



NJPH

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

Vol. 48

No. 3

Whole Number 219

August 2020

1815 Double Weight Cover with War of 1812 Surcharge



A stampless folded letter sent in October 1815 from Philadelphia to Hardwick Township, Sussex County, with sad news. See story on page [129](#).

~ CONTENTS ~

President's Message & Annual NJPHS Meeting Announcement	Robert G. Rose	128
1815 Postal Surcharge Letter: Philadelphia To Hardwick Township, Sussex County NJ –		
More Questions Than Answers	Arne Englund.....	129
Sometimes You Do Win the Lottery! Post Card to Japan.....	Donald A. Chafetz	140
On the Auction Scene: Stampless to 20 th Century	Robert G. Rose	143
Wheel of Fortune Cancels: New Jersey Covers.....	Courtesy of Larry Rausch.....	149
Hunterdon County RFDs, An Expanded Version, Part 3	Jim Walker.....	161
The Search for New Jersey's Milestones: Where are They?	Jean R. Walton.....	168
Member News:.....		176
Treasurer's Report	Andy Kupersmit	178
NJPHS Benefit Auction to be held at Annual Meeting	Robert G. Rose	179
Member Ads		183
Literature Available.....		185

NEW JERSEY POSTAL HISTORY SOCIETY, INC.

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

OFFICERS

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

ANNUAL NJPHS VIRTUAL MEETING ANNOUNCEMENT!

Due to Covid 19 concerns, both NOJEX and the Fall ASDA stamp shows, held together for the last few years, have been cancelled. Since this is our one opportunity to get together at our annual meeting, we are instead taking steps to set up a Zoom meeting, as many philatelic societies have done. The date will be Saturday, October 24, 2020 at 2PM, and it will include a Power Point presentation by President Bob Rose of interesting New Jersey covers, and will include a Benefit Auction of material contributed to the Society. If you intend to participate in the meeting, please send an email to Bob (see email address above) to be added to the Zoom attendees. Particulars on the Auction are available on page 179.

PRESIDENT'S MESSAGE

It was only a few month ago that we were all looking forward to better times ahead, going on summer vacations, dining out at our favorite restaurants, seeing family and friends and, of course, attending stamp shows including the APS' Great American Stamp Show in Hartford this month. Regrettably, like so many other World Series shows, NOJEX 2020 was forced to cancel what would have been an outstanding show in October. Covid-19 changed all of those plans and it looks like we are still months away from a vaccine and an end to this scourge. But on a happier note, we've been able to find some peace and enjoyment in our hobby. I hope this issue of our journal will help!

Long time Society member and author, Arne Englund, returns to these pages with an article about a War of 1812 surcharged rate stampless cover. The letter's content arises from the untimely death of a member of the military who drowned on the Philadelphia waterfront. Arne then combines both history and genealogy in an attempt to determine the identities of the author and the addressee who may have lived in Sussex County, New Jersey. Don Chafetz writes of his pleasure in successfully bidding on a postcard depicting a view of the Morris Canal which was mailed in 1911 to Osaka, Japan. Through the courtesy of Larry Rausch, illustrations of covers with Wheel of Fortune cancellations from New Jersey are reproduced from his files, used for his new book by the same name. Jim Walker continues his series on the routes of rural free delivery in Hunterdon County. Jean Walton presents her research on colonial era and early turnpike milestone markers which were placed on major roadways, most of which have been lost to history. I have contributed another in my series of "On the Auction Scene" articles.

With the cancellation of NOJEX, at which the Society would have conducted its annual meeting, we've planned a Zoom virtual meeting at which I will present a Power Point program highlighting the best of New Jersey postal history. In addition, a two-lot auction will be conducted for the benefit of the Society. To participate in the meeting you will need to register with me via my email (robertrose25@comcast.net) to receive a Zoom invitation to the meeting. Detailed information concerning the contents of the auction lots is included in these pages.

In the meantime, stay safe and well!

ROBERT G. ROSE

1815 POSTAL SURCHARGE LETTER: Philadelphia to Hardwick Township, Sussex County NJ – More Questions than Answers

By Arne Englund

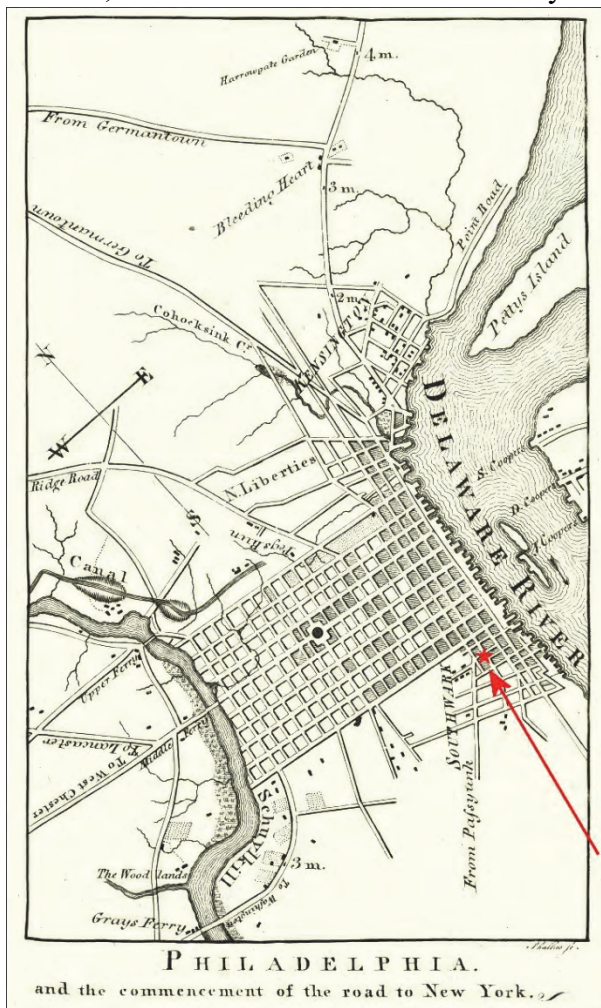
The 1815 Postal Surcharge letter discussed here is a very interesting combination of post-War of 1812 postal rates, Philadelphia and New Jersey history, and, at the same time, a number of very elusive clues. A 50% postal surcharge had been enacted in 1815 to help recoup some of the massive debt incurred by the War of 1812.

The letter itself has War of 1812-related content, regarding a member of the military. It was written October 25, 1815 at Philadelphia, by an Alexander Morrison, and addressed to a Jacob Harris, in Hardwick Township, Sussex County, NJ., informing Harris that his son, who is unnamed in the letter, had drowned while bathing at the “picket warf.” He was found the same day he drowned, and a funeral was held for him by the garrison, with the honors of war. Morrison tells

Harris that if he will come to Philadelphia, he can collect his son’s back pay, pension, and land bounty.

He mentions that any return correspondence should be sent to Alexander Morrison “in” Shippen St. near Third St. or to the “care of Mr. King in Shippen Street.” This area, known as “Southwark,” was one of the oldest sections of Philadelphia, and is now in the southern part of that city. Shippen Street is now Bainbridge Street, and is in the northern portion of Southwark. The Southwark area of Philadelphia is central to the references and clues alluded to here.

Morrison indicates that a second letter is enclosed, written for the son a few days before his passing, causing us to wonder if the son was not able to write, or if it was a legal document of some sort, such as a will. This letter is not now present. Morrison notes that this is the second communication he has written to Harris concerning the matter of his son’s drowning, having received no response to his first letter. It seems likely that the first communication to Harris contained the original of the son’s letter, and this second communication contained a copy. Would that we had that letter as well, and could know its contents.



Courtesy The Lionel Pincus & Princess Firyal Map Division,
The New York Public Library.¹

Fig. 1: 1802 Traveller's Map of Philadelphia.
(Southwark section at arrow)

In an attempt to discover who these men were, we've explored many New Jersey and Pennsylvania Harrises and Morrisons of the late 18th and early 19th centuries, both in older local history references, and in Internet genealogy sites such as Ancestry.com, FamilySearch and WikiTree. Little information has been found on the writer (Alexander Morrison), the recipient (Jacob Harris), or his unnamed son, but a few possibilities and hints have been uncovered. Of course, that's part of the fun and challenge of our hobby – The Hunt, not only for the material, but for the history and other information that lies in back of it, and the inferences that might be drawn.

THE WAR OF 1812

The War of 1812, sometimes referred to as “The Second War of Independence,” was a conflict fought between the U.S. and Great Britain. For Great Britain, however, it was a part of a larger conflict between Britain and Napoleon. It was in Great Britain's interest to keep the U.S. from supporting the French, hence the embargoes, and created a need by the British for seaman – which resulted in the impressment of sailors on US vessels.

The U.S. declared war on Great Britain in June of 1812 for the following reasons: “First, a series of trade restrictions introduced by Britain to impede American trade with France, a country with which Britain was at war (the U.S. contested that these restrictions were illegal under international law); second, the impressment (forced recruitment) of seamen on U.S. vessels into the Royal Navy (the British claimed they were British deserters); third, British military support of American Indians who were offering armed resistance to expansion of the American frontier in the Northwest; fourth, a possible desire on the part of the United States to annex Canada.”²

The War of 1812 was fought, for the most part, on U.S. soil, and there were four major theatres of the war: the Atlantic Coast, the Canada-U.S. border, the Gulf Coast, and the American frontier, primarily what is now the Midwest. During the two and a half years of conflict, many battles and destructive events occurred in all these areas, including some very well known, such as the Burning of Washington D.C. on August 24, 1814, the Battle of Fort McHenry, in which the U.S. military successfully defended Baltimore Harbor from an attack by the British Navy from the Chesapeake bay on September 13-14, 1814, and The Battle of New Orleans, fought January 8, 1815 close to Chalmette, Louisiana with the U.S. Army under the command of Brevet Major General Andrew Jackson. This battle turned out to be the greatest American victory of the war, fought after the signing of the Treaty of Ghent, but before word had reached either of the combatants.

It should, of course, be remembered that the U.S. lost its share of battles, as well, and the American offensives into Canada were anything but successful. “Federalist opposition to the War of 1812 in the United States affected its prosecution, especially in New England, where it was referred to as “Mr. Madison's War.” American defeats at the Siege of Detroit and the Battle of Queenston Heights thwarted attempts to seize Upper Canada, improving British morale,”³ although the U.S. victory at the Battle of Lake Erie allowed the recapture of Detroit, and the subsequent defeat of Tecumseh in Upper Canada.

The Treaty of Ghent, establishing peace terms between the U.S. and Great Britain was signed Dec. 24, 1814, ending the war. The War of 1812 resulted in the loss of the lives of 15,000 American soldiers, 8,600 British and Canadian soldiers, and an unknown number of Native Americans, and cost the United States an astronomical \$158,000,000 (\$1.78 Billion in today's dollars)

1815-1816 POSTAL SURCHARGE

To quote from Richard Frajola's exhibit of War of 1812 Routes and Rates: "By an act of Congress, passed December 23, 1814, the postal rates then in effect (the 1799 rates) were to be increased by 50%. This surtax was an indirect taxation to help defray the cost of the War of 1812 and was part of a larger tax scheme proposed and implemented by Alexander J. Dallas, the Secretary of the Treasury. It was the first time that postal charges were used as a way of increasing revenue and in the thirteen months that they were in effect the net revenue of the Post Office increased by \$290,000. These rates were in effect from February 1, 1815 to March 30, 1816."⁴

THE COVER OF THE 1815 LETTER

The cover of the letter we're discussing is addressed to "Mr. Jacob Harris/ Sussex County/ Hardwick Township/ New Jersey." It has a Philadelphia Oct. (25?) circular postmark. It carries a manuscript rating of 30 cents, which was to be paid by the addressee. The 30-cent rate has been crossed out, and re-rated 37½ cents with the same ink and in the same hand. It also has a manuscript forwarding marking at left: "For'd from Newton NJ Nov 7."



Fig. 2: Address panel of this 1815 letter from Philadelphia to Sussex County, Hardwick Township, New Jersey, forwarded from Newton. It enclosed another letter, so was double weight, and additionally charged an extra 50% for the War Rate. It also carries Philadelphia's first circular handstamp, dated PHI/25?/OC.⁵

The postal clerk in Philadelphia initially rated this cover 30 cents, probably thinking the distance to Hardwick Township, Sussex County, NJ to be between 40 and 90 miles. The 1799 rate for a single sheet letter going that distance was 10 cents. There was the second letter contained as well, mentioned above, but which is not now present. Assuming it was also a single sheet, the 1799 rate would have been 20 cents for the two sheets, then adding the 50% war surcharge – for a total of 30 cents. However, the postal clerk probably re-thought the distance, or checked in a reference containing distances to make sure, and found that it was over 90 miles, which it is to Johnsonburg, Stillwater or Newton. The old 1799 rate for 90 to 150 miles was 12½ cents. With the second letter sheet - 25 cents, plus 50% surcharge = 37½ cents.

THE LETTER

The letter follows, written in a clear hand but with some spelling challenges:

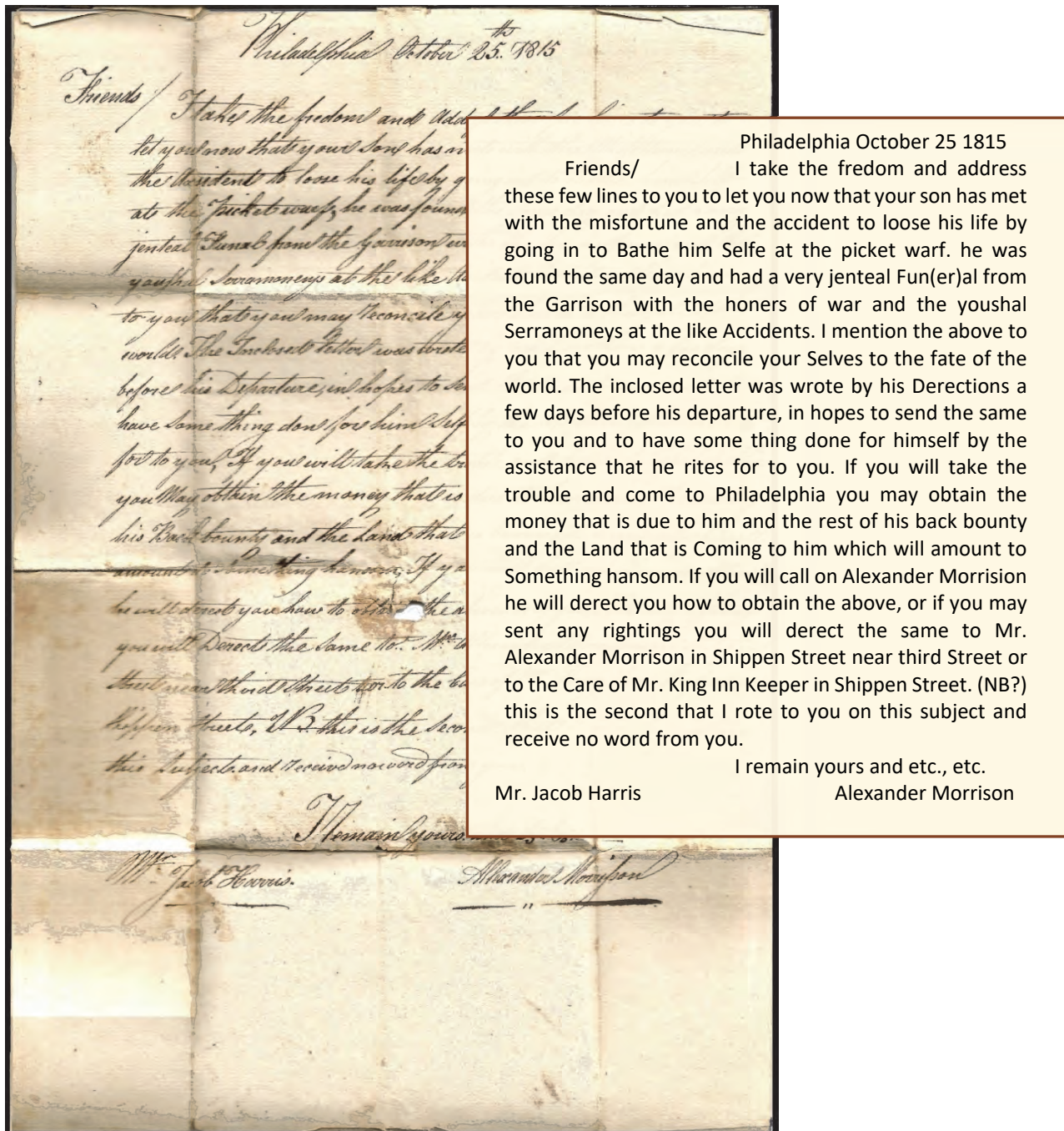


Fig. 3: The letter, written by an Alexander Morrision to Jacob Harris, describes the loss of Harris's son by drowning off the picket wharf in Philadelphia, with instructions for claiming his son's back pay and land bounty. Unfortunately for us, the son's name is never mentioned.

With so many clues provided, it seemed it should not be hard to pinpoint the places and people mentioned.

THE PLACES:

PHILADELPHIA DURING THE WAR OF 1812

The *Encyclopedia of Greater Philadelphia* describes Philadelphia's role in this conflict:

"Philadelphia was pivotal in supporting America's war effort during the War of 1812, the final war in which the United States and Britain fought on opposing sides. The city functioned as a major supply center for the army, and its revitalized port outfitted vessels for the navy.

"On the home front, the yard of the Pennsylvania State House (Independence Hall) became an active place for drilling troops and gathering civilians for war-related labor. In 1814, when a British invasion of Philadelphia became a distinct possibility, African American businessmen James Forten (1766-1842) and Russell Parrott (1791-1824) used the yard for organizing more than two thousand free blacks to help strengthen fortifications at Gray's Ferry on the Schuylkill River.

"The war saw Philadelphia reclaim its position as an essential port for the United States Navy. Shipyards on the Delaware River busily engaged in shipbuilding and repair. However, ... the British Navy's frequent presence on the Delaware Bay adversely affected fishermen and traders. While the British never sailed as far upriver as Philadelphia, the town of Lewes, Delaware, was not so fortunate. On April 5 and 6, 1813, after refusing to provision a British flotilla, Lewes was bombarded for twenty-two hours. Delaware militia defending the town managed to keep British troops from landing on shore, and the attackers eventually withdrew.

"As the United States continued waging a war that it did not have the adequate finances to afford, it plunged ever deeper into economic chaos. Pennsylvania was unique in that it actually—at least for a while—experienced wartime prosperity. This was largely because the army purchased vast quantities of supplies within the state, and one of the most important supply routes ran between Philadelphia and Pittsburgh. Much of the money generated by these ventures ended up in Pennsylvania banks. Philadelphia found itself with enough money to engage in large-scale building projects. However, business failures in New York in 1814 created a ripple effect that reached Philadelphia and finally brought Pennsylvania's financial surge to a halt."⁶

THE NAVY YARD AT SOUTHWARK

"The yard has its origins in a shipyard on Philadelphia's Front Street on the Delaware River that was founded in 1776 and became an official United States Navy site in 1801. From 1812 till 1865 it was an active production center. The first ship which was launched to the water was the USS *Franklin*."⁸ The Southwark ("Navy") Yard was between Federal and Reed Streets, that area being a little south of Southwark, in what is now the Pennsport section of the city. The corner of Shippen St. (now Bainbridge) and Third St. (mentioned in the letter) is in the northern part of Southwark.



Drawing by Frank Taylor, courtesy Library Company of Philadelphia

Fig. 4: The Old Navy Yard, depicted in 1864.⁷

THE “PICKET WARF”

The word “Picket” in the term “Picket Warf” mostly likely referred to the wharf where picket boats (the small gunboats used in the Delaware River during the War of 1812 in defense of the city of Philadelphia) were moored.

When the U.S. capitol moved from Philadelphia, where it had been from 1790 to 1800, to Washington D.C., work was stopped on rebuilding Fort Mifflin (just south of Philadelphia, near the present location of the airport), which had been, along with Fort Mercer and Fort Billings, the river defense for Philadelphia during the American Revolution. During the War of 1812 some work was started again on the fort, as noted in the *Encyclopedia of Greater Philadelphia*, “but Jeffersonian Republicans preferred to spend money on several temporary batteries of twenty-four-pounder cannon on islands in the Delaware River and use small gunboats to protect the city.”⁹ Plus, Fort Mifflin was close to Philadelphia, and it seemed more sensible to have defense further down river, as naval armaments had become increasingly long range. Look at Ft. McHenry, where the British couldn’t get into Baltimore Harbor, but were still able to fire on the fort from two miles away!

Jacob Harris’ son may possibly have been a sailor on one of the gunboats; at any rate he had access to the picket wharf.

THE TAVERN & INN KEEPER

The letter directs Jacob Harris to send return correspondence to Alexander Morrison “to the care of Mr. King Inn Keeper in Shippen Street.” There is a good likelihood that Mr. King’s “Inn” was the Black Bear Tavern, formerly the White Horse, which was, when it was erected by



Drawing by Frank Taylor, courtesy Library Company of Philadelphia

Fig. 5: Tavern at White Horse Alley.¹⁰

Anthony Fortune in 1775, advertised in the Feb. 15, 1775 edition of the *Pennsylvania Gazette* as being on “Shippen-street, next Door to the Corner of Third-street, near the New-market.” It was apparently on the north side of Shippen Street, just west of Third Street. At that time, it was in an almost rural setting.¹¹

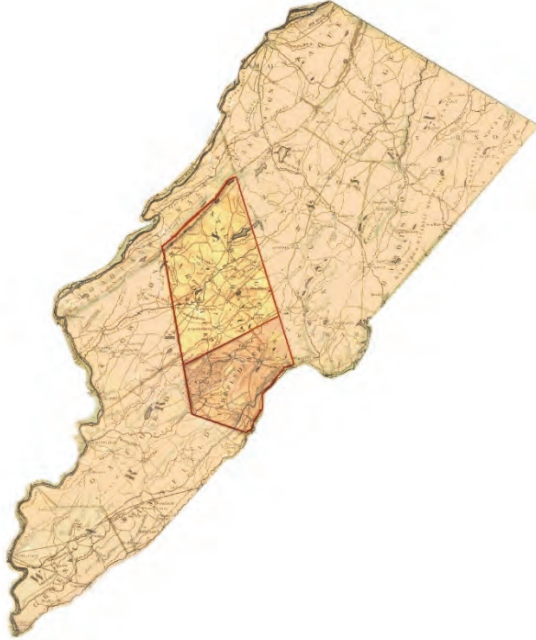
It was popular for decades. The two political factions of the day were the Federalists and the Democratic Republicans. In the late 1790s, the Federalists used the premises for their meetings. Within a few years, however, allegiances had changed, and, under new management, in the early years of the 19th century, the tavern became known as a meeting place for

militia regiments, most of which were partisans of the Democratic Republican Party and the Jefferson Administration in Washington. Before the War of 1812, these militia units would muster in front of the tavern and march throughout the city with drums and colors.

Of course, there were other taverns in the immediate vicinity. So far, there is nothing showing that a Mr. King operated the Black Bear, or any other establishment in the Southwark area at that time. However, ownership and management did seem to change quite frequently. Given its prominence, The Black Bear seems to be a likely destination for a return letter to Morrison.

HARDWICK TOWNSHIP, SUSSEX CO., NJ 1815

When Sussex County was formed in 1753 from parts of what was then Morris County, Hardwick was one of four townships within it. In 1815, the county seat for Sussex County was Newtown, formerly Sussex Court House.^{14,15}



Thomas Gordon 1828 Wall map, David Rumsey Map Collection¹²
Fig. 5: Sussex County of 1815 in northwest New Jersey, shown on Gordon's 1828 wall map of New Jersey. We have shown only the old Sussex County (comprising Sussex and Warren Counties), with the original Hardwick Township (within the red lines), and as it was in 1815 (yellow). Independence Township had been split off from Hardwick Township in 1782, and Hardwick would lose much of its size again when Warren and Sussex split in 1824.¹³

Today's Hardwick Township has been reduced to a small portion of its original size, all now within Warren County, created from Sussex in 1824. However in 1815, it still covered a very large area which included parts of today's Sussex and Warren Counties.¹⁶

Where in the Hardwick Township of 1815 did Jacob Harris live? Hardwick, at that time, contained all of current Hardwick and Frelinghuysen Townships in Warren County, and Stillwater, Fredon and Green Townships in Sussex County. Independence Township had been created in 1782.¹⁷ The only two post offices in the larger Hardwick Township of that time were Johnsonburgh, established 1796, and Stillwater, established 1814. It would make sense that the letter be sent to Newton, the Sussex County seat, and then have the post office try to find Jacob Harris from there.

THE PEOPLE:

JACOB HARRIS

In James P. Snell's 1881 *History of Sussex and Warren Counties, New Jersey*,¹⁸ in the Stillwater Township, Sussex County chapter, there is a Jacob Harris listed with about 130 other names of fathers of children baptized at the Stillwater Reformed Church, by ministers officiating there, between 1773 and 1800. Snell felt that the inference was that most of those on the list were inhabitants of Stillwater.

The only other reference found in Snell to anyone named Jacob Harris in the period of the late 18th/early 19th centuries was to a doctor who served as a surgeon throughout the Revolutionary War,¹⁹ a relative (grand uncle?) of Dr. Henry S. Harris of Allamuchy in Independence Township. No location was given for this Jacob Harris.

1815 WAR SURCHARGE LETTER: Philadelphia to Hardwick, Sussex County ~ Arne England

National Archives records show a New Jersey surgeon by that name, serving between 1775 and 1783, who entered service as a surgeon's mate and later was a surgeon. That Jacob was eligible for 400 acres of bounty land, which appears to have been awarded to his assignee, John Henton Richards in the 1790s,²⁰ but there are no particulars on that Harris's birth, death, or location (beyond New Jersey). He was a member of the Society of the Cincinnati,²¹ but unfortunately his biography there also contains neither birth nor death records for him. So we have found nothing, aside from Stillwater baptism records, to specifically tie a Jacob Harris to Hardwick Township, where this letter was addressed.

In many cases, the application for war bounty land may be one of very few, if not the only record of a given individual's existence. Thus, the importance of the war land bounty applications as a genealogical tool is obvious, often connecting generations. The early Revolutionary bounty land applications, however, were destroyed by a fire in that office in 1800, giving us little information in this instance.

JACOB'S SON (UNKNOWN HARRIS?)

We also uncovered more mysteries than answers concerning the identities of this man. Without knowing his first name, Jacob's son's identity remains a mystery. Morrison tells Jacob that if he comes to Philadelphia to collect his son's military benefits that "the money that is due to him and the rest of his back bounty and the Land that is Coming to him which will amount to Something handsome." Searches of the bounty land warrants for the War of 1812 however have turned up no award fitting the name Harris associated with Hardwick Township or Sussex County. However, all bounty records may not yet be online. It is even possible that his last name was not Harris – for instance, if he were an adopted child, as below.

The proximity to Southwark, the "Picket Warf," and nearby Navy Yard suggest that he might have been in the Navy. Perhaps he was a sailor on one of the gunboats, plying the waters of the Delaware River, protecting Philadelphia from the British. We know from the letter that he served in some military service, as he was buried by the Garrison with the "honors of war," and had back pay and bounty land coming to him. The truth is, other than that, we still know little about him.

ALEXANDER MORRISON

This will is found in the Pennsylvania book of Wills for 1815, Philadelphia Co., PA:²²

HARRIS, JOHN. April 13, 1809. April 10, 1815. [*Dates: (1) when written, and (2) when probated.
To wife Jane Harris, whom I appoint sole Executrix. After death of said wife, property to John, the son of William Riddle our nephew, he to provide for my **adopted child, Alexander Harris Morrison**. [emphasis added]

Wit: Mathew Weaver, William Weir.

The date of probate seems possible, if we presume someone would be foolish enough to bathe in the Delaware in April. But the coincidence of the name of the adopted child to the name of our letter-writer lends some credence, and suggests (if this was Jacob's son) there may have been a closer relationship between Alexander Morrison and John Harris than simply a member of the service or local community informing Jacob of his son's death. The Morrison name continues to appear in various Harris genealogies.

The Philahistory.net web site, on the South Street page²³ shows an Alexander Morrison in 1785 to be located between Front and 2nd Streets, on the south side, and listed as a shopkeeper. And, in 1791, he is located at Cedar St., and is listed as a “taylor.” This is very close to Shippen (now Bainbridge) and Third, so it seems very likely he is the same Alexander Morrison. The 1785 date refers to listings in Macpherson’s Directory, for the City and Suburbs of Philadelphia.²⁴

U.S. WAR BOUNTY LAND

Bounty land was offered for military service in both the Revolution and the War of 1812 (as well as some later service). Revolutionary War soldiers were usually awarded land in the Old Northwest Territory, many receiving land in what is now Ohio; War of 1812 veterans or their families, were awarded lands in Illinois, Missouri, or Arkansas. This summary is from United States Military Bounty Land Warrants:²⁵

“The federal government provided bounty land for those who served in the Revolutionary War, the War of 1812, the Mexican War, and Indian wars between 1775 and 1855. It was first offered as an incentive to serve in the military and later as a reward for service.

“Bounty land could have been claimed by veterans or their heirs. The federal government reserved tracts of land in the public domain for this purpose. The states of New York, Pennsylvania, and Virginia also set aside tracts of bounty land for their Revolutionary War veterans.

“A veteran requested bounty land by filing an application at a local courthouse. The application papers and other supporting documents were placed in bounty land files kept by a federal or state agency. These documents contain information similar to the pension files and include the veteran’s age and place of residence at the time of the application. If the application was approved, the individual was given either a warrant to receive land or scrip which could be exchanged for a warrant. Later laws allowed for the sale or exchange of warrants. Only a few soldiers actually received title to the bounty land or settled on it; most veterans sold or exchanged their warrants.

“The lands set aside for those who had served in the War of 1812 were in one of three districts: Illinois, Missouri or Arkansas. Originally, Michigan land was chosen, but was erroneously thought to be ill-suited, and Missouri was substituted.²⁶ “War of 1812 Bounty-land warrants for service in the War of 1812 are based on acts of 1811 and 1812. Surviving veterans also qualified for such benefits under acts of 1842, 1850, 1852, and 1855. Many War of 1812 bounty-land records are also interfiled with the War of 1812 pension files.”²⁷

The lands that had been set aside earlier for those serving in the Revolutionary War were located in the Old Northwest Territory, 248,000 square miles of land acquired by the U.S. in 1783, after its victory in the American Revolution. Sections of this had at one point been claimed by various states, N.Y., Mass., Va., & Conn., Virginia at one point claiming all the land that had been the Ohio Country and Indiana Country. The land claimed by these four states was, in turn, ceded to the Federal government. Districts were then created for use as bounty land: the “Virginia Military District” in southwestern Ohio, the “Connecticut Western Reserve” in northeastern Ohio, etc. “Congress authorized bounty-land warrants for military service in the Revolutionary War under acts of 1788, 1803, and 1806. Surviving Revolutionary War veterans also qualified under the final bounty-land act of 1855. Many bounty-land claims for Revolutionary War service have been combined with other Revolutionary War pension files.”²⁸

OTHER HARRISES

We have examined a number of genealogical resources, some with possibilities for the family currently in question, but have reached no satisfactory results. If anyone wishes to pursue this search, we can provide information on Harris families in Monmouth County and Salem County, as well as other Harrises in Sussex and Warren County.

CURRENT CONCLUSIONS

So, where does this all leave us, at the moment? Postally, the 1815 cover from Philadelphia to Hardwick Township, Sussex County NJ is a good example of the post-War of 1812 50% surcharge rates, with a nice forwarding marking from Newton, NJ.

Content-wise, however, the letter is a different story, relaying information relating to a tragic incident involving the addressee's son. After much research, we are still very vague on the principals involved. We still know virtually nothing about Jacob Harris other than his name and that he was assumed by Alexander Morrison to be in Hardwick Township in October of 1815. We still don't know the son's name. We do know he was in the military, most likely in the Navy.

Alexander Morrison is the person about whom we know the most. He is very likely the same Alexander Morrison who in 1785 and 1791 was a shopkeeper and then a "taylor" in the same small area from which he wrote the letter in 1815. He appears to be extended family of one branch of the Harris family. How one branch ties to another is not certain at the moment.

We'd like to have the name of the Inn or Tavern where Mr. King was the Inn Keeper.

Maybe, enough picking away over time will reveal the key to this genealogical labyrinth. If anyone has addition information or ideas, please feel free to contact us and/or comment: Please contact me at alenglund@aol.com.

ENDNOTES:

¹ Map of Philadelphia, from The Traveller's Directory, a Pocket Companion, published in 1802, showing the city with district of Southwark directly to the south (see arrow). The original Philadelphia Naval Yard established in 1801 was located just below the Southwark section of the city. From The Lionel Pincus & Princess Firyal Map Division, New York Public Library collection of digital maps at http://maps.nypl.org/warper/maps/13594#Export_tab.

² Wikipedia, Origins of The War of 1812 at https://en.wikipedia.org/wiki/Origins_of_the_War_of_1812.

³ *Ibid.*, Wikipedia.

⁴ For a great detailed overview of the "War of 1812 Special Routes and Rates " including the Post-War Period, please check out Richard Frajola's 75 frame exhibit, which can be found at: <https://www.rfrajola.com/FrajolaWarof1812.pdf>

⁵ Thanks to John Barwis for his help. This is Philadelphia's first circular datestamp. It was used from 4 Aug 1798 – 30 Mar 1816, according to Tom Clarke: "A Catalog of Philadelphia Postmarks, 18th Century to the Present, Part 1, Domestic Origin Markings," p. 7, SEPAD 1989.

⁶ The Encyclopedia of Greater Philadelphia, "War Of 1812" By Paul Campbell, at <https://philadelphiaencyclopedia.org/archive/war-of-1812/>.

⁷ The first United States navy yard, located at the foot of Federal Street upon the Delaware River. Frank Howard chronicled many of Philadelphia's oldest sites. This shows the original Navy shipyard, but many years after the War of 1812. These and many other nice views are from the Library Company of Philadelphia at <https://digital.librarycompany.org/islandora/object/digitool%3A77545>.

- ⁸ Philadelphia Ship Yard, on Wikipedia. See https://en.wikipedia.org/wiki/Philadelphia_Naval_Shipyard#:~:text=From%201812%20till%201865%20it,Philade%20to%20improve%20production%20processes.
- ⁹ Forts and Fortifications, by Jeffery M. Dorwart, *Encyclopedia of Greater Philadelphia*, at <https://philadelphiaencyclopedia.org/archive/forts-and-fortifications/>
- ¹⁰ Another illustration by Frank Howard, op cit., of a tavern at the corner of White Horse Alley – not the Shippen Street Tavern, but at what is now Market & Bank. The owner of the original White Horse seems to have imported the name to his Shippen Street location. Courtesy of the Library Company of Philadelphia at https://digital.librarycompany.org/islandora/object/digitool%3A77318?solr_nav%5Bid%5D=fa7c570a49699319fb72&solr_nav%5Bpage%5D=0&solr_nav%5Boffset%5D=18 See also Michael Schreiber's article below.
- ¹¹ Michael Schreiber, The Black Bear Tavern and Ball Alley, at <https://philahistory.org/2014/05/05/the-black-bear-tavern-and-ball-alley/>.
- ¹² Wall map of New Jersey, downloaded from David Rumsey's collection of Maps, by Thomas Gordon and Henry Tanner, 1828: https://www.davidrumsey.com/luna/servlet/detail/RUMSEY~8~1~200147~3000094:New-Jersey-?sort=Pub_List_No_InitialSort&qvq=q:new%20jersey%2C%201828;sort:Pub_List_No_InitialSort;lc:RUMSEY~8~1&mi=2&trs=55#
- ¹³ George Wycoff Cummins, *History of Warren County, NJ*, Lewis Publishing, New York 1911, PP. 106-7: In 1782 Hardwick was divided into Hardwick (including Frelinghuysen and Stillwater), and Independence. These two parts had been known for some time before 1782 as Upper and Lower Hardwick.
- When Warren County was formed in 1824 Hardwick lost that part over the Sussex County line known as Stillwater and the remainder was divided in 1848, the Paulins Kill being the dividing line between the present Hardwick and the new township called Frelinghuysen.
- ¹⁴ Hardwick Township was originally created by Royal Patent, around the same time that Hunterdon County was created in 1714 in this northwest section of New Jersey. James Snell, *History of Sussex and Warren Counties*, Philadelphia, Everts & Peck, 1881, p. 691.
- ¹⁵ Hunterdon was subsequently divided in 1739, and this northwest section became Morris County. It was divided again in 1753, with the formation of Sussex County, which included what is now Sussex and Warren Counties. See *New Jersey County Formation*, by Jean Walton, at <https://njpostalhistory.org/media/pdf/NJCtyformation.pdf>.
- ¹⁶ In July 1997, Hardwick actually increased in size by the addition of the now-defunct Pahaquarry Township, which was dissolved and absorbed by Hardwick Township. https://en.wikipedia.org/wiki/Pahaquarry_Township,_New_Jersey.
- ¹⁷ Cummins, op cit., In 1782, Hardwick was divided into Hardwick (including Frelinghuysen and Stillwater), and Independence. These two parts had been known for some time before 1782 as Upper and Lower Hardwick.
- ¹⁸ James Snell, history of Sussex and Warren, p. 371.
- ¹⁹ Snell, op cit., p.517, <https://archive.org/details/historyofsussexw00snel/page/517/mode/1up?q=jacob+harris>
- ²⁰ Revolutionary War Pension and Bounty-Land Warrant Applications 1800-1900, on Ancestry.com.
- ²¹ Society of the Cincinnati in the State of New Jersey, Surgeon Jacob Harris, Original member, admitted 1783. Bio: Began his service in the Revolutionary War as Surgeon's Mate in the 1st Regiment New Jersey Line 28 Nov 1776 then in the 4th Regiment 24 Feb 1777, then the 1st Regiment 1 July 1778. Surgeon in the 1st Regiment New Jersey Line from 16 Nov 1782 during the Revolutionary War. Retained in and last served in Cumming's Continental Battalion from Apr 1783. Served to Nov 1783. Medical doctor. Date and place of birth and death unknown. See <https://njcincinnati.org/j-harris/>
- ²² Pennsylvania Book of Wills: Abstracts, Book 6 Part A: 1815 Philadelphia Co, PA <http://files.usgwarchives.net/pa/philadelphia/wills/willabstrbk6a.txt>. Dates give are (1) when written, and (2) when probated.
- ²³ Philahistory website at <http://www.philahistory.net/south.html>
- ²⁴ Published by Francis White & John McPherson, 1785. This is, incidentally, the first city directory in the United States. The 1791 date refers to listings in *The Philadelphia Directory*, published by Clement Biddle, 1791.
- ²⁵ See https://www.familysearch.org/wiki/en/United_States_Military_Bounty_Land_Warrants "Family Search, the genealogical tool of the *The Church of Jesus Christ of Latter-day Saints*, at <https://www.familysearch.org/>
- ²⁶ Wikipedia, "Military tract of 1812." See https://en.wikipedia.org/wiki/Military_Tract_of_1812
- ²⁷ Bounty-Land Warrants for Military Service 1775-1855, a National Archives publication: <https://www.archives.gov/files/research/military/bounty-land-1775-1855.pdf>
- ²⁸ *Ibid.*

SOMETIMES YOU DO WIN THE LOTTERY!

By Donald A. Chafetz

When I saw the post card in *Figure 1*, I knew I had to bid very high to own it. So I placed my bid, but a couple of days later I was concerned that the bid was not high enough and some last minute bid would win the lot. I panicked and decided to use E-snipe to place a higher bid, which I did. After a few hours, I began to wonder, was I bidding against myself and would I end up paying a high price for a faulty reasoned bid strategy!

Well, as the bid closing hour approached, I watched to see what sad expensive lesson was awaiting me. Well, it turns out, I was the only bidder and the programs had enough smarts to recognize that I was bidding against myself. With a sigh of relief I impatiently awaited my “lottery winner.”



Fig. 1: Post card view “Along the Morris Canal, Jersey City, N.J., with stamp on view side.

Why the Interest?

The card is a little scruffy and the picture a rather mundane image of the canal. The stamp is a common 2¢ red Washington. The cancel is hard to read, but appears to be August 13, 9 pm. I can not read the year or the city on either cancellation.

So, you must be thinking I was crazy to go bonkers over a mundane post card with a mundane stamp and poor cancellations. Well, let’s flip the post card over and examine where it was sent and explore the receiving cancellations (*Figure 2*).



Fig. 2: Address side of card, noting stamp is on reverse, requesting exchange of post cards.

The post card was sent to Osaka, Japan! This is the only Morris Canal post card that I have seen sent to Japan. It was sent by C.J. Hoffman of Bayonne, NJ. To determine the Japanese messages and markings I sent high resolution scans to the APS translation service. I received the following reply from Bobby Liao:

- Figure 2: The postcard was sent to Tokuchu, Higashiku, Osaka. The town is now in Chuoku (Central Ward), Osaka. Chuoku was formed from the former Higashiku (East Ward) and Minamiku (South Ward). There are 24 Wards in Osaka today.
- English pencil message on card: "Please Exchange"



Fig. 3



Fig. 4

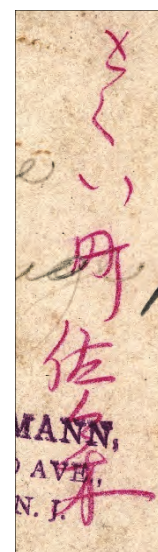


Fig. 5:

- Figure 3: I can only decipher one of the three Kanji characters - Bashi (Bridge). I consulted the former town names in Higashiku (East Ward) ¹

I can only find one 3-kanji town name that ends in Bashi. That is Koraibashi. However, the first two Kanji are really smudged and I can only say with 50% certainty that the town is "Koraibashi." The date is confirmed as September 5, 1911 (Meiji Era Year 44), 4-5 PM. PM is confirmed.

- Figure 4: is an Osaka, Japan cancel, dated September 5, 1911.
- Figure 5, the red inscription: “Tokuicho Sajo.” Tokuicho is part of the address in Osaka. Sajo appears to be the name of a person. It’s likely the post office has written this on the postcard to help the post carrier deliver the postcard to its addressee.

What About the Postal Fee?

Consulting the book *U.S. International Postal Rates, 1872 - 1996*, page 355 provides the answer – The international post card rate was 2¢. This rate was effective as of October 1, 1907 - October 1, 1925.

And What About the Route

Good questions. There are no route markings so I can only speculate what the route was. I would suggest:

- Bayonne, NJ to New York City foreign letter department.
- New York City by train to San Francisco, CA
- San Francisco, CA by ship to Osaka, Japan
- Osaka, Japan by mail carrier to Mr. Sasaki

Conclusion

I assume Mr. C.J. Hoffman of Bayonne, NJ was a post card collector who was trying to establish worldwide connections for exchanging post cards. I believe it was a rather common hobby in the day, similar to stamp collectors wanting to exchange stamps. Fortunately for me, he chose to send a Morris Canal post card. I wonder what Mr. Sasaki² must have thought when he received the card picturing a water-filled ditch!

Yes believe, you can sometimes win the lottery!!

REFERENCE:

Wawrukiewicz, Anthony S. and Henry W. Beecher, *U.S. International Postal Rates, 1872-1996*, Cama Publishing Company, Portland, OR, 1996, p. 355.

ENDNOTES:

¹ [https://ja.wikipedia.org/wiki/中央区\(大阪市,旧・東区\)](https://ja.wikipedia.org/wiki/中央区(大阪市,旧・東区))

² I am unclear why there is a discrepancy between the addressee name on the post card (Sasaki) and Bobby Liao’s translation of the red inscription where he suggests the name is Sajo. Perhaps it is not the name of a person, but an address notation such as a street or specific place.

ON THE AUCTION SCENE: STAMPLESS TO 20TH CENTURY

By Robert G. Rose

Auctions were slowed from March through May as a result of COVID-19, but have since picked up again with a number of sales which included a broad array of New Jersey postal history. One of the State's most attractive stampless handstamp postmarks is the Haddonfield negative marking. An extremely fine example, as illustrated below in *Figure 1*, was included in a Robert A. Siegel sale.¹ The cover was sent unpaid to Baltimore with postage rated at the 12½ cents single letter rate for a distance of 80 to 150 miles. Accompanied by a 2018 P.F. certificate, with an estimate of \$400-500, it sold for the hammer price of \$900 plus an 18% buyer's fee for a total of \$1,062.²



Courtesy Robert A. Siegel Auction Galleries, Inc.

Fig. 1. Haddonfield negative postmark, on January 14, 1842 folded letter to Baltimore.

The Siegel Rarities sale included two 5¢ 1847 (Scott 1) covers.³ The first cover, shown below in *Figure 2*, is postmarked “N. Brunswick N.J. Apr. 19” with a large “5” cent rate handstamp on an envelope addressed to 36 South St., New York City. The stamp is double struck and tied with a black grid cancel. A manuscript “X” is written over the “5” rate handstamp, and a “2 Cents” in manuscript has been written into the postmark just above date. A very faint “2c” in pencil is written on the cover to the right of the stamp.



Courtesy Robert A. Siegel Auction Galleries, Inc.

Fig. 2. 5¢ 1847 Issue from New Brunswick to New York City.

What is the explanation for these curious markings? The 5¢ stamp paid the rate for a half ounce letter under 300 miles. But why was the “5” handstamp rate marking crossed out and a 2¢ manuscript marking applied within the postmark? The catalog description suggests the following explanation:

“The 2c rate on this cover is enigmatic. The New York City postmaster reestablished carrier service in December 1848 with a 1c fee for delivery from the post office to the addressee. The “2 Cents” on this cover was applied either at the originating office (New Brunswick N.J.) or at the New York office, possibly to indicate an advertised fee.”

With an estimate of \$4,000 to \$5,000, a 2003 PF certificate and a provenance including a Philip Ward back stamp and prior sales in the “Sevenoaks” and Craveri auctions,⁴ it failed to find a buyer.

The second 5¢ 1847 cover in the Siegel Rarities sale, illustrated below in Figure 3, is postmarked with a green “Princeton, N.J. Oct. 24” handstamp on an 1850 folded letter to Columbus, located in Burlington County, New Jersey. The stamp is cancelled by a green “5” in a boxed frame. The cover is described as having some minor flaws. With an estimate of \$1,500 to \$2,000, a 2000 PF certificate and, a provenance including Coles, Eno, Arch and Craveri, it sold at hammer for \$1,100 plus a buyer’s fee of 18% for a total of \$1,298.⁵



Courtesy Robert A. Siegel Auction Galleries, Inc.

Fig. 3: 5¢ 1847 Issue from Princeton to Columbus, NJ with Green postmark and matching boxed rate marking.

The final example of New Jersey postal history in the Siegel Rarities sale is not illustrated in this article because it was the subject of discussion by this author in *NJPH* a year ago in August 2019, following the Siegel firm's auction of the Dr. William Johnson collection of the 1890 Small Banknote Issue.⁶ That sale included the only documented first day cover from the entire issue, the 2¢ Lake, Scott 219(D), tied by a "Newark, N.J. Feb. 22 10 AM 90" duplex cancel. Estimated at \$20,000 to \$30,000, it failed to find a buyer. The cover had previously graced the first day cover collections of Ed Siskin and Dr. Alfred S. Martin.⁷ In this year's Rarities sale, the same cover with the same estimate, again failed to attract a buyer.⁸

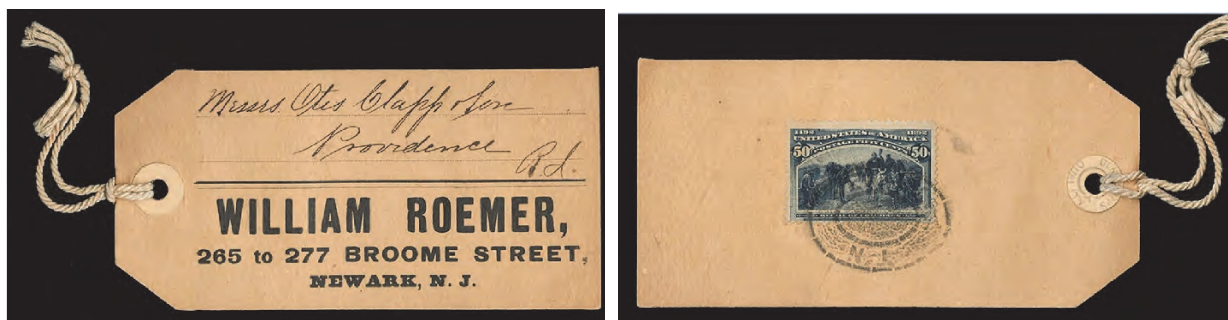
Schuyler J. Rumsey's "Summer Sale," included several lots of interest.⁹ A pair of 10¢ Brown Banknotes, Scott 161, paid the double 10¢ UPU rate to West Africa is illustrated below in *Figure 4*.¹⁰ Postmarked "Trenton N.J., Nov 28," the cover passed through France with a blue Cherbourg December 11, 1877 transit handstamp, and a partial Gabon arrival backstamp on its way to a missionary on Corisco Island, off the coast of Gabon, West Africa.¹¹ The cover was described as having a sealed tear. Estimated at \$400 to \$600, it sold at hammer for \$850 plus a 15% buyer's fee for a total of \$977.50.



Courtesy Schuyler J. Rumsey Philatelic Auctions, Inc.

Fig. 4. Pair of 10¢ Bank Note Issue paying double UPU rate from Trenton to West Africa.

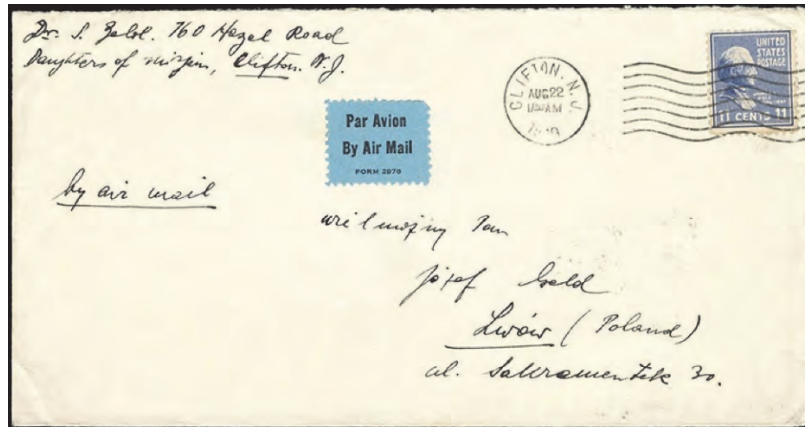
The Rumsey sale included a baggage tag to which is affixed a 50¢ Columbian, Scott 240, as illustrated in *Figure 5*. The stamp is tied by a Newark N.J. registry oval on a parcel tag from William Roemer, Newark N.J. to Otis Clapp & Son in Providence Rhode Island. Described as a rare Columbian parcel tag with an estimate of \$300 to \$400, it sold for \$325 plus a 15% buyer's fee for a total of \$343.75.¹²



Courtesy Schuyler J. Rumsey Philatelic Auctions, Inc.

Fig. 5: 50¢ Columbian postmarked at Newark on baggage tag to Providence, Rhode Island.

The 1938 Presidential Series, affectionately known to collectors as the “Prexies,” has developed an avid group of cover collectors. Over their four decades of use, and with values ranging from ½¢ through \$5.00, these stamps paid a myriad of ever-changing rates through war and peace time. Solo uses are of particular interest. The Rumsey sale included a number of such covers, which to the uninitiated might have been passed by at a show while rummaging through a box of covers priced at \$1.00. But, not to the Prexie aficionados at the auction!



Courtesy Schuyler J. Rumsey Philatelic Auctions, Inc.

Fig. 6: 11¢ Presidential, Scott 816, postmarked Clifton, NJ, and paying rare solo combined rate for UPU surface and European airmail to Poland.

Pictured above in *Figure 6*, is a single 11¢ Presidential, Scott 816, tied by a “Clifton N.J., Aug 22, 1939” machine cancel on a cover to Poland. The cover is endorsed in manuscript “by air mail” with a blue “Par Avion / By Air Mail” etiquette. It is back-stamped at Lwow, with a September 1 arrival date. The 11¢ Prexie paid the single 5¢ UPU surface rate for up to one ounce plus double the 3¢ per ½ ounce air mail surcharge within Europe.¹³ Remarkably, the cover is back-stamped on the very day WWII began with the German invasion of Poland. It was described in the sale catalog as an exceptionally rare solo use paying an exact rate. With an estimate of \$1,000 to \$1,500, it sold at hammer for \$1,200 plus a buyer's fee of 15% for a total of \$1,380.

The final cover in this overview of the Rumsey sale, illustrated below in *Figure 7*, is a first day cover of the 3¢ Doctors Issue Commemorative, Scott 949, with an “Atlantic City, N.J., Jun 9, 1947” First Day of Issue postmark on a Dorothy Knapp hand painted cacheted cover. Estimated at \$200 to \$300, it sold at hammer for \$525 plus a buyer’s fee of 15% for a total of \$603.75.¹⁴



Courtesy Schuyler J. Rumsey Philatelic Auctions, Inc.

Fig. 7: Hand painted Dorothy Knapp First Day Cover of 3¢ Doctors Issue Commemorative, postmarked at Atlantic City June 9, 1947.

ENDNOTES:

- ¹ Robert A. Siegel Auction Galleries, Inc., United States Postal History, [Sale No. 1223](#), June 4, 2020, lot 8039.
- ² This cover was included in the collection of William C. Coles, Jr. sold at auction by Robert G. Kaufmann, Sale No. 33, March 8, 1984, lot 573, at which it brought \$800. Another Haddonfield negative, on a somewhat soiled cover, but nonetheless described as “Very Fine,” was sold by Schuyler Rumsey Auctions, Inc., [Sale No. 92, June 8-12](#), 2020, lot 797, for the hammer price of \$375, with a buyer’s fee of \$ 15% for a total of \$431.25.
- ³ Robert A. Siegel Auction Galleries, Inc., “2020 Rarities of the World,” [Sale No. 1224](#), June 30-July 1, 2020, lots 21 and 22.
- ⁴ In the Sevenoaks auction catalog, it was suggested that the cover was “evidently rated 5¢ for inter-city postage and 2¢ for drop letter rate, although it is unclear if or how the 2¢ was prepaid in New Brunswick . . .” Robert A. Siegel Auction Galleries, Inc., “Sevenoaks United States Classic Imperforate Issues 1847-1856,” Sale No.799, May 9, 1998, lot 6. Estimated at \$4,000 to \$5,000, it sold at hammer for \$5,250 plus a 10% buyer’s fee for a total of \$5,775. In the Craveri auction catalog, it was speculated that “[t]he 2¢ probably represents carrier service to the New Brunswick post office. . . study of local newspapers would shed light on whether carrier service operated.” Matthew Bennett, Inc., “The Guido Craveri Collection of United States 1847 Issue Postal History Featuring Small Town Usages,” June 12, 2003, Sale No. 262, lot 134. Estimated at \$3,000 to \$4,000, the cover sold at hammer for \$6,750 plus a buyer’s fee of 10% for a total of \$7,425.
- ⁵ This cover has had an interesting auction history over the last 36 years. It was included in the collection of William C. Coles, Jr. sold by Robert G. Kaufmann, Sale No. 33, March 8, 1984, lot 943 for \$1,100. It was next sold in the auction sale of the Amos Eno collection. Richard C. Frajola, Inc., “United States Postal History,” January 24-25, 1986, Sale No. 25, lot 760. Estimated at \$300 to \$400, it sold for \$470. Following the death of long-time NJPHS member Brad Arch in 2000, his collection of New Jersey postal history, which included the largest collection ever assembled of both the 5¢ and 10¢ 1847 Issue used from the State, was featured in Robert A. Siegel Auction Galleries, Inc., “United States Stamps and Postal History,” Sale No. 825, June 27-29, 2000, lots 905-941. At the time of this auction, there were a number of collectors competing for 1847 Issue covers, among them Guido Craveri. The 5¢ cover with the green Princeton postmark and matching boxed “5” handstamp was included as lot 919 in the sale. With an estimate of \$1,500 to \$2,000 it sold at hammer to Craveri for \$3,500 plus a buyer’s fee of 10% for a total of \$3,850. It was sold three years later by Matthew Bennett, Inc., “The Guido Craveri Collection of United States 1847 Issue Postal History Featuring Small Town Usages,” June 12, 2003, Sale No. 262, lot 138, for a hammer price of \$1,600 plus a buyer’s fee of 10% for a total of \$1,760.

⁶ Robert G. Rose, "On The Auction Scene: New Jersey First Day & Earliest Documented Use Covers," *NJPH*, Vol. 47, [Whole No. 215](#), August, 2019, p. 157; Robert A. Siegel Auction Galleries, Inc., "The William H. Johnson Collection of the Small Bank Note Issue," Sale No. 1201, May 21, 2019, lot 2084.

⁷ Robert A. Siegel Auction Galleries, Inc., "The Dr. Alfred C. Martin Collection," Sale No. 894, March 31, 2005, lot 310. In the Martin auction, the cover sold for \$32,500 plus a 10% buyer's fee for a total of \$35,750.

⁸ Robert A. Siegel Auction Galleries, Inc., "2020 Rarities of the World," Sale No. 1224, June 30-July 1, 2020, lot 157.

⁹ Schuyler J. Rumsey Philatelic Auctions, Inc., "Summer Sale," [Sale No. 92, June 8-12, 2020](#).

¹⁰ *Ibid*, lot 1327.

¹¹ The cover is addressed to "R.H. Nassau." His biography is outlined in the Finder's Guide to his papers held in the Burke Library Archives at Columbia University. "Robert Hamill Nassau was born in 1835 at Montgomery Square, Pennsylvania. He attended the Lawrenceville School in Lawrenceville, New Jersey, after which he was awarded a bachelor's degree from the College of New Jersey (later to become Princeton University.) After two years of teaching at Lawrenceville, he attended Princeton Theological Seminary from 1856-1859, obtained an MA from the College of New Jersey, and the degree of MD from the University of Pennsylvania Medical School in 1861. Upon graduation, Nassau was ordained by the Presbytery of New Brunswick and became a missionary for the Presbyterian Board of Foreign Missions. His first appointment as a medical missionary was on Corisco Island, off the coast of West Africa." https://library.columbia.edu/content/dam/libraryweb/locations/burke/fa/mrl/ldpd_4492530.pdf. Retrieved 7/6/20.

¹² Schuyler J. Rumsey Philatelic Auctions, Inc., "Summer Sale," Sale No. 92, June 8-12, 2020, lot 1391. Baggage tags with stamps affixed to pay the postage were used on bulky items to which stamps could not be easily posted. The sender, William Roemer, was a Newark manufacturer of trunks and leather goods designed for travelling. https://www.google.com/books/edition/Luggage_and_Leather_Goods/6J1AAQAAMAAJhl=en&gbpv=1&dq=william+roemer,+newark,+nj&pg=PA123&printsec=frontcover. Retrieved 7/6/20:

Presumably, the baggage tag was attached to one of Roemer's traveling bags addressed to Otis Clapp and Co. which, according to the catalog's description, is one of the oldest pharmaceutical manufacturers in the United States.

¹³ At the conclusion of WWII, the town of Lwow became known as Lviv and was annexed as part of the Ukraine. Another 11¢ Prexie solo usage paying the same rate, on a September 1938 cover from Denver to Czechoslovakia, is illustrated in Roland E. Rustad's *The Prexies* (Bureau Issues Association, Inc. Belleville, Illinois 1994), Fig. 11-D, p. 214.

¹⁴ Schuyler J. Rumsey, *ob cit.*, lot 1462.

WE NEED ARTICLES NOW!

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

New Jersey postal history are always welcome.

PLEASE submit these to your Editors:

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

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

WHEEL OF FORTUNE CANCELS: New Jersey Covers

Courtesy of Larry L. Rausch

*In our last issue, through the courtesy of Larry Rausch, we were able to offer members the listings from Larry's book, *Wheel of Fortune Cancellation*. In this issue, we show New Jersey covers with this interesting cancel, contributed by Larry. Figure numbers below correspond with listing numbers in the NJ section of Larry's catalogue. Type illustrations are shown on page [159](#).*



Fig. 1: A back cancel used as a receiver at Bloomingdale (Passaic County), N.J., July 21, 1888, transiting through New York City. (Type 1).



Fig. 2: Cape May Court House (Cape May County), N.J., Dec. 6, 1886 (Type 1).



Fig. 3: Cedar Creek (Ocean County), N.J., June 28, 1889 (Type 1).

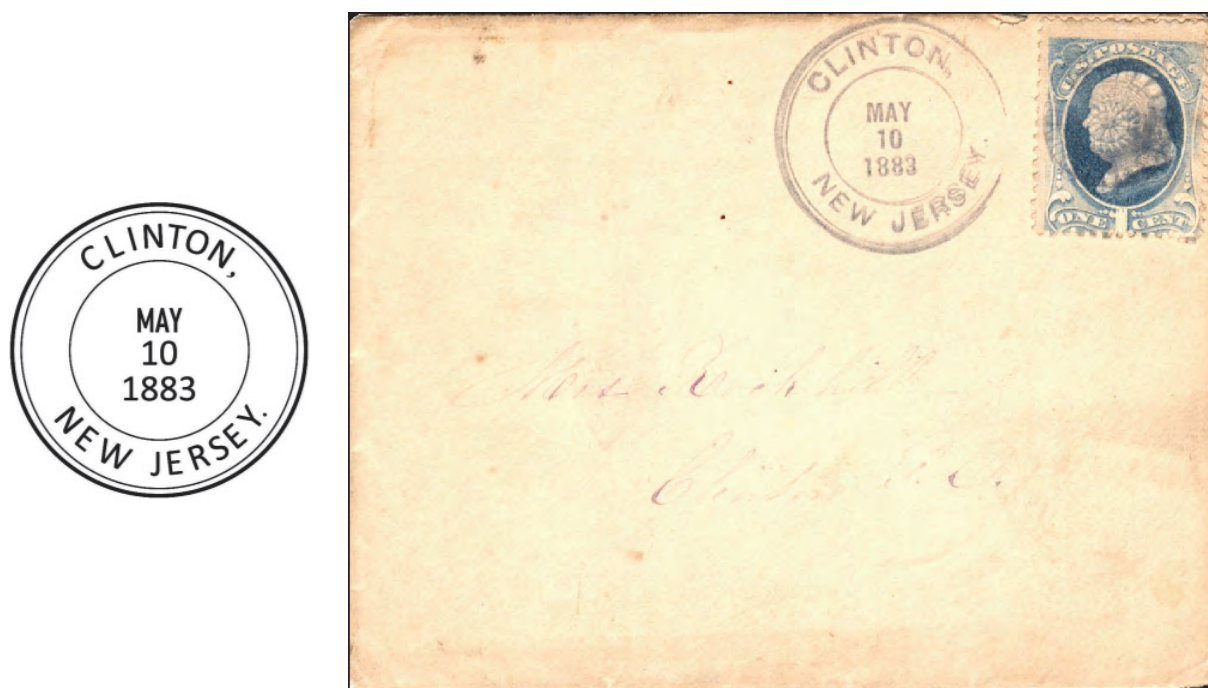


Fig. 4: Clinton (Hunterdon County), N.J., May 10, 1883 (Type 0).



Fig. 5: Delaware (Warren County), N.J., Sep. 1, 1884 (Type 2).

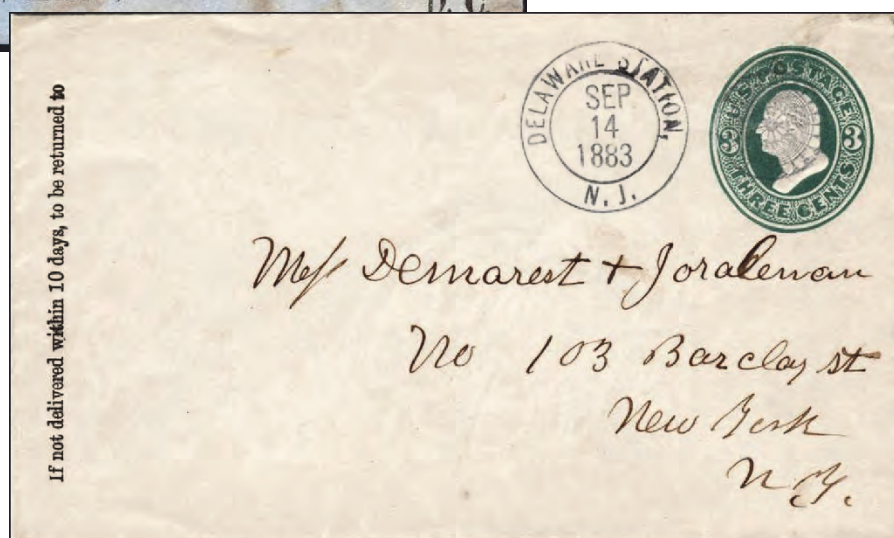


Fig. 6: Delaware Station (Warren County), N.J., Sep. 4, 1883



Fig. 7: Dunnfield (Warren County), N.J., Sept. 12, 1888 (Type 2).





Fig. 8: Elmer (Salem County), N.J., Mar. 3, 1886 (Type 2).

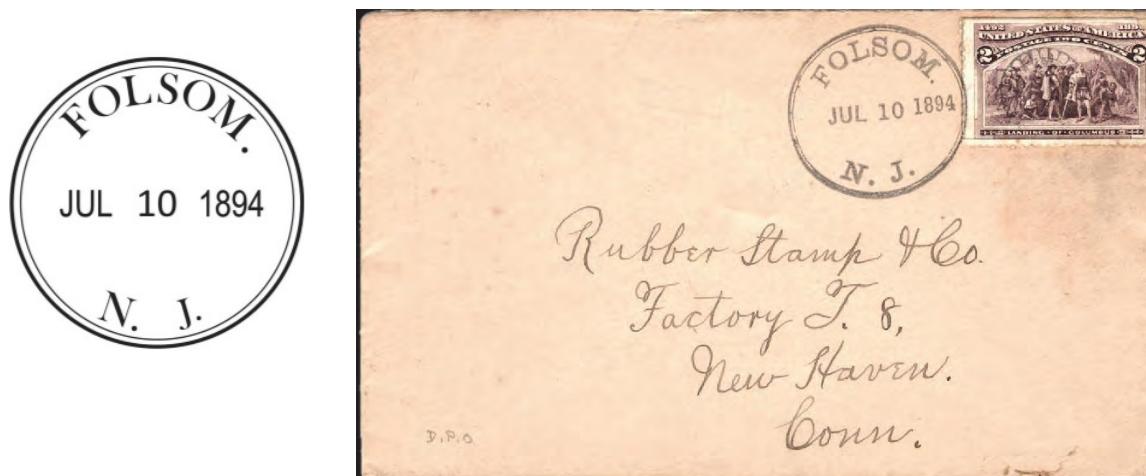


Fig. 9: Folsom (Atlantic County) N.J., Jul. 10, 1894 (Type 3).



Fig. 10: Hartford (Burlington County), N.J., Dec. 12, 1884 (Type 1).

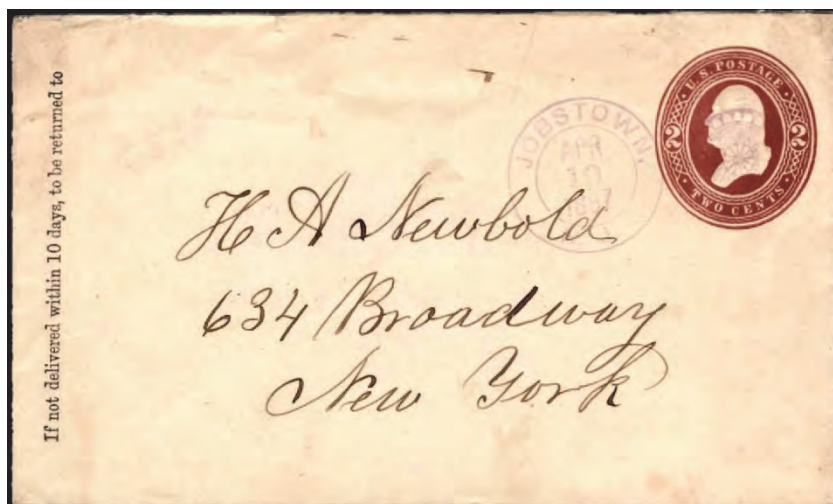


Fig. 11: Jobstown (Burlington County), N.J., Apr. 10, 1887 (Type 1).



Fig. 12: Key East (Monmouth County), N.J., June 10, 1887 (Type 1).

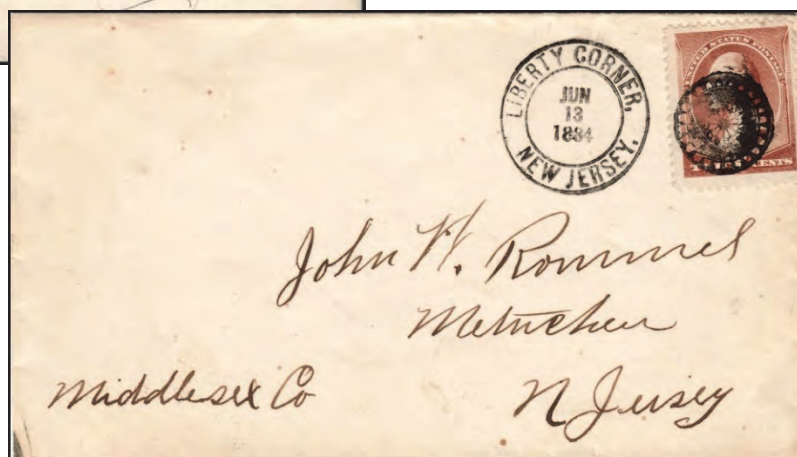


Fig. 13: Liberty Corner (Somerset County), N.J., Jun. 13, 1884 (Type 2).



Fig. 14: Malaga (Gloucester County), N.J. Apr. 30, 1886 (Type 1).

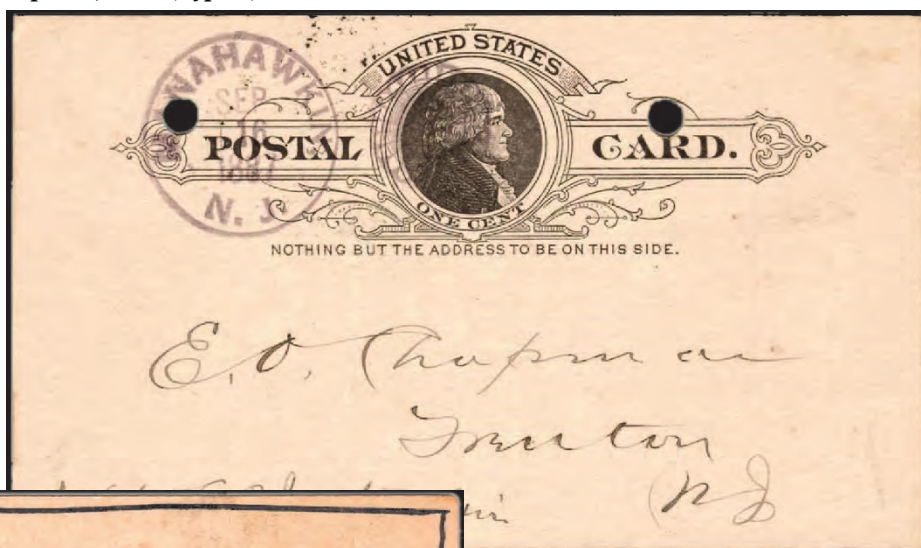


Fig. 15: Manahawkin (Ocean County) N.J., Sep. 16, 1887 (Type 1).



Fig. 16: Newell (Monmouth County), N.J., Apr. 23, 1885 (Type 1).





Fig. 17: Oakland (Bergen County), N.J., Dec. 26, 1888 – as a receiver, in purple.



Fig. 18: Oradell (Bergen County), N.J., Jul. 6, 1886 (Type 2).



Fig. 19: Pemberton (Burlington County), N.J., Mar. 29, 1900 (Type 1).



Fig. 20: Plainville (Somerset County), N.J., Nov. 26, 1887 (Type 3).



Fig. 21: Pointville (Burlington County), N.J., March 30, 1888 (Type 2).



Fig. 22: Shiloh (Cumberland County), N.J., Aug. 6, 1883 (Type 1).

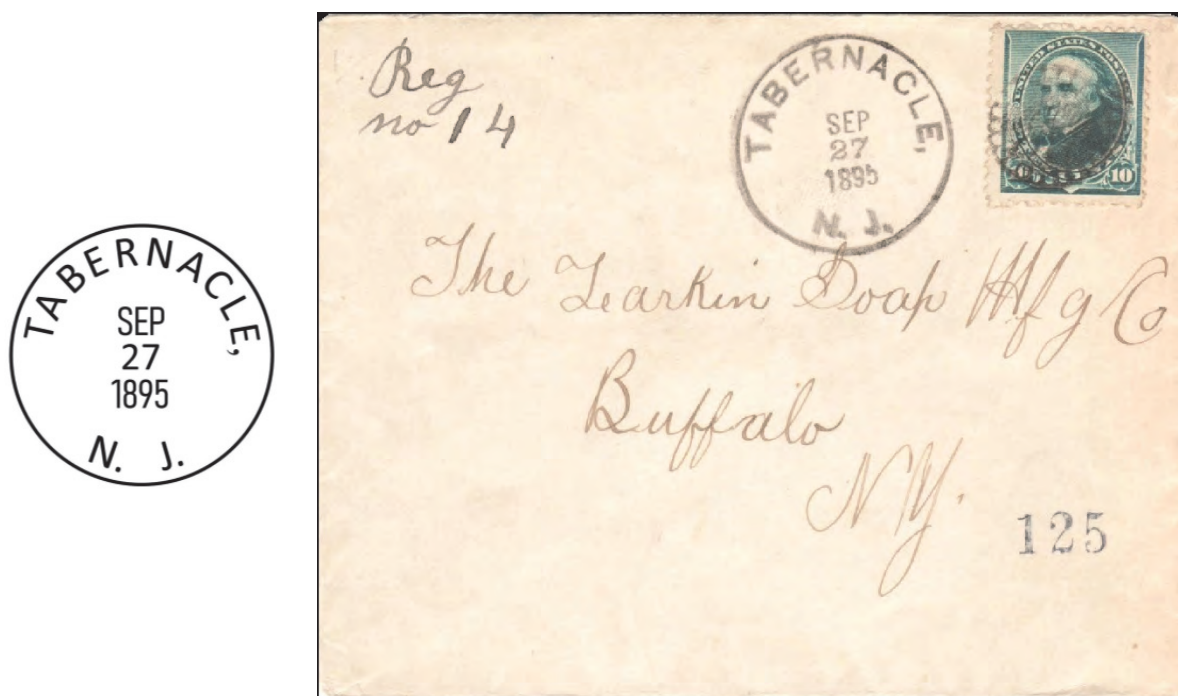


Fig. 23: Tabernacle (Burlington County), N.J., Sep. 27, 1895 (Type 1).



Fig. 24A: Westwood (Bergen County), N.J., Sep. 27, 1885 (Type 2).



Fig. 24B: Westwood (Bergen County), N.J., Nov. 3, 1890 (Type 2).

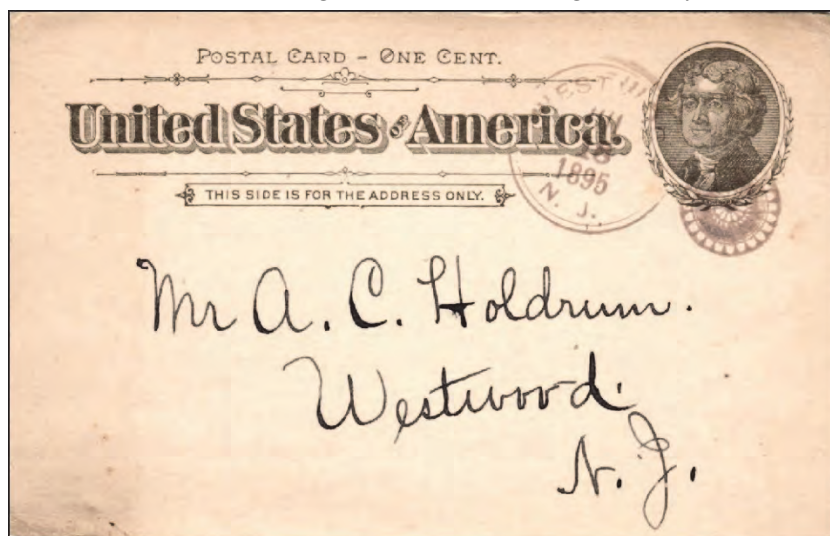


Fig. 24C: Westwood (Bergen County), N.J., Jun. 18, 1895 (Type 1).

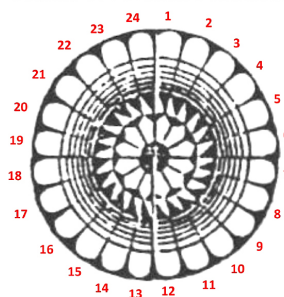




Fig. 25: Woodcliff (Bergen County), N.J., Jun. 29, 1895 (Type 3).

In the introduction to his book, Larry describes some of the finer details of Wheel of Fortune collecting. The cancel itself can sometimes be confused with other geometric fancy cancels. The details of this cancel are shown below – which include 24 segments and a very distinctive center design.

Wheel of Fortune Postmark



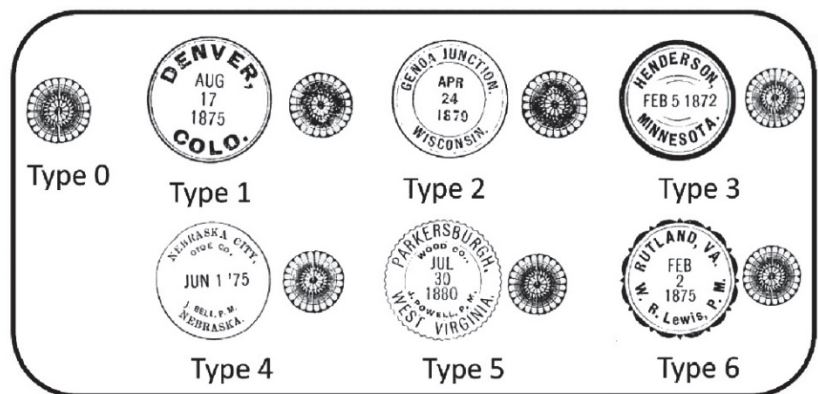
24 Number of segments contained in a Wheel of Fortune Postmark

Fig. 26: A detailed and annotated Wheel of Fortune cancel, shown for identification purposes.



Fig. 27: The duplex canceller itself, made of vulcanized rubber produced by E. F. Hammond and called the Eureka dater (shown with cancel inverted so that it is legible).

Larry describes 7 different types of cancels (noted above with each example). Six of these are duplex hammers, with the same Wheel of Fortune cancel but with different types of dater hubs. The remaining cancel is a stand-alone killer (type 0), which can be found in combination with any number of different town cancels.



WHEEL OF FORTUNE CANCELS: NJ Covers ~ Courtesy Larry Rausch

A new check list for New Jersey, included in the book, shows some additions since the last review by Larry which appeared in our November 2017 issue.¹ Should you find any new additions, please contact Larry Rausch at stonywoods840@gmail.com.

New information? Please send to Larry Rausch at stonywoods840@gmail.com.

	New Jersey Wheel of Fortune Cancels					
	#	Type	State	Town Name	Cty	Years known
	1	1	NJ	Bloomingdale	Pas	1887-1888
	2	1	NJ	Cape May CH	Cap	1886
	3	1	NJ	Cedar Creek	Oce	1888-1889
	4	0	NJ	Clinton	Hun	1883
	5	2	NJ	Delaware	War	1884-1885
	6	2	NJ	Delaware Station	War	1883-1884
	7	2	NJ	Dunnfield	War	1888
	8	2	NJ	Elmer	Sal	1886
	9	3	NJ	Folsom	Atl	1894
	10	1	NJ	Hartford	Bur	1884
	11	1	NJ	Jobstown	Bur	1886-1887
	12	1	NJ	Key East	Mon	1887
	13	2	NJ	Liberty Corner	Som	1884
	14	1	NJ	Malaga	Glo	1886
	15	1	NJ	Manahawkin	Oce	1887
	16	1	NJ	Newell	Mon	1885
	17	1	NJ	Oakland	Ber	1888
	18	2	NJ	Oradell	Ber	1886
	19	1	NJ	Pemberton	Bur	1900
	20	1	NJ	Plainville	Som	1887
	21	1	NJ	Pointville	Bur	1888
	22	1	NJ	Shiloh	Cum	1883-1884
	23	1	NJ	Tabernacle	Bur	1895
	24A	2	NJ	Westwood	Ber	1888
	24B	2	NJ	Westwood	Ber	1890
	24C	1	NJ	Westwood	Ber	1895
<div></div> <div>24A24B24C</div>						
	25	3	NJ	Woodcliff	Ber	1896

We are very grateful to Larry for sharing these cover images and information with us. We recommend a full book download for additional information on these interesting cancels and their production and history.²

ENDNOTES:

¹ Larry Rausch, "New Jersey Wheel of Fortune Cancellation" by Larry Rausch, *NJPH*, Nov. 2017, [Whole No. 208](#).

² See www.rpastamps.org/wof.html. It is also available as a spiral-bound printed version for \$21 postpaid to US addresses. Orders, inquiries and updates may be sent to: Larry Rausch, 1403 Rivers Run, Rochester, NY 14623, or emailed to stonywoods840@gmail.com.

HUNTERDON COUNTY RURAL FREE DELIVERY, An Expanded Version: Part 3

By James I. Walker

(In the February 2020 issue of NJPH, Jim Walker began an exploration of RFD routes established in Hunterdon County, having traced the early light blue post office maps to show the beginnings of rural delivery, and showing associated covers with RFD related cancels. Our February issue covered Pittstown, the earliest RFD in Hunterdon, plus Annandale and Bloomsbury. The May issue included Hunterdon RFD towns in alphabetical order (Califon, Flemington, Frenchtown, & Glen Gardner). This issue covers Hampton (Junction) and Lambertville. Figure numbers continue from the previous sections. Other Hunterdon RFDs will follow in future issues. Ed.)^{1,2}

08 HAMPTON (Originally JUNCTION)

Hampton (Junction) RFD began on September 1, 1905 with Russel A. Weber as the first carrier. This town was originally called Junction by the railroad. It experienced a name change to Hampton on March 23, 1909 (see *Figure 38 & Figure 40*). Carrier Weber's route left town on the Charlestown Road (Rt.635), traveling south through the village of Norton. The post office at Norton would be discontinued on January 2, 1907.

Continuing on to Van Syckel Corner Road, it headed west for a short distance and backtracked to Rt.635, turning south to Perryville, then west on Baptist Church Road (renamed along the section paralleling Rt. I-78 as Frontage Road). From here it headed south to Bloomsbury-Pittstown Road (Rt. 579) to Mechlin Corner Road (Rt.625), and then north to Perryville where it went east on Baptist Church Road before turning north on the road to Polktown. This road, paralleling Route 31 to the east, would be flooded when Spruce Run Reservoir was built in 1964. Upon reaching Van Syckel Corner Road, the route turned east to Sine Mill before back tracking and following Van Syckel Road to Henderson Road, turning north here and taking Black Brook Road back to Hampton.

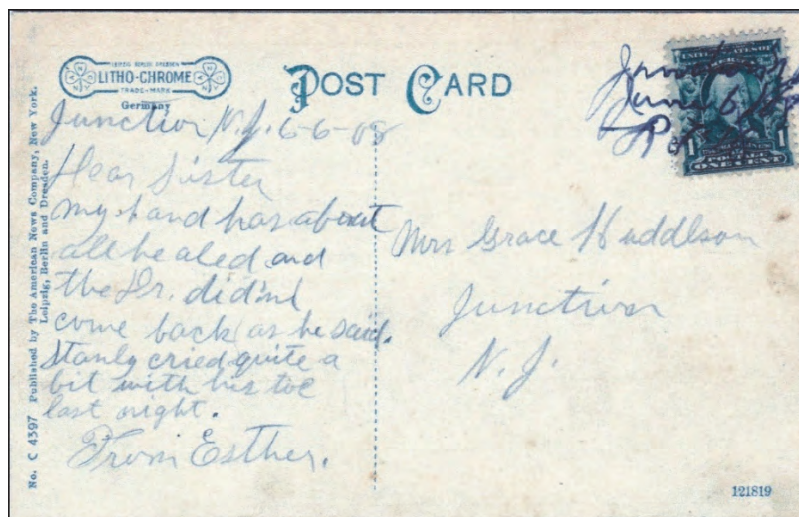


Fig. 38: A manuscript JUNCTION, N.J. June 6, 1908 RFD cancel on a post card addressed to Grace Huddleson of Junction and delivered in route. The name of this office was changed to HAMPTON January 23, 1909.



RFD routes shown on a modern Mapquest map

Fig. 39: The Junction/Hampton RFD shown in red.

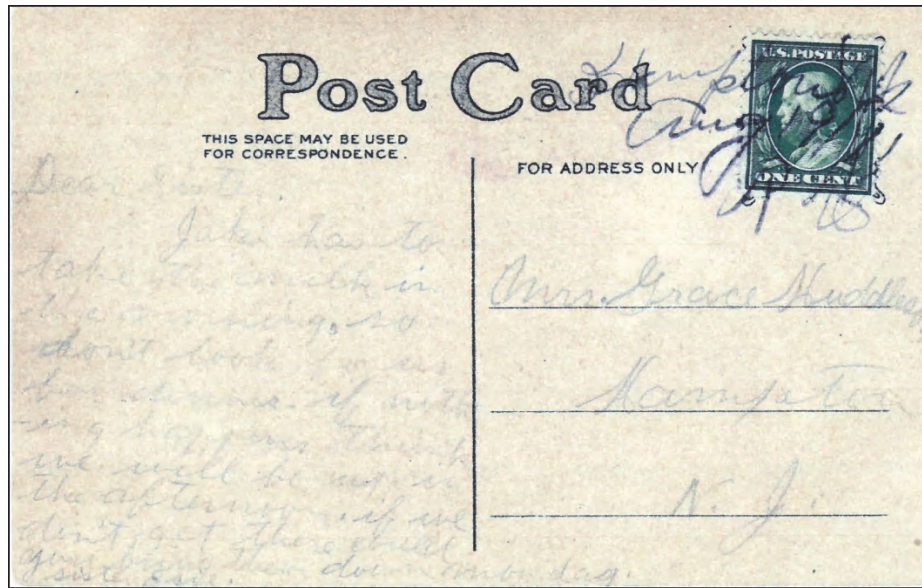


Fig. 40: This post card again addressed to Grace Huddleson now at Hampton, the new name of this office, with manuscript cancel by Russel A. Weber, the same carrier, at Hampton, August 19, 1911.

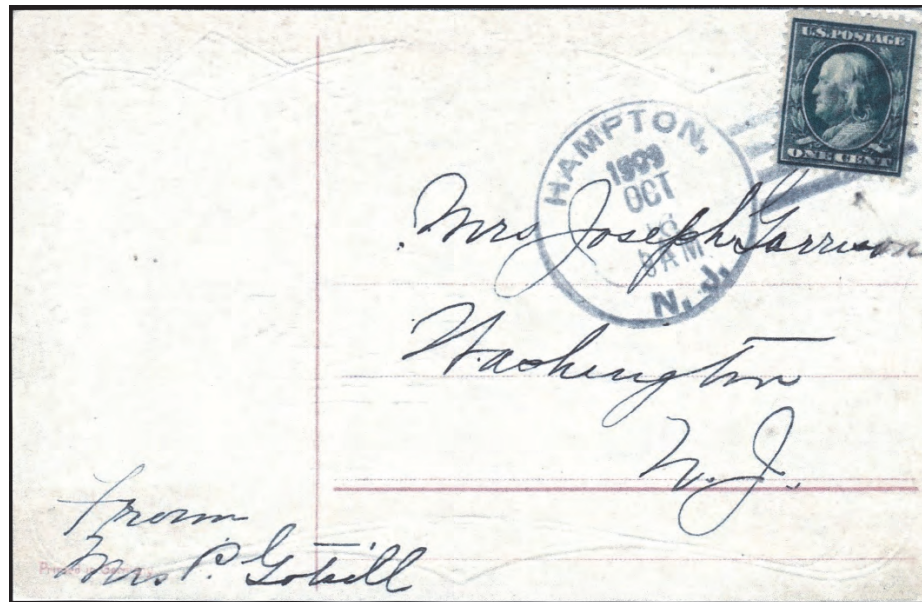


Fig. 41: Hampton 4-bar cancel used the first year of the name change.

09 LAMBERTVILLE



RFD routes shown on a modern Mapquest map
Fig. 42: Lambertville RFDs #1 (L) shown in blue, and #2 (L2), shown in black.

Lambertville RFD route #1 commenced on November 1, 1906 with James H. Wilson as carrier. This route followed Old York Road (see route map in *Figure 42*) from Lambertville to Mill Road turning south then east on Rocktown-Lambertville Road. The route traveled this road all the way to Rocktown. This post office would be discontinued on April 30, 1907. Turning south on Route 31 to the E.N. Drake farm, it then back tracked north on Route 31 to Ringoes. Here it turned east on Wertsville Road (Route 602) to Runyon Mill Road, then on to Orchard Road. It then went south west on Rocktown Road to Mountain Road to Linvale Road. The post office at Linvale had been discontinued on October 31, 1906 with service from Woodsville, Mercer County. The route turned north on Linvale-Harbourton Road (Route 31), then east on Rock Road East and West to south on Corsalo Road. Here it turned west on Brunswick Pike (Route 518) along Old Route 518 back to Lambertville.

RFD route #2 began April 1, 1907, servicing an area southeast along the Hunterdon-Mercer County line. George H. Holcombe, the first carrier, traveled up Cottage Hill on Swan St., turning south on Studdiford St. to the city limits on Goat Hill Road. The route crossed into Mercer County and headed west and then east on Valley Road and Pleasant Valley Road, turning north on Barry Road, and then east on Brunswick Pike (Route 518). Here it turned south again on Wilson Road to Harbourton Road, following this road to the village of Harbourton. This post office would survive until 1963. From here the route backtracked to Harbourton-Woodsville Road east, then turned north on New Road to Route 518 west to Harbourton-Rocktown Road (Route 579). At the village of Harbourton, the route turned north west on Harbourton-Mount Airy Road (Route 601) to the village of Mount Airy. There it turned on Queen Road north of Mount Airy to Alexauken Creek Road, and south to Hamp Road, then west on Lambertville-Headquarters Road to Seabrook Road. It crossed the Alexauken Creek bridge and continued on Main St., returning to the Lambertville post office.



Fig. 43: An early view of Old York Road leading out of Lambertville before Route 179 was built along the ridge at left.



Fig. 44: Post card addressed to John Matthews on RFD #1. This farm was located at the intersection of Lambertville RFD Route #1 & Route #2.



Fig. 45: World War II letter from Charles Schaeffer on active service in the Pacific to his Aunt Mary, RFD #1, Lambertville, N.J.

Fig. 46: Christmas post card posted Dec. 23, 1915 at Harbourside located on RFD #2, to David Burd family living on Lambertville RFD #1.



Fig. 47: This letter is addressed to R.D. (#2) Mt. Airy, N.J. A village or landmark was often used when the route number was unknown to the sender.

Fig. 48: A typical letter addressed to a resident on R. R. 2, Lambertville, N.J., cancelled Aug. 25, 1915 from Easton, Pa.



ENDNOTES:

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

For only the section on RFDs in Hunterdon County, see <https://NJPostalHistory.org/media/pdf/RFDHuntHist.pdf>.

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

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

THE SEARCH FOR NEW JERSEY'S MILESTONES: Where are They?

By Jean R. Walton

Having recently had the experience of visiting an old milestone marker from 1753 (see May Issue *NJPH* "On the Road to Logg Gaol")¹, it occurred to me that there must be many more of these in a state like ours which has been a crossroads between New York and Philadelphia since colonial times. The earliest King's Highway – the original main route of the post roads in the colonies – crossed New Jersey, and mile markers must have abounded in those days. Why had I not seen more markers – where had they all gone?

Other states have preserved and protected these – why not New Jersey? I found many references to such markers across Massachusetts in particular, and again in Pennsylvania, but the sources for these in New Jersey are slim at best. In Massachusetts there are strings of milestones, and historians who tell the story of Benjamin Franklin, who became joint postmaster general in 1757, travelling the route from Boston to Philadelphia, personally directing the laying of milestones. Alice Earle,² in 1900, describes it in detail:



Fig. 1: Benjamin Franklin, 1770 - 1790, Joint PMG in 1757, and later PMG for the Continental Congress in 1775.³

"He drove over the roads which were to be marked by milestones, seated in a comfortable chaise, of his own planning, and followed by a gang of men, and heavy carts laden with the milestones. Attached to the chaise was a machine of his invention which registered by the revolution of the wheels the number of miles the chaise passed over. At each mile he halted, and a stone was dropped which was afterward set. The King's Highway, the old Pequot Trail, was thus marked and set. A few of these milestones between Boston and Philadelphia are still standing, one in New London, another at Stratford, and are glanced at carelessly by the hundreds of thousands who glide swiftly past on wheels bearing more accurate cyclometers than that of Franklin."

The only problem with this story is there seems to be no record, in Franklin's own autobiography or other papers, of this wonderful story. But whether it happened or not as Earle describes it, there certainly were milestones which marked the way of the "King's Best Road," the earliest true post road in the colonies.

The laying of such stones to mark the way for travellers, however, had already found a beginning in New England as early as 1707, when, according to Charles Read,⁴ in a paper read before the Brookline Historical Society in 1909, Samuel Sewall⁵ began the laying of such stones along roads out of Boston, 200 years earlier, and well before Franklin's stone laying along the Boston Post Road. He describes in his diary:

July 14, 1707: "Mr. Antram and I, having Benjamin Smith and David to wait on us, Measured with his Wheel from the Town House Two Miles and drove down Stakes at each Mile End in order to placing Stone Posts in convenient time."

Three weeks later the Judge wrote: “Peter Weare set up the Stone Post to show a Mile from the Town House ends: Silence Allen, Mr. Gibbon's son, Mr. Thrasher, Salter, Wm. Wheelers, Simpson and a Carter assisted, made a Plumb Line of his whip. Being Lecture day, I sent David with Mr. Weare to show him where the second should be set; were only two little Boys beside.”



Fig. 2: Samuel Sewall, 1652 - 1730.⁶

In truth this is not surprising, since mileposts along English highways were already a fixture, being required by law in 1698 during the reign of William III, and we were at that time colonies of the British crown. In Britain, they had been in use for many years before, and in fact have their roots there in Roman occupation.⁷

The Franklin legend recounted most famously by Alice Earle says he had these milestones laid in 1753 for the purpose of determining postal rates, when he was Deputy Postmaster General and travelled the Post Road from Boston to Philadelphia. Distance between post offices was important, but were milestones necessary? In 1971, Leonard Labaree,⁸ editor of the Franklin papers at Yale, gave little credence to this story. After a careful study of the Franklin papers, he wrote:

“Not one document in this very substantial mass of contemporary documents has been found to contain so much as a single reference to roadside milestones, erected by Franklin or by any other persons.”

Further, he wrote, *Post Office officials had neither responsibility nor budget for building and maintaining roads, bridges, ferries and milestones, concluding:*

“Milestones were of no particular use to the postal service, for the postriders were thoroughly familiar with the roads they traveled. The convenience of other travelers, on the other hand, was not the Post Office's responsibility or concern. There seems to have been no good reason why Franklin should have spent time, energy, or Post Office money in erecting milestones, and...there is no documentary evidence that he ever did.” Franklin's frugal efforts to bring the post office financial records into the black would argue that this was true.

A beloved story dashed. That still leaves the fact that milestones *were* laid over the years.

The oldest milestones come in two distinct eras – those on the early post roads in the colonial era, and those from the early turnpikes in our new Republic. A search netted very little pertinent about these old markers in the Garden State. *A New Jersey Historic Roadway Study*,⁹ conducted in 2011, did show these markers of colonial vintage:



Milestones along “Old King's Highway” between Cooper's Ferry (Camden) and Salem.

Fig. 3: Four markers from the “King's Highway” between Cooper's Ferry (Camden) and Salem, at 17, 18, 19, and 20 miles to Cooper's Ferry (Camden), all dated 1773.

There is no indication of just where these markers might be today – still standing or in a museum.

A guidebook to northeastern milestones¹⁰ by David LeRoy was disappointing to me, as only seven were in New Jersey, and five of those were originally on the Cape May and Cape May Island Turnpike. Another was between Egg Harbor and Cape May Court House. The Egg Harbor marker once stood on the road to Cape May, and is now in the Upper Township Historical Society's facility in Greenfield, NJ (Cape May County). The ones in the Cape May area show that once you find one, however, you may find others, as the Cooper's Ferry markers above also show – just continue to follow the old road with your eyes peeled every mile or so, and be willing to beat the bushes and dig along the roadside.

By chance, the seventh New Jersey milestone in LeRoy's book was outside a restaurant, on Rt. 173 west of Clinton, not that far from my home. But LeRoy provided little information about it, beyond its location – whether it has always stood there or been moved there, and what the inscription on it – 32 M to B – might refer to. That took a little more work. The current owners of the property continue to display it, but provided me with no historical background.

The restaurant stands on some 10 acres of land on the north side of Route 173 in Hunterdon County – which at this point parallels I-78 and Route 22 – 4 miles west of Clinton, in Hampton. The original building, a large stone structure said to have been built in 1685, has two-foot walls, five fireplaces, and hand-hewn beams, all incorporated into the present structure. In recent times it was known as the Coach and Paddock Restaurant (from at least the 1960s to 1999), then becoming the Grand Colonial Tavern, and finally today is known as The Farmhouse at the Grand Colonial – an event venue for weddings and corporate events. Some members may remember it from its days as the Coach and Paddock.



Fig. 4: The Coach and Paddock Restaurant. Note on the pathway in front of the building is a rounded reddish stone – this is the milestone, still standing today in front of the Farmhouse.



Fig. 5: The Farmhouse at the Grand Colonial, as it appears today – a venue for weddings and corporate events.

The name of one of the structure's dining rooms – The Blane Room – began my search for further history. A local wedding photographer describes a brief history of The Farmhouse at Grand Colonial:

“In April of 1831, Dr. John Blane, a well-respected physician, purchased the property on which the historic Farmhouse at Grand Colonial now stands. In May of 1840, he married Miss Cornelia Hunt of Hunterdon County, and together they made Blane House the home in which they would raise their three children, Nancy, John, and Mary. During this time period, Dr. Blane served as a Physician, Surgeon and Major General of the 4th Division of the New Jersey Militia in which he helped train doctors to provide medical services to Military Officers serving in the Union Army during our country’s Civil War. In order to give back to the community, Dr. Blane traveled on horseback through the Hunterdon County area providing medical attention to citizens in need. Not only was he a recognized physician, but Dr. Blane was also a small-time banker. Unable to travel to the banks in Flemington and Somerville, citizens of Hunterdon County, New Jersey would entrust Dr. Blane with their deposits. He would routinely take these deposits and assign each one a tree on the Farmhouse property in which he would bury each deposit under said tree. After collecting sufficient deposits, Dr. Blane would then dig up the money and safely transport it via horseback to the Flemington and Somerville banks.”¹¹

Another lucky find uncovered this piece of history, courtesy of the Grand Colonial, which takes us back at least to the early 1800s,¹² and includes words from John Blane himself, and a history of the milestone located there.

“The oldest part of the Grand Colonial dates back to 1685. While we don’t know much about the earlier years, we do know about the building after 1831. This is when Dr. John Blane purchased the farm with his wife Cornelia and children, son John and daughter Nancy. Dr. Blane was a very respected and loved member of the community; he attended the College of Physicians and Surgeons at Rutgers Medical and he was president of the Medical Society of both Hunterdon County and the State of New Jersey. Dr. Blane was the first to add to the original building with the West Wing in 1843 and the East Wing in 1857.

“In 1943, during a remodeling project, a portion of the stone wall in the West Wing collapsed, and found in the debris were two bottles. A handwritten note, placed in the wall by Dr. Blane, was tucked in one of the bottles.

“This wing built in 1843 by John & Cornelia H. Blane. Our children Nancy and John Octavus Blane. Nancy was born 27th March 1841. John was born 26 April 1842 & died 24 July, 1843, and lies buried in the family burying ground.

This foundation was dug 1842 by Joseph Rupell, James M. Gloughen who has since died, and Patrick M. Guire then just landed from County Longford in Ireland.

The walls were laid up by James Dean, William Wagoner, Samuel Rounsaville, Peter Hoppock and Patrick M. Guire. The stone was hauled by (Wm.?) A. S. Combs a native of Delaware County in New York State and Patrick Cole a native of Ireland and brother in law to Patrick M. Guire.

At this time Hiram Green live in the basement story, his wife Sarah Crooks. They had 2 children Eldridge and Adaline. The attendants on the Masons are John and Enoch Oaks. The carpenters William Evans who quitting suddenly on account of Sarah Amithorn and his going away was superseded by William Hardy and Barnet Andrews Smith.

John Hulsiser just live in the log house, family himself, wife and three children. Patrick M. Guire lives at the Spring House, family wife and one child Andrew and has sent to Ireland for 4 others who are expected daily.

Christopher Young keeps the Brick Tavern.

The weather is uncommonly dry and crops generally much short.

Done at the Blossom Farm, 2nd August 1843 by John Blane.

Physician and Surgeon, and Major General of the 4th Division New Jersey Militia.”

“We believe that The Blane Farmstead was actually called Blossom Farm; the basement story mentioned in the letter is the main floor of the restaurant; the log house is no longer a part of the land and we’re not sure where exactly it is located; the Spring House is what we call the School House even though there was an actual school house located on the property. The school is thought to have been a two-story building where specialized subjects were studied, the two known teachers, Oliver Huffman and John Bergmer, taught between 1855 and 1862.

“During renovation of the old barns that used to exist on the property, another fascinating page of history was unfolded. It seems that a feud developed between the stage coach line that travelled the Easton-New Brunswick Turnpike [The original New Jersey Turnpike – ed.] and the owners of the Brick Tavern in Perryville which was the official stopping place. To resolve the problem, Dr. Blane turned his house into a stage coach station,¹³ and in gratitude the stage coach line gave Dr. Blane a stone mile post marker engraved with ‘32 M to B’. (The ‘B’ stood for New Brunswick.) This ironstone marker was discovered buried under accumulation of dirt in the old wagon-house next to the barn. Re-erecting it beside the current parking lot was no simple matter. The marker was actually a massive rough-cut lump of rock, with just the visible top end smoothed off and shaped off for better appearance.”¹²



Gen. John Blane (1802-1885), c. 1860

Used with permission from the Hunterdon County
Historical Society

Fig. 6: *An early tinted ferrotype of Dr. John Blane, in his military uniform. He served in the Hunterdon Militia as a surgeon and was later promoted to Major General.*¹⁴



Fig. 7: *The Milestone as it appears today, in front of The Farmhouse. It reads 32 M To B(runswick). As most original milestones, it shows only its top half aboveground. It is about 3' high, but underground it is again as tall, of unhewn stone.*

The story above tells us three things. First it verifies that the Blane home was a stage coach “station,” but also that this is a milestone from the turnpike era, not colonial, and it was a favor bestowed by the stage company on Blane, not erected by the turnpike itself. A number of stage coach stops enjoyed this privilege. It is noteworthy that this stone has a loop embedded in it so that it could also have been used as a hitching post. Whether a search along Route 173 might turn up others is unknown.

The location of this milestone is shown below.

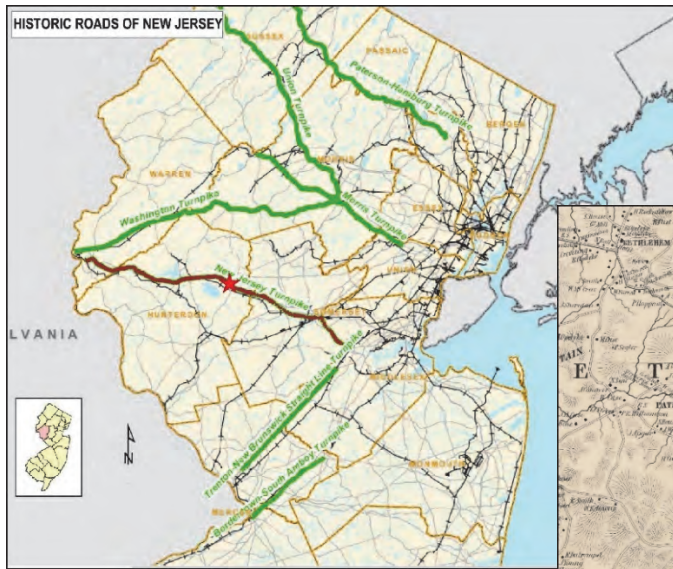


Fig. 8: Showing the route of the original New Jersey Turnpike (shown in dark red) across New Jersey. The red star is the approximate location of this milestone.¹⁵



Fig. 9: An 1851 map indicating the Blane residence along what was then called the Somerville-Easton Turnpike.

Lloyd Van Derveer, Samuel Cornell Map, 1851¹⁶

Dr. Blane retired from medicine for the most part around 1868, and devoted his time to writing a history of the Hunterdon District Medical Society, and to his farm. He died in 1885 of cancer of the nose and face, and is buried in the Old Bethlehem Presbyterian Cemetery in Grandin, Hunterdon County. The property history after his death I have not attempted to explore, with the exception of its most recent use as a restaurant and event venue, but the excellent research of John Kohl provides us the specifics of the property, as well as other interesting information on Blane and his family.¹⁷

One milestone, and its mysteries, uncovered. There must be many more that once stood on early roads in this state – is it possible to find more? Do they exist along forgotten roads, lying unnoticed, or are they in local historical societies? Or even privately owned and incorporated into some of our oldest properties across the state? Granted, roads are always changing – widened, repaved, rerouted, etc., so we may find nothing remains. Abandoned turnpike routes probably present the best opportunities. Do other members have information on other such milestones – colonial or turnpike?

Most milestones were made of stone, often rounded at top and engraved with mileage information. Others are known made of wood. They were originally twice the size of what is shown in photos – the bottom half embedded deep in the ground, to prevent their being carelessly moved from one place to another. They were usually not placed to be seen by ongoing traffic, but rather parallel to the road, so only easily read when the driver was abreast of them. LeRoy states that most – on east-west roads anyway – were on the north side of the road. The Logg Gaol marker on the Allamuchy Road is however on the south side, but it is perhaps not in its original spot, and may be only a remnant of its original size. If the Allamuchy marker is typical, they are easy to miss – we drove past it while searching for it, and only realized our mistake on retracing our route.

I would like to propose that, as a society, we see if we can't create a database of old milestones across New Jersey – both from the early colonial period when there were found on post roads, and later in the early turnpike era, when they were used to mark off miles on stage coach routes. Their pertinence to the carriage of the mail probably ends when mail contracts moved to railroads. (Lincoln Highway markers are of course from a later period still).

There are many resources available to us today – one of the most impressive is the availability of old maps online. If you have visited some of these web sites, you will find many are now connected to a “Georeferencer” where you can actually overlay an old map on a current map to see just where those locales are today. Try using an old postal map from Mike Ludeman's Portal for Postal Maps (see page 177), and you can actually see where the mile markers might have been.¹⁸

Below is a map from the New Jersey Historic Roadway Study which has already attempted superimposing old routes on a modern map of New Jersey. This is as good a starting point as any for locating milestones that must have existed in our state, or the possible museums that might have preserved them.

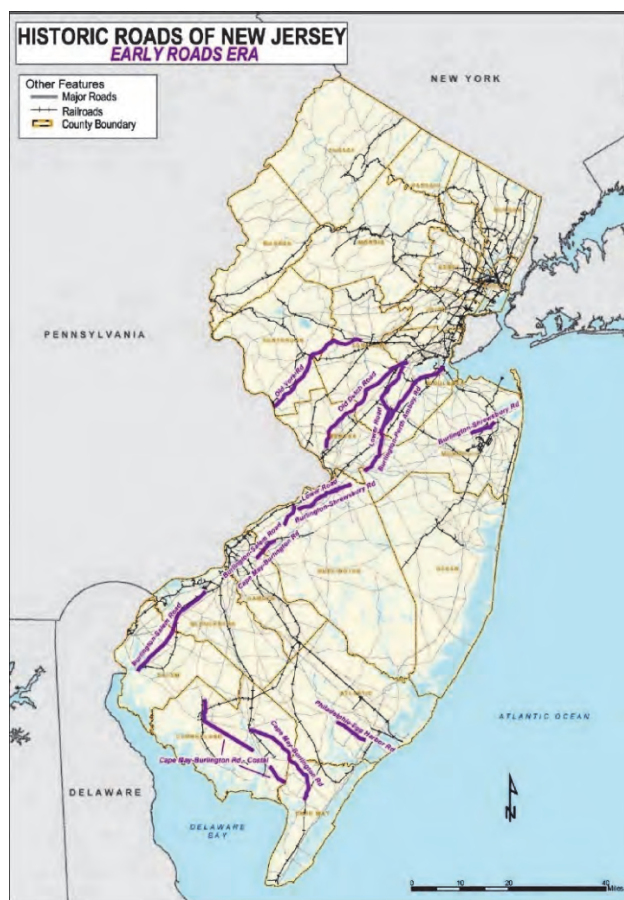


Fig. 10: Early significant roads in New Jersey, superimposed on a modern map, from the NJ Historic Roadway Study.¹⁹ The study also includes separate maps for each of New Jersey's 21 counties, which would be a good beginning point for searches.

Any new information is welcome – take a picture, do some research, and let's see what we can find. Contact Jean Walton at NJPostalHistory@aol.com.

ENDNOTES:

- ¹ On the Road to Logg Gaol, May 2020 NJPH, at <https://www.njpostalhistory.org/media/journal/218njphmay2020.pdf>
- ² Alice Morse Earle, *Stage Coach and Tavern Days*, New York, The Macmillan Company London: Macmillan & Co., Ltd. 1900, p. 353. <https://babel.hathitrust.org/cgi/pt?id=nyp.33433113856250&view=1up&seq=9>.
- ³ Benjamin Franklin: Philadelphia's Postmaster at the Smithsonian National Postal Museum, <https://postalmuseum.si.edu/node/2134>
- ⁴ Charles Read, "Milestones In and Near Boston: A Paper Read before the Brookline Historical Society," May 27, 1908. Read writes about many different Massachusetts milestones, and those who laid them. See http://www.brooklinehistoricalsociety.org/history/proceedings/1909/1909_milestones.html.
- ⁵ Samuel Sewall, Massachusetts colonial diarist & judge: "Samuel Sewall, eldest son of Henry Sewall, was born in Bishops-Stoke, England, March 28, 1652, and died in Boston, January 1, 1730. He was graduated at Harvard College in 1671, and received there three years later the degree of A. M. He was an assistant of the Massachusetts Bay Colony from 1684 to 1686, and was appointed by William and Mary in 1692 as one of their first council, serving in that capacity until 1725, a period of thirty-three years. He was appointed a judge in 1692 and Chief Justice of the Province of Massachusetts Bay in 1718, resigning this last office in 1728 on account of the infirmities of age. He was also judge of probate of Suffolk County from 1715 to 1728." Quoted from Charles Read, op cit.
- ⁶ John Smibert's 1739 portrait of Samuel Sewall in the Museum of Fine Arts, Boston, on Wikipedia at <https://en.wikipedia.org/wiki/File:SamuelSewall.jpg>.
- ⁷ The Secret History of the Milestone, from Roman Britain to the Industrial Revolution and beyond, at <https://www.countrylife.co.uk/out-and-about/secret-history-milestone-roman-britain-industrial-revolution-beyond-190771> (July 27, 2020)
- ⁸ Leonard Labaree, quoted in The Boston Post Road Historical Markers That Get The Facts Wrong, posted by The New England Historical Society, an online web site established in 2014, at <https://www.newenglandhistoricalsociety.com/historical-markers-boston-post-road-wrong/>
- ⁹ Illustration from an interesting study of New Jersey roads of various eras from the government's point of view, New Jersey Historic Roadway Study, prepared for the NJ Department of Transportation, the Federal Highway Administration, and NJ Historic Preservation, prepared by KSK Architects Planners Historians, Inc. with Armand Corporation Inc, and Michael. Baker, 2011, provides maps of old roads overlaid on newer maps. It is available at <https://www.state.nj.us/transportation/about/publicat/historicroadwaystudy.pdf>. Unfortunately, it provides no information about the current whereabouts of these milestones and whether they are still standing on the road from Camden to Salem.
- ¹⁰ In his guide to roadside milestones, Jr., David Leroy lists and pictures 400 or so, and to have so few turn out to be in New Jersey, from the colonial era to today, seemed a shame. David H. LeRoy, *Roadside Survivors, Historic Milestones on the Old Turnpikes and Post Roads of the Northeast*, Masthof Press, Morgantown, PA, 2015.
- ¹¹ Ryan Sands Photography, <http://ryansandsphotographyblog.com/2018/05/17/farmhouse-grand-colonial-wedding-venue-hampton/>.
- ¹² Grand Colonial blog – A little history lesson, at <https://grandcolonial.wordpress.com/tag/hunterdon-county/>
- ¹³ John Blane is briefly shown in National Archives postmaster appointment files as postmaster at Perryville, on March 2, 1866, replaced on March 20 of the same year by Jacob Stires.
- ¹⁴ From an article by John Kohl, "John Blane, MD, A Singular Hunterdon Personality," in the Hunterdon County Historical Record, Vol. 52, No. 2, Spring 2016, pp. 1231 & 1236, available at <http://hunterdonhistory.org/wp-content/uploads/2016/05/Spring-Newsletter-2016.pdf>.
- ¹⁵ Map from The New Jersey Historic Roadway Study, op cit.
- ¹⁶ This map by Lloyd Van Derveer & Samuel C. Cornell in 1851 is available at the West Jersey History Project web site at <http://www.westjerseyhistory.org/maps/countymaps/Hunterdon-Cornell-1851.shtml>, and is also available from the Library of Congress, <https://www.loc.gov/item/2012592358/>.
- ¹⁷ John Kohl, op cit. The property deed (Hunterdon County Deed 67-249) is recorded in the Hunterdon County Court Clerk's Office in Flemington. His death certificate (55B40) filed in 1886, can be found in the NJ Archive. Thank you, John, and the Hunterdon County Historical Society, for your excellent research.
- ¹⁸ Mike Ludeman's Postal Portals at <http://stampsarter.com/Learning/PostalPortal.html>. Try the Postal Maps and open them in Georeferencer – by using the slide tool you can see the old map over the current map, and adjust the transparency. How can we NOT find old mileposts?
- ¹⁹ *New Jersey Historic Roadway Study* (op cit., see endnote 7 above) at <https://www.state.nj.us/transportation/about/publicat/historicroadwaystudy.pdf>.

NEW MEMBERS:

Clifford Alexander, clifford.alexander@klgates.com , inland waterways, stage mail
Michael Kerbowski, 99 Oak Forest Drive, Sicklerville, NJ 08081, phone: 856-366-8275, Batsto and other So. Jersey towns
Mark S. Schwartz, mark.schwartz1@verizon.net , First Federal Handstamps of 1799
K. David Steidley, Ph.D., David@Steidley.com , NOJEX event covers, NJ stamp shows & dealers

THANKS FOR DONATION from Mike Yannotta:

NOJEX/ASDA SHOW – NOW CANCELLED

This year's NOJEX and the Fall ASDA show, which were scheduled to take place October 23-25, 2020, have been cancelled this year, due to Covid-19 concerns.

PLEASE COME to our Society's Virtual Annual Meeting via Zoom on Saturday, October 24, 2020 at 2pm. Send an email to President Bob Rose to register and receive an emailed Zoom invitation.

Our Annual NJPHS meeting will be held by Zoom meeting on October 24. Members will receive an email notice ahead of time as a reminder, as this will fall ahead of our November issue. For those who have not yet participated in Zoom meetings, it is not difficult, and in these days of social distancing, it is a pleasant way to get together with others in our hobby.

Bob will conduct a PowerPoint presentation on New Jersey Postal History, and take bids on a benefit auction of material that has been donated to us – two collections, one created by Mary Law, long term member of the Society and Cape May postal historian, and the other by late John Crosson, Jr., former Trenton postmaster, of a collection of first-day and related covers. See Bob's description of these items which follows on page **179**.

THE LEAGUE OF HISTORICAL SOCIETIES OF NEW JERSEY:

For members who are not aware of the fact, the New Jersey Postal History Society is a member of the League of Historical Societies of New Jersey, and it is both a benefit and a resource. It gives us the opportunity to make our existence known to others who might find postal history a benefit to their own historical research. It can also serve as a resource in our research, as local historical societies (and other societies not specific to one locale – there are a number of those amongst members, like ourselves) can also be useful to us.

Take a look at the member list at https://www.lhsnj.org/Member_Organizations.html. You will find a host of societies from those devoted to specific "house" museums, to local and county history, to Revolutionary war locations, canal history, and many others. All include contact information, and would no doubt be happy to help with research when asked. Sometimes it is good to take off those philatelic glasses and take a broader look at New Jersey. These people will help.

The League has agreed to use their "Spotlight" column in their newsletter to feature NJPHS. It will appear in their Fall issue of the League News. We are grateful for the opportunity to make others aware of our specific approach to history.

WEB SITES OF INTEREST:

No sooner than we listed a link to Mike Ludeman's "Postal Portals" in our last issue, than its location changed. These are now available on the StampSmarter site as Portal of Postal History of the United States Post Office, a "Book Shelf" in the Stamp Smarter library of publications, at <http://stampsmlarter.com/Learning/PostalPortal.html>.

Mike Ludeman has produced a number of files ("downloads"), which are actually links to valuable information online, whether it is maps, or National Archive sites, or any number of other useful tools for finding information on the web. Each download will bring up a list of links, and from there you can go to wonderful resources which might have taken you hours to find.

As an example, exploring old maps through one of Mike's Portals, I tried Early Post Route Maps: try this link, for example. <http://www.davidrumsey.com/luna/servlet/s/e8fi1h>. It will take you to an index of Christopher Colles maps on David Rumsey Map Collection: The index (see numbers on the map) will tell you the number for the specific maps you are seeking. For New Jersey, these are numbers 40-50 (minus 41 which is Staten Island).

Go to actual maps on David Rumsey's site: <http://www.davidrumsey.com/luna/servlet/s/98u2ka> New Jersey is at the bottom of the first page – by holding your cursor over the maps, you will see a pop-up which tells you the exact route and number of that map without having to open it to see it. Let's pick, as an example, #44, which is New York to Trenton in 1789.

You can of course make it larger or smaller, as you wish. These early vertical maps are hard for our modern map minds to wrap around, so now click on the View in Georeferencer link at top of the page (you may need to sign in – I have done that already so it automatically signs me in) – and you will see the same map divided into its three parts. Click on the section you want to see, and it will bring up a modern map with the section superimposed on it.

At the top right on your screen, you will see a slider bar. It controls the transparency; use it to compare the modern roadways to the route in 1789. These old maps have mile numbers (which I would suggest is where we would look for any milestones still in place, if any). They are not always perfect – it depends on the editing – but they are fairly close.

It is even possible to overlay more than one section at a time, giving a broader view – this is tricky and it means learning to use the tools in Georeferencer. It is an amazing ability to use the many maps David Rumsey has made available – and for which we are very grateful.

The Library of Congress site will also access these maps, without the Georeferencer tool. Other wonderful map links are available – Old Maps Online, Barry Lawrence Ruderman Antique Maps (<https://www.raremaps.com/gallery/enlarge/20266>) – for those of us who love old maps, the possibilities have greatly expanded. Mike Ludeman's list will give you options to explore.

The Stamp Smarter site itself contains other information of use, which is yours to explore – databases, exhibits, how-to files, all contributed by other philatelists. Be sure to explore their library and resources at <http://www.stampsmlarter.com/index.html>.

JW

TREASURER'S REPORT – JANUARY 1, 2019 THROUGH DECEMBER 31, 2019

BALANCE BROUGHT FORWARD January 1, 2019		\$24,434.07
INCOME		
Dues x 92 members*	\$1,350.00	
Donations (42 members)	\$1,270.00	
D'Avino Donation	\$ 500.00	
CD & Literature Sales	\$ 49.00	
TOTAL 2019 INCOME	<u>\$3,169.00</u>	\$3,169.00
EXPENDITURES		
Paypal Fees	(\$ 21.81)	
Journal	(\$2,251.30)	
Paper Statement Fee	(\$ 27.00)	
National Archives for the PO location files for NJ	(\$ 750.00)	
IRS Tax Filing Fee	(\$ 30.00)	
Sarasota Show for Journal entry in literature competition	(\$ 30.00)	
TOTAL 2019 EXPENDITURES	<u>(\$3,110.11)</u>	(\$3,110.11)
BALANCE YEAR END 12/31/2019		\$24,492.96
NET CHANGE		\$58.89

The asterisk next to the number of members reflects one member who paid his 2019 and 2020 dues in 2018, another member who paid his 2018 and 2019 dues in 2018, and one life member. Our total paid membership for 2019 was 92, the same as 2018.

The only real expense the Society incurs is the printing and mailing of the Journal. Kudos to Co-Editors Jean Walton and Bob Rose, and all of our authors. Also, thanks to those of you who only receive the Journal electronically. The color printing has really enhanced its appearance.

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

In 2018, 44 members donated \$965, and in 2019, 42 members donated \$1,270! The donors' kind contributions permit the Society to continue to hold dues at the very reasonable \$15 annual rate yet again, which it has been for well over two decades. With the increased cost of color printing, these donation help defray the additional expense. The Society thanks all members who have contributed beyond their dues, this year and in previous years.

Andy Kupersmit, Treasurer

NEW JERSEY POSTAL HISTORY SOCIETY BENEFIT AUCTION: To be Conducted at our Annual Meeting Oct. 24, to be held by Zoom

For close to 30 years, Mary E. Law was an active member of our Society and a contributor to this journal. Her interest in New Jersey's postal history developed over her career with the Marmora post office located in Cape May County at which, among her other responsibilities, she managed that office's rural free delivery routes. A member of the National Rural Letter Carrier Association, she served for many years as the Secretary/Treasurer of the organization's State Editors as well as the historian of its New Jersey chapter. Her interest in the history of both rural free delivery and Cape May postal history resulted in a series of articles published in these pages. Mary's family has generously donated to the Society her extensive collection of rural free delivery memorabilia as well as her files of research for the articles she published in our journal.



Mary E. Law, longtime NJPHS member and postal employee.

Mary's collection of rural fee delivery memorabilia focuses on one of its key components, the rural mail boxes as illustrated below. The collection includes a broad array of rural mail boxes in the form of miniature boxes, plaques and figurines and a large framed needle point. A number of postal vehicles are included featuring a horse-drawn postal wagon and later motorized postal vehicles. Finally, the collection includes an array of items related to the National Rural Letter Carrier Association including pieces of jewelry, convention patches, art work, commemorative stamp pins and more. As Lot 1, the collection's auction estimate is \$200-\$300.



Fig. 1: Items included in Mary law's collection of RFD memorabilia. Additional items are shown below.



Fig. 2: Additional items in this collection, including an array of small vehicles



Fig. 3: Pins, charms, necklaces, badges, and a few pieces of artwork – all postal related. The smaller pins are shown enlarged below.

Enlargement of some of the smaller jewelry items above.





One of the nicest pieces in the collection is the framed needlepoint shown at left. It is 21" by 17" including its frame.

Fig. 4: Framed needlepoint.

Note: NJPHS members wishing to access Mary Law's Cape May County research materials, for use in your own research, please contact RobertRose25@comcast.net.

John A. Crosson, Jr., a U.S. Navy veteran, served a lifelong career with the postal service in a number of locations, last serving as Postmaster of Trenton before retiring. Of Irish heritage, he served a term as the New Jersey State President of The Ancient Order of Hibernians. In his memory, his son John donated his father's collection related to the New Jersey Statehood commemorative stamp which had its first day of issue at Trenton on September 11, 1987. As illustrated below, the collection includes first day of issue bronze covers mounted on plaques, miniature Lucite first day of issue cubes, multiple first day ceremony programs, a variety of cached first day covers, and Statehood commemorative stamp pins. The collection also includes a large number of cacheted covers with a variety of commemorative postmarks related to the 200th anniversary of George Washington's inauguration. As Lot 2, the collection's auction estimate is \$20 to \$30.



John A. Crosson, Jr., Trenton PM



Fig. 5: Items in the Crosson lot include a number of First Day items relating to New Jersey Statehood.

Both collections will be sold as single lots, Lots 1 & 2, at an auction to be held as part of the Society's Virtual Annual Meeting via Zoom on Saturday, October 24, 2020 at 2pm. Mail bids will be accepted in advance of the sale via an email to me: robertrose25@comcast.net. If you intend to bid at the sale, please pre-register via an email. The Mary Law collection is contained in four cartons in addition to the framed needle point. The John Crosson collection is contained in a single carton. To avoid shipping costs, arrangements can be made for the pick-up of each collection.

(Larger images of these lots will be available at this online link: [NJPHSBenefitAuction.pdf](#))

MEMBER ADS ~ YOUR AD MISSING? LET US KNOW AT

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

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

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

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

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

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

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

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

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

LOOKING FOR OLDER SUSSEX COUNTY

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

WANTED: ANY LETTER BETWEEN PHILA.**AND THE UK WHICH IS ENDORSED FOR**

CONVEYANCE BY STAGE. Your price paid, with no whining. Contact Dr. John Barwis, PO Box 8035, Holland, MI 49422, jbarwis@charter.net, 616/399-9299.

THE CRABBY MILKMAN is always BUYING

Pre-1950 U.S. Postcards, Robert J. DeTrollo, 110 Garner Ave., Bloomfield, NJ 07003, r.detrolio@comcast.net.

WANTED: MOUNTAIN LAKES, BOONTON, PARSIPPANY, TROY HILLS POSTAL HISTORY

items. Describe or send photocopies for my very generous offer. APS (Life member), NJPHS member since 1980. Peter Lemmo, PO Box 557, Whippany NJ 07981-0557.

WANTED: HUNTERDON COUNTY NJ, BUCKS

COUNTY PA postal history, covers, postcards, pictures, Americana ephemera collateral paper items, all eras.

Contact Jim Walker, 121 Wertsville Road, Ringoes, NJ 08551-1108, 908/806-7883 or email jiwalker@comcast.net.

WANTED: BLOOMFIELD NEW JERSEY

Postcards and Ephemera. Please write with all details.

Robert J. DeTrollo, 110 Garner Ave., Bloomfield, NJ 07003, r.detrolio@comcast.net.

WANTED: Port Murray, Anderson, Chagewater, Port

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

HADLEY AIRPORT or HADLEY FIELD

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

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

MEMBER ADS: YOUR AD MISSING? LET US KNOW AT

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

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

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

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

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

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

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

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

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

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

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

WANTED: NJ SHIP and STEAMBOAT covers before Civil War. Contact Steven M. Roth, 1280 21st Street, NW, Suite 209, Washington, DC 20036, 202/293-2563 or email stevenroth@comcast.net.

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

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

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

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

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

NJPHS LITERATURE AVAILABLE POSTPAID from Robert G. Rose, NJPHS, 18 Balbrook Drive, Mendham, NJ 07945 or email Secretary@NJPostalHistory.org for a Paypal invoice.	Member price	Non-members
CD or hard copy: <i>The Postal Markings Of New Jersey Stampless Covers: An Update</i> by Donald A. Chafetz (2004) hardcopy, 28pp. or available on CD in PDF format Updates the extensive work of William C. Coles, with new markings and dates since that original work was published in 1983 Also available to members free as a downloadable file	\$10.00 FREE	\$15.00
CD only: <i>Washington Organ Manufacturers</i> on CD, by Len Frank - 3 articles + many organ advertising cover illustrations not in <i>NJPH</i> , in Acrobat Reader [.PDF] format <ul style="list-style-type: none"> • A series of 3 articles on the advertising covers and history of the organ manufacturers of Washington, NJ, • Adds a picture gallery of many covers not illustrated in those articles. • Includes much paper ephemera as well. An impressive collection. 	\$7.50	\$10.00
Hard copy: <i>Illustrated Directory of New Jersey 1847 Issue Covers</i> , Brad Arch, ed., 1987, 44pp & Supplements <ul style="list-style-type: none"> • For the collector of the 1847 Issue, this book by Brad Arch is the comprehensive work on New Jersey covers • 5¢ and 10¢ covers in separate sections • Detailed descriptions of each cover, arranged by office of origin. 	\$4.00	\$7.50
Hard copy: <i>New Jersey DPO's</i> , Brad Arch, ed., 1981, 22pp, pocket sized Checklist of Discontinued Post Offices THE pocket manual of New Jersey discontinued post offices, easy to transport and an excellent checklist Also available to members free as a downloadable file	\$3.00 FREE	\$4.00
Hard copy: <i>New Jersey's Foreign Mail</i> , 1997, Gerard J. Neufeld, 76pp. <ul style="list-style-type: none"> • A fine monograph on foreign mail to and from New Jersey in the 19th Cent. • Profusely illustrated • Each cover explained 	\$8.00	\$10.00
CD: Mosher's NJ Private Express Companies <ul style="list-style-type: none"> • 10 compiled articles by Bruce Mosher on many aspects of private express mail in New Jersey with many color illustrations • Previously unpublished material in lengthy postscript plus index 	\$10.00	\$15.00
CDs: Back issues of the NJPH Journal are available on CD for 2003 to 2018, at <ul style="list-style-type: none"> • Each CD includes the 4 quarterly journals for one year, in color, pdf format CD: 2019 <i>NJPH</i> Issues on CD in PDF format, many color illustrations.....	\$5.00 each \$5.00	\$7.50 each \$12.00
Members only: 2 back issue CDs, \$8.00, 3 back issue CDs \$12.00, 4 back issue CDs \$15.00, 5 CDs \$18, 6 CDs \$22, 7 CDs \$25, 8 CDs \$28, 9 CDs \$30, 10 CDs \$35, all 17 CDs (including 2019) \$50. (Also available to members free as downloadable files.) Non-members: 2 back issue CDs, \$12.00, 3 back issue CDs \$15.00, 4 back issue CDs \$18.00, 5 back issue CDs \$22, 6 back issue CDs \$28, 7 back issue CDs \$32, 8 back issue CDs \$35, 9 back issue CDs, \$38, all 17 back issue CDs (including 2019 CD), \$60.		
Literature purchases may be made with Paypal – email your choices to Secretary@NJPostalHistory.org for a Paypal invoice.		

DOWNLOADABLE FILES AVAILABLE FREE TO MEMBERS ONLY!*

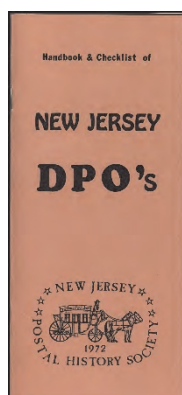
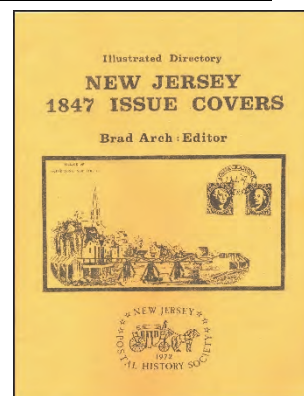
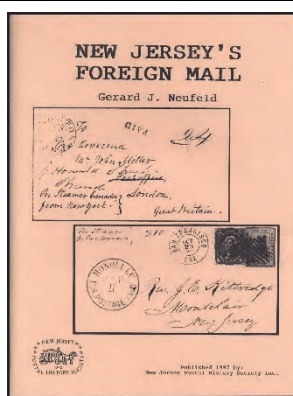
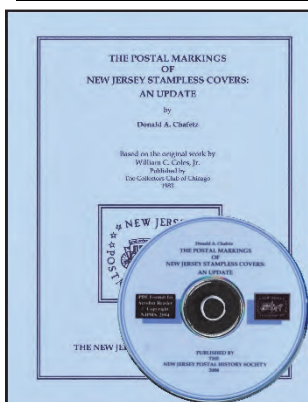
Brad Arch's handy DPO book available in Excel format (for hardcopy see above).	FREE	2.95
Stampless Era Post Offices, based on Coles and the Coles Update in Excel format.	FREE	2.95
Brennan, Lawrence, <i>New Jersey-Built Air Craft Carriers</i> , a long series with many covers in PDF format.	FREE	12.95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

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

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

THE NEW JERSEY POSTAL HISTORY SOCIETY LITERATURE

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

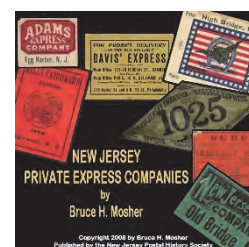


**Yearly NJPH issues on CD
(2003 – 2015)
Plus other valuable studies
on CD**



Washington NJ Organ
Manufacturers
By Leonard Frank

New Jersey Private
Express Companies
By Bruce H. Mosher



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

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