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An 1811 Cover Hand-carried to Lomerton, NJ



What is the story behind this in interesting early cover delivered to Hannah Duyckinck in a New Jersey town unknown today? To uncover the mystery, see page [3](#).

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DUES STILL OUTSTANDING!

If your dues have not yet been paid, you will find an enclosed reminder for dues payment for 2019. Dues are still \$15 a year, and again this year you have the option of paying your dues online by Paypal (no extra fee), by going to our web site [www.NJPostalHistory.org/] where you will find a link for membership renewal on the home page. You can also donate to the Society at the same time, if you would like. We are happy to accept your dues and donations in whatever form you like!

PRESIDENT'S MESSAGE

This issue of NJPH provides a wide range of articles touching on many aspects of New Jersey's postal history, and mysteries explored. James Wardell, a first-time contributor to these pages, writes about an 1811 letter which led to many historic revelations. Captain Larry Brennan begins a series on the history of the famed Lakehurst naval air station and its airships. Don Chafetz continues his Morris County series with two short articles: the first, a foreign mail forwarded letter from Italy and the second, postage on a tag to Morristown apparently attached to a package of soap. John Lupia returns with an article on his series of philatelic biographies, this one addressing some of the lesser known New Jersey stamp dealers. Jean Walton writes another in the series of home town post offices, this one concerning Asbury, New Jersey. I contribute two articles, the first outlining the history of rural free delivery in New Jersey, and the second, an intriguing search of what appeared at first blush to be an unlisted New Jersey town, but which turned out to be a very different locale.

I thank our many members who have paid their dues and made donations to the Society. Without your continued interest and support we could not continue to flourish and survive as a state postal history society. For those few of you who have forgotten or neglected to send your dues for 2019, you will find a friendly reminder.

Finally, both Jean and I are looking for first time contributors. I know that each of you have a cover or two that touch upon some aspect of our state's postal history. All you need to do to become a published author in these pages is to email illustrations of the cover or covers and a line or two of text describing them. We will work with you to turn your submission into a polished piece.

ROBERT G. ROSE

A HAND DELIVERED PIECE OF HISTORY

By James Wardell

The recent acquisition of an 1811 letter from a Toronto antiques dealer has sent me down a rabbit hole of research, trying to uncover historical ties to this 207-year-old piece of paper. Initially the usual Google searches uncovered very little, but a connection to the New Jersey Postal History Society has proven very fruitful.

Strictly speaking, since this letter was sent by favor and did not travel through the postal system, this article cannot be called a work of postal history. But it is certainly an example of social history, and a link to a past long gone, with connections to the present day.

A LETTER TO LOVED ONES

The letter itself was written on a 15.625 inch by 13 inch sheet of fine laid paper. The main text is written on two sides, while the rest is folded to create the address front shown in *Figure 1*. This section, however has long since been separated from the main part of the sheet, leaving two 'flaps' extending from the side of the correspondence. This condition at first led me to believe that it was in fact a two-sheet letter. The paper has degraded over the last two centuries and is quite delicate, and in danger of falling apart further.¹

Sent from New York City and dated July 18th, 1811, the correspondent, signing himself as Horatio, writes to his sisters, Mrs. Hannah Duyckinck and Miss Emma Holden in Lomerton, New Jersey. From this we can conclude that the writer himself is named Horatio Holden.

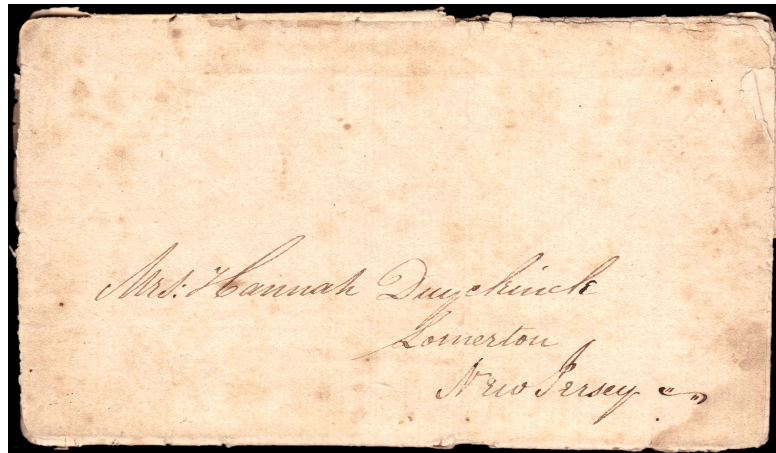


Fig. 1: Address portion of a letter to Mrs. Hannah Duyckinck, at Lomerton, New Jersey, datelined July 18, 1811. There are no postal markings, so it appears the letter was sent by a private carrier or personal friend. No Lomerton post office is known to have existed in New Jersey, so locating just where this letter was sent was problematic.

Horatio has just returned to his home in New York, which he calls 'this great City of Gotham,' after a visit with his sisters. Though I was unable to find Lomerton on a map, landmarks mentioned by Horatio indicate that this community was probably in the north central region of the State, due west of New York City. He writes of Schooley's Mountain and its curative waters, as well as passing over Long Hill toward Newark. In Newark he visits Mother, who was 'much better than we expected,' however 'not well.' Other visits include a trip to Elizabeth Town, just south of Newark, before pressing on the following day to New York City. A contemporary map of New Jersey² created by Capt. William Giberson in 1812 shows Long Hill and Schulys Hill, as

Schooley's is spelled here, quite clearly located in Morris County. The challenge for me would be to pin down the location to which this letter was sent.

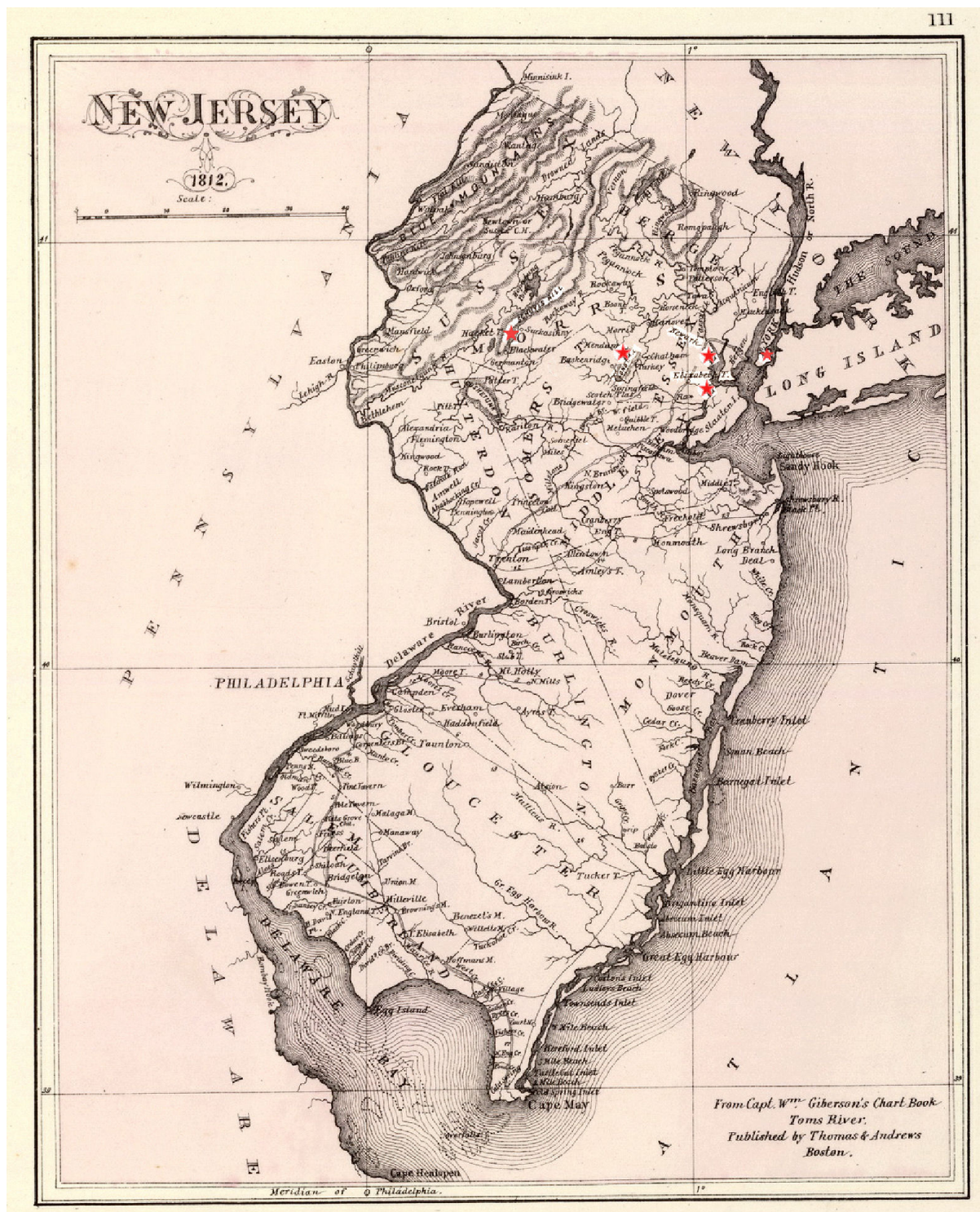


Fig. 2: Giberson's 1812 Map of New Jersey. Sites mentioned in the letter led to the conclusion that the area described was in northern New Jersey. Those sites are shown here with stars.

AN AMERICAN FAMILY

Searching genealogy web sites helped find members of the Holden family, matching names and dates which would correspond with the time of the letter. All records found reference the letter writer, Horatio, as Horace Holden. This can be explained as the names Horatio and Horace seemed to be inter-changeable at the time, both being variations of the Latin Horatius. As an example, we can look at Horace Walpole, 4th Earl of Orford (September 24, 1717 - March 2, 1797),³ author and politician, who was originally named Horatio. It is also a possibility that Horatio was seen as a family name, more intimate with his sisters, whereas Horace would be seen as being more professional, better for young man beginning his career.

Horatio Holden (November 5, 1793 - March 25, 1862)⁴ would have been seventeen years of age at the time he wrote this letter. He and his sisters Hannah Duyckinck (January 30, 1790 - July 10, 1867)⁵ and Emma Holden (August 31, 1791 - March 21, 1863)⁶ were members of a family who all hailed from Sudbury, Massachusetts.

Their father Levi Holden (June 12, 1754 - April 19, 1823)⁷ and mother Hannah Plympton (July 27, 1754 - September 28, 1828)⁸ were the parents of 11 children. Levi, who spent his youth living just outside of Boston, was influenced early by the revolutionary spirit, and enrolled in 1775 to fight the invading British forces. Joining the Massachusetts Infantry Regiment as a private, he rose quickly in the ranks. He was assigned to the 4th Continental Infantry in 1776 as a Sergeant Major. In January 1777 he served with the 6th Massachusetts, elevated to 1st Lieutenant by March of 1779.

Fighting in every major battle except Bunker Hill, Levi was selected to George Washington's Life Guards in 1780 and given the permanent rank of Captain. He was assigned as commander of the General's escorts in 1780. Levi, a favorite of General Washington, retired from Federal service in 1783, and for a time before the end of the war, was a Captain in the Essex County N.J. Militia.

Following his service under Washington, Levi was still a young man of twenty-nine and retired to his hometown of Sudbury. The Holden family grew and Levi spent the next fifteen years farming and storekeeping. Despite success and a rise in social stature, an unfortunate turn of financial fortunes left the family in dire straits. Levi, looking for a new beginning, was persuaded by friends in New Jersey that Newark offered opportunities for a man of his character.

He moved his family there in 1799, but after renting a house, he found himself virtually penniless. However, opportunity presented itself when, while visiting the local market, he noticed only a single butcher serving the community. With the help of friends, Levi Holden himself opened a meat business and challenged the monopoly. From those beginnings, he created and ran a successful business with his sons George and Henry. His home and family grew and prospered, and he earned a position of prominence in the city. His home and office was eventually located at the corner of Center and Mulberry Streets, where he lived until his death in 1823.⁹

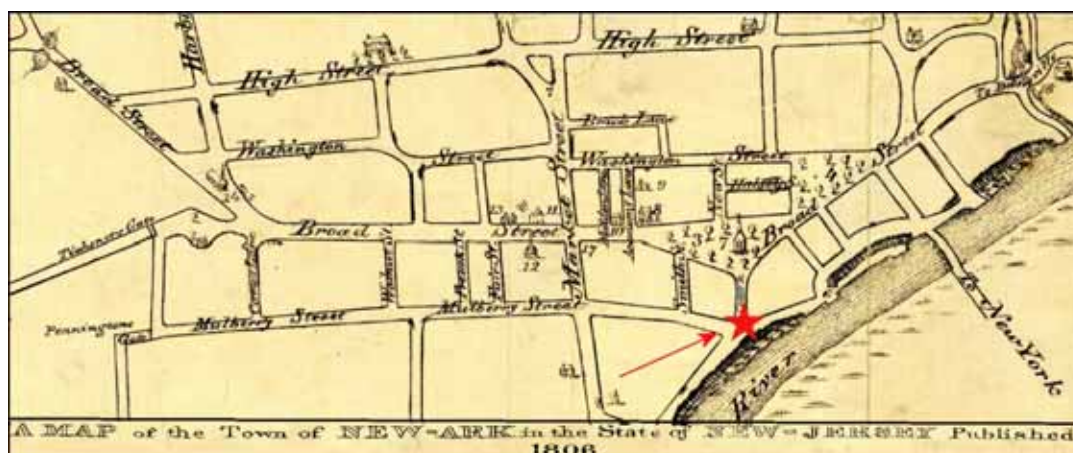
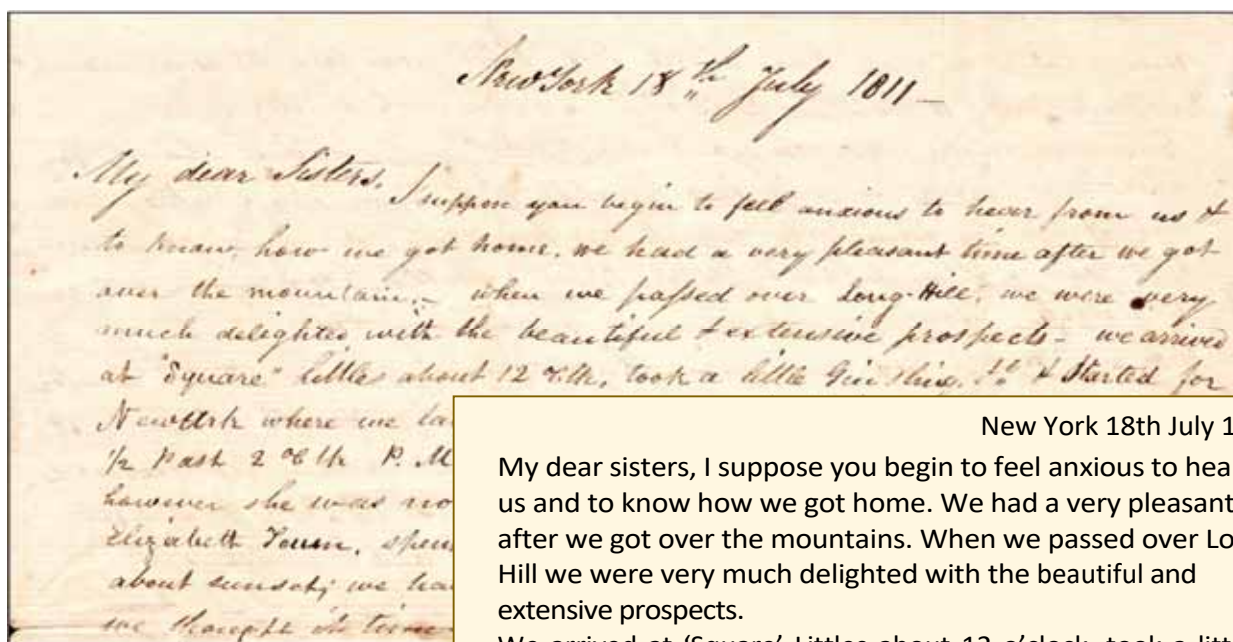


Fig. 3: A section of an 1806 map of Newark, showing the location of the Holden homestead. Today, McCarter Highway runs between this location and the Passaic River.¹⁰

The letter in question follows, with a transcription:



New York 18th July 1811

My dear sisters, I suppose you begin to feel anxious to hear from us and to know how we got home. We had a very pleasant time after we got over the mountains. When we passed over Long-Hill we were very much delighted with the beautiful and extensive prospects.

We arrived at 'Square' Littles about 12 o'clock, took a little gin sling, and started for Newark where we landed safe and sound in wind, limb and eye sight, at half past 2 o'clock p.m. We found mother much better than we expected, however she was not well.

Sunday afternoon we rode down to Elizabeth Town, spent the afternoon there, very pleasantly. I returned about sunset; we had a delightful time indeed. When we got home we thought it time to begin to prepare for N. York,...

.. [and] we fitted ourselves out for a trip, which, "I guess was nicely done to it" and took our departure on Monday morning. We arrived safe at half past ten o'clock in this great City of Gotham, where we were heartily wellcomed (sic), and our return greeted with hard shaking of the hands and smacking kisses - well; now you see we are safely home

– but, to return to Lomerton – Lord bless you, girls how do ye do? Is Emma's stomach any better? Does our friend Betsey Parker remain in good health? I should like to have a frolick (sic) with you all this evening - but alas!

Richmond says he will write to Emma and prescribe some remedy for her sickly body.

I hope the Lomerton air will have as good an effect upon her consumptive habits as it did upon us. - Oh! my/with a sigh/we wish for another jaunt. We were so well pleased with the last. But I don't know when we shall come again. Perhaps we shall be able to come next winter, when you all will be at leisure. – When we reflect upon the pleasant time we enjoyed at your house, going and returning from Schooley's Mountain and we really feel ourselves much indebted to you and heartily wish for a return of so happy a time –

shall be able to come next winter, when you all will be at leisure. – When we reflect upon the pleasant time we enjoyed at your house, going & returning from Schooley's Mountain, we really feel ourselves much indebted to you & heartily wish for a return of so happy a time –

– We now see the difference between the city & country & we are firmly persuaded, if you could realise half the blessings, which Providence has profusely lavished upon you, & enjoy the comforts within your reach – you must be happy – if you are contented; a contented mind is a continual feast, – but as the fellow said, "there's the rub" – however I hope you can philosophise enough, (with the numberless enjoyments which continually surround you), to be perfectly contented & as far as this world affords,

We now see the difference between the city and country and we are firmly persuaded, if you could realise (sic) half the blessings which Providence has profusely lavished upon you, and enjoy the comforts within your reach – you must be happy – if you are contented. A contented mind is a continual feast – but as the fellow said, "there's the rub" – However I hope you can philosophise (sic) enough (with the numberless enjoyments which continually surround you) to be perfectly contented and (as far as this world affords) perfectly happy –

Well what more shall I say – tell Em, “I feel queer all the way down” and I should like to wet her head with a little cool water –

Give my sincere love to your “husband” with many thanks for his kind attention. It is uncertain when we shall repay him, but if we are unable to requite his kindness, we will come again and increase the debt and some time or other, pay you all a lump, for we have no notion of doing business on a small scale. The Schooley’s Mountain has almost cured Sarah, and I have no doubt but that the jaunt and water together will have an admirable and good and great effect upon Mrs. B and if “I had only time enough I’d tell you all about it” – strike up the music, Yankee Doodle.

Give our sincere respects to the old Gentleman, with thanks for his politeness and kindness. I hope his horse will arrive safe home, we are much indebted to him for the use of it. I gave directions at home to have him well taken care of. – remember us to Wm. (William) – tell him we shall not forget him as long as a twig grows on the Lomerton Farm.

I believe I have written almost enough and I will leave the rest for my worthy friend, Madam B.

Emma must not forget to bring that book home with her and send it to me. I never thought of it when we started – Upon the receipt of this, we shall certainly expect a long answer from each of you.

I hope you will have a prosperous time in gathering your harvests and I trust Heaven has in store for you and your beloved husband, many returning “Harvests” of prosperity and rational pleasure, and many feasts to come of joy and mutual love.

Accept the sincere well wishes of your affectionate

“Farewell”

Horatio

Mrs H. Duyckinck &
Miss Emma Holden
Lomerton

Emma must not forget the book _

Well what more shall I say – tell Em. “I feel queer all the way down” a little cool water in –
“I feel queer all the way down” with many thanks for
him when we shall repay him.
kindness, we will come again
or other, pay you all in
notion of doing business
Schooley’s mountain water
I have no doubt but that
will have an admirable
Mrs B. & if “I had
you all about it” –
Yankee Doodle

old Gentleman, with thanks
his horse will arrive
debted to him for the
I hope to have him
return us to M^{rs} B.
I love as long as
Lomerton Farm.
rough, I will leave
Madam B. –
ring that book home with
thought of it when we
then we shall certainly
each of you –
peraus, in gathering your
has in store for you &
any returning “Harvests” of
abundant, & many feasts
I love you –
I wish of your –
affectionate
Horatio.

Miss Emma Holden
Lomerton

Emma must not forget
the Book

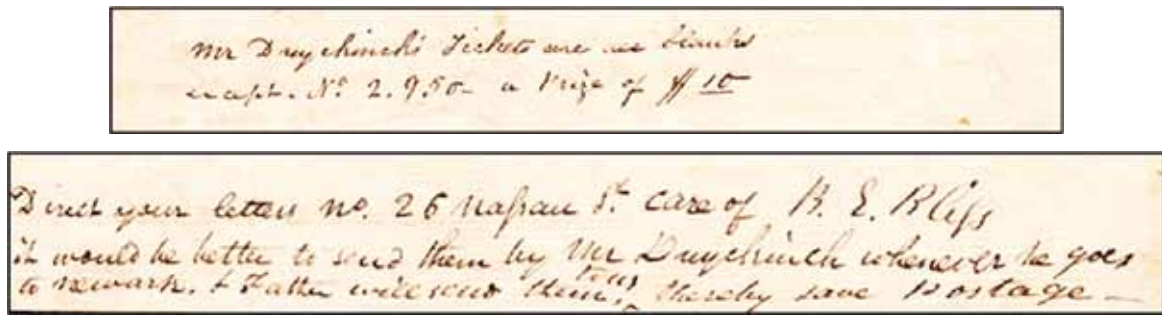


Fig. 4: Two notes are written on the flaps attached to the letter, the first apparently regarding some lottery tickets, and the second regarding the sending of further mail. Postage saved would have amounted to 10¢.¹¹

HORATIO OR HORACE

When young Horatio, or Horace as we shall now call him, returned to New York, he was returning to a career that was just beginning. He had moved to the city in 1809 to study the law under a Mr. Bezan Ezra Bliss.

It is worth mentioning a notation written on one of the flaps of this letter, 'Direct your letters no. 26 Nassau St. care B.E. Bliss. It would be better to send them by Mr. Duyckinck whenever he goes to Newark, and Father will send them to us, thereby save postage.' Mr. Bliss, attorney, is indeed listed in the *Elliot & Crissy New York Directory* of 1811, at 26 Nassau St.¹³

This address, north of Wall St. in the heart of New York's Financial District, is now part of the location of One Chase Manhattan Plaza. At the time this letter was written the block of Nassau, between Liberty St. to the north and Cedar St. was the site of the Middle Dutch Church. The church, which had stood fronting Liberty St. since 1731¹⁴, was itself a site of historical interest, a foundation of the Dutch Reformed community. It was also used as a British prison during the occupation years from 1776 to 1783, after which it reopened as a church and remained in service until 1844. The building was later converted to a Post Office which stood until 1882, when it was torn down to make way for the new Mutual Life Insurance Building. This ornate structure was itself eventually demolished, along with that block of Cedar St. to make way for One Chase Manhattan, in 1961. The address of 26 Nassau which Horace Holden noted for his mail delivery was located at the south east corner of Nassau and Cedar St.¹⁵



Fig. 5: The Middle Dutch Church¹², which stood facing Liberty Street near Nassau. The buildings seen behind it were on the now gone section of Cedar Street

It was here that Horace apprenticed. Though called to the bar in that year of 1811, the War of 1812 would intervene and Horace joined the fray. He would be stationed at Sandy Hook, with the Second Division of Infantry, Bergen Brigade, where he was aide-de-camp to Brigadier-General William Colfax¹⁶, his father's comrade-in-arms from the Life Guards¹⁷, from September 1 to December 5 1814, holding the rank of Major. He would eventually rise to the rank of Lieutenant Colonel.

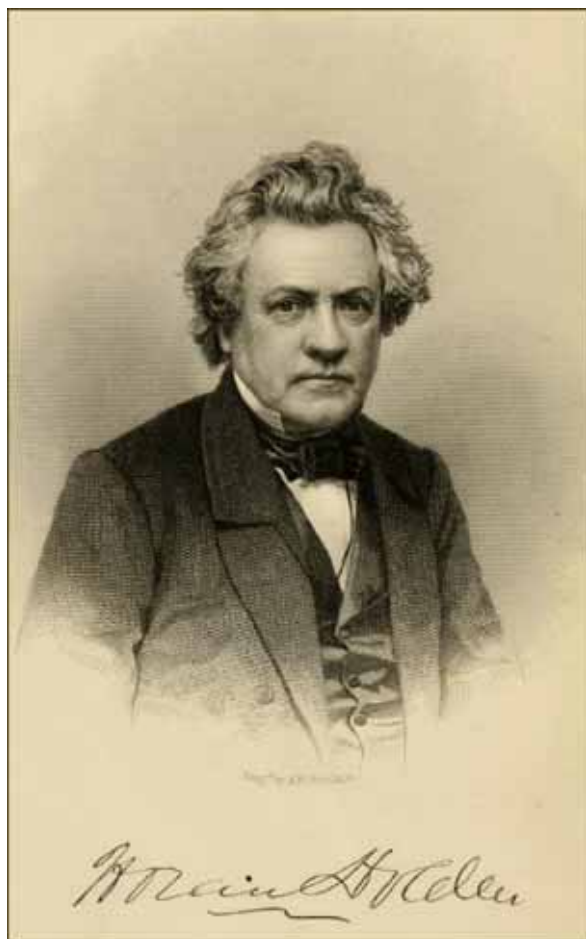


Fig. 6: Horace Holden, a picture included with the funeral oration by Gardiner Spring in 1862¹⁸

Once Horace returned home to New York and resumed his law practice, his social standing rose. He would marry three times during his life, fathering at least 11 children.

A very religious man, he was ordained in 1823 as a Ruling Elder of the Brick Presbyterian Church in Manhattan, and would be buried there forty years later. In his funeral oration, given by his old friend Pastor Gardiner Spring, Horace was described as “frank, cheerful, unforbidding, (he) had a great kindness of heart, and was unsuspicious to such a degree that he sometimes too readily gave his confidence to those who did not deserve it. Gentlemen of the legal profession see so much of the dark side of human nature, that they are apt to be suspicious. It was not so with Mr. Holden; he was a stranger to evil surmisings.”¹⁹ Pastor Spring continues, “He was ‘rooted and grounded’ in faith and love. His piety was habitual, long-tried, useful and happy.”²⁰

Horace's letter to his sisters displays these traits early on. It is both loving and familiar. He seems very much a 17-year-old boy, quoting popular literature, particularly the afore-mentioned ‘great City of Gotham’ which is no doubt a reference to Washington Irving's book *The Salmagundi Papers*, published just four years previously in 1807. It belies the maturity of a young man who just that year is admitted to the bar.

His sisters, both older, are dear to him. He fears for Emma, who is sickly. Emma would become an old maid, however, dying almost exactly a year after Horace, in 1863 at age 72. She was buried in Brooklyn N.Y. Little else seems to be known about her, and in fact she does not even appear on some of the family genealogical sites.

THE DUTCH IN-LAWS

Sister Hannah, almost four years Horace's senior, had married into a Dutch family of long standing in the New York/New Jersey area on December 31, 1808.²¹ Her husband, Richard Banker Duyckinck (August 26, 1781 - July 1, 1849)²² was descended from settlers in New Amsterdam dating back several generations to the mid 17th century. An ancestor, Evert Duyckinck, along with his son Gerrit, was a well-known painter and glazer in New Amsterdam, responsible for coloring stained glass windows in Dutch Reformed Churches in New York and Albany²³, no doubt including the previously mentioned Middle Dutch Church.

Though the family had emigrated from Germany (Gerhard Duyckinck of Borcken stating in his petition of August 12, 1620, that he was a native of Westfalia), the original home of the family was in Dordrecht, Holland. Variations of the family name included Duckinck and Duycking.²⁴

The Duyckinck family would eventually settle in the Lamington New Jersey area. Horace's letter mentions the name Lomerton and Lomerton Farms. Period newspapers - pre 1775 - do mention a Lomarton Farm, "containing 376 acres of very good land... and a very good orchard, containing 200 Apple trees."²⁵ The owners also raised cattle and sheep.²⁶ It is not surprising that I had difficulty finding the name Lomerton, as Horace had written it, on any maps. According to Wikipedia, the name Lamington is a corruption of the Native American word for the nearby stream, the "Allemetunck" or the "Loamatong." Its name means "the place within the hills" or "the place of paint clay." It also notes that there are 113 recorded variations on the spelling of Lamington, including "Alamatunk," "Lametunk" and "Lamberton."²⁷ So I think we can assume that the community that Horace visited in 1811 was in fact Lamington, in Somerset County.

The farm itself appears to lie just south of the town, in Bedminster Township. In fact, Richard Duyckinck, Hannah's husband, is buried in the Lamington Burial Ground.

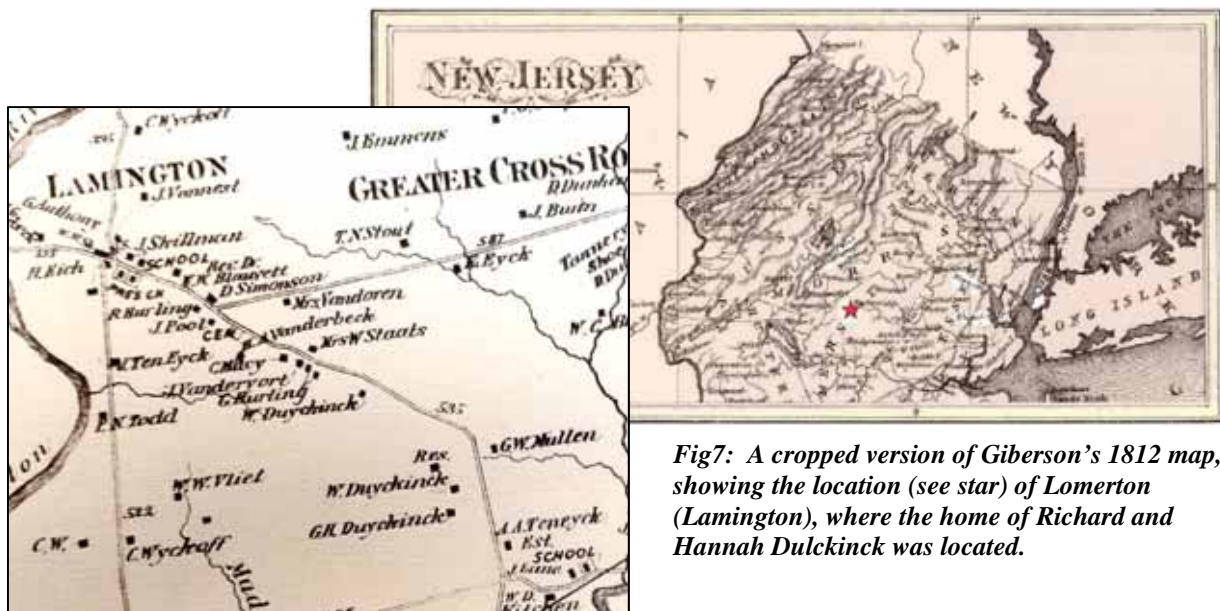


Fig7: A cropped version of Giberson's 1812 map, showing the location (see star) of Lomerton (Lamington), where the home of Richard and Hannah Dulckinck was located.

Fig. 8: The overlaid map is the area south of Lamington N.J., showing the names of W. (William) and G.H. (George Holden) Duyckinck.²⁸ Though the source of this map dates it as 1921, the Duyckinck family sold the property to the Morgan Cowperthwaite family in 1917, suggesting this map is actually earlier than indicated. Later maps of the same area replaced the Duyckinck name with Cowperthwaite.²⁹

A story is told locally of a John Duyckinck, probably Richard's father, who was possibly a British sympathizer during the Revolutionary War. John was confined to the property after being jailed and exiled by General Washington.³⁰ How ironic that Richard's father should be sentenced to house arrest by Washington, whom Hannah's father Levi had served with such loyalty!

Richard and Hannah would raise six children on the farm. A later map indeed shows the names of two of their children, W. (William) Duyckinck (August 14, 1815 - January 10, 1904) and G.H. (George Holden) Duyckinck (June 18, 1824 - November 17, 1874)³¹ continuing to live on the property.

THE FAMILY HOMESTEAD

The Duyckinck family remained there until the property was sold to the Morgan Cowperthwaite family in 1917. Cowperthwaite was an executive in a New York insurance company. The Duyckinck farmhouse was replaced by a new structure designed by New York architect James Cameron McKenzie, and the working farm became an equestrian estate. In 1939 a new house was constructed on the site, designed by Mott B. Schmidt of New York. A later map of the same area indeed shows the names of William and George Duyckinck replaced with the name Cowperthwaite.

In 1981 the Cowperthwaite family sold property to automobile executive John DeLorean, who lived there for 19 years. Legal problems plagued DeLorean throughout the 1980s. Though eventually acquitted of criminal charges, DeLorean's continuing financial problems and poor investments sent his auto company into a tailspin, and bankruptcy caused him to put the property up for sale in 1999.

The property was eventually purchased in 2000 by a New York real estate developer named Donald J. Trump. In 2001 the Bedminster Township approved the property for use as a golf course and country club. The original red brick house, built by the Cowperthwaite family, became the club house. The golf course opened in 2004.



Fig. 9: Satellite image of the Trump National Golf Course, located between I-78 to the south and Route 523, in Bedminster Township, Somerset County NJ, and now known as home to "The Summer White House."³² This is the same property as owned by the Duyckincks in the 1811 letter.

Of course Mr. Trump's history and reputation are well known, and don't require retelling here. A recent career change has put him in the news more frequently these days, and the Lamington House, as it had been known locally for years, has become known as the "Summer White House."

CONCLUSION

It would be presumptuous to use this letter to try to draw a line between the first U.S. President and the current Chief Executive. That line would most certainly be opportunistic, and no doubt tenuous. But there is a line that we can draw, and that connects family.

Seventeen-year-old Horace demonstrates the same kind and loving characteristics toward his sisters that he is later praised for after death, many years later. And through his written words we see a loving family that reaches out through time, and affirms their place in American history.

That is the beauty of this hobby we enjoy. The research we do on these pieces of paper brings these people back to life. This is history in our hands, and resources are available for us to reach back in time and reconnect with those whose lives and loves, though of a different time, were not so different from our own.

I should take this opportunity to acknowledge and thank The New Jersey Postal History Society, and specifically its Secretary, Jean R. Walton. Without Jean and her detective work, this research would never have come together. Certainly, it is societies like the NJPHS that help keep postal history alive, and help to uncover treasures, such as this 207-year-old paper.

James Wardell jameswardell@sympatico.ca



Fig. 10: Showing both sides of this 207-year-old letter, unfolded. This is how the sheet would have looked in its original state. Some stains, such as those of the wax seal, are mirrored on opposite sides of folds, proving the original position of the wayward 'cover sheet.'

ENDNOTES:

- ¹ This letter, laid out flat with the loose piece inserted, can be seen at the end of this article (*Figure 10*).
- ² Old-maps.com, http://www.old-maps.com/nj/nj-state/nj_1812_Giberson_1878_rsy_10x8.jpg.
- ³ Encyclopaedia Britannica, <https://www.britannica.com/biography/Horace-Walpole-4th-earl-of-Orford>.
- ⁴ Genealogical Society of Bergen County N.J., Family Files, <https://www.njgsbc.org/files/familyfiles/g0/p418.htm#i33854>, July 2017 pg 418.
- ⁵ Ibid.
- ⁶ Ibid.
- ⁷ Find A Grave, <https://www.findagrave.com/memorial/44863361/levi-holden>.
- ⁸ Ibid.
- ⁹ Google Books, [The New York Genealogical and Biographical Record, Volumes 29-30](#), A 2-part history of Levi Holden, beginning of pps. 109 and 141. (Feb. 9, 2019).
- ¹⁰ 1806 map, reprinted 60 years later, available in New Jersey Institute of Technology's map collections at <https://archlib.njit.edu/collections/dana/collections/maps/mapsinlittmanlibrary/>. This map made available by the Newark Public Library to NJIT. This is a cropped version of the whole map.
- ¹¹ Domestic postal rate from May 1, 1799 to February 1, 1815 was 10¢ for a 'single letter' travelling a distance of over 40 miles but not exceeding 90 miles. The distance from present day Lamington New Jersey to New York City is approximately 43 miles. The route was no doubt longer in 1811. <https://about.usps.com/who-we-are/postal-history/domestic-letter-rates-1792-1863.pdf>.
- ¹² Watercolor of the Middle Dutch Church, Corner of Liberty and Nassau streets, 1729, New York City, North East Auctions, <http://northeastauctions.com/product/watercolor-of-the-middle-dutch-church-corner-of-liberty-and-nassau-streets-1729-new-york-city/>.
- ¹³ New York Public Library Digital Collection, <https://digitalcollections.nypl.org/items/e33d80d0-740d-0136-560f-7b7dc1942e19/book#page/125/mode/2up>, Elliot & Crissy's New York Directory for the year 1811, pg 119.
- ¹⁴ The Bowery Boys New York City History, <http://www.boweryboyshistory.com/2012/02/from-prison-to-post-office-odd-fate-of.html>.
- ¹⁵ Old grids of New York maps at http://maps.nypl.org/warper/maps/20599#Export_tab (Feb. 9, 2019).
- ¹⁶ Genealogical Society of Bergen County N.J., Family Files, op cit., pg 418.
- ¹⁷ Google Books, [The New York Genealogical and Biographical Record, Volumes 29-30](#), A 2-part history of Levi Holden, pg. 113. (Feb. 9, 2019).
- ¹⁸ Princeton Theological Seminary Library, <https://archive.org/details/funeralsermonocc00spri/page/12>, A funeral sermon, occasioned by the death of the late Horace Holden, by Gardiner Spring, 1862, frontispiece.
- ¹⁹ Ibid, pps. 15 – 21.
- ²⁰ Ibid, pg 23.
- ²¹ New Jersey Marriage Records, 1670-1965, Essex County 1795-1849, on Ancestry.com.
- ²² Genealogical Society of Bergen County N.J., Family Files July 2017, op cit., pg 418.
- ²³ Genealogical Society of Bergen County N.J., Family Files January 2017, <https://www.njgsbc.org/files/familyfiles/p369.htm>, pg.369
- ²⁴ Ibid.
- ²⁵ Extracts from American Newspapers: Relating to New Jersey. 1704-1775 by William Nelson, Daily Advertiser Printing House, 1904, pg 401, https://books.google.ca/books?id=mrd4AAAAMAAJ&pg=PA622&dq=lomarton&hl=en&sa=X&redir_esc=y#v=onepage&q=lomarton&f=false
- ²⁶ Inside the Brick Academy article on The Bedminster Summer White House, Sept. 2017, by Brooks Betz: http://www.historicalsocietyofsomersetshills.org/Documents/Newsletters/2017_09_Sept_THSSH_Newsletter.pdf (Feb. 9, 2019).
- ²⁷ Wikipedia, https://en.wikipedia.org/wiki/Lamington,_New_Jersey.
- ²⁸ Historical Society of Somerset Hills, http://www.historicalsocietyofsomersetshills.org/Profile_summer_whitehouse.php
- ²⁹ Brooks Betz (MrLocalHistory), on the Summer White House at <http://www.mrlocalhistory.com/trumpsummerwhitehouse/>.
- ³⁰ Ibid.
- ³¹ Genealogical Society of Bergen County N.J., Family Files, <https://www.njgsbc.org/files/familyfiles/g0/p418.htm#i33854>, July 2017 pg 418.
- ³² Google maps.

POSTMARKED “RFD” – RURAL FREE DELIVERY IN NEW JERSEY

By Robert G. Rose

It has been 40 years since postal historian Edith R. Doane contributed her ground-breaking article in these pages, *The Initiation of Rural Mail Delivery in New Jersey*.¹ Doane identified 20 New Jersey towns with R.F.D. cancels.² In 1983, the *Encyclopedia of R.F.D. Cancels* was published by author Harold C. Richow.³ His study listed 48 New Jersey towns with R.F.D. cancels, some with several varieties. For those unfamiliar with these markings, this article will provide a brief history of rural free delivery’s purpose and operation, and will illustrate a number of postcards with New Jersey R.F.D. postmarks.

The 1890 Census reported that nearly 41 million people, some 65 percent of America’s population, lived in rural areas. Although free delivery of mail from the post office to city dwellers was first established in 1863, rural citizens were required to pick up their mail at the post office. This often required a trip by horse and buggy over several miles of dirt road requiring significant time away from chores on the farm or in the home. For farmers, only one or two trips a week could be made to the post office during planting and harvesting seasons.⁴ John Wanamaker, who served as Postmaster General in the early 1890’s remarked that it made more sense for one person to deliver mail than for 50 people to ride into town to collect their mail.⁵

In 1893, 1895 and 1896, in response to the National Grange and other farmers’ organizations, Congress appropriated funds for experimental programs in a few limited areas.⁶ The latter appropriation permitted funding for three New Jersey routes, including Moorestown on June 5, 1898 and one from Riverton on June 13, 1898.⁷ The Congressional budget for 1898-99, provided for six New Jersey routes: Chatham in Essex County, Washington in Warren County and, four in Burlington County, including Marlton, Palmyra, Mount Laurel and Moorestown.⁸ On December 20, 1899, with the success of the program, the Post Office Department extended rural free delivery service across the country.⁹ It became a permanent service on July 1, 1902.¹⁰ By that time, service had been begun or continued in 12 New Jersey towns, including five routes from New Brunswick and four from Vineland.¹¹ Pictured below, *Figure 1* shows a typical rural carrier on his route with horse and buggy.



Fig. 1: Rural Free Delivery with carrier by horse and buggy.

Rural free delivery also provided for the collection of mail at each stop on the route. By order of the Postmaster General, effective August 1, 1900, "Rural carriers are authorized and required to cancel stamps on all letters collected by them, whether intended for delivery on the routes or for mailing from a collecting office."¹² It was this provision that created the postal history of "RFDs." The Post Office Department provided each rural carrier with a cancelling device fitted into a small brass carrying case. Affixed to the device was a rubber duplex cancel including the town's RFD postmark with a multi-bar cancellation including the route number. Movable rubber type for each date were fitted in the carrying case. Doane's article pictured such a carrying case as illustrated below in *Figure 2*. Rural carriers also sold stamps and money orders and accepted registered letters.¹³



Fig. 2. R.F.D. cancelling Device.

Because the rubber handstamps were not of uniform design, identifying them by type in order to develop a catalog of varieties has proved to be a challenge. Doane recognized three major varieties, which she designated as Types 1, 2 and 3. Richow writes that he initially believed there were about twelve varieties, and came up with over 300 as cataloged in his handbook.¹⁴ However, many in his handbook are not examples with a four-line postmark duplexed with a four- or five-line killer as typically used by the rural carriers in New Jersey.

Doane's Type 1 cancel as illustrated in *Figure 3*, is a four-line marking with R.F.D. in capital letters on the top line, the name of the post office in upper and lower case type on the second line, the full date on the third line and the state designation on the fourth line at bottom. The route number is shown within the killer bars at right. Many towns were given multiple routes, each with a distinctive killer containing the route number.

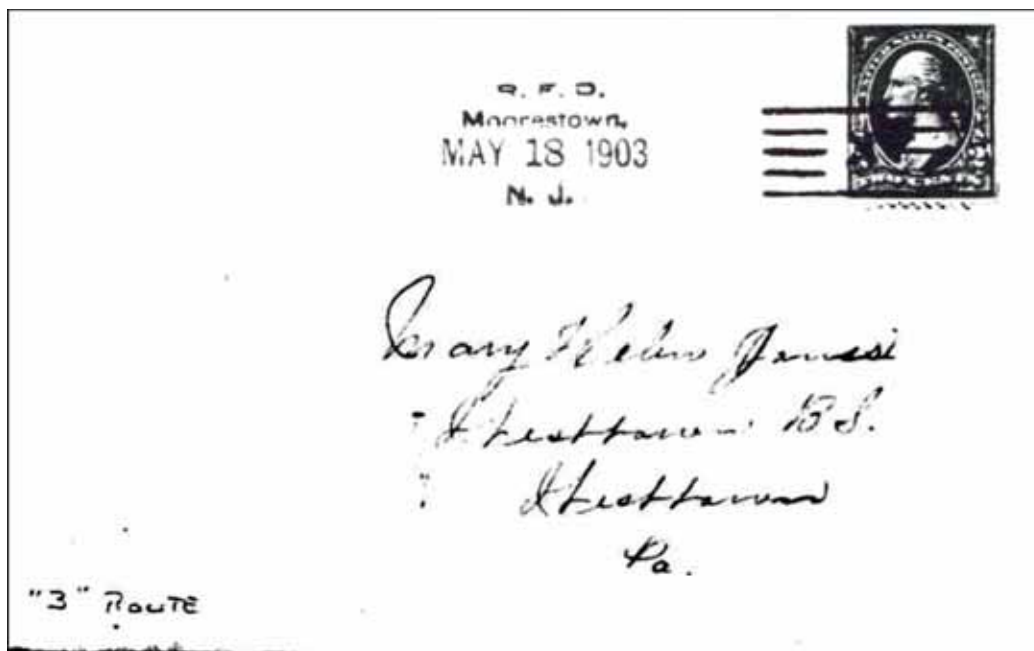


Illustration from Doane's 1978 article

Fig. 3. Doane Type 1, Richow Type 1C, Moorestown, May 18, 1903, Route 3.

Doane's Type 2 cancel, as illustrated in *Figure 4*, is a four-line marking, identical to Type 1 except that the post office name is set in capital letters of the same size. The killer was continued with a five bar cancel and route number within.

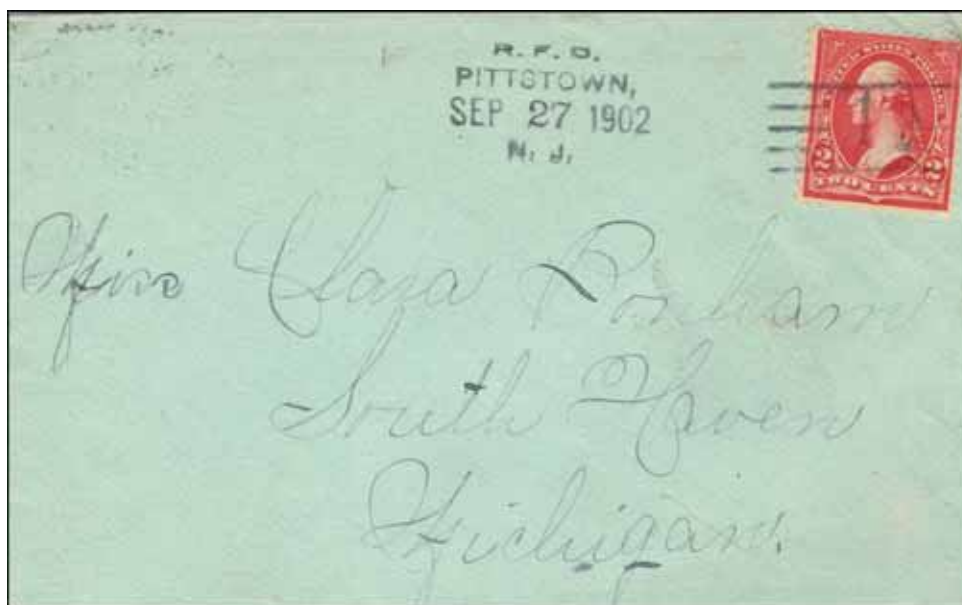


Fig. 4. Doane Type 2, Richow Type 1, Pittstown, September 27, 1902, Route 1.

Doane's Type 3 cancel, as illustrated in *Figure 5*, is a four-line marking, with the date on the second line and the post office name on the third line. The killer was changed to a four bar cancel with route number within.



Fig. 5. Doane Type 3, Richow Type 1N, Clarksboro, October 15, 1902, Route 1.

On or about July 1, 1903, the Post Office Department stopped supplying official handstamp markings to the rural carriers for new routes or the replacement of earlier devices. This led to the use of many markings with different styles and formats produced by local sources.¹⁵ Richow identifies a device not described by Doane. Richow Type 2F, illustrated in *Figure 6*, is characterized by a large serified R.F.D. on the first line with full date on the second, the town on the third and, the state on the fourth line.



Fig. 6. Richow Type 2F, Belle Mead, September 5, 1906.

Another later variety, designated by Doane as Type O (“O” meaning oddity) and catalogued by Richow as Type 1GA, is illustrated in *Figure 7*. Though Neshanic Station is not listed in the Richow handbook, it is listed as a Type 1GA from Old Bridge. It is a three-line postmark without a killer. The post office name and state are in upper and lower case letters on the top line, the middle line includes the full date in larger upper case letters and, the bottom line includes R.F.D. and No. 1 in small block letters.

**Fig. 7. Doane
Type O, Richow
Type 1Ga,
Neshanic Station,
December 24,
1908.**



Another later variety, not reported by Doane, but a variant of the marking catalogued by Richow as Type 2KF, is illustrated in *Figure 8*. It is a three-line postmark in purple ink without a killer. The top line includes R.F.D. and No. 1 in small block letters without serifs. (The Richow listing shows serified letters). The middle line includes the full date in large upper case letters and numbers. The bottom line includes the post office name and state in large upper case letters without serifs (or with very small serifs).



**Fig. 8. Richow Type 2KF
variation, Old Bridge,
August 20, 1908.**

The final variety is not reported by Doane, but is similar in style to Richow 2RA. It is illustrated in *Figure 9*. It is a three-line postmark in purple ink without a killer. The top line includes R.F.D. in large block letters with serifs. The middle line includes the full date in large upper case letters and numbers. The bottom line includes the post office name and state in large upper and lower case letters with serifs.



Fig. 9: Richow, Type 2RA variation, Trenton, January 3, 1907.

In 1902, rural free delivery required the use of boxes designed to protect the mail from the elements.¹⁶ Boxes were required to be attached to a post of a height which would permit the carrier to place the mail directly into the box without alighting from the mail wagon. Prior to their imposition, farmers used “everything from lard pails and syrup cans to old apple, soap, and cigar boxes.”¹⁷ Illustrated below in *Figure 10* is an illustration of delivery mail by horse and buggy to a mail box during the first decade of the 20th century.



Fig 10: Illustrating the introduction of mail boxes mandated in 1902, not unlike what many of us still use today if living on a rural route.

By December 1, 1904, another 30 routes from 90 New Jersey post offices had been started with a total of 166 routes statewide.¹⁸ The rural free delivery program proved to be a great success throughout the country leading to a marked decrease in the number of small post offices. The year 1901 saw the largest number of post offices in operation throughout the country—76,495. With the permanent establishment of rural free delivery in 1902, the number of small post offices dropped by 1,000 and continued to decline thereafter,¹⁹ to 68,131 in 1905 and to 38,813 in 1915.²⁰ Rural free delivery was a great success.

As Edith Doane noted, RFD resulted in “social and economic changes from the efficient functioning” of this service throughout rural America.²¹ In 1996, the Centennial of Rural Free Delivery was honored with a commemorative postage stamp illustrated below in *Figure 11*.



Fig. 11. Centennial of Rural Free Delivery Commemorative Stamp, Scott 3090, 1996.

ENDNOTES:

¹ Edith R. Doane, “The Initiation of Rural Mail Delivery in New Jersey,” *NJPH*, Vol. VI, September 1978, Whole Number 29, p. 39. This article and others published in *NJPH* are available on the New Jersey Postal History Society’s website, www.njpostalhistory.com. The development of rural mail delivery is detailed in a three-part article by Mary Law, *Rural Free Delivery Centennial-Its History and Growth*, *NJPH*, Vol. XXIV, September 1996, Whole No. 119, p. 100. A number of original orders and other documents concerning the establishment of rural free delivery in New Jersey with several illustrations of postmarks are found in *Rural Free Delivery Centennial - 1896-1996 - Highlighting its impact on selected western New Jersey areas*, *NJPH*, Vol. XXIV, November 1996, Whole No. 120, p. 130, in an article compiled by Brad Arch based on research from Robert Larason. Len Peck, the author of *Rural Free Delivery*, Vol. XXXVI, May 2008, Whole No. 170, p. 82, detailed the history and operation of rural free delivery, and its post offices and routes in New Jersey, relying in large part on the earlier articles by Doane and Law, as well as additional research and illustrations of its operation in Sussex County. Jim Walker provides a detailed history of rural free delivery in Hunterdon County with many illustrations in *Hunterdon County Postal History: RFD in Hunterdon County*, Vol. XXXVIII, May 2010, Whole No. 178, p. 80.

² Doane states that according to the 1905 Postal Guide, by December 1, 1904 there were 166 routes from 90 New Jersey post offices, however, “postal markings will not exist from all of them.” *Ibid*, p. 49. For a detailed listing of New Jersey post offices with rural free delivery routes and a number of illustrated covers with RFD markings and a useful bibliography, see William C. Coles, Jr., *Rural Free Delivery in New Jersey*, *NJPH*, Vol. XXI, March 1993, Whole No. 102, pp. 29-30.

³ Harold C. Richow, *Encyclopedia of R.F.D. Cancels* (J-B Publishing Company, Crete, Nebraska 1983).

⁴ Doane, *op. cit.*, p. 40.

⁵ Anon., “Rural Free Delivery, p. 1, <https://about.usps.com/who-we-are/postal-history/rural-free-delivery.pdf> (retrieved January 12, 2019)(hereinafter “USPS RFD”).

⁶ *Ibid*.

⁷ Doane, *op cit.*, pp. 40-41.

⁸ *Ibid*, p. 41.

⁹ *USPS RFD*, *op. cit.*, p. 1.

¹⁰ *Ibid*, p. 2.

¹¹ Doane, *op cit.*, pp. 44-45.

¹² *Ibid*, p. 44.

¹³ *USPS RFD, op. cit.*, p. 2.

¹⁴ Richow, *op. cit.*, p. 7.

¹⁵ Doane, *op. cit.*, p. 45.

¹⁶ *USPS RFD, op. cit.*, p. 2.

¹⁷ *Ibid*.

¹⁸ Doane, *op. cit.*, p. 49. Doane states that postal markings do not exist for many of these additional post offices. The absence of markings from these post offices results from the Post Office Department’s action on or about July 1, 1903 to cease supplying official handstamp markings to rural carriers for new routes.

¹⁹ *USPS RFD, op. cit.*, p. 3.

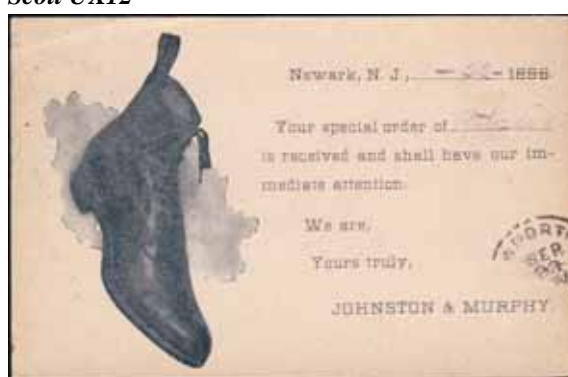
²⁰ Law, *op. cit.*, p. 110.

²¹ Doane, *op. cit.*, p. 50.

SOME ATTRACTIVE NEWARK SHOE ADVERTISING CARDS



Both cards are Scott UX12

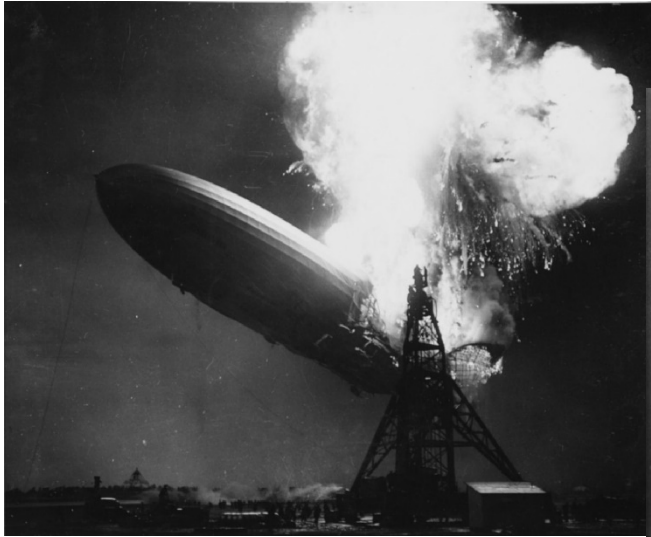


Some pretty advertising cards for Johnson & Murphy, a Newark Shoe Company, in business since 1850 and still selling shows today. It boasts several Presidents amongst its clientele. It has a number of locations today, but only one in Newark, at Newark-Liberty International Airport.*

*<https://www.johnstonmurphy.com/na-ourstory.html>

NAVAL AIR STATION LAKEHURST-ALMOST A CENTURION¹: Part I By Captain Lawrence B. Brennan, US Navy Retired²

This series is an introductory overview of nearly 10 decades of naval aviation progress in the New Jersey Pinelands. Best known for the fatal explosion and crash of the German dirigible *Hindenburg* 6 May 1937, Lakehurst has enjoyed a multipronged naval career.



Naval Heritage & Command photos NH 57965 & 57964³

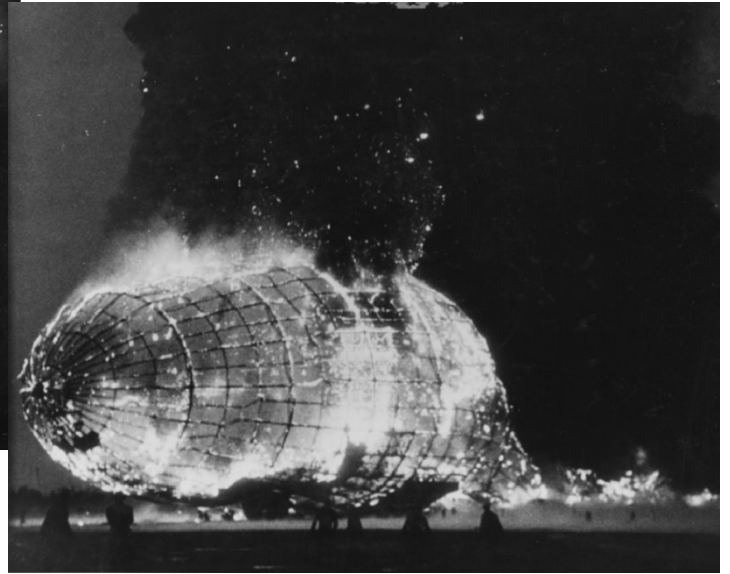


Fig. 1 & 2: Lakehurst's most memorable heritage: HINDENBURG burning and about to crash at NAS Lakehurst, New Jersey on 6 May 1937. ⁴

Lakehurst's 20 years primarily dealt with the development and ultimate failure of the concept of international dirigibles for military and civilian aviation purposes. The second phase was the two decades, beginning with World War II to the early 1960s, when Lighter than Air (LTA) blimps were engaged in anti-submarine warfare. The third phase, which began before the end of blimps, was the development of rotary wing aircraft (helicopters) for naval service.

This third period began to evolve at the end of the Second World War and continued as Navy deployed helicopters ashore and in anti-submarine missions on board specialized fleet aircraft carriers (CVSs) for two decades between the 1950s and mid-1970s. In addition to shore-based roles, Navy and Marine Corps helicopters were used in amphibious assault roles, first assigned to *Essex*-class fleet aircraft carriers converted to amphibious assault ships (LPHs) and new construction assault ships. The large-hull, flat-deck ships began to appear in the late 1950s and continued in service nearly three decades. Beginning in the mid-1970s they have been replaced by two classes of large-hulled, flat-deck amphibious assault ships (LHAs and LHDs) which continue the tradition of sea to land warfare and also support Vertical/Short Takeoff and Landing aircraft (VSTOL).

The fourth, and current, phase has been primarily a long-term education and testing mission which can trace its origins to the beginning of naval aviation and continues today. Occasional tests of blimps resumed in 2006; other special purpose aircraft are being operated and tested.

We will address these phases in a series of articles detailing the Lakehurst legacy.

BEGINNINGS

Naval Aviation involvement with the current Lakehurst Naval Support Activity began in 1921, when Navy obtained Army's Camp Kendrick⁵ which had begun its military career as a munitions-testing site for the Imperial Russian Army in 1916. On the recommendation of Lieutenant Commander Lewis H Maxfield, US Navy, Acting Secretary of the Navy Franklin D. Roosevelt initiated the deal to acquire 7,400 acres (later expanded) from the US Army during the summer of 1919 for \$13,099. The cost of the first hangar was nearly \$3 million.

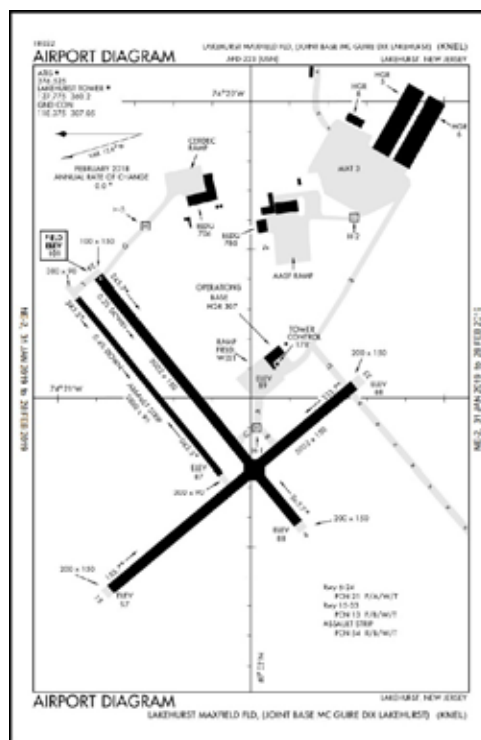
Construction of major hangars began soon after commissioning in 1921; Lakehurst Naval Air Station became the hub of naval lighter-than-air activity. Interest in airships in the United States had begun early in the twentieth century. The Lakehurst Naval Base presently occupies 7,400 acres of flat lowlands just north of Lakehurst, New Jersey. Lakehurst Maxfield Field is the naval component of Joint Base McGuire–Dix–Lakehurst (JB MDL), a joint base headquartered in Manchester Township approximately 25 miles east-southeast of Trenton and eight miles northwest of Toms River. The only body of water within its boundaries is Lake Horican, about the size of a football field. The base is surrounded by fish and wildlife management areas.

Originally known as Manchester, the community of Lakehurst became a separate municipality in 1921. During the American Revolution, the area was a major industrial center for iron and charcoal. Settlement flourished until 1850, when these industries disappeared. In 1860 the arrival of the railroad revived Manchester's economy. It became a resort town by the beginning of the 20th century.⁶

Now, Lakehurst primarily is home to Naval Air Warfare Center Aircraft Division Lakehurst, although the airfield supports several other flying and non-flying units as well.



*Fig. 3: Location of Naval Air Station, Lakehurst.*⁷



*Fig. 4: Airfield diagram of Maxfield airport (KNEL).*⁸

On 6 January 1944, the field was named in memory of Commander Louis H. Maxfield, US Navy⁹ who lost his life when R-38/USN ZR-2 airship crashed during flight 24 August 1921 near Hull, England. Commander Maxfield, Naval Aviator (LTA) 17, was the prospective commanding officer of the British-built ZR-2 which was due to be delivered to the US Navy. Along with British Air Commodore E.M. Maitland, Leader of Airships, and 16 Americans, Commander Maxfield was among the 44 men lost when the airship broke in two on a test flight and crashed to earth. Five men survived the casualty. The tests disclosed multiple problems with the airship.



Fig. 5: Commander Louis Henry Maxfield, born Nov. 1883, and died in a test flight of ZR-2.¹⁰



Fig. 6: Newspaper article noting the death of Maxfield on Sept. 1, 1921. Maxfield airport at Lakehurst was named for him.¹¹

On 23 August, R-38 left Howden on another test flight. After spending the night over the Channel, it attempted a high-speed rudder drill when the girders cracked during a sharp turn. The fuel and hydrogen in the forward section exploded and burned. The crash of the R-38 was the worst aviation disaster in history to that time.

The initial practical American lighter than air craft was *California Arrow*, built by Thomas S. Baldwin in 1904. The U.S. Army purchased the first US military airship from Baldwin five years later. Germany was the pioneer in the manufacture of rigid airships (dirigibles) which had the gas containers enclosed within compartments of a fixed fabric-covered framework — and during World War I maintained a fleet of Zeppelins, which it used primarily for patrolling and secondarily for bombing missions. The success of these airships prompted interest in the United States in developing them for coastal patrol, to detect enemy submarines and mines and as a scouting arm for naval fleets.

Navy was dilatory in the use of blimps (non-rigid airships); it only ordered its first one in 1915, two years before the US became a combatant. By the end of combat in November 1918, Navy recognized the utility of blimps and used several for offshore patrols for long range German U-boats. No convoy supported by blimp surveillance ever lost a ship but this probably was due to numerous factors in addition to the blimps.

Between the wars, it was decided that the Army would use non-rigid airships to patrol the coasts while Navy would use its aluminum hulled, helium-inflated rigid airships for long-range scouting and fleet support. In 1937, the Army transferred all its remaining non-rigid blimps to Navy.

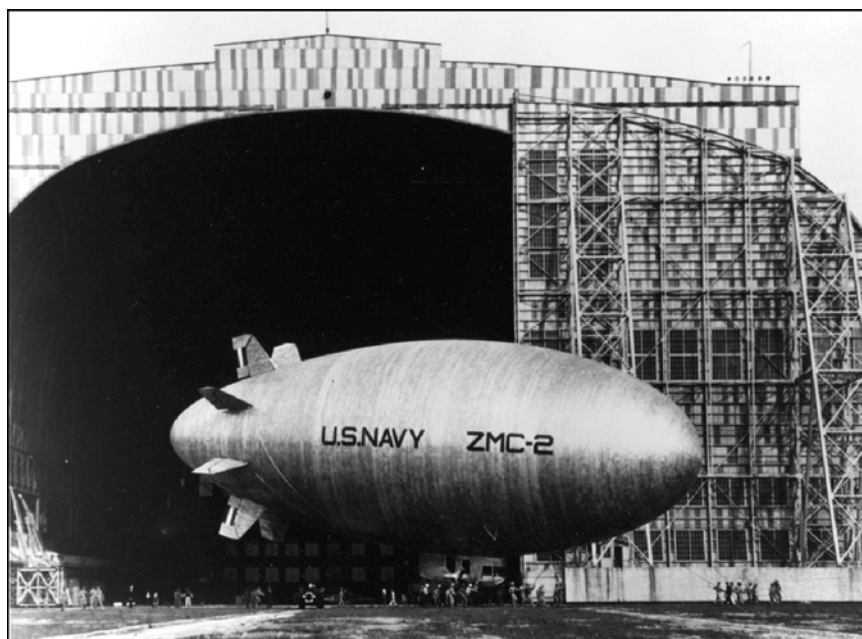


Fig. 7: ZMC-2, a U.S. Navy airship with a rigid metal skin strengthened by internal pressure, seen leaving a hangar at the Lakehurst Naval Air Station c.1929.^{12, 13}

Navy ended its construction and employment of the rigid airships in the 1930s after three ships crashed: USS *Shenandoah*, USS *Akron*, and USS *Macon*. The German-built USS *Los Angeles* had been decommissioned in 1932 but was briefly recommissioned in 1933 following the crash of USS *Akron*. She was struck from the Navy List in 1939. In Part I we will deal with *Shenandoah*; future sections will follow on the other ships

During the late 1920s, Lakehurst became internationally known as a port for commercial lighter-than-air flight. It was the only stopping place in the United States for German airships, and in 1929 it played host to *Graf Zeppelin*, then in the process of making the first round-the-world trip. However, of the rigid airships eventually owned by the United States after World War I, all but one--the German-built *Los Angeles* -- crashed, and many US officials were skeptical of the desirability of continuing the program. Nevertheless, Navy and public support remained, largely because of the success of the German Zeppelins. Change occurred in 1937, when *Hindenburg*, the largest airship ever built, was destroyed while landing at Lakehurst. Thirty-six passengers died and the crash of *Hindenburg* marked the end of commercial airship travel and the end of experimentation with hydrogen as a lifting device.

WING OF GOLD



14

The Dirigible/Balloon Pilot Insignia

LAKEHURST NAVAL AIR STATION

The National Parks Service, which includes Hangar No. 1 Lakehurst Naval Air Station among its National Registry of Historic Places, publishes a helpful description of the hangars and structures at Lakehurst, “*Aviation: From Sand Dunes to Sonic Booms*” which is the primary basis for the following description.¹⁵



Fig. No. 8: Hangar No. 1, Lakehurst.¹⁶



Fig. No. 9: Hangar No. 1 still looming over the NAES installation today¹⁷.

The first major facility at Lakehurst was Hangar No. 1, a gigantic structure built in 1921 to house the helium-filled dirigibles. It measures 961 feet long, 350 feet wide and 200 feet high. At each end are two pairs of massive steel doors, mounted on railroad tracks. These double doors are structurally separate from the hangar itself. Each door weighs 1350 tons and is powered by a pair of 20 horsepower motors, although provisions were made to open the doors manually, which required the assembled manpower of nine men.

Inside it, Navy engineers assembled the first American-built rigid airship, *Shenandoah*. On 4 September 1923, the ship made its maiden flight from Lakehurst. Navy obtained its second rigid airship in 1924. Built in Germany and delivered to the United States as part of the reparations, *Los Angeles* shared Hangar No. 1 with *Shenandoah*. Navy used [this] dirigible extensively for experimental work on flight and mooring problems--it was the first US airship developed to catch and release airplanes in flight. Lakehurst was also the home of USS *Akron* and USS *Macon*.

In addition to Hangar No. 1 there were five other hangars in two clusters, which have been converted for training and testing activities. Hangar Nos. 2 and 3 housed blimps; Hangar No. 4 housed balloons; Hangars Nos. 5 and 6 housed either rigid air ships or blimps. The area between the two clusters of hangars formerly had been used for mooring the airships and maneuvering them into the hangars.

This article will discuss *Shenandoah*'s history and postal history only; the history of *Akron* and *Macon* will follow in later issues.

The Norman-Gothic Cathedral of the Air was erected at Lakehurst by the American Legion in 1932:

to serve as a place of worship for the nearby military base, but also to do something considerably rarer: commemorate the history of aviation on its incredible stained glass windows.

Shining from the colorful stained glass are beautiful depictions of humanity's quest to reach the heavens. It begins with the myths of Pegasus and Icarus' wax wings. The 18 panels then gradually lead along the history of human flight, from experimentation with lighter-than-air travel such as zeppelin airships to the Wright Brothers pioneering airplane flight.

The chapel is located near the Naval Air Station in Lakehurst...an active military base, it is also a destination for visitors to Hindenburg crash site, which tragically caught fire while attempting to land at the base. Surrounded by pine trees, the beautiful chapel is an unexpected gem at the air station. Aside from the stained glass windows, at the front of the church near the entrance are memorials to the [men] who lost their lives in the tragic crashes of the USS Akron and USS Shenandoah airships, two military dirigibles that had been based at the Lakehurst air station.¹⁹



Fig. 10: Cathedral of the Air, Lakehurst, NJ.¹⁸

Our voyage of New Jersey philatelic aviation history will focus on the airships: *Shenandoah*-the first, *Los Angeles*-the only survivor, and *Akron* and *Macon*-the near sisters who were lost at sea during the early 1930s. Also, we will touch upon the mail from the German commercial airships *Graf Zeppelin* and *Hindenburg*. We will explore some mail from Lakehurst and the World War II blimps until their last flights nearly 60 years ago.

USS *Shenandoah* (ZR 1)-The First²⁰

USS *Shenandoah* (ZR 1) was the first of four US Navy rigid airships. It was constructed during 1922–23 at Lakehurst Naval Air Station, and first flew in September 1923 but had an operational life of just two years. It developed the U.S. Navy's experience with rigid airships, and made the first crossing of North America by airship. On the 57th flight, *Shenandoah* was destroyed in a squall line over Ohio 3 September 1925.

Shenandoah was originally designated FA-1, for "Fleet Airship Number One" but this was changed to ZR-1. It had a range of 5,000 miles and could reach speeds of 70 mph. *Shenandoah* was assembled at Hangar ONE Naval Air Station Lakehurst during 1922–1923, from parts fabricated at the Naval Aircraft Factory in Philadelphia. *Shenandoah* was the first rigid airship to join the fleet.

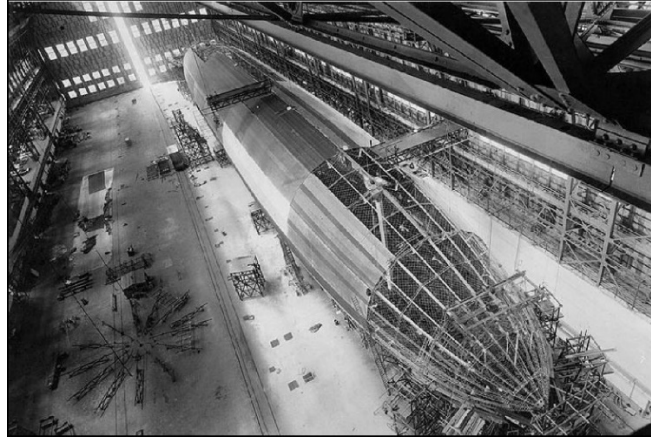
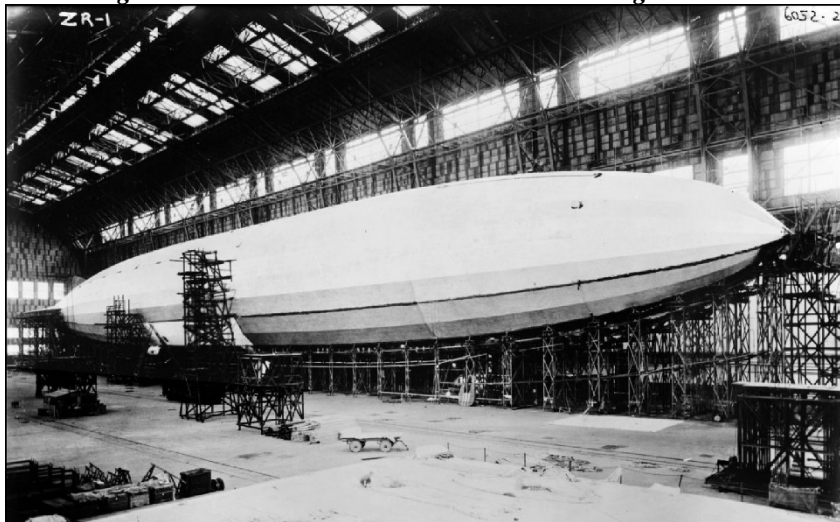


Fig. 11: Shenandoah under construction in Hangar No. 1.²¹



Library of Congress photo, call number: LC-B2- 6052-2. Bain Collection.²²

Fig. 12: The future USS Shenandoah (ZR-1) newly completed, in a photo dated 25 August 1923.

The first rigid airship built in the United States, *Shenandoah* was designed by the Bureau of Aeronautics and was intended primarily for naval purposes. It also was expected that it would serve as an experimental prototype for commercial airships. Design work began in Sept. 1919 and was completed in early Oct. 1921.

Helium, chemically inert, was substituted for hydrogen, a gas with one of the widest explosive ranges, during her construction. This greatly improved the airship's safety against explosions and fires but reduced her lifting capacity and range. Helium was difficult to obtain and expensive; its use limited *Shenandoah's* employment with the fleet and caused operational problems.

The design was based on Zeppelin bomber L-49 (LZ-96), built in 1917. L-49 was a lightened Type U "height climber," designed for altitude at the expense of other qualities. The design was found insufficient and a number of the features of newer Zeppelins were used, as well as some structural improvements. The structure was built from a new alloy of aluminum and copper known as duralumin. An outer cover of high-quality cotton cloth was sewn, laced or taped to the duralumin frame and painted with aluminum dope. Girders were fabricated at the Naval Aircraft Factory. Whether the changes introduced into the original design of L-49 played a part in *Shenandoah's* later breakup remains questionable.

As the first rigid airship to use helium rather than hydrogen, *Shenandoah* had a significant edge in safety over previous airships. Helium was relatively scarce at the time, and the *Shenandoah* used much of the world's reserves just to fill its 2,100,000 cubic feet volume.

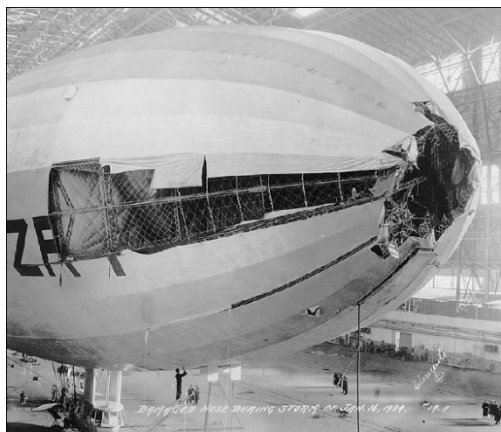
Shenandoah was powered by 300 hp (220 kW), eight-cylinder Packard gasoline engines. Six engines were originally installed, but in 1924 one engine (aft of the control car) was removed. The first frame of *Shenandoah* was erected by 24 June 1922; fourteen months later, 20 August 1923 – soon after the death of President Harding, the completed airship was floated free of the ground.

Less than two weeks later, 4 September 1923, *Shenandoah* first flew. It was christened and simultaneously commissioned six weeks later, 10 October 1923, with Commander Frank R. McCrary, US Navy in command.

Shenandoah was designed for fleet reconnaissance of the type that had been performed by German naval airships during World War I.



Fig. 13: Commander McCrary, the ship's commander, is shown at the wheel in 1923.²³



NH 96212

Fig. 14: Damaged nose of Shenandoah, torn away from her mooring mast in Lakehurst on 16 January 1924.²⁴

Its pre-commissioning trials included long-range flights during September and early October 1923, to test airworthiness in rain, fog and poor visibility. On 27 October, *Shenandoah* celebrated Navy Day with a flight down the Shenandoah Valley and returned to Lakehurst that night by way of Washington and Baltimore, where crowds gathered to see the new airship in the beams of searchlights.

At this time, Rear Admiral William A. Moffett, Chief of the Bureau of Aeronautics, a staunch advocate of airships and carriers, considered the possible use of *Shenandoah* to explore the Arctic. He believed such a program would produce valuable weather data, as well as experience in cold-weather operations. With its endurance and ability to fly at low speeds, the airship was thought to be well-suited to such work. President Coolidge approved Moffett's proposal, but *Shenandoah*'s upper tail fin covering ripped during a gale on 16 January 1924, and the sudden roll tore her away from the Lakehurst mast, ripping out her mooring winches, deflating the first helium cell and puncturing the second. Zeppelin test pilot Anton Heinen rode out the storm for several hours and landed safely while the airship was being blown backwards. Extensive repairs were needed, and the Arctic expedition was scrapped.

Repairs were completed in May, and the summer of 1924 was devoted to work with its engines and radio equipment to prepare for fleet duty. In August 1924 *Shenandoah* reported for duty with the Scouting Fleet and took part in tactical exercises. It discovered the “enemy” force but lost contact in foul weather. Technical difficulties and lack of support facilities in the fleet forced it to depart the operating area ahead of time to return to Lakehurst. Although this marred *Shenandoah*’s role in the exercises, it emphasized the need for advanced bases and maintenance ships.

In July 1924, the fleet oiler USS *Patoka* (AO 9) entered Norfolk Naval Shipyard for modifications to become the Navy’s first airship tender. An experimental mooring mast 125 feet above the water was constructed; additional accommodations both for *Shenandoah*’s crew and the men who would handle and supply the airship were added; facilities for the helium, gasoline, and other supplies necessary for airships were constructed, as well as handling and stowage facilities for three seaplanes. *Shenandoah* engaged in a short series of mooring experiments with *Patoka* to determine the practicality of mobile fleet support of scouting airships. The first successful mooring was made on 8 August. During October 1924, *Shenandoah* flew from Lakehurst to California and north to Washington State to test newly erected mooring masts. This was the first flight of a rigid airship across North America.

Shenandoah did not fly again until 26 June 1925, when it began preparations for summer fleet operations. In early July, it participated with USS *Patoka* in the Governor’s Conference in Bar Harbor, Maine. During July and August, it again operated with the Scouting Fleet in its primary scouting mission.

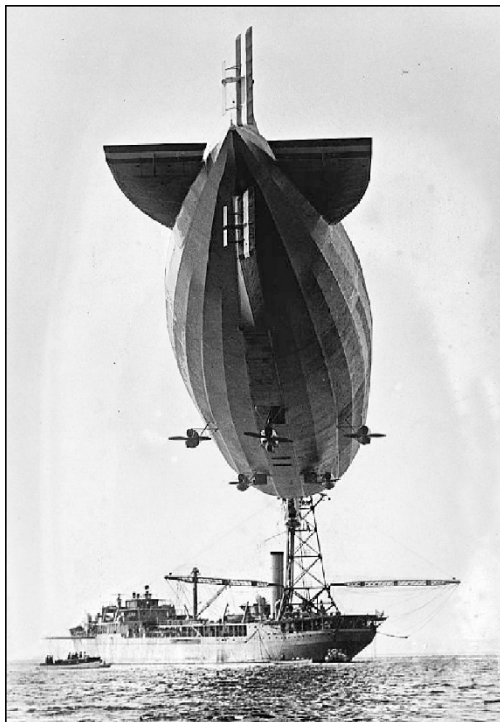


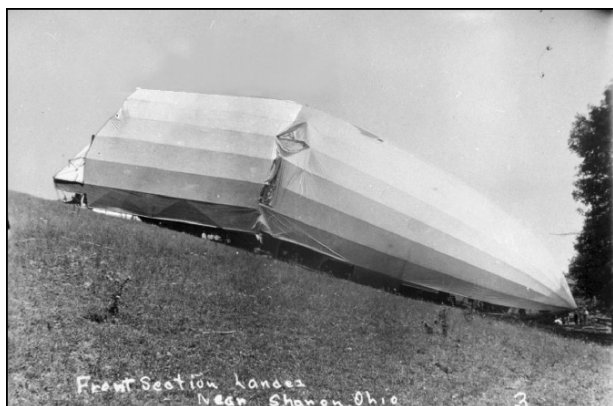
Fig. 15 & 16: Shenandoah moored to the mast aboard USS Patoka. This is true in the Bar Harbor photo as well (Patoka is behind the pagoda and trees), at the Governor’s Conference July 3-4, 1925.

LOC photo LC-F8 31898

For the final time, on 2 September 1925, *Shenandoah* departed Lakehurst on a promotional flight to the Midwest scheduled to include flyovers of 40 cities and visits to state fairs. Testing of a new mooring mast was scheduled at Dearborn, Michigan. While passing through an area of thunderstorms and turbulence over Ohio early in the morning of 3 September, during its 57th flight, the airship was caught in a violent updraft that carried it beyond the pressure limits of its gas bags. It was torn apart in the turbulence and crashed in several pieces near Caldwell, Ohio.

Fourteen crewmen, including Commander Zachary Lansdowne, were killed. This included every member of the crew of the control car (except for Lieutenant Anderson, who escaped before the car detached and fell from the ship); two men who fell through holes in the hull; and several mechanics who fell with the engines. There were twenty-nine survivors who succeeded in riding three sections of the airship to earth. Eighteen men made it out of the stern after it rolled into a valley. Four others survived a crash landing of the central section. The remaining seven were in the bow section which Commander (later Vice Admiral) Charles E. Rosendahl, US Navy, managed to navigate as a free balloon. In this group was Anderson who—until he was roped in by the others—straddled the catwalk over a hole.

The first theory of the cause of the loss was that the gas cells over-expanded as the ship rose, due to Lansdowne's decision to remove the ten automatic release valves, and that the expanding cells damaged the framework of the airship and led to its structural failure.



NH Photo 42044

Fig. 17: Bow section of Shenandoah which was navigated to the ground as a free balloon by Commander Rosendahl, with 7 survivors.

NH Photo 42038 & 42031²⁵

Fig. 18a & b: Stern section of Shenandoah – two views. Eighteen men survived the crash landing of this section. Another four survived the middle section landing.



Zeppelin test pilot, Anton Heinen, according to the *Daily Telegraph*, placed the mechanical fault for the disaster on the removal of eight of the craft's 18 safety valves, saying that without them he would not have flown on her "for a million dollars". These valves had been removed in order to better preserve the vessel's helium, which at that time was considered a limited global resource of great rarity and strategic military importance; without these valves, the helium contained in the rising gas bags had expanded too quickly for the bags' valves' design capacity, causing the bags to tear apart the hull as they ruptured (the helium which had been contained in these bags became lost into the upper atmosphere).

A Lakehurst dispatch to the *New York Times* reported:²⁶

Checking up of the stories told by survivors of the Shenandoah indicates that a "twister" or cyclonic disturbance which wrenched the nose off the Shenandoah was responsible for the wreck. The theory advanced by Capt. Anton Heinen, former Zeppelin pilot, that the removal of eight of the sixteen safety-valves was responsible, is [doubted] by all of the remaining crew of the dirigible.

All agree that the actual breaking-up of the ship occurred at or near the 3,500-foot level when the cells were only normally inflated, and point out that had the break been due to the bursting of one or more gas-cells, it would have occurred when the *Shenandoah* was shot up by an "air geyser" to a height of 7,000 feet.

Lieut. Joseph B. Anderson, aerological officer of the ship, states that as the airship started up after coming down from her highest altitude, Commander Lansdowne ordered gas to be valved, but when she shot downward again he tried to steady her by loosing some of the water ballast. He then gave orders to point her nose down and drive through the storm, but at that moment the ship seemed to be seized by two parallel currents of air, one of which was traveling upward at a far greater speed than the other.

Another correspondent, writing from the scene of the accident:

Just what caused the accident is still a matter of doubt tonight, but there were two theories put forward by survivors of the ship. One was that the radio cabin and control cabin, which were wrenched loose and fell to the ground clear of the ship, left holes in the outer covering of the vessel through which the night gale rushed, ripping the helium bags to bits and causing unequal stresses which broke the ship in two. The other was that the gas-tanks broke loose, and in sliding through the ship smashed girders and so weakened the structure that it collapsed.

Capt. Anton Heinen thus explains his theory that the disaster was due to the reduced number of safety-valves for the escape of the helium gas:

Those fourteen gallant men need not have been killed. An airship might possibly go through her whole career without ever being subject to an emergency such as that which arose on the fateful third of September. Yet it is for just such emergencies that the system of safety-valves is provided. At the time that her extremely able constructors turned her over to the Government of the United States, she was provided with safety-valves sufficient in number to withstand any kind of weather conditions which our past experience had encountered.

I am afraid that a false feeling of security has brought about a change in the construction of the all-important safety-valve device, which was to safeguard the most precious thing aboard the ship—human lives—from destruction. From a device used for the protection of human life it has been changed to a device for saving the valuable helium contained in the gas-bags.

The referred-to change in the plan and construction of the safety-valve system is the primary and only cause of the terrible disaster. As a result we have been deprived of many splendid friends and promising airmen. Then, too, we have lost the wonder ship, *Shenandoah*, that has found a glorious but unnecessary place in the disaster list of airship history.

In spite of what has happened, the airship, when properly constructed, handled and cared for, is the safest way of human transportation. Years that are to come will prove this to be so. And in the passing of years, with the greater and more pronounced success of airship transportation, will come the realization that the apparent greater regard for the safety of the helium than for the lives of those now our heroes has brought about this ghastly situation.

Time will show that the inexcusable change in the construction of the *Shenandoah* has caused the loss of part of her crew and the ship itself, which was such a tender part of my heart and my life, and the pride of all who watched her float among the clouds.”²⁷

According to an Associated Press dispatch, Commander Lansdowne of the *Shenandoah*, before starting on the trip, had criticized the new water-recovery system which was installed some weeks ago. One man quotes him as saying, “I don’t like it. It’s going to cause trouble in a high wind.” The change involved is explained as follows:

The original water-recovery system distributed the water recovered from exhaust gas of the engines to ballast bags scattered throughout the ship to counteract the loss in weight from gasoline consumption.

The new system, installed at Section 110, near the place where the dirigible is said to have broken, concentrated a great part of the recovered water in a canvas bag holding three tons at the spot where the ship broke.

Not only is it believed that the new system concentrated too much weight in one part of the ship, but in addition it is believed that the cutting of one of the main circular ribs of the ship and an intermediate rib for installation of the new system resulted in further weakness. These formed the main structure of the ship.

The two ribs, or rings, as they are called in dirigible construction, were reunited by a square connection instead of the original circular form, and this also was criticized by Commander Lansdowne in private conversations just before departure of the ship.²⁸

Weather also may have contributed to the casualty. Commander Lansdowne, a native of Greenville, Ohio, had warned the Navy Department of the violent weather conditions that were common to that area of Ohio in late summer. His pleas for a cancellation of the flight only caused a temporary postponement; his superiors were keen to publicize airship technology and justify the cost of the airship. As Lansdowne’s widow maintained at the inquiry, publicity rather than prudence won the day.

[M]any of the survivors, we are told, say that the accident was caused by “the most feared of storms to an aviator, a “line squall,” [perhaps a “microburst” or “wind shear?”] which no craft, once caught in its clutches, could have survived. “The line in a line squall,” explains Prof. Henry J. Cox, forecaster for the Chicago weather bureau, “is defined by the sudden clash of temperatures or of winds blowing from different directions.” Mrs. Lansdowne is quoted as saying that her husband had grave misgivings about taking the *Shenandoah* over Ohio at this season, knowing the prevalence of such disturbances in that region.²⁹

After the disaster, airship hulls were strengthened, control cabins were built into the keels rather than suspended from cables, and engine power was increased. More attention was also paid to weather forecasting.

The crash site attracted thousands of visitors in its first few days who reportedly looted the wreckage and remains. No one was prosecuted. Several memorials remain near the crash site. There is another memorial at Moffett Field, California, and a small private museum in Ava, Ohio.³⁰

Covers associated with the short life of *Shenandoah* follow.

These two covers are from 1924, in conjunction with *Shenandoah's* cross-country flight. She flew to San Diego, and then north to Seattle, Washington, before returning to Lakehurst.



Siegel Auction lot 2138, Sale 871³¹

Fig. 19: 1924, Oct. 8-12 -- U.S.S. "Shenandoah" (ZR-1), Transcontinental Flight (AAMC Z-500). 1c pair tied by U.S. Naval Sta. Lakehurst Oct. 8, 1924 duplex on cover to San Diego, receiving duplex, "U.S.S. Shenandoah" straightline.

Siegel Auction lot 2139, Sale 871³²

Fig. 20: 1924, Oct. 12-28 -- Return Flight, U.S.S. "Shenandoah" (ZR-1), Seattle to Lakehurst (AAMC Z-501a). San Diego U.S. Naval Sta. Oct. 11, 1924 duplex, purple handstamped flight cachet for Seattle dispatch, 2c tied by Lakehurst Oct. 28 machine cancel for return mail to California.



NAVAL AIR STATION LAKEHURST: Part I~ Capt. Lawrence B. Brennan

The following July, *Shenandoah* participated with *Patoka* at the Governors' Conference, held July 3-4, 1925 at Bar Harbor, Maine.



Siegel Auction lot 2141, Sale 871

Fig. 21: 1925, Jul. 3 -- Governors' Conference Flight, U.S.S. "Shenandoah" (ZR-3), Lakehurst to Bar Harbor Me. (AAMC Z-502). 2c tied by Lakehurst Jul. 3 machine cancel, purple handstamped cachets and U.S.S. Patoka receiving duplex.



Siegel Auction lot 2142, Sale 871

Fig. 22: 1925, Jul. 4 -- Governors' Conference Return Flight, U.S.S. "Shenandoah" (ZR-3), Bar Harbor Me. to Lakehurst (AAMC Z-503). 2c Norse-American tied by Bar Harbor Jul. 4 machine cancel, purple handstamped cachets and U.S.S. Patoka receiving duplex.



Siegel Auction lot 2242, Sale 906 (Mar 2006)

Fig. 23: 1928, Jul. 4 -- Governors' Conference Return Flight, U.S.S. "Shenandoah" (AAMC Z-503). 2c Lexington-Concord tied by "Air Mail Service via U.S.S. Shenandoah" circular handstamp and "U.S.S. Patoka Jul. 4, 1928 P.M./Governors' Conference" duplex on cover to Roessler.

Other memorial cacheted covers follow:

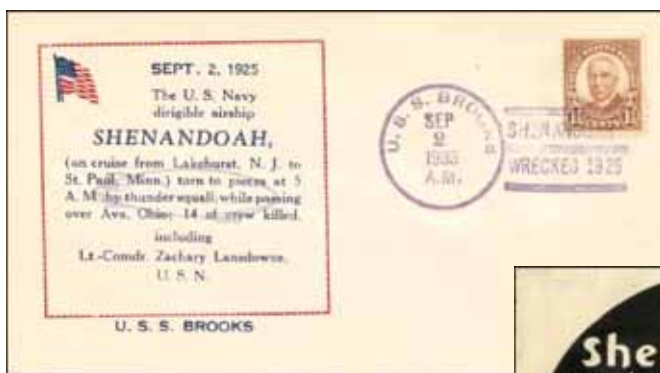


Fig. 24: A 1935 cacheted cover from the USS Brooks circular cancel with Shenandoah/Wrecked 1925 between the bars.

Fig. 25: A 10th anniversary memorial cover from USS Monaghan 3 September 1935.



Fig. 26: An Ava, Ohio memorial cover with a 4-bar cancel dated Sep 3, 1935.

ENDNOTES:

- ¹ “Centurion” is a term of art for naval aviators-most commonly used for an aviator who has 100 traps (arrested landings) on a carrier or in a type of aircraft. They often then get centurion jacket patches or cakes.
- ² Copyright MMIXX by Lawrence B. Brennan. All moral and legal rights reserved. This may not be republished in any form, except for brief quotes and academic use, without the prior express written consent of the copyright holder.
- ³ <https://www.history.navy.mil/content/history/nhhc/our-collections/photography/numerical-list-of-images/nhhc-series/nh-series/NH-57000/NH-57964.html>
- ⁴ <https://www.history.navy.mil/content/history/nhhc/our-collections/photography/numerical-list-of-images/nhhc-series/nh-series/NH-57000/NH-57965.html>
- ⁵ Pace, Kevin, Montgomery, Ronald, and Zitarosa, Rick, *Images of America NAVAL AIR STATION LAKEHURST* (Charleston, South Carolina, 2003, Arcadia Publishing), pp. 17-18.
<https://www.worldwar1centennial.org/index.php/nj-wwi-related-locations/647:camp-kendrick-lakehurst.html#>
- ⁶ See, Encyclopedia Britannica <https://www.britannica.com/place/Lakehurst> and <https://www.history.com/this-day-in-history/navy-opens-a-blimp-base-in-new-jersey>
- ⁷ NAVAIR Lakehurst: One-Stop Shop for the Fleet - Naval Aviation News (March–April 2003), SkyVector aeronautical chart for KNEL, FAA Airport Diagram (PDF), effective January 3, 2019
https://en.m.wikipedia.org/wiki/Lakehurst_Maxfield_Field
<http://www.airnav.com/airport/KNEL>
- ⁸ Both map and diagram from <http://www.airnav.com/airport/KNEL>.
- ⁹ Commander Louis H. Maxfield, USN, who was in charge of the U.S. Rigid Air Detachment in training at Howden, and who was to be the Commanding Officer of the ill-fated airship on the flight to America, was born in 1883 at St. Paul, Minnesota. He was a 1907 graduate of the US Naval Academy and one of 13 members of that class recognized in Memorial Hall. He entered the Naval Aviation service in 1914, and was promoted to Temporary Commander in 1918. During the War he was in command of the U.S. Naval Station at Painbaeuf, France. During a flight in the French airship “Capitaine Caussin” he dived overboard from a great height and rescued an enlisted man who had fallen overboard. Commander Maxfield was decorated by the Italian Red Cross with a silver medal for distinguished work during the Messina earthquake, with the French Naval Life-saving Medal (Silver), was an Officer of the Legion of Honour, and was decorated by the U.S. Government with the Navy Cross and the Victory Medal.
<https://navy.togetherweserved.com/usn/servlet/tws.webapp.WebApp?cmd=SBVTimeLine&type=Person&ID=531243>
Louis was survived by his wife and two children; he is buried in Arlington National Cemetery. Three other Naval Academy graduates also were lost when ZR-2 crashed: Valentine Bieg ‘10, Emory Coil ‘12, and Henry Hoyt ‘14.
The USNA 1907 *Lucky Bag* entry reads:
An enthusiastic ex-student of Boston Tech. who recites with such vigor that the people of Annapolis wonder if the Brigade is having cheer practice. Was made adjutant of the Plebe Battalion because he had parallax of the eyes, and could dress the companies by the intersection of his two lines of sight. Commanded the Nevada in fine style First Class cruise. ... Made himself eligible for Royalty at the class supper and was crowned by Dr. Grady the next week. Has rosy cheeks, a debonair manner and a hearty way about him
The Lucky Bag, his headstone, and all contemporary references spell his name “Louis.” Memorial Hall has “Lewis.”
- ¹⁰ <https://www.findagrave.com/memorial/57196722/louis-henry-maxfield>, Photo added by Michael Belis, Sept.2018.
- ¹¹ https://www.newspapers.com/clip/12694050/louis_henry_maxfield_body_recovered/
- ¹² <https://www.history.navy.mil/content/history/nhhc/our-collections/photography/numerical-list-of-images/nhhc-series/nh-series/80-G-1027000/80-G-1027200.html>.
- ¹³ ZMC-2, built at Naval Air Station Grosse Ile (Michigan). See <https://en.wikipedia.org/wiki/ZMC-2>.
- ¹⁴ Naval aviator wings LTA from Wikipedia https://en.wikipedia.org/wiki/Dirigible_Pilot_Badge
The badge first appeared in Navy Uniform Regulations in 1922, during which time the Navy was experimenting with lighter-than-air craft, as opposed to conventional, fixed-wing aircraft.
The Dirigible/Balloon Pilot Insignia was issued well into the 1970s, with occasional awards, on a case-by-case basis, to the end of the 20th century. The 1978 U.S. Navy Uniform Regulations removed the Dirigible/Balloon Pilot Insignia from the authorized list of aviation breast insignia. Although the Dirigible/Balloon Pilot Insignia is considered obsolete, it may still be found on various insignia and badge charts promulgated through U.S. Navy instructions and publications.
- ¹⁵ <https://www.nps.gov/articles/hangar-no-1-lakehurst-naval-air-station.htm>

- ¹⁶ Hangar No. 1 Lakehurst on Flickr. Photo by Earl Leatherberry:
<https://www.flickr.com/photos/23711298@N07/21915828989/in/photostream/>
- ¹⁷ Aerial view at <http://thedrive.com/the-war-zone/17748/the-navys-giant-hangar-that-housed-the-hindenburg-hides-a-mock-aircraft-carrier-inside>
- ¹⁸ Wiki Commons, photo by Acroterion (<https://commons.wikimedia.org/wiki/User:Acroterion>) (cropped) at https://commons.wikimedia.org/wiki/File:Cathedral_of_the_Air_NJ2.jpg#/media/File:Cathedral_of_the_Air_NJ2.jpg.
- ¹⁹ <https://www.atlasobscura.com/places/cathedral-in-the-air>
- ²⁰ *The Hindenburg, Graf Zeppelin, U.S. Navy Airships and other Dirigibles*, <https://www.airships.net/us-navy-rigid-airships/>. A large part of the material here appears on Wikipedia which uses *The Dictionary of American Fighting Ships* as its source. As the *DANFS* is a work of the U.S. government, its content is in the public domain, and the text is often quoted verbatim in other works (including in some cases Wikipedia articles). Many websites organized by former and active crew members of U.S. Navy vessels include a copy of their ships' *DANFS* entries. ([https://en.wikipedia.org/wiki/USS_Shenandoah_\(ZR-1\)#cite_note-p64-4](https://en.wikipedia.org/wiki/USS_Shenandoah_(ZR-1)#cite_note-p64-4)). Other sources include Naval History and Heritage Command at <https://www.history.navy.mil/research/histories/ship-histories/danfs/s/shenandoah-ii.html>.
- ²¹ https://en.wikipedia.org/wiki/File:USS_Shenandoah_Bau.jpg#file.
- ²² Photo available on LOC site at <http://cdn.loc.gov/service/npn/ggbain/36300/36328v.jpg>, or Navsource at <http://www.navsource.org/archives/02/99/02990133.jpg>
- ²³ Shenandoah ZR-1 on Wikipedia, https://commons.wikimedia.org/wiki/File:Shenandoah_controls.jpg.
- ²⁴ National History & Heritage photo NH96212.
- ²⁵ Naval History & Heritage Command, at <https://www.history.navy.mil/our-collections/photography.html>.
- ²⁶ <http://www.1920-30.com/aviation/dirigible-shenandoah.html>
- ²⁷ *Literary Digest*, September 19, 1925. <http://www.1920-30.com/aviation/dirigible-shenandoah.html>
- ²⁸ *Literary Digest*, September 19, 1925. <http://www.1920-30.com/aviation/dirigible-shenandoah.html>
- ²⁹ *Literary Digest*, September 19, 1925 <http://www.1920-30.com/aviation/dirigible-shenandoah.html>
- ³⁰ Hayward, John T., VADM USN "Comment and Discussion" *United States Naval Institute Proceedings* August 1978; "The Shenandoah Adventure" *A Brief Official Account of the Accident Flight 21 February 1924*; USS Shenandoah at Airships.net: Photos and History; history.navy.mil: USS Shenandoah (ZR-1); Naval Historical Center Article and Images of Construction; See generally, *Dictionary of American Naval Fighting Ships*, (excluding airship USS Shenandoah) <https://www.history.navy.mil/research/histories/ship-histories/danfs.html>; "Aviation: From Sand Dunes to Sonic Booms, a National Park Service Discover Our Shared Heritage Travel Itinerary"; Swanborough, G. and Bowyers, P. M. *United States Navy Aircraft Since 1912*. London: Putnam, 1976 (2d ed.) ISBN 0 85177 838 0; *Shenandoah Crash Sites*, National Park Service, "Shenandoah is looted of all valuable parts". *St. Petersburg Times*. 43 (248). St. Petersburg, Florida. 5 September 1925.:1; "U.S. raids private homes to recover loot from Shenandoah". *Milwaukee Sentinel*. 17 September 1925. p. 3; *Pittsburgh Press* June 27, 1937; Death of a Dirigible www.americanheritage.com; Shenandoah Crash Site www.nps.gov; Shenandoah Airship Disaster, www.roadsideamerica.com; "Noble Local School District". Noble Local School District; Dalhart, Vernon, Carson Robison, and Elmer S. Hughes. "The Wreck of the Shenandoah: Song" New York: Shapiro, Bernstein & Co, 1925. OCLC 43456313; Massey, Guy, and Carson Robison. *Wreck of the Shenandoah*. [U.S.]: Pathé Actuelle, 1925; MacSwords, J. R. "15 dead in blimp disaster: lightning flash, terrific storm; Shenandoah wages losing battle with elements." *The Times Recorder*, Zanesville, Ohio 4 September 1925; Wood, Junius B., "Seeing America from the 'Shenandoah' ", *National Geographic*, January 1925; *Ill Wind: The Naval Airship Shenandoah In Noble County, Ohio*. Gray, Lewis. Gateway Press: Baltimore, 1989; Robinson, Douglas H., and Charles L. Keller. *Up Ship!": U.S. Navy Rigid Airships 1919-1935*. Annapolis, Maryland: Naval Institute Press, 1982. ISBN 0-87021-738-0; Keirns, Aaron J. "America's Airship Disaster": *The Crash of the USS Shenandoah*, Howard, Ohio: Little River Publishing. ISBN 978-0-9647800-5-7.
- ³¹ Siegel Auction 871 (December 2003): Siegel descriptions used.
- ³² Siegel Auction 871 (December 2003), Lot 2139: https://siegelauctions.com/lots.php?sale_no=871&lot_no=2139. Siegel description used.

MAIL RECEIVED FROM ABROAD TO MORRIS COUNTY, PART 11:
Italy to a Mystery Destination

By Donald A. Chafetz



Cover courtesy Bob Eygenhuysen
Fig. 1: Cover sent from Napoli to ? Addressed to New York but address corrected.



Fig. 2: Reverse of cover, showing the New York, N.Y. Reg'y Div. cancel from Oct. 16, 1901.

The cover in *Figure 1* was sent from Napoli, Italy on October 6, 1901 and arrived in New York on October 16, as per the Registry Div. cancel on the cover's back (*Figure 2*). The postage paid was 50 centesimi. The fee breakdown is 25 centesimi for postage and 25 centesimi for registration, as per the large R and number 65659. So far, a straight forward postal history cover.

The question is where did the addressee live? My first thought was New York since that is the only United States postmark, and it is clearly addressed to New York. But, upon closer examination of the address, I believe it was sent to, Morristown NJ. To confirm my belief, I have enlarged and numbered the address part of the cover (*Figure 3*).



Fig. 3: Enlargement of the address.

1. New York
2. Vincenzo Pagano
3. Morristown
4. NJ
5. Morris Street N33

While there is a Morristown in New York State, there is no 33 Morris Street. There is a Morris Street in Morristown, New Jersey. Item numbers 3 and 4 are not well-written, and I believe a postal clerk wrote in blue pencil the "--town" of Morristown and the letter J in NJ since the written letter does not look like a Y.

Due to the lack of any other conflicting evidence, I am assuming the cover was sent to Morristown, NJ and is a nice addition to the Morris County story.

A sincere thanks to Bob Eygenhuysen for the use of his cover.

REFERENCE:

UPU Annual Table of Exchange Rates & of Postage Rates to the U.S. 1881-1953, Postilion Series of Primary Sources U.S. Section, Volume 4, The Printer's Stone, Fishkill, NY, p. 43.

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 Editor:

Robert G. Rose

at 18 Balbrook Drive

Mendham, NJ 07945

or robertrose25@comcast.net

A FEW LESSER KNOWN STAMP DEALERS OF NEW JERSEY, Part 1

By John Lupia

(This article is the first in a continuing series on New Jersey stamp dealers from the past. *)

New Jersey philatelic history is rich with stamp collectors, dealers, and philatelic periodicals. Prior to the *Journal of the New Jersey Postal History Society*, for example, the state boasts of 71 cities in 20 counties that were sites for publishing 153 different philatelic periodicals titles. Newark, the oldest city of collectors, was the home of 14 different titles.

Since there was a strong philatelic market in the nineteenth century philatelists in New Jersey were cautious buyers and sellers. In 1880, a correspondent of the *New Jersey Philatelist*, Vol. 1 (1880), suggested the formation of an agency that would rate collectors and dealers based on their reliability and publish the results serving as an advisory to the subscribers. This idea seemed salient enough to be cited in Brooklyn's *The Philatelic World*, Vol. 1, No. 1, June (1880): 3. So we see a guarded reception of new dealers and old buyers as they emerged through advertisements in periodicals and newspapers.

Perhaps some of this vigilance is due to some stamp dealers from other states relocating to New Jersey. A notable dealer, Charles W. Grevning (1867-1898), for example, moved from New York to Morristown, New Jersey in 1896.



MY INCREASING MAIL BUSINESS

Has made it necessary for me to devote myself to the wants of collectors unable to make personal calls, and consequently I have removed to Morristown, New Jersey. The well-known monthly publication, *The Stamp*, has been merged into a Price-List for bargain hunters, and many are found, too. In this List, which appears almost every month, there are hundreds of bargains in single stamps at lower prices than asked for by other dealers. There are bargains for beginners, bargains for the average collector, bargains for the specialist and

BARGAINS FOR EVERYBODY.

Why not send for a copy?

I also have a general Price-List of sets, packets, etc., and sell at the lowest possible prices.

MY APPROVAL SHEETS ARE UNEXCELLED,

And I will be glad to do business with any A. P. A. member desiring to increase his collection at the lowest possible cost. Address for business bargains or anything in stamp line:

CHARLES W. GREYNING.

DEALER IN

U. S. AND FOREIGN STAMPS,

MORRISTOWN, N. J. A. P. A., 311.

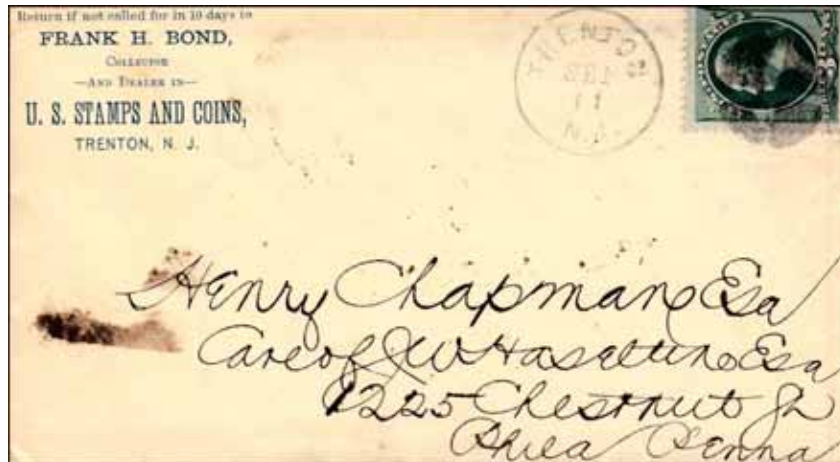
Fig. 1: Grevning's advertisement in the *American Philatelist* 1896.

There are numerous lesser-known stamp dealers in New Jersey, and this brief essay takes a look at seven of them. Here they are in chronological order: Frank Howard Bond, Richard Rezeau Brown, Benjamin Platt Thomas, Fred W. Bernet, William George Klemt, Thomas Jan Delikat, and Duncan Tilghman Weaver. These are random selections from my personal collection of stamp dealer covers.

*Images and information are sourced from the John Lupia, Numismatic Library, Special Collection, The Chapman Family Correspondence Archive.

FRANK H. BOND

Frank Howard Bond (1853-1919), was born on February 21, 1853 at Trenton, Mercer, County, New Jersey, son of Joseph W. Bond (1821-1875), a native of New Jersey and a merchant, and Cornelia Aumack Bond (1828-), also a native of New Jersey.



Courtesy, Lupia, Numismatic Library

Fig. 2: *Frank H. Bond correspondence with Henry Chapman, Jr., c/o John W. Haseltine, postmarked September 11, 1878, Trenton, New Jersey, with a carved cork negative cross cancel. A note on the back reads "Opened by mistake J. W. H."*

Some historic information on Frank Bond remains, but little on Bond's history as a stamp dealer. In March 1879, Frank H. Bond bought the company of Martin Keegan, as a dealer in Lehigh Coal, Wood and Kindling, Broad Street, in Trenton. Later that year, on September 25, 1879, he married Mary Barnes (1855-1929), and moved to 209 Hudson Street, Chambersburg (now a part of Trenton), Mercer County, New Jersey. By October 1879, he was one of the Chambersburg Republican Delegates, and in April 1880, he was the Secretary of the Chambersburg Republican Delegates. By 1886, he was the Accountant in the Order of the Iron Hall, Local Branch 45, a Masonic fraternal society apparently established as a medical insurance association for its members. It disbanded in 1892.

In 1900, the Bond family moved to Collingswood (now a neighborhood in Camden), and by the 1910 US Census he was listed as a cashier in a Spice Factory, and lived at 609 Park Avenue, Collingswood. On April 13, 1914, he incorporated the Greater Collingswood Building and Loan Association, as the president. He died in 1919. He is buried in Arlington Cemetery, Pennsauken, Camden County, New Jersey.

Bibliography :

Trenton State Gazette, Monday, March 19, 1879, p. 4.
Trenton State Gazette, Saturday, October 11, 1879, p. 3.
Chambersburg City Directory (1880): p. 113.

BROWN, RICHARD REZEAU

Richard Rezeau Brown (1874-1913), was born on July 24, 1874, at Raritan, Monmouth County, New Jersey, son of Thomas S. Rezeau Brown (1823-1892), a lumber and coal dealer, and Maria Louisa Hunt Brown (1837-1918), a native of Connecticut. In 1892, at the age of 18, Brown inherited his father's lumber and coal business, which was located in Keyport.

In the 1890's he established himself as a stamp dealer, more of a supplier and broker to other stamp dealers. He developed a company logo based on the Egyptian postage stamp issue of 1879, Scott #30, with the design of the Sphinx and pyramid of Kufu in the background and Arabic inscription.

Fig. 3: Brown's stamp cover logo



Fig. 4: An 1899 cover with Brown's signature corner card.

Fig. 5: Another cover, sent in 1900 with a Keyport cancel, to a stamp dealer on Nassau Street in New York.



He died on May 19, 1913, at the age of 38. He is buried in Green Grove Cemetery, Keyport, Monmouth County, New Jersey

Bibliography :

The Philatelic Chronicle, Vol. 3, No. 1, November (1900): p. 27 ad.

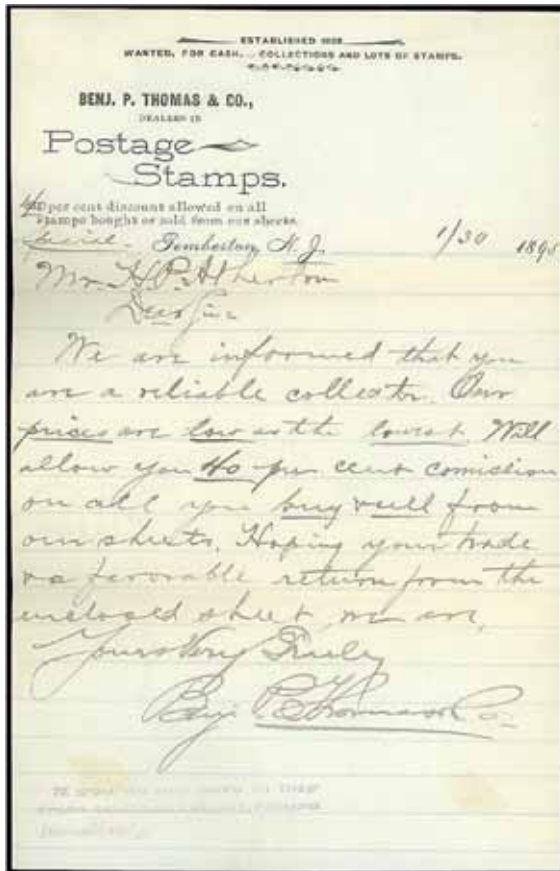
The Canada Stamp Sheet, April 15 (1902): p. 76 ad.

The St. Louis Lumberman, Vol. 51, June 15 (1913), p. 103 obit.

BENJAMIN PLATT THOMAS

Benjamin Platt Thomas (1871-1903), was born December 25, 1871, at Pemberton, Burlington County, New Jersey, son of James S. Thomas (1839-1914), a lawyer, and Elmira Platt Thomas (1851-1909), and was named after his paternal grandfather Benjamin Thomas (1789-1871).

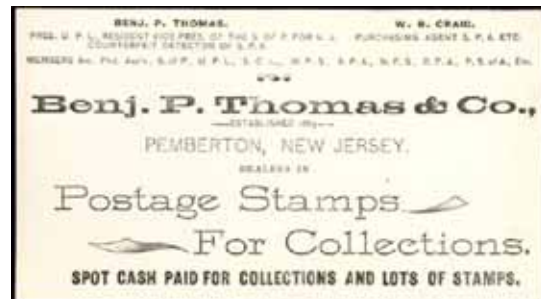
In 1885, at the age of 14 years old he began buying and selling postage stamps as a collector and dealer.



Ex-Belasco. Courtesy Lupia Numismatic Library

Fig. 6 and 7: Stationery used by Thomas in his postage stamp business, and a card offering Postage Stamps for Collectors. The business was located in Pemberton, New Jersey.

Business card and letterhead of Benjamin P. Thomas as a stamp dealer. Letter is addressed to Herbert P. Atherton, Holyoke, Massachusetts.



Benjamin P. Thomas was a donor of the American Philatelic Association's Exhibit of Postage Stamps in the Columbian Exposition, Chicago, 1893, and the Counterfeit Detector of the Society of Philatelic Americans. He was the Vice President of the Sons of Philately for New Jersey.

In 1901, he married Martha "Mattie" Johnson Pickering (1878-1950). They had a son Benjamin Platt Thomas, Jr. (1902-1956), who became a noted historian of Abraham Lincoln.

He died six days short of his 32nd birthday, December 19, 1903. He is buried in the Odd Fellows Cemetery, Pemberton, Burlington County, New Jersey.

(This series of short biographies to be continued.)

Bibliography:

Mount Holly Herald, December 23, 1903, p. 3.

New Jersey Mirror, December 23, 1903, p. 3.

ROCK BLUFFS, N.J.? A MYSTERY SOLVED

By Robert G. Rose

In sorting through a number of scruffy appearing New Jersey covers, I paused in looking at the cover illustrated below in *Figure 1*. The 3 cent stamp is missing its upper left corner, is stained and, is cancelled with rather unattractive pen strokes. The manuscript postmark appeared to read “Rock Bluffs, N.J. Dec. 2.”



Fig. 1. Apparent “Rock Bluffs, N.J. Dec. 2” manuscript postmark on 3 cent Rose Pink, Scott 64b.

A letter was still enclosed in the cover. The town name and date line are neatly written in a precise hand which appears to read “Rock Bluffs, N. J. Dec. 1st 1861” as illustrated in *Figure 2*. The letter does not provide any information as to the locale or surrounding area that would assist in identifying the town’s location. The town name was unfamiliar to me. None of the listings for New Jersey towns or post offices which I reviewed identified Rock Bluffs, nor did research on the internet indicate a New Jersey connection.

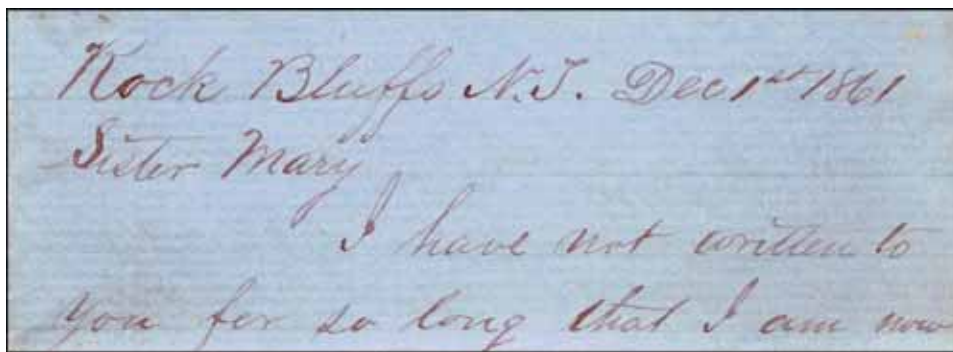


Fig. 2. Apparent “Rock Bluffs, N.J. Dec. 1st 1861” date line on letter.

The letter is signed “Your Brother, J.M. Patterson, and is addressed to Mary A. Wells in Pattersons Mills, Washington County, Pennsylvania. Pattersons Mills is today, part of Cross Creek Township, and is located southwest of Pittsburgh in western Pennsylvania.

Online research for Pattersons Mills provided some useful biographical information concerning the Patterson family. Mary Wells was identified in a history of Washington County, Pennsylvania as the wife of Richard Wells, the “care of” addressee on the cover.¹ Her brother, James M. Patterson, is reported to have moved to Plattsmouth, Nebraska in 1867.²

Research next moved to Nebraska history. An 1880 history of the state identified the town of Rock Bluffs in Cass County near Plattsmouth.³ It states that James Patterson was living in Rock Bluffs as early as December 1861 the same month he wrote on the date line on his letter.

But why does the manuscript postmark and the letter’s date line read what appears to be “N.J.?” And then, I answered my own question. These markings had nothing to do with New Jersey. Nebraska in 1861 was not a state. It was a territory. The letter that appears as a “J” was actually a “T” for Territory. Mystery solved!



Fig. 3: About all that remains of Rock Bluffs in Cass County, Nebraska today is the old schoolhouse, once home to the Naomi Institute. A one-time thriving community and Missouri River crossing, the community equipped travelers for the trip west. It was bypassed by the railroad, and is today a ghost town.⁴

ENDNOTES:

¹ *Commemorative Biographical Record of Washington County, Pennsylvania* (J. H. Beers & Co., Chicago, 1893) p. 497 (E-Book version, retrieved January 17, 2019).

² *Ibid.*

³ Harrison Johnson, *Johnson’s History of Nebraska*, (Herald Printing House, Omaha, Nebraska, 1880) p. 245. (E-Book version, retrieved January 17, 2019). The Nebraska State Historical Society’s collection provides the following biographical information concerning J.M. Patterson:

James Madison Patterson was born in Cross Creek Township, Washington County, Pennsylvania, September 28, 1836. He received his early education in the public schools and worked in his father's mercantile store. On August 17, 1858, Patterson married Ellen H. Campbell and the couple had ten children.

In 1861 Patterson came to Nebraska and opened a store in Rock Bluff, Cass County. After three years he and his brother Ambrose sold out. Patterson returned to Pennsylvania where he purchased some 1,000 head of sheep which he brought to Rock Bluff. After experimenting with sheep raising for three years, he sold his holdings and returned to the mercantile trade which he continued with his cousin, James Walker, until 1873. The following year Patterson moved to Plattsmouth, and in December of 1881, became associated with the Bank of Cass County. He held the positions of cashier and director until his ill health forced his resignation in January of 1901.

James Patterson's political career included his election in 1861 to the Nebraska Territorial Legislature which however, did not convene because of the Civil War. In 1870 he was elected to the Nebraska House of Representatives and in 1882, was elected to the State Senate. A democrat throughout his life, Patterson also held various county and city offices.

<https://history.nebraska.gov/collections/james-madison-patterson-1863-1903-rg3637am> (retrieved Jan. 17, 2019).

⁴ Photo from Wikipedia Commons, by [Ammodramus](#) (own work) from March 12, 2102. See https://commons.wikimedia.org/wiki/File:Rock_Bluff_School_from_S_1.JPG.

SHIPPING TAG: A Soapy Story

By Donald A. Chafetz



Figs. 1-2: Advertisement for Ozone Soap that appeared in local church receipt book. Soap manufactured by The Fairchild & Shelton Co.¹

48 ADVERTISEMENTS.

OZONE SOAP.



Best for Family and Laundry use, twenty-five years before the public, and more sold last year than any previous year.

BEST LILY SOAP.
Nothing better for the Toilet, Bath or Surgery; it is a white floating soap.

OZONE WASHING POWDER.
The largest package and best article made. Sells at 5 cents.

OZONE STARCH.
Two size packages. Sells at 5 and 10 cents.
A great invention, requires no cooking, makes collars and cuffs, also shirt waists, nicer as when new. Instructions on each package give you the great secret of how to iron as nice as in first-class laundries.

For sale by Wholesale Dealers, Jobbers, and all first-class Grocers.

MADE ONLY BY
THE FAIRCHILD & SHELTON CO.,
ESTABLISHED 1872.
Soap Works, 305 to 327 Housatonic Ave., Bridgeport, Conn.

HALF A MILLION DOLLARS to be given away in articles of real value. There is a trade mark on each package of our goods, soap, washing powder and starch, and all kinds count the same in exchange for premiums. Each soap wrapper gives full information and list of articles; or call on any trade-mark together with postage stamp, and we will forward our latest book containing list of presents.

Question:

What does Ozone Soap have to do with mail into/out of Morris County? Well, let me tell you a story that initially had more questions than answers. My research on the dirt on Ozone Soap began when a fellow club member presented me the tag shown in *Figures 3a* and *3b*. It was attached to a package of what? I thought it would be easy to determine the package's contents since we know the name of the shipping company was Fairchild & Shelton, and that they made various soap products. The tag cites "In accordance with Section 596" of the postal regulations. Did that apply to the package's contents? Boy, was I mistaken in my assumptions!

Its connection to Morristown? Only that it is addressed to someone in Morristown, and apparently successfully passed through the mail from Bridgeport, Connecticut to its recipient, with the stamped label attached. But my interest was piqued.



Figs. 3a & 3b: Mailed at Bridgeport, Conn. with undated cancels. Postage 8¢ (4x2¢). Stamps 1894 Regular Issue, Scott 252, Type III if unwatermarked, or 1895 Regular Issue Scott 267, type III, if watermarked. Note “If this package is not delivered in 10 days, return to...” and the advice “In accordance with Section 596, Postal Laws and Regulations.”

To begin unearthing the dirt, I did an Internet search to find out what did Postal Laws and Regulations, Section 596 pertain to. After a few missteps I did find the postal regulation which provided the information in *Figure 4*. It pertains to the return of undelivered mail and how it should be handled,² having nothing to do with the contents.

Sec. 596. Return of Other than First Class and Request Matter.—All matter, other than first class, may be returned, but is subject to an additional charge for postage for returning the same. When the sender of matter which would be subject to return postage shall, by indorsement upon the wrapper or otherwise, request its return, postmasters should comply with such request within the time fixed by the sender—if no time is fixed, then at the end of thirty days—first charging such matter, however, with the necessary return postage, and indorse the same “RETURN POSTAGE DUE — CENTS;” and the postmaster at the office to which such matter is returned must affix thereto postage-due stamps sufficient to cover the return postage, and collect the same from the sender before delivering such returned matter. If the sender should refuse to pay return postage, the matter must be disposed of as “REFUSED.” If the matter be unclaimed, it will be treated as other unclaimed matter. If postage stamps or money sufficient to pay the return postage be furnished by the sender, the postmaster at the returning office must affix to the matter returned the necessary stamps and cancel them, the same as if the matter had been originally mailed at his office.

Fig. 4: From the 1887 U.S. Postal Laws and Regulations, this describes how undeliverable mail (other than first class) was to be handled. As the stamps are not postage due stamps and there is no indication of a RETURN POSTAGE DUE _____CENTS endorsement, I believe we can assume the package was successfully delivered to Mr. Phillips in Morristown.³

Philatelically How Do We Calculate the Postage?

The following postal rate information is found in the Beecher & Wawrukiewicz Domestic Rate book.

Fourth-Class Rate, 1879 - 1912

Earliest fourth-class mail rate, 1879-1912: *The fourth-class of mail was established on May 1, 1879, to include all matter not embraced by first-, second-, and third-classes, with a single rate of 1¢ an ounce. This first fourth-class rate category is easily described with these few words, compared to the later, more complex, fourth-class structure, and it is therefore placed in the same chapter as parcel post, as an introductory section.*

*There is no table for this earliest entry to the fourth-class rate structure (the rate was 1c per oz). It remained unchanged until Jan. 1, 1913, when the parcel post rate category was established. It included merchandise (throughout the period) and material for planting (only until Jul. 23, 1888). All fourth-class items had to weigh ≤ 4 lbs, except in the case of single books weighing in excess of that amount, and except for books and documents published and circulated by order of Congress, or official matter emanating from Departments of the Government or from the Smithsonian Institution.*⁴

The tag has 8¢ postage and the fee was 1¢ per oz., therefore the “package” weighed 8 oz. I checked the weight of a new bar of my soap. It weighted 4 ozs. so I assume the tagged package contained two bars of soap, or perhaps was a larger bar of laundry soap. Mystery solved!

The Fairchild & Shelton Company

I was a little curious to learn more about the soap company so I did another internet search and found the following items.



Fig. 5a & b. Front and back of Ozone coupon available on Ebay.⁵



Fig. 6: 1880s trade card. Text in UR corner: 'Fairchild and Shelton's New Process of Washing with Ozone Soap! Is the greatest discovery of the age.'



Fig. 7: Shipping box found on eBay. No longer available.

ENDNOTES:

¹ *Choice Receipts arranged by the Ladies of St. Mary's Guild*, 1905, Providence, RI at Google Books at <https://books.google.com/books?id=aIsTAAAAYAAJ&pg=PA48&dq=Ozone+Soap&hl=en&sa=X&ved=0ahUKewi4r-TS4MDgAhXuUt8KHeNUDi0Q6AEILjAB#v=onepage&q&f=false>

² US Postal Laws and Regulations, Sec. 596, 1887: http://www.uspostalbulletins.com/pdf/PLandR_/1887/1870.pdf

³ U.S. Postal Laws & Regulations, 1887, pp. 247-248, at http://www.uspostalbulletins.com/pdf/PLandR_/1887/1870.pdf.

⁴ Beecher, Henry W. & Wawrukiewicz, Anthony J., *U.S. Domestic Postal Rates, 1872-1993*, The Tradition Press, Shawnee-Mission, KS 1994, page 54.

⁵ Item #112038030290, listed on Ebay since January 20th 17, and still currently available as of Feb. 17, 2019 from seller modernmarkey. See <https://www.ebay.com/itm/1880s-Fairchild-Shelton-Ozone-Soap-5-Cent-Victorian-Paper-Coupon-Card-L10/112038030290?hash=item1a15fcabd2:g:ke8AAOSwGIRXYKPa:rk:1:pf:0>.

A BLAST FROM THE PAST....

Warren Plank

Warren Plank came across this, from an 1870 issue of *The Constitution*, a Woodbury, New Jersey periodical:

April 27, 1870: New Postage Stamps

It is well-known that a set of postage stamps, of entirely new designs, and warranted to stick, have been for some time in preparation. We learn that the stamps are now ready for distribution. We append a description of them:

One-cent, blue, Franklin.
Two-cent, Vandyke brown, Jackson.
Three-cent, green, Washington.
Six-cent, red, Lincoln.
10-cent, light brown, Jefferson.
12-cent, dark purple, Clay.
15-cent, orange, Webster.
24-cent, purple, Scott.
30-cent, black, Hamilton.
90-cent, carmine, Perry.

The designs are from busts by celebrated sculptors.

The new style of postage stamps are now ready for issue, but the third assistant postmaster general has directed postmasters to exhaust all of the present style on hand before supplying the public with the new, and in no case will they be allowed to make exchanges for individuals.

Stamps now in use are not to be disregarded, but must be recognized equally with the new ones. The stamps known as the series of 1861, of which a few are to be yet outstanding, are also to be recognized.

Those issued prior to the rebellion are valueless.

Each sheet of the new series contains but 100 stamps. It will be necessary to bear this in mind in order to prevent mistakes in counting, as in the present issue, some of the denominations have 150 to the sheet.

MEMBER NEWS

MEMBER NEWS

2019 DUES: Many members have already paid – if you have not, a reminder will be enclosed with this issue.

MEMBER CHANGES:

New Member:
Elizabeth Pellicane, 430 W Hill Rd. Glen Gardner, NJ 08826, depell@comcast.net
Member changes:
Matt Stoll, not renewing
William Somerville, change email from william.somerville@comcast.net to william.somerville@gmail.com
Goodbye to old friends:
E. Leslie Byrnes, c/o The Pines, 154 Jefferson Heights, Catskill, NY 12414-1215
William J. Latzko, 215 79th St., North Bergen, NJ 07047

Thanks to donors!

Donors 2019:

Edwin C.	Black	Robert	Livingstone
Roger S.	Brody	Hugh	Merritt
William	Brown	Vernon R.	Morris, Jr. MD
Robert	Buckler	Ed	Murtha
Donald A.	Chafetz	Timothy	O'Connor, MD
Robert J.	DeTrolgio	Robert G.	Rose
Claude	Duperrex	Paul	Schumacher
John W.	Edge	Mike	Schwartz
Daniel W.	Elliott	Harry M.	Segner III
Joseph J.	Felcone	Joseph F.	Seliga
Donald	Jones	Russell N.	Silverstein
Evan	Kalish	William	Somerville
George	Kramer	John	Trosky
Peter	Lemmo	Jean R.	Walton
		Nathan	Zankel

OBITUARIES:

It is with sadness that we note the passing of two of our members, Leslie Byrnes and Bill Latzko. Their obituaries follow.

Edward Leslie Byrnes, Jr. passed away early September 18, 2018 in his sleep while a resident of The Pines Rehabilitation Facility in Catskill, NY. He was 89. He served in the United States Army from 1952 - 1954. Prior to his military service he received his undergraduate degree at Drew University and his graduate degree from the University of Pennsylvania. As his chosen vocation he became a history teacher and taught at several of the finer preparatory schools in the northeast. He finished his career at Newark Academy in Livingston, NJ where the last several years he became the school's Archivist.

During the years of 1974- 1976 he worked for the NJ State Museum as curator for the NJ Bicentennial Exhibition. During the same period he was Special Project Coordinator involved in the search and gathering of over 500 objects for the exhibit many of which can be viewed in the book - *The Pulse of the People: New Jersey 1763 - 1789*. In 1996 he was presented with a proclamation from the Borough of Caldwell, NJ for his service both as part of the planning board and as Borough Historian. Edward was also a member of close to 20 varied historical associations.

Prior to his taking up residence at The Pines, Edward spent many hours a day for several years providing companionship to his sister Margaret Klein. She passed on in 2016. Edward leaves behind his niece Gaale Klein and his nephews, Lawrence and Christopher Byrnes. In lieu of flowers, donations can be made to Historical Society of West Caldwell, 289 Westville Ave., W. Caldwell, NJ 07006.¹

William J Latzko PhD., 89, died on October 23, 2018 from complications of prostate cancer at Englewood Hospital, Englewood, New Jersey. He had been a resident of West New York, North Bergen and Teaneck, New Jersey. He was born October 28, 1928 in Rheydt, Germany and emigrated to the United States in 1939. He attended Fordham University, where he was Captain of the Fencing Team, and received a Bachelor of Science in Chemical Engineering in 1950. MBA, Rutgers University, 1956; Rutgers ABA Stonier Graduate School of Banking, 1978; and Doctor of Philosophy, Kennedy-Western University, 2000.

He served as a first lieutenant United States Army Chemical Corps 1950-1953, Korea, earning a bronze star and unit combat citation for service under fire. He was a Life Member of the American Legion.

Dr Latzko began his commercial career as a chemical engineer at US Testing, progressing to a plant management position at the Joseph Dixon Crucible Company, followed by Director of Quality Control at Mundet Cork Corp until moving to become Director Management Science at CBS's Columbia Record Company, New York City, until 1970. Vice President, Quality, Irving Trust Company, 1970-1983. He retired from banking and founded Latzko Associates, a management consultancy specializing in quality issues.

Dr. Latzko became an Adjunct Professor of Management Systems at Fordham University's Graduate School of Business. He received the Bene Merenti medal in 2007. He retired in 2016. He also taught at Columbia University and George Washington University.

Dr. Latzko was a lifetime member of the American Philatelic Society, receiving his 50 year pin in 2017. For over 25 years, he has been a member of the Royal Philatelic Society London. He was a long time member of the Collectors Club of New York City. His last publication before his death was in the summer of 2018 regarding the stamps of Stellaland.

Bill Latzko was on the Board of Directors for the United States Fencing Association (previously Amateur Fencers League of America (AFLA)) 1954-1986; he and his wife, Constance "Connie" Latzko, helped run fencing competitions from the local to the international level. As a judge with the Federation International d'Escrime, he officiated at many international fencing competitions at all levels including Modern Pentathlons, World Championships, and the 1984 Los Angeles Olympics.

Married to his beloved wife Connie from 1950 until her passing in 2014, he is survived by his daughter Victoria, his son Alexander, six grandchildren, and one great grandchild.²

¹ Paraphrased from obituary at <https://www.hudsonvalley360.com/article/edward-leslie-byrnes-jr>.

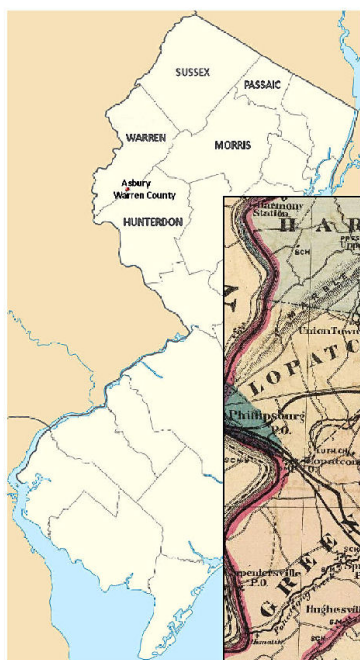
² Paraphrased from obituary in the Daily Record at <https://www.legacy.com/obituaries/dailyrecord/obituary.aspx?n=william-j-latzko&pid=190625420>

POST OFFICE CALENDAR 2019 AVAILABLE: Produced by member Evan Kalish, vintage photos of POs around the US! Now available for \$16.99 + \$3.99 shipping at <http://www.lulu.com/shop/evan-kalish/postlandia-calendar-2019/calendar/product-23830076.html>

HOMETOWN POST OFFICES: Asbury, NJ

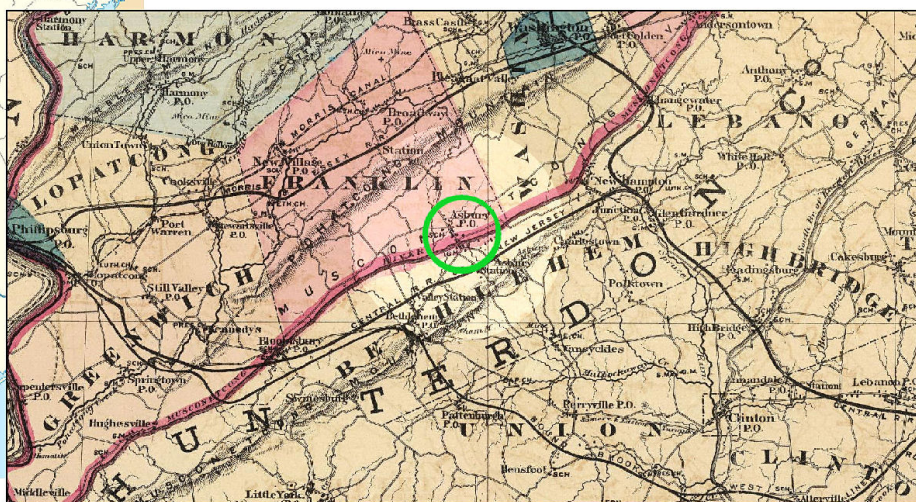
By Jean R. Walton

Some of our Hometown articles have featured DPOs, but many are post offices that are still in operation. This one has had a post office since 1812 – that is over 200 years, and quite a remarkable achievement. The first postmaster in July 1812 was Johnson Dunham, when Asbury was still in Sussex County. When Warren County was created out of parts of Sussex County in November 1824, Asbury became a Warren County post office.



F.W. Beers Map of Warren County (1872)¹

Fig. 1: Asbury, NJ – located on the south-eastern edge of Warren County on the Musconetcong River. It is due east of Philipsburg, in Franklin Township, and a little southwest of Washington, NJ.



Asbury, not to be confused with Asbury Park 75 miles southeast on the Jersey Shore, lies in the Musconetcong Valley at a sharp bend in the river, and between the Musconetcong Mountain to the southeast and the Pohatcong Mountain on the northwest side of the river. A tavern was established in this small agricultural community in 1763, described in its tavern license application as: “a very convenient place for a public house...being very commodiously situated for that business on the great road and well furnished (with) pasture and middow (sic).” By 1786 there was a smithy on the property, and the tavern remained in operation into the early 1800s.¹

This location was a milling village even before the Revolution.² The first post-Revolutionary mill was a grist mill, built in the 1780s by Adam Hall,³ after which the community became known as Hall’s Mills. That mill was sold to Colonel William McCullough in 1792. McCullough continued to amass property along the river, and was responsible for the addition of several other mills: a second grist mill, a linseed oil mill and a saw mill; later a distillery and a woolen factory would be added to the complex. McCullough, who first settled in the community in 1784, converted to Methodism in 1786, and became an enthusiastic supporter of the Methodist Church, hosting Bishop Francis Asbury on his missionary visits to the region, and providing space for local prayer meetings. He was responsible for renaming Hall’s Mills as Asbury in 1800, in the Bishop’s honor. By 1807, the Bishop noted about 40 homes located in or near the community center.

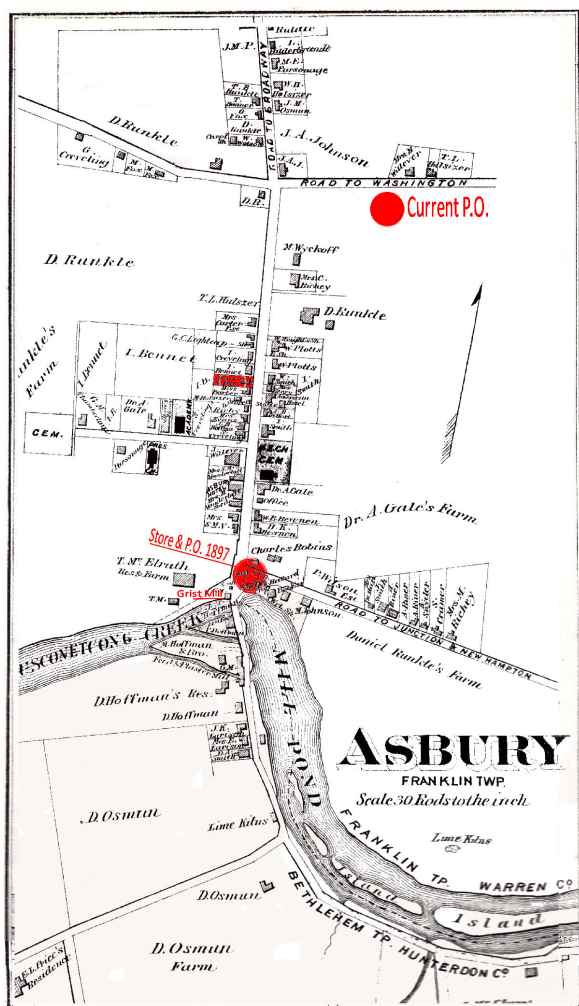


Fig. 2: Map of Asbury from 1871 Beers atlas. Some of the locations of the post offices are indicated, including the PO located in the mill offices when Riddle was postmaster.

suggests, and certainly a landmark in the community. It was located just north of the river, and is still standing today. It was water powered, first by a water wheel, and later by a Leffel turbine. Some of this equipment remains in the lower level of the mill.

This mill is important to post office records, because it was later leased and then sold to Harry Riddle, who converted it to a graphite mill, a new and much needed product. The Asbury Graphite Mills maintained its offices across the road, and after Harry Riddle became postmaster in 1897, he also used it for the post office. Company lore has it that the mill workers would break at lunch and become post office workers, returning later in the day to millwork.⁷ Harvey Riddle would serve as postmaster in Asbury from 1897 until his death in 1937. His son Harry Marvin Riddle, Jr., (Marvin) became head of the mills following his father's death, and also served as postmaster from 1939 to 1947.

The growing community soon had a number of shops and small businesses, including a hatter, a cabinet maker, and a tailor, as well as a church and a school. A second tavern was built near the mills, and Silas Dunham opened a store in 1810. He would become Asbury's second postmaster in 1818, and continue when the change was made to Warren County in November 1824.

In 1844, Barber and Howe described Asbury as a “flourishing village on the Musconetcong... (with) 2 stores, 1 plaster, 1 saw, 1 fulling, and 2 grist mills, a woolen factory, several mechanics, a Methodist church, and about 40 dwellings.”⁴ The future seemed assured.

However, when new transportation routes were opened – the Morris Canal completed in 1832, and the Central Railroad of NJ in 1852 – Asbury was not located on either. Asbury Station⁵ was located on the CNJ RR line about a mile south of the village, across the river in Hunterdon County. Thus the community gradually became bypassed by the main routes of transportation.

Mills however continued to play a big part in Asbury's history. The Hoffman Mill, originally built in 1863, replaced McCullough's mill, on the sharp bend of the river at this point. It was a four-story structure with four sets of grinding stones, and capable of producing 200 bushels of flour per day,⁶ and served the agrarian community very well – a virtual “skyscraper” in those days, as Frank Dale

HOMETOWN POST OFFICES: Asbury, NJ ~ Jean Walton



From the memorabilia collection
of the Asbury PO.

Fig. 3: *Mr. Shrope, who carried the mail and passengers from Ludlow Station (previously Asbury Station on the CNJ RR) to Asbury. Picture taken before 1900.*



West Jersey History Project ⁸

Fig. 4: *Two views of in the Asbury Graphite Mills offices. When Riddle Sr. was appointed postmaster, the post office was first in a store and then inside the Asbury Graphite Mills offices, inside the front door.*



From the memorabilia collection
of the Asbury PO.

Fig. 5: *A view of a post office (unidentified) but we suspect that it is the Cawley home which served as the post office. Theodore Cawley was postmaster from 1949 to 1969. His wife appears to have taken over the position when he retired.*

From the memorabilia collection of the Asbury PO.
Fig. 6: A letter from Marvin Riddle at the Asbury Graphite Mills to Postmaster Theodore Cawley in 1962, turning over post office records of his father's and his own terms of service as postmaster.

The mill on the Warren side of the river was used until the 1970s, when operations shifted to a second mill on the other side of the river. The company is now called Asbury Carbons, and is to this day a leading producer of carbon and graphite products. In 1998, The Riddles deeded this old mill built in 1865, along with various other outbuildings, to the Musconetcong Watershed Association, which hopes eventually to restore the mill for public use and education.⁹

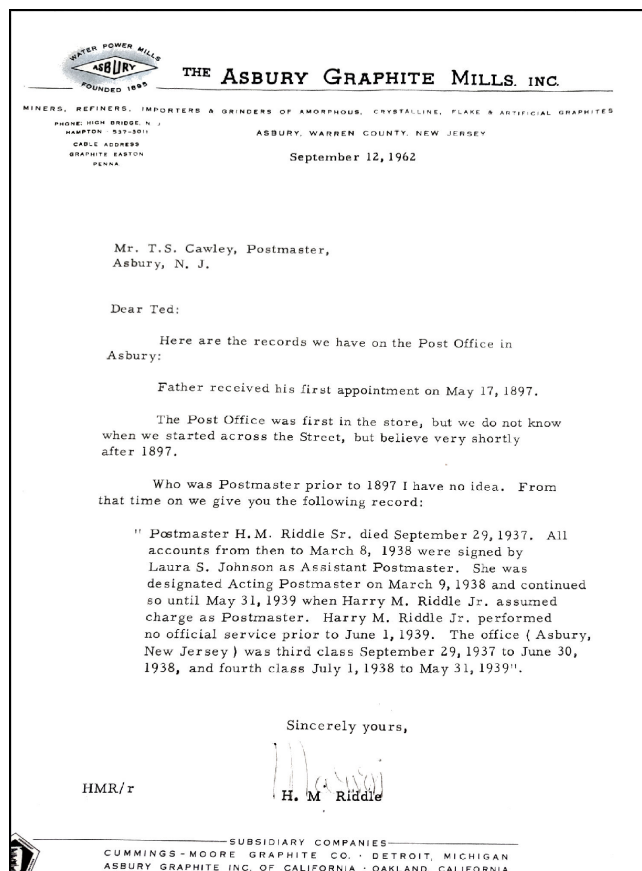


Fig. 7:
 The old mill still stands on the banks of the Musconetcong in Asbury.
 Google Maps.

From the memorabilia collection of the Asbury PO.

Fig. 8: A newspaper article from 1983 on the Asbury post office details the services provided, but we think they have the beginning date wrong - National Archives postmaster appointment records show postmasters beginning as early as 1812 - this would make this post office 209 years old come July 2019.

Rural routes are no longer run out of the Asbury post office, but come instead from Stewartsville.



Post Office Sets Open House To Mark 132 Years

Asbury Post Office, which serves both Hunterdon and Warren Counties, will hold an open house for patrons this Saturday, Aug. 6, from 1 to 4 p.m.

"We'd like people to get to know us," said Postmaster John Hosonitz Jr. "We'll answer questions, serve refreshments, and give tours of the place."

The postal facility covers Bethlehem Township, portions of Union and Alexandria townships, and part of Franklin Township in Warren County. Although the post office is located in Warren, about 80 percent of its rural deliveries are across the Musconetcong River in Hunterdon.

Rural routes cover a 66-square-mile area, and the facility handles mail for about 1,000 families.

Postmaster Hosonitz heads a staff of six. They are clerks Beth Anderson, Robert Haupt and Kathleen Propsner, carriers Flora DeBoer and Barbara Taborelli, and custodian Lawrence Keiper.

Asbury Post Office was established in 1851. Mail was picked up at the Jersey Central's Ludlow station in Bethlehem Township and transported to town by horse and buggy.

Saturday's open house is part of a promotional effort by the U.S. Postal Service. Individual post offices are being asked to set their own Postal Appreciation Day, and to conduct appropriate programs.

THE MAIL STOPS only for a photographer. Rural delivery carrier Eugene Oberly (left) and his son Wilbur post for their picture before resuming daily rounds on an Asbury Post Office rural route about 1913. Wilbur Oberly, who now lives in Broadway, furnished the picture.

HOMETOWN POST OFFICES: Asbury, NJ ~ Jean Walton

This long history has produced a wide variety of collectible covers. Some examples:



Fig. 9: A stampless folded letter with a manuscript Asbury NJ, 15 November (datelined 1851) cancel, sent to Trenton at the 3¢ prepaid rate for covers under 3000 miles.



Fig. 10: Another stampless cover sent in 1855 to Charles Scranton in Oxford Furnace, with a hand cancelled postmark from Asbury, dated Feb. 26, but no indication of postage paid. By April 1, 1855, prepayment of postage was compulsory.

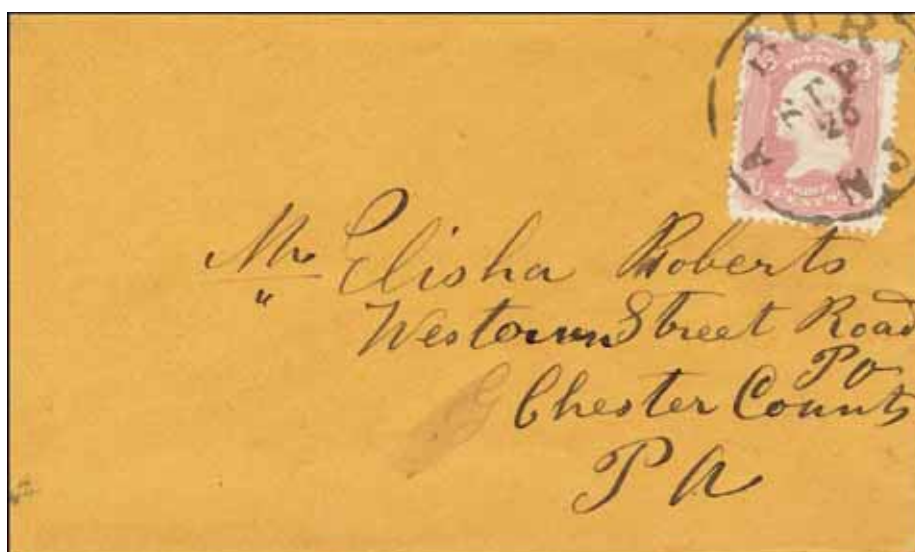


Fig. 11: A cover bearing a 3¢ stamp used ca. 1861 from Asbury to Western Street Road P.O., Chester County, Pennsylvania.



Fig. 12: A 1909 postcard sent to Glen Gardner.



Fig. 13: A 1914 post card sent locally.

Two different handstamps used within a 5-year period.

All covers & dates from Robert G. Rose

A list of postmasters follows:

ASBURY New Jersey Postmasters

Asbury	Sussex County 1812-1824
1812 Jul 1	Johnson Dunham
1818 Jun 16	Silas Dunham
Asbury	Warren County 1824 on
(continued)	Silas Dunham
1827 Feb	Cornelius Stewart
1829 Nov 4	Benj. C. McCullough
1830 Apr 19	Cornelius Stewart
1830 Apr 29	Z. & A. Henry
1837 Mar 11	Geo. Painter & Wm. McCullough
1838 Apr 13	Wm. B. McCullough
1840 Apr 27	Jacob Weller
1841 Jul 24	Edwin T. Disosway
1846 Apr 18	Peter Vanderbelt
1849 Aug 22	Abm N. Carpenter
1853 Apr 6	Isaac Bennett
1857 Dec 29	Wilson B. Hevener
1861 Aug 7	Charles Robbins
1865 Jan 16	George Hoffman
1866 Sep 20	Isaac Bennett
1869 Mar 18	George Hoffman
1870 Mar 28	David M. Smith

1870 Jul 8	George Hoffman
1873 Mar 14	David M. Smith
1875 Mar 2	Charles R. Carpenter
1879 Feb 6	Wm. H. Thompson
1883 Jul 19	Charles R. Carpenter
1886 Jan 22	William H. Watson
1887 Dec 20	Isaac H. Dehart
1889 Feb 7	Henry M. Bigelow
1889 Jun 3	Sam'l C. Carpenter
1893 May 8	Edgar H. Smith
1897 May 17	Harry M. Riddle (Deceased 9/29/1937)
1938 Mar 4	Laura S. Johnson
1939 May 5	Harry Marvin Riddle, Jr
1947 May 15	Theodore S. Cawley (Ret. 10/31/1969)
1971 Mar 6	Mrs. Eleanor M Cawley
1980 Dec 31	John Hosonitz Jr.
1987 Apr 25	Virginia E. Anderson
1992 May 2	James H. Carson
2010 Feb 27	Cynthia M. Powers
2012 Oct 20	Jeffrey B. Hahn

*The National Archives records go to 1971; the USPS Postmasterfinder files begin for Asbury in 1980 – thus it is possible we have missed some appointment in between, although a search of the US Postal Bulletins does not record any new appointment. The information below – also from National Archive post office records – shows the location of the post office in 1901 & 1937.

TOPOGRAPHIC, AUG 24 1901 P. O. DEPT.

Post Office Department, TOPOGRAPHIC'S OFFICE, Washington, D. C. Aug 14th 1901

Sir:

To enable the Topographer of this Department to determine, with as much accuracy as possible, the relative positions of Post Offices, so that they may be correctly delineated on its maps, the Postmaster General requests you carefully to answer the questions below, and furnish the diagram on the other side, returning the same as soon as possible, verified by your signature and dated, under cover to the Topographer's Office, Post Office Department.

Respectfully, etc., *H. M. Riddle*
Topographer P. O. Dept.

TO POSTMASTER AT: Asbury
Warren Co.
N. J.

The (P. O. Dept.) name of my Office is Asbury

If the town, village, or site of the Post Office be known by another name than that of the Post Office, state that other name here: None

My Office is situated in _____ part of _____ Township, or in _____ quarter of Tract No. _____ Township, County of _____ State of _____

The name of the most prominent river near it is Delaware

The name of the nearest creek is Musconetcong

My Office is 1/2 miles from said river, on the East side of it, and is 1/8 mile from said nearest creek, on the North side of it.

My Office is on Mail Route No. 209

My Office is a Special Office supplied from _____ miles distant.

The name of the nearest Office on my route is _____, and its distance is _____ miles, by the traveled road, in a _____ direction from this, my Office.

The name of the nearest Office, on the same route, on the other side, is _____, and its distance is _____ miles in a _____ direction from this, my Office.

The name of the nearest Office off the route is Ludlow, _____ miles in a _____ direction from this, my Office.

My Office is _____ miles from the track of the _____ Railroad, on the _____ side of the track.

My Office is _____ miles, air-line distance, from nearest point of County boundary.

(Signature of Postmaster) *H. M. Riddle* (Date) Aug 23 - 1901

TOPOGRAPHIC, JAN 5 1937 P. O. DEPT.

Post Office Department, TOPOGRAPHIC'S OFFICE, Washington, D. C. JAN 5 1937

Postmaster, ASBURY, N. J.

Warren Co.

In order that the site of your post office may be accurately located on the post-route maps, the following information is required. This form, together with a sketch described on the reverse side, should be completed and returned to the Division of Topography without delay.

FOURTH ASSISTANT POSTMASTER GENERAL

1. Name of post office Asbury Other name by which town is known _____

2. Township in which post office is located Franklin What part, South East

3. County in which post office is located Warren Nearest adjoining county Hunterdon

4. Distance to nearest point of county line: By air _____ By traveled road 1 mile

5. If your post office is located in an area that has been divided into sections by the U. S. Land Office, give the following data:

_____ quarter of section _____ Township _____ N. or S. _____ Range _____ N. or W.

6. Post offices nearest to your office (one in each general direction):

<u>Broadway</u>	<u>Warren</u>	<u>North</u>	<u>2</u> miles
<u>Washington</u>	<u>Warren</u>	<u>North</u>	<u>3</u> miles
<u>Hampton</u>	<u>Hunterdon</u>	<u>East</u>	<u>5</u> miles
<u>Bloombury</u>	<u>Hunterdon</u>	<u>South</u>	<u>5</u> miles

7. Name of nearest railroad: C. & N. J. Distance from post office 1 1/8 mile

Direction from post office: South Name of nearest railroad station: Ludlow Sta. N. J.

8. Streams nearest to your post office (state whether River, Creek, Branch, etc.):

<u>Musconetcong River</u>	<u>South</u>	<u>1</u> mile
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9. If your post office is located on a railroad, give the following data:

Name of railroad: _____ Direction from post office: _____ Distance from post office: _____

10. If your post office is located on a river, creek, branch, etc., give the following data:

Name of waterway: _____ Direction from post office: _____ Distance from post office: _____

11. If your post office is located on a highway, give the following data:

Name of highway: _____ Direction from post office: _____ Distance from post office: _____

12. If your post office is located on a farm, give the following data:

Name of farm: _____ Direction from post office: _____ Distance from post office: _____

13. If your post office is located on a plantation, give the following data:

Name of plantation: _____ Direction from post office: _____ Distance from post office: _____

14. If your post office is located on a village, give the following data:

Name of village: _____ Direction from post office: _____ Distance from post office: _____

15. If your post office is located on a town, give the following data:

Name of town: _____ Direction from post office: _____ Distance from post office: _____

16. If your post office is located on a city, give the following data:

Name of city: _____ Direction from post office: _____ Distance from post office: _____

17. If your post office is located on a county seat, give the following data:

Name of county seat: _____ Direction from post office: _____ Distance from post office: _____

18. If your post office is located on a state capital, give the following data:

Name of state capital: _____ Direction from post office: _____ Distance from post office: _____

19. If your post office is located on a federal capital, give the following data:

Name of federal capital: _____ Direction from post office: _____ Distance from post office: _____

20. If your post office is located on a national capital, give the following data:

Name of national capital: _____ Direction from post office: _____ Distance from post office: _____

21. If your post office is located on a world capital, give the following data:

Name of world capital: _____ Direction from post office: _____ Distance from post office: _____

22. If your post office is located on a universe capital, give the following data:

Name of universe capital: _____ Direction from post office: _____ Distance from post office: _____

23. If your post office is located on a galaxy capital, give the following data:

Name of galaxy capital: _____ Direction from post office: _____ Distance from post office: _____

24. If your post office is located on a universe capital, give the following data:

Name of universe capital: _____ Direction from post office: _____ Distance from post office: _____

25. If your post office is located on a galaxy capital, give the following data:

Name of galaxy capital: _____ Direction from post office: _____ Distance from post office: _____

26. If your post office is located on a universe capital, give the following data:

Name of universe capital: _____ Direction from post office: _____ Distance from post office: _____

27. If your post office is located on a galaxy capital, give the following data:

Name of galaxy capital: _____ Direction from post office: _____ Distance from post office: _____

28. If your post office is located on a universe capital, give the following data:

Name of universe capital: _____ Direction from post office: _____ Distance from post office: _____

29. If your post office is located on a galaxy capital, give the following data:

Name of galaxy capital: _____ Direction from post office: _____ Distance from post office: _____

30. If your post office is located on a universe capital, give the following data:

Name of universe capital: _____ Direction from post office: _____ Distance from post office: _____

31. If your post office is located on a galaxy capital, give the following data:

Name of galaxy capital: _____ Direction from post office: _____ Distance from post office: _____

32. If your post office is located on a universe capital, give the following data:

Name of universe capital: _____ Direction from post office: _____ Distance from post office: _____

33. If your post office is located on a galaxy capital, give the following data:

Name of galaxy capital: _____ Direction from post office: _____ Distance from post office: _____

34. If your post office is located on a universe capital, give the following data:

Name of universe capital: _____ Direction from post office: _____ Distance from post office: _____

35. If your post office is located on a galaxy capital, give the following data:

Name of galaxy capital: _____ Direction from post office: _____ Distance from post office: _____

36. If your post office is located on a universe capital, give the following data:

Name of universe capital: _____ Direction from post office: _____ Distance from post office: _____

37. If your post office is located on a galaxy capital, give the following data:

Name of galaxy capital: _____ Direction from post office: _____ Distance from post office: _____

38. If your post office is located on a universe capital, give the following data:

Name of universe capital: _____ Direction from post office: _____ Distance from post office: _____

39. If your post office is located on a galaxy capital, give the following data:

Name of galaxy capital: _____ Direction from post office: _____ Distance from post office: _____

40. If your post office is located on a universe capital, give the following data:

Name of universe capital: _____ Direction from post office: _____ Distance from post office: _____

41. If your post office is located on a galaxy capital, give the following data:

Name of galaxy capital: _____ Direction from post office: _____ Distance from post office: _____

42. If your post office is located on a universe capital, give the following data:

Name of universe capital: _____ Direction from post office: _____ Distance from post office: _____

43. If your post office is located on a galaxy capital, give the following data:

Name of galaxy capital: _____ Direction from post office: _____ Distance from post office: _____

44. If your post office is located on a universe capital, give the following data:

Name of universe capital: _____ Direction from post office: _____ Distance from post office: _____

45. If your post office is located on a galaxy capital, give the following data:

Name of galaxy capital: _____ Direction from post office: _____ Distance from post office: _____

46. If your post office is located on a universe capital, give the following data:

Name of universe capital: _____ Direction from post office: _____ Distance from post office: _____

47. If your post office is located on a galaxy capital, give the following data:

Name of galaxy capital: _____ Direction from post office: _____ Distance from post office: _____

48. If your post office is located on a universe capital, give the following data:

Name of universe capital: _____ Direction from post office: _____ Distance from post office: _____

49. If your post office is located on a galaxy capital, give the following data:

Name of galaxy capital: _____ Direction from post office: _____ Distance from post office: _____

50. If your post office is located on a universe capital, give the following data:

Name of universe capital: _____ Direction from post office: _____ Distance from post office: _____

51. If your post office is located on a galaxy capital, give the following data:

Name of galaxy capital: _____ Direction from post office: _____ Distance from post office: _____

52. If your post office is located on a universe capital, give the following data:

Name of universe capital: _____ Direction from post office: _____ Distance from post office: _____

53. If your post office is located on a galaxy capital, give the following data:

Name of galaxy capital: _____ Direction from post office: _____ Distance from post office: _____

54. If your post office is located on a universe capital, give the following data:

Name of universe capital: _____ Direction from post office: _____ Distance from post office: _____

55. If your post office is located on a galaxy capital, give the following data:

Name of galaxy capital: _____ Direction from post office: _____ Distance from post office: _____

56. If your post office is located on a universe capital, give the following data:

Name of universe capital: _____ Direction from post office: _____ Distance from post office: _____

57. If your post office is located on a galaxy capital, give the following data:

Name of galaxy capital: _____ Direction from post office: _____ Distance from post office: _____

58. If your post office is located on a universe capital, give the following data:

Name of universe capital: _____ Direction from post office: _____ Distance from post office: _____

59. If your post office is located on a galaxy capital, give the following data:

Name of galaxy capital: _____ Direction from post office: _____ Distance from post office: _____

60. If your post office is located on a universe capital, give the following data:

Name of universe capital: _____ Direction from post office: _____ Distance from post office: _____

61. If your post office is located on a galaxy capital, give the following data:

Name of galaxy capital: _____ Direction from post office: _____ Distance from post office: _____

62. If your post office is located on a universe capital, give the following data:

Name of universe capital: _____ Direction from post office: _____ Distance from post office: _____

63. If your post office is located on a galaxy capital, give the following data:

Name of galaxy capital: _____ Direction from post office: _____ Distance from post office: _____

64. If your post office is located on a universe capital, give the following data:

Name of universe capital: _____ Direction from post office: _____ Distance from post office: _____

65. If your post office is located on a galaxy capital, give the following data:

Name of galaxy capital: _____ Direction from post office: _____ Distance from post office: _____

66. If your post office is located on a universe capital, give the following data:

Name of universe capital: _____ Direction from post office: _____ Distance from post office: _____

67. If your post office is located on a galaxy capital, give the following data:

Name of galaxy capital: _____ Direction from post office: _____ Distance from post office: _____

68. If your post office is located on a universe capital, give the following data:

Name of universe capital: _____ Direction from post office: _____ Distance from post office: _____

69. If your post office is located on a galaxy capital, give the following data:

Name of galaxy capital: _____ Direction from post office: _____ Distance from post office: _____

70. If your post office is located on a universe capital, give the following data:

Name of universe capital: _____ Direction from post office: _____ Distance from post office: _____

71. If your post office is located on a galaxy capital, give the following data:

Name of galaxy capital: _____ Direction from post office: _____ Distance from post office: _____

72. If your post office is located on a universe capital, give the following data:

Name of universe capital: _____ Direction from post office: _____ Distance from post office: _____

73. If your post office is located on a galaxy capital, give the following data:

Name of galaxy capital: _____ Direction from post office: _____ Distance from post office: _____

74. If your post office is located on a universe capital, give the following data:

Name of universe capital: _____ Direction from post office: _____ Distance from post office: _____

75. If your post office is located on a galaxy capital, give the following data:

Name of galaxy capital: _____ Direction from post office: _____ Distance from post office: _____

76. If your post office is located on a universe capital, give the following data:

Name of universe capital: _____ Direction from post office: _____ Distance from post office: _____

77. If your post office is located on a galaxy capital, give the following data:

Name of galaxy capital: _____ Direction from post office: _____ Distance from post office: _____

78. If your post office is located on a universe capital, give the following data:

Name of universe capital: _____ Direction from post office: _____ Distance from post office: _____

79. If your post office is located on a galaxy capital, give the following data:

Name of galaxy capital: _____ Direction from post office: _____ Distance from post office: _____

80. If your post office is located on a universe capital, give the following data:

Name of universe capital: _____ Direction from post office: _____ Distance from post office: _____

81. If your post office is located on a galaxy capital, give the following data:

Name of galaxy capital: _____ Direction from post office: _____ Distance from post office: _____

82. If your post office is located on a universe capital, give the following data:

Name of universe capital: _____ Direction from post office: _____ Distance from post office: _____

83. If your post office is located on a galaxy capital, give the following data:

Name of galaxy capital: _____ Direction from post office: _____ Distance from post office: _____

84. If your post office is located on a universe capital, give the following data:

Name of universe capital: _____ Direction from post office: _____ Distance from post office: _____

85. If your post office is located on a galaxy capital, give the following data:

Name of galaxy capital: _____ Direction from post office: _____ Distance from post office: _____

86. If your post office is located on a universe capital, give the following data:

Name of universe capital: _____ Direction from post office: _____ Distance from post office: _____

87. If your post office is located on a galaxy capital, give the following data:

Name of galaxy capital: _____ Direction from post office: _____ Distance from post office: _____

88. If your post office is located on a universe capital, give the following data:

Name of universe capital: _____ Direction from post office: _____ Distance from post office: _____

89. If your post office is located on a galaxy capital, give the following data:

Name of galaxy capital: _____ Direction from post office: _____ Distance from post office: _____

90. If your post office is located on a universe capital, give the following data:

Name of universe capital: _____ Direction from post office: _____ Distance from post office: _____

91. If your post office is located on a galaxy capital, give the following data:

Name of galaxy capital: _____ Direction from post office: _____ Distance from post office: _____

92. If your post office is located on a universe capital, give the following data:

Name of universe capital: _____ Direction from post office: _____ Distance from post office: _____

93. If your post office is located on a galaxy capital, give the following data:

Name of galaxy capital: _____ Direction from post office: _____ Distance from post office: _____

94. If your post office is located on a universe capital, give the following data:

Name of universe capital: _____ Direction from post office: _____ Distance from post office: _____

95. If your post office is located on a galaxy capital, give the following data:

Name of galaxy capital: _____ Direction from post office: _____ Distance from post office: _____

96. If your post office is located on a universe capital, give the following data:

Name of universe capital: _____ Direction from post office: _____ Distance from post office: _____

97. If your post office is located on a galaxy capital, give the following data:

Name of galaxy capital: _____ Direction from post office: _____ Distance from post office: _____

98. If your post office is located on a universe capital, give the following data:

Name of universe capital: _____ Direction from post office: _____ Distance from post office: _____

99. If your post office is located on a galaxy capital, give the following data:

Name of galaxy capital: _____ Direction from post office: _____ Distance from post office: _____

100. If your post office is located on a universe capital, give the following data:

Name of universe capital: _____ Direction from post office: _____ Distance from post office: _____

Fig. 14: National Archives post office location files signed by H.M. Riddle in 1901, indicate that the Asbury Post Office was located in Franklin Twp., Warren County, the nearest post office to it being Ludlow (Hunterdon County), one and an eighth miles south on the CNJ RR line. The 1937 file shows Broadway as the nearest post office, two miles to the north, and that mail is received by messenger from CNJ RR train station. The Musconetcong River (and county border) is indicated as one eighth of a mile south of the post office.

HOMETOWN POST OFFICES: Asbury, NJ ~ Jean Walton



From the memorabilia collection of the Asbury PO.

Fig. 15: Two different roller cancels (shown in mirror image) used by the Asbury post office, one from 1973 with no zip code included, and one from 1986, showing the 08802 Asbury zip code.



Fig. 16: The Asbury Post Office as it appears today – proud of its history!

Our thanks to Postmaster Jeffrey Hahn for allowing us to photograph some of the pieces from their collection of memorabilia, and for willingly giving us his help.

ENDNOTES:

- ¹ Asbury Historic District, see http://www.livingplaces.com/NJ/Warren_County/Franklin_Township/Asbury_Historic_District.html (2/14/2019)
- ² Dale, Frank, *Warren County Chronicles: More Grist Mills, Book #12*, Minuteman Press, Hackettstown, NJ, 2000.
- ³ Asbury Historic District, *op cit*.
- ⁴ Barber, John W. and Henry Howe, *Historical Collections of the State of New Jersey*, Newark, NJ: Benjamin Olds, 1844, pps. 488-489.
- ⁵ A post office was located at Asbury Station (Feb. 18, 1888 to March 4, 1890) and later re-established as Ludlow (Jan. 24, 1898 to June 15, 1905), in the same location on the CNJ tracks in Hunterdon County
- ⁶ Snell, James P; Clayton, W. W. (W. Woodford), *History of Sussex and Warren counties*, New Jersey: 1881, p.708.
- ⁷ Asbury Carbons, Our History at <https://asbury.com/about-us/our-story/>.
- ⁸ *West Jersey History Project*, Showing the Asbury Graphite Mills offices, which served as the post office when Riddle, Sr. was postmaster. Post card views from 1908. <http://westjerseyhistory.org/images/hunterdon/asbury/>. The E.H. Smith who created these cards is quite likely the preceding postmaster,
- ⁹ Musconetcong Watershed Association at <https://www.musconetcong.org/restoring-the-asbury-mill>.

MEMBER ADS ~ YOUR AD MISSING? LET US KNOW AT

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

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

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

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

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

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

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

FOR SALE! Coles (1983) Postal Markings of NJ \$35.00, Kay & Smith (1977) N.J Postal History, \$35.00; Kay (1972) Railway Postal Markings, \$25.00. Free Shipping. W.G. Krempner, P.O. Box 693, Bartow, FL 33831, wgkremper@msn.com.

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.

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

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

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

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

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

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

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

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

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

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

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

WANTED: UNUSUAL PICTURE POST CARDS of TEANECK, WEST ENGLEWOOD, BOGOTA, NEW BRIDGE, NORTH HACKENSACK, NJ. Contact Bill Berdan, 475 Forest Ave., Teaneck, NJ 07666, 201-310-1156 or by email at William.Berdan@gmail.com.

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

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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.

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

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

WANTED: 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.

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

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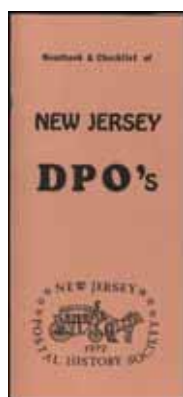
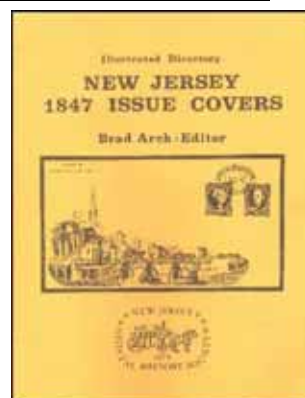
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