge in this journal. It is our lifeblood and we cannot produce a journal without your input!

I would however ask that articles be received at the end of the preceding month or in the early days of the issue month – for next issue this would mean late July or early August. It is very difficult to put together an issue with a variety of articles, when they arrive in our hands after the 15<sup>th</sup> of the month. I apologize for the continued lateness of our issues, but without material in hand well ahead of the issue date, it is a challenge to put it all together and get it out to you on time.

## MANY THANKS, BOB JONES!

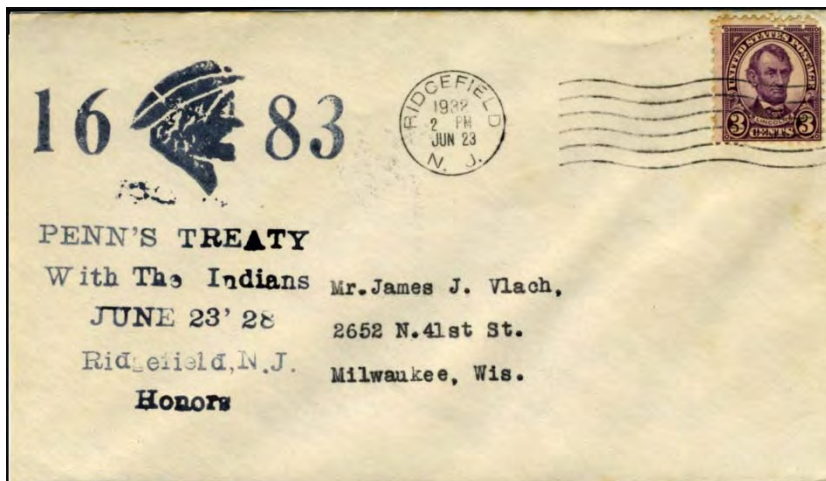
I would like to pay special tribute to member Robert Jones, who passed away August 2017, but we did not hear until April of this year. He was probably not known to many of you – he was born in Camden in 1935 and grew up in in Haddonfield, and maintained a lifetime interest in his hometown, although he lived for many years in Washington D.C.

His wife told me he had a wonderful memory, and there was almost nothing he could not become enthusiastic about.

It was Bob who would write me little notes when he received our journal, commenting on what he'd read, and frequently sending along information and ideas he thought would be of interest to members. Many a clipping from a magazine or newspaper would fall out of the cards and letters he sent. He had a special interest in air mail – I'm sorry he won't be around to see Bob Rose's article on pioneer airmail in this issue

To me he was the assurance that that our journal was important to someone – that there are readers out there who do find some, if not all, articles that take their fancy and spark some interest.

I will miss him. He gave me the feeling that we are not just “whistling in the wind.”



*Bob Jones, 1935-2017*

*A cover sent to me by Bob Jones, which I promised him I'd keep and use one day in the journal. I'm sorry, Bob, that it comes too late for you to see.*

I probably put off using it as it presented me with a problem – this cachet commemorates Penn's Treaty, which actually took place in Shackamaxon, PA in 1683. So why was Ridgefield, a New Jersey town, celebrating this? In addition, it turns out this was the same cachet (and date) as air mail covers sent from Ridgefield as part of air mail week in 1928 and 1932, so why did Ridgefield choose to honor this treaty, which so far as I could find out, had nothing to do with Ridgefield, or air mail.....an unsolved puzzle. Does anyone know?

*Jean Walton*

## MORRIS COUNTY FIRST DAY COVERS

By Donald A. Chafetz

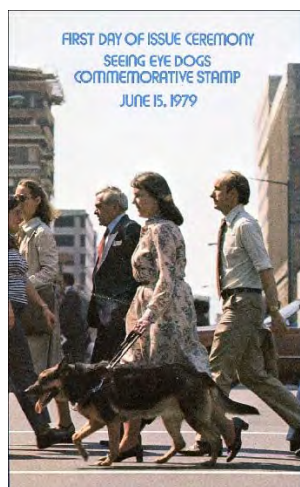
I do not collect First Day Covers (FDC). Not that I do not like them, they just are not my cup of tea. Actually, what I just wrote is partially false since I do have two FDCs. The only reason I have them is that they have Morris County FDC cancellations.

The most recent FDC is the Seeing Eye Stamp issued on June 15, 1979 (*Figure 1*, Scott 1787). The stamp was issued due to the effort of the Morristown Jockey Hollow Stamp Club. According to the Postal Service announcement the stamp was issued to honor the services of guide dogs to the blind. The stamp was issued during the 50th anniversary year of the founding in 1929 of the first guide dog program in the United States by the late Dorothy Harrison Eustis.

Mrs. Eustis, a breeder and trainer of German shepherds, established her program in Morristown after having observed blind victims of World War I working with guide dogs in Germany. Thus it was logical to hold the FDC ceremony in Morristown (*Figure 2*).



**Fig. 1:** Scott 1787, The 1979 design for the Seeing Eye Dog commemoration.



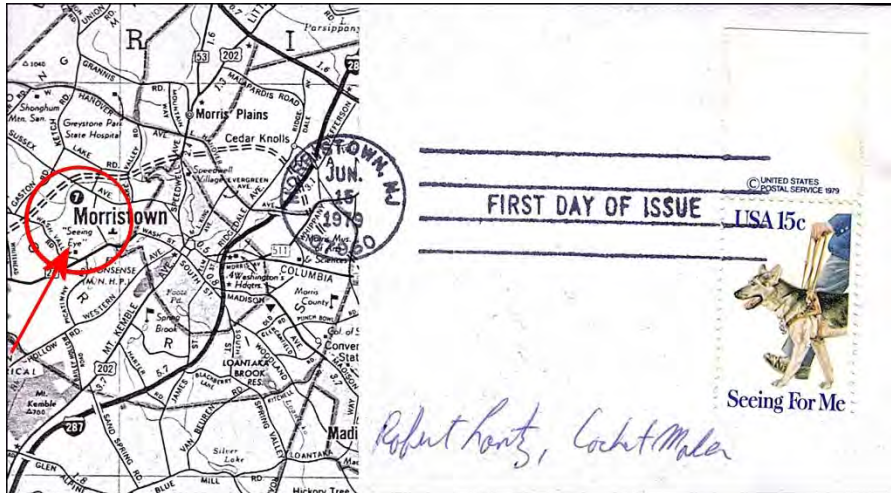
**Fig. 2:** Cover of the program for the First Day ceremony held in Morristown, June 15, 1979.

**Fig. 3:** The Seeing Eye Headquarters is located in Morristown at 10 Washington Valley Road.





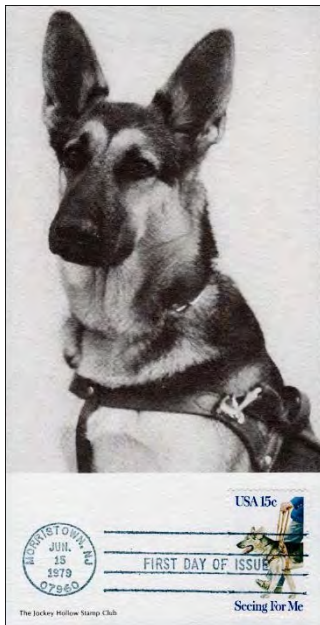
While I was at the ceremony I acquired a number of souvenirs as seen in *Figures 4 - 7*.



**Fig. 4:** Cover with a cachet of the Morristown area, showing the location of "Seeing Eye" grounds, outlined in red, signed by the cachet maker Robert Lantz.

**Fig. 5:** Official First Day cover designed by the Jockey Hollow Stamp Club.

**Fig. 6:** The Jockey Hollow Stamp Club also made strips shown at left featuring the stamp, cancellation and photo of a dog similar to the one pictured on the stamp.



**Fig. 7:** Unique first day cover made by my wife Betty Chafetz. She created the cachet.



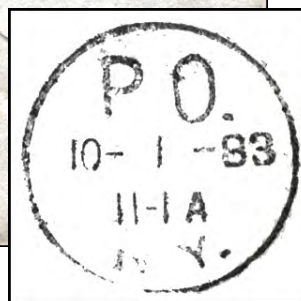
## MORRIS COUNTY FIRST DAY COVERS ~ Donald A. Chafetz

For my second first day cover, I was not available to witness its issuance. In fact, as far as I know, there were no ceremony souvenirs or cachet covers created. It seems few collectors of the time thought about creating any souvenirs to honor the issuance of Scott 210, 2¢ red brown stamp printed by the American Bank Note Company and issued on October 1, 1883 (*Figure 8*). My first day cover was mailed from Chatham, NJ and sent to Kingsbridge Station, New York City. See *Figures 9-12* for blow-ups of the departing Chatham cancellation and the New York City receiving cancellations.



*Fig. 8: Scott 210 First Day Cover postmarked October 1, 1883.*

*Fig. 9: Chatham NJ October 1 cancel.*



*Fig. 10: Scott 210 First Day Cover back with cancels.*

*Fig. 11 & 12: New York Post Office receipt cancellation, 11 am & the receipt cancellation of the receiving post office, time 4 pm.*

The stamp was issued to pay the new reduced first-class letter rate. For the previous 32 years, the letter rate had been 3¢. In an article that appeared in *Stamp Collector*, June 25, 1984, Edward J. Siskin is quoted as saying he estimates that there are 30-40 first day covers known.

The cover has an American First Day Cover Society expert certification.



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

**WANTED: FLORIDA STAMPLESS POSTAL HISTORY,** Pre-territorial, Territorial, Statehood, Civil War periods. Contact William Johnson, 13691 Metropolitan Pkwy, Ft. Myers, FL 33912 or email [whjdds@aol.com](mailto:whjdds@aol.com).

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

**WANTED; STAGE COVERS BEFORE 1860.** All Eastern states. Also wanted: Confederate fakes and forgeries. Contact Steven M. Roth, 1280 21<sup>st</sup> Street, NW, Suite 209, Washington, DC 20036, 202/293-2563 or email [stevenroth@comcast.net](mailto:stevenroth@comcast.net).

**WANTED: SCOTT #610** matched set of plate blocks, F-VF or better, NH not required, send scans or photocopies with price to Alan Parsons, 809 Holley Rd, Elmira, NY 14905; [alatholleyrd@aol.com](mailto:alatholleyrd@aol.com).

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**ANIMAL WELFARE COVERS SOUGHT.** Please send scan and price to [DrMarionRollings@gmail.com](mailto:DrMarionRollings@gmail.com). Dr. Marion Rollings, 101 New Amwell Rd., Hillsborough, NJ 08844.

**LOOKING FOR OLDER SUSSEX COUNTY** Reply to [hornblazer@aol.com](mailto: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](mailto:jbarwis@charter.net), 616/399-9299.

**THE CRABBY MILKMAN is always BUYING Pre-1960 U.S. Postcards,** 973-338-9224. Robert J. DeTrollo, 110 Garner Ave., Bloomfield, NJ 07003, [r.detrolio@comcast.net](mailto:r.detrolio@comcast.net).

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

**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](mailto:jiwalker@comcast.net).

**WANTED: BLOOMFIELD NEW JERSEY Postcards and Ephemera.** Please call with all details. . Robert J. DeTrollo, 110 Garner Ave., Bloomfield, NJ 07003, [r.detrolio@comcast.net](mailto:r.detrolio@comcast.net).

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

**PATERSON, NJ WANTED INTERESTING COVERS.** Contact George Kramer, P.O. Box 2189 Clifton, NJ 07015, or email [gjkk@optonline.net](mailto:gjkk@optonline.net).

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

**POST OFFICE CALENDAR 2018 AVAILABLE:** Produced by member Evan Kalish, vintage photos of POs around the US, including one from NJ! \$17.99 at <http://www.lulu.com/shop/evan-kalish/postlandia-2018-calendar/calendar/product-23311107.html>.



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#### **COLLECTOR SEEKS LONG BEACH ISLAND**

**POSTAL HISTORY**, especially picture postcards. Please contact Michael White, P.O. Box 5222, Saipan, MP 96950 or email [mwhite@saipan.com](mailto:mwhite@saipan.com).

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#### **WANTED: All GLOUCESTER COUNTY, NJ**

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#### **WANTED: UNUSUAL PICTURE POST CARD of TEANECK, WEST ENGLEWOOD, BOGOTA, NEW BRIDGE, NORTH HACKENSACK, NJ.**

Contact Bill Berdan, 475 Forest Ave., Teaneck, NJ 07666, 201-310-1156 or by email at [William.Berdan@gmail.com](mailto:William.Berdan@gmail.com).

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#### **WANTED: COVERS, ETC PERTAINING TO THE BLAWENBURG POST OFFICE 08504.**

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Contact Nathan Zankel, P.O. Box 7449, North Brunswick, NJ 08902, [nate@nbbs.com](mailto:nate@nbbs.com), or call 732/572-0377.

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#### **WANTED: NJ POSTMARKED Sc#65 COVERS**

with a fancy cancel listed in Skinner/Eno. Send scan and email for offer to [hughtowaco@optonline.net](mailto:hughtowaco@optonline.net), or by mail to Hugh Merritt, POB #139, Towaco, NJ 07082-0139.

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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](mailto:BillWhit3@juno.com).

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#### **PHILATELIC LITERATURE FOR SALE:**

postal history (various states and U.S., U.S.A. Stamps (Allen, Brookman, Chase, Neinken, etc., RR (Remele, Towle & Meyer). Send want list. W.G. Kremper, P.O. Box 693, Bartow, FL 33831, [wgkremper@msn.com](mailto:wgkremper@msn.com).

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#### **WANTED: JERSEY CITY POSTAL HISTORY,**

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

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#### **WANTED: NJ DPOs all counties stampless to Modern.**

No philatelics please. Email pics and prices to Mike Yannotta, 415 Monmouth Ave., Leonardo, NJ 07737, [mikey218@verizon.net](mailto:mikey218@verizon.net), 908/930-3585.

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#### **WANTED: CLEAR HANDSTAMPS on New Jersey**

**stampless** covers for exhibition collection. Send copies and prices to Robert G. Rose, Robert G. Rose, 18 Balbrook Drive, Mendham, NJ 07945 or e-mail [robertrose25@comcast.net](mailto:robertrose25@comcast.net).

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#### **WANTED: NJ SHIP and STEAMBOAT covers before**

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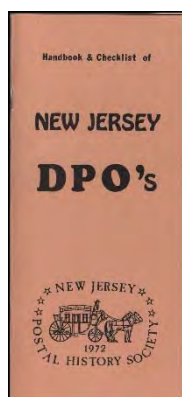
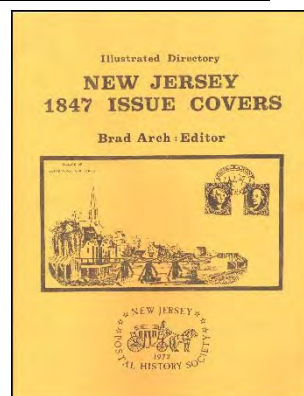
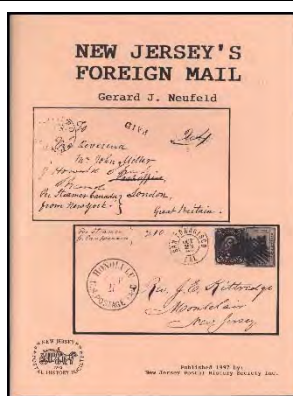
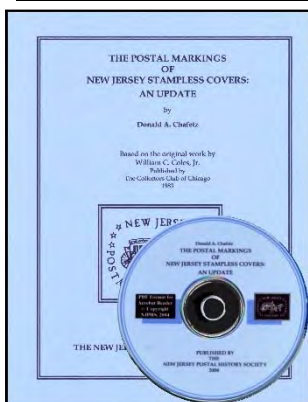
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Includes information of early postal legislation, Revolutionary and Civil War covers, and postmaster lists from the stampless era (1789-57), and for various NJ counties which have been researched, of interest to postal historians and genealogists as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

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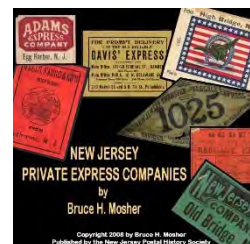


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