



NJPH

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Earliest Known Johnsonburg cancel - 1831



Cover courtesy of Robert Livingstone

To date, the earliest known manuscript postmark from Johnsonburg on January 31, 1831— a town with a much older history, as the 1754 marker shows. To learn what is special about Logg Gaol, see the story of on page 67.

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UNPAID MEMBERS – FINAL DUES NOTICE!

A handful of members remain unpaid for 2020 – please note that this will be your last issue of *NJPH* if not paid. If you receive a dues notice with your journal – either online or with the printed journal – it means your dues are still outstanding. Your \$15 dues may be paid by mail or online by Paypal (no extra fee), by going to our web site [www.NJPostalHistory.org] and following the link for membership renewal on the home page. You can also donate to the Society at the same time, if you would like.

PRESIDENT’S MESSAGE

It’s been a little more than two months, as I write this message, that our lives have been impacted in ways that none of us had ever even thought possible. Living here in New Jersey, the home of so many of our Society’s members, we’ve done our best to get through these difficult times. Most important, my sincere wish is that all of you and your families are safe and well. Hopefully, better times are ahead in the not too distant future.

With the disruption of our everyday lives, we are fortunate to have our wonderful hobby to help keep us engaged. I’ve caught up on my reading of a lot of philatelic literature, watched several webinars, worked on revisions to my stampless cover exhibit, and have enjoyed researching and writing a couple of articles for this issue of *NJPH*. Take a look at the Society’s website and review the many outstanding articles published over the years in our journal. With time on your hands, why not break the ice and become a contributor to our journal? All it takes is a scan or two of your favorite New Jersey related covers and a paragraph or two of text. Both Jean and I will work with you to edit and then publish your article in these pages.

This issue of our journal again brings a broad array of postal history. Captain Larry Brennan, U.S. N. Ret., returns with his third and final installment concerning the Battleship *New Jersey*, tracing its postal history from its final commissioning in 1982 to becoming a museum ship on the Delaware River waterfront at Camden. Jean Walton details the story of a rural post office – once the county seat of Sussex County – with an interesting history that begins with the discovery of an 18th Century road marker. Jim Walker returns with a second installment on rural free delivery routes in Hunterdon County. Larry Rausch, author of the recently published *Wheel of Fortune Cancellation*, has graciously contributed his listings for New Jersey. Don Chafetz returns with a review of three 19th century Morris County covers. I have included an article concerning my 40-year quest to find an illustration of the colonial Woodbridge straight line cancel reported to have been used in July 1775 and, a second article on the short-lived New Orange post office.

Finally, I thank all of you for your continued support and the many of you who have generously contributed to the Society. For those handful who have not renewed their membership, I have included a final request for payment. We don’t want to drop you from our rolls. Hopefully, we will all be able to enjoy the upcoming summer months.

ROBERT G. ROSE

ON THE ROAD TO LOGG GAOL..... The History of Johnsonburg

By Jean R. Walton

Along the Johnsonburg-Allamuchy Road (County Route 612) is an historic marker – much like Benjamin Franklin’s post road mileposts – which tells the traveller he is approaching Log Gaol.¹ The sign alongside indicates the stone was erected in 1754.²



Fig. 1: An historic marker on C.R. 612 between Allamuchy & Johnsonburg in Warren County, alerts travelers they are within 2 miles of “Logg Gaol.” The stone dates from 1754, when Log Gaol became the county seat of newly formed Sussex County.

Fig. 2: The stone still shows remnants of its original markings. While much worn across its 266 years, the inscription “2 TO LG” is still visible.

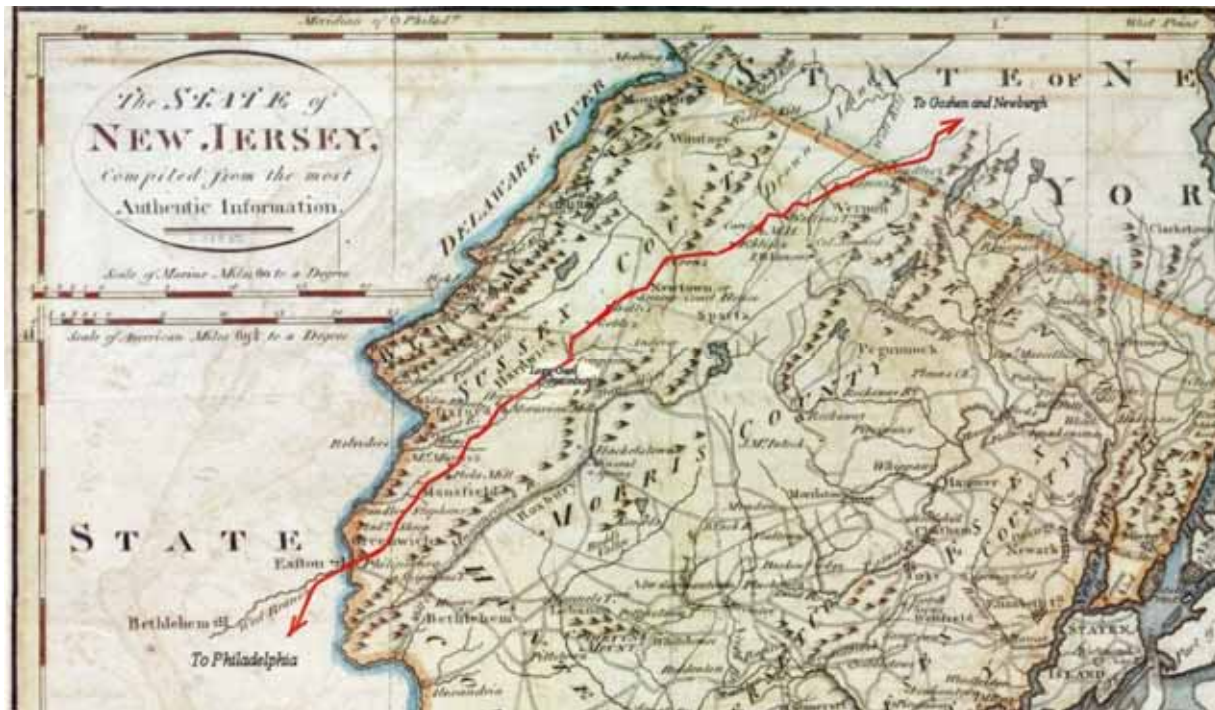
Why would Logg Gaol have warranted such a marker, on what today is a back road? The sign explains that Logg Gaol was the original county seat of Sussex County.

Logg Gaol became today’s Johnsonburg in Warren County, one of today’s “forgotten New Jersey towns.” But it once was an important crossroads and a mail center. This article explains its former stature.

Until 1753, this corner of West New Jersey between the Pequest and Paulin’s Kill rivers had been part of Morris County (formed in 1739), and before that in Hunterdon County (formed in 1714), but in 1753 Sussex County was created, reducing the size of Morris County.³ The small settlement on the road between Easton on the Delaware and Newburgh on the Hudson became the county seat. A log jail for the county was built here and the town took that as its name, Logg Gaol,

later reduced to Log Gaol. No other county building, court house or meeting house was ever built at this location. Meetings were held in local public houses or taverns. Only nine years later, the General Assembly of New Jersey ordered that a court house be built in New Town (now Newton) – 14 miles to the northeast. The court house was completed in 1765, and that town was renamed Sussex, often referred to as Sussex Court House, and the county seat was moved there. Log Gaol over time abandoned its name for a friendlier Johnsonburg, named for one of its local merchants. By 1824, the county of Sussex divided into Warren and Sussex, and the original county seat of Sussex County was no longer even in Sussex County.

So why was Log Gaol originally chosen for that honor? It seems that Log Gaol was located on the junction of two early roads – a north-south turnpike between Newburgh on the Hudson and Easton on the Delaware (across from Phillipsburg, NJ), and an east-west route from Dover to Stroudsburg.⁴ The map below is a section of a Samuel Lewis map from 1795,⁵ on which we have traced the north-south route. At Log Gaol, that route is now largely described by NJ state route 519, which wends its way northerly to Newton and on to the New York State border, and southerly through the Moravian community of Hope, seven miles to the southwest, and eventually to Easton on the Delaware.



Credit: Library of Congress map collection.⁵

Fig. 3: A corner of Samuel Lewis's 1795 map of New Jersey, showing roads existing at that time. We have superimposed an approximation of the north-south route from Easton (and Philadelphia) to the New York border (continuing on to Goshen and Newburg on the Hudson).

This route across northwestern New Jersey from Easton to Newburgh was especially useful during the Revolution, when New York was in the hands of the British, and enabled General Washington to communicate and travel between his headquarters on the Hudson and Philadelphia.⁶

George W. Cummins, Warren County historian, writes in 1911 of early post roads in New Jersey, and of the importance of this particular road:

As early as 1777 and until after 1800 the road from Easton and Phillipsburg to Belvidere, Hope, Johnsonburg and Newton, and from there by way of Goshen to Newburg, was acknowledged as the best line of travel between New England and Philadelphia. On this route have travelled General Washington, President Adams, General du Chastellux, and many others.

To [the post road from Boston to Savannah] a few cross routes were established, among them being one from Philadelphia to Bethlehem, another from Bethlehem to Easton and Sussex Court House in 1793, and yet another from Sussex Court House, to Elizabethtown, where it met the post road again. The *Easton and Goshen mail stage* was in operation across Warren county as early as 1803.⁷ [Ed., italics added]

Post offices as such before statehood were few and far between in New Jersey, and the mail was carried by postriders and stage coach, and dropped at local taverns and meeting houses. This method of delivery continued after New Jersey became a state. On a list of the earliest statehood post offices in the state, we find three that are of importance to this story:

- Sussex post office, established in 1792,⁸ (which became Newtown in 1797).
- Johnsonburg post office, in 1796
- and Newtown post office, in 1797 (changed in 1825 to Newton).⁹

So in fact these three pre-1800 post offices are actually two – Sussex/Newtown, and Johnsonburg.

At Johnsonburg, the post office was established next to the tavern, opposite the Allamuchy-Johnsonburg post road on which our marker lies. It began and ended its life on this spot, with some interruptions along the way. Both the tavern and that post office building still stand – with repairs and changes across the years. The tavern is vacant and now boarded up, and the post office building is now a local residence.



Credit: Doug D'Avino, Post Offices of NJ, A History told in Post Cards¹⁰

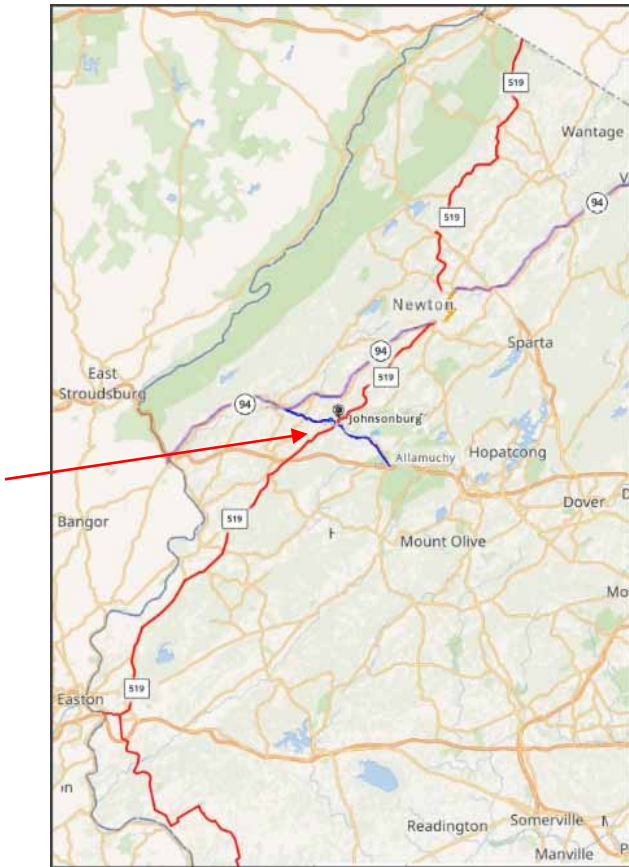
Fig. 4: A post card view of the Johnsonburg post office circa 1910-15.



Credit: Member Evan Kalish, taken for the PMCC¹¹

Fig. 5: A 2010 view of the post office in that same location.

Fig. 6: The current view shows those two buildings, the old tavern and the discontinued post office, as they appear in 2020.



Myra Snook, Fredon historian, in writing of Fredon and its post office in *NJPH* in 2005, notes that “On March 3, 1819 a mail route was established from Newton, Sussex County to Columbia Glass Manufactory, on the Delaware River, passing through Stillwater, Marksboro and Butt’s Bridge (Blairstown)” and points west – that route largely describes today’s Route 94.¹² The Allamuchy post road connected these old roads, (now routes 94 and 519) allowing for an advantageous east-west route. These intersecting roads are shown at left, with Johnsonburg at the crossroads.

Fig. 8: Mapquest map with overlain north-south route (Rte. 519), northeast-southwest route (Rte. 94), and post road to Allamuchy, from which both Hackettstown and Dover could be reached.

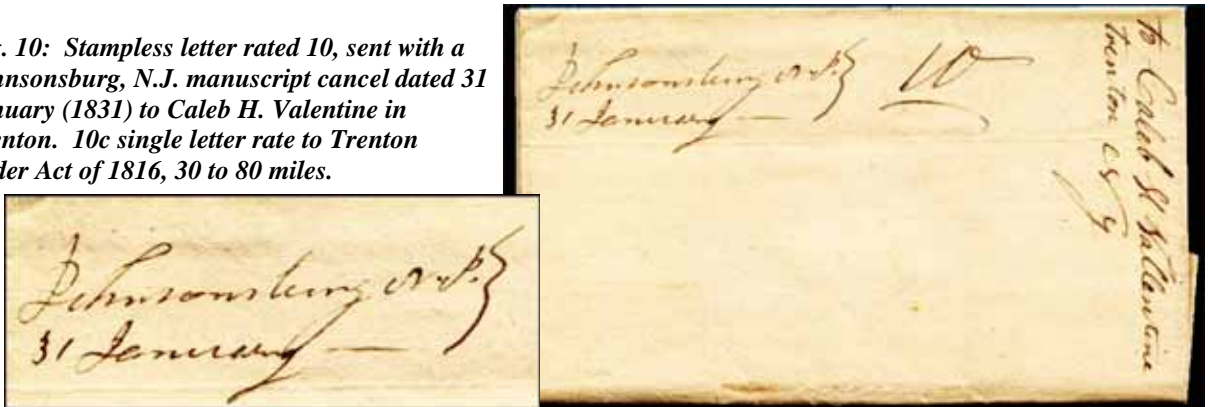
In 1838, Mitchell’s Travellers Guide lists among New Jersey’s principal stage routes, this same western turnpike that seems so often now forgotten by modern historians.

Fig. 9: Mitchells Guide to Travellers¹³ route from Easton to Newburg NY, following today’s CR 519 through Hope and Johnsonburg to New York State.

143. From Easton, Pa. to Newburg, N. Y.	
To Harmony, N. J.	6
Belvidere	6 12
Hope	8 20
Johnsonburg	6 26
Newton	10 36
Fayette	5 41
Monroe	4 45
Hamburg	4 49
Vernon	6 55
New Milford, N. Y. . . .	4 59
Warwick	4 63
Florida	5 68
Goshen	6 74
Hamptonburg	8 82
Blooming Grove	3 85
New Windsor	2 87
Newburg	8 95

The earliest mail we have recorded from Johnsonburg (then Johnsonsburgh) is from 1831 – though it is very possible earlier examples may occur:

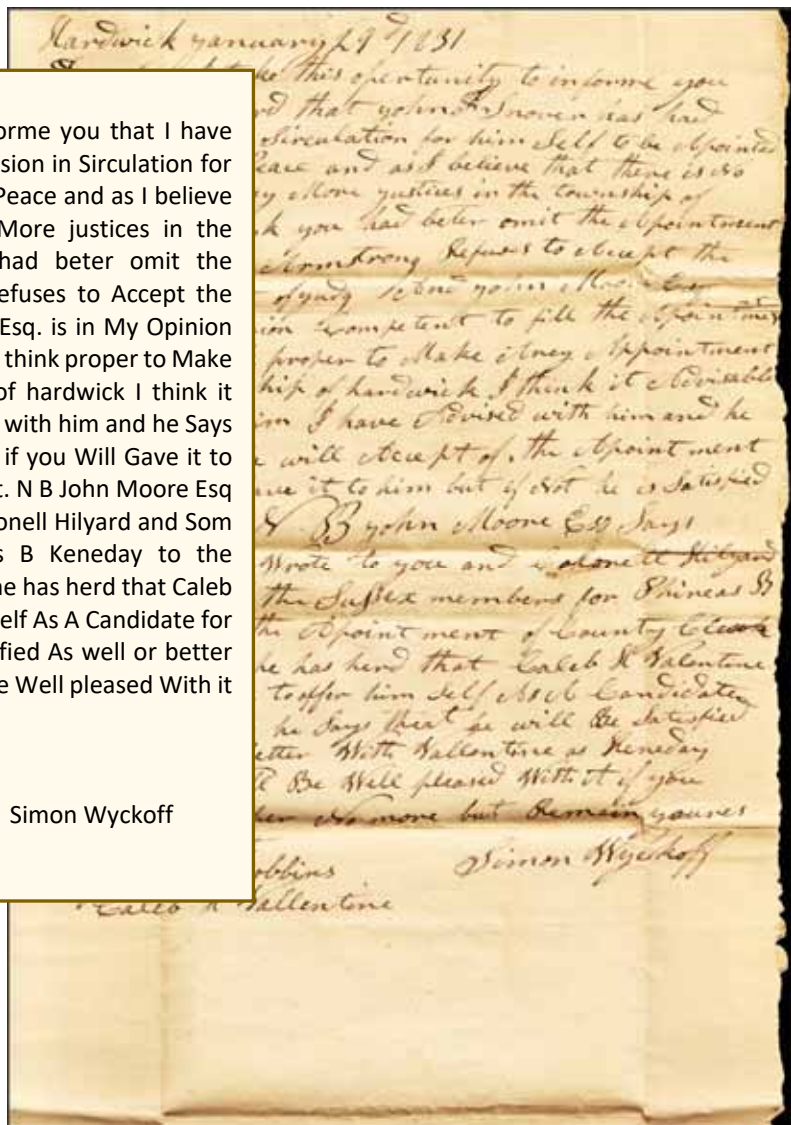
Fig. 10: Stampless letter rated 10, sent with a Johnsonsburg, N.J. manuscript cancel dated 31 January (1831) to Caleb H. Valentine in Trenton. 10c single letter rate to Trenton under Act of 1816, 30 to 80 miles.



Hardwick January 29th 1831
 Dear Sirs I take this opportunity to inform you that I have heard that John F Snover has had A petition in Circulation for him Self to be Apointed Justice of the Peace and as I believe that there is No Occasion of Aney More justices in the township of hardwick I think you had beter omit the Apointment But As John Armstong Refuses to Accept the Apointment of judg And John Moore Esq. is in My Opinion Competent to fill the Apointment if you think proper to Make Aney appointment for the township of hardwick I think it Advisable to Apoint him I have Advised with him and he Says that he will Accept of the Apointment if you Will Gave it to him but if Not he is Satisfied With out it. N B John Moore Esq Says that he has Wrote to you and Colonell Hilyard and Som of the Sussex members for Phineas B Keneday to the Apointment of County Clerk and Sinst he has herd that Caleb H Valentine has A Notion to offer him Self As A Candidate for the office he Says that he will Be Satisfied As well or better With Valentine as Keneday And I Will Be Well pleased With it if you think propper
 No more but Remain youres
 With Respect
 Jonathan Robbins
 Caleb H Vallentine

Simon Wyckoff

Fig. 11: A message datelined from Hardwick – the township where Johnsonburg was then located - with political content - sent from Simon Wyckoff to Caleb Valentine, serving in Trenton as a Member of the NJ Congress, advising him of requests and expectations of local appointments.



Courtesy of Robert Livingstone, from his collection of the Letters of Caleb Valentine¹⁴

ON THE ROAD TO LOGG GOAL....The History of Johnsonburg ~ Jean R. Walton

In my search for other letters with Johnsonburg cancels, I was not disappointed – in fact, rarely have I found such a successful response. I found a number of other members who were helpful – in particular Robert Livingstone, Ed & Jean Siskin and Bob Rose – and Steve Roth contributed the information that the 1831 cover above was the earliest known.

Fig. 12: A June 5, 1840 rose red cds (not previously recorded in red with any date but 1842), with Johnsonsburgh spelling. Coles J10 (red).

Sent to Northfield, Mass. At the 18¾ cent single letter rate to Massachusetts under Act of March 3, 1825, 150 to 400 miles.

Courtesy Robert G. Rose



Courtesy Ed & Jean Siskin
Fig. 13: Dec. 16 (1845) cancel, on a cover datelined Johnsonsburgh, rated 10¢ for ½ ounce to Michigan under Act of March 3, 1845, over 300 miles.

Courtesy Ed & Jean Siskin

Fig. 14: Dec 24 (1845) letter to George Sykes in Washington, DC, rated 10¢ for 1 ounce to Washington, DC under Act of March 3, 1845, under 300 miles.



Courtesy Ed & Jean Siskin

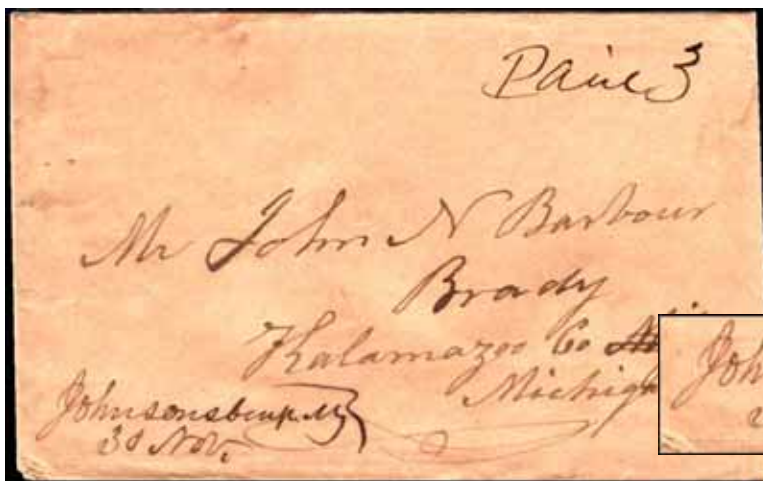
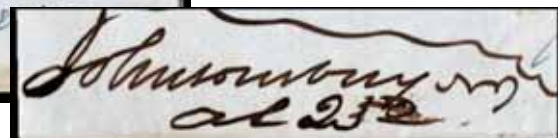
Fig. 15: March 14, 1847 cds, again addressed to Michigan, 10¢ rate for ½ ounce to Michigan under Act of March 3, 1845, over 300 miles; additional 2¢ charge for advertised cover.¹⁵

Johnsonsburch cds (Coles J10) in black.

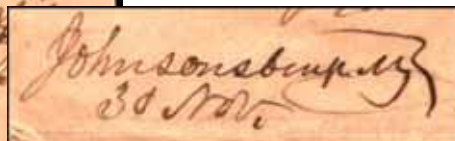


Courtesy Ed & Jean Siskin
Fig. 16: Apl 21, 1849 stampless letter, datelined Marksboro, sent to "Pea Pack", NJ at 5¢ rate for ½ ounce under Act of March 3, 1845, for under 300 miles.

Note there appears to be no H at the end of Johnsonsburch.



Courtesy Ed & Jean Siskin
Fig. 17: Nov. 30 (circa 1853), no contents. Sent at the 3¢ prepaid rate for ½ ounce to Michigan under Act of March 3, 1851, not exceeding 3,000 miles



ON THE ROAD TO LOGG GOAL....The History of Johnsonburg ~ Jean R. Walton

One of these letters (March 14, 1847, with cds) contains an interesting note: “I have forgotten one thing – we have a stage running through this place every day from Stroudsburg to Morristown. Making three trips per week. It is expected to carry the mail in a few weeks which will be a convenience we have never enjoyed before in this place.”

It is interesting to note that of these stampless letters with Johnsonburg manuscripts and cds cancels, only two are datelined Johnsonburg. The 1831 letter is datelined Hardwick (using the township name), two others are datelined Marksboro, and one is datelined Hope. It seems reasonably safe to assume that Johnsonburg was the preferred place to mail a letter from surrounding towns, even though Hope had a post office as early as 1802, and Marksborough in 1820.

One other interesting point is the spelling of the town name. A search of the National Archives postmaster appointment files indicates that although originally listed as Johnsonburg, the name continued to change until 1893, when it returned to the original spelling. In the years in Sussex County (i.e. to 1824), it was consistently listed as Johnsonburg, but beginning with the years in Warren County, the first listing shows it with an s inserted between “Johnson” and “burg” (Johnsonsburg), which soon changed in 1827 to Johnsonsburgh (added h at end), which changed again in 1833 to Johnsonburgh (no central s, but h at end) – which it remained until 1893. At that time, the Postmaster General’s directive to simplify town names resulted in the return to simply Johnsonburg.

The cancels on the above letters seem not to bear this out – all have the inserted s, although the use of burgh and burg seems to have differed, perhaps by postmaster. Among the Southard letters, however, previously recorded in our journals, there is one from 1834¹⁶ which has no central s – so perhaps Postmaster Isaac Dennis was paying attention, but after that, old patterns prevailed. The two examples of the cds cancel in the 1840s have the central s, although National Archives lists it as Johnsonburgh by that time. The names as listed in National Archives records are outlined in the postmaster list as the end of this article.¹⁷

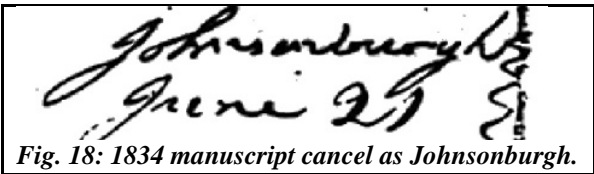
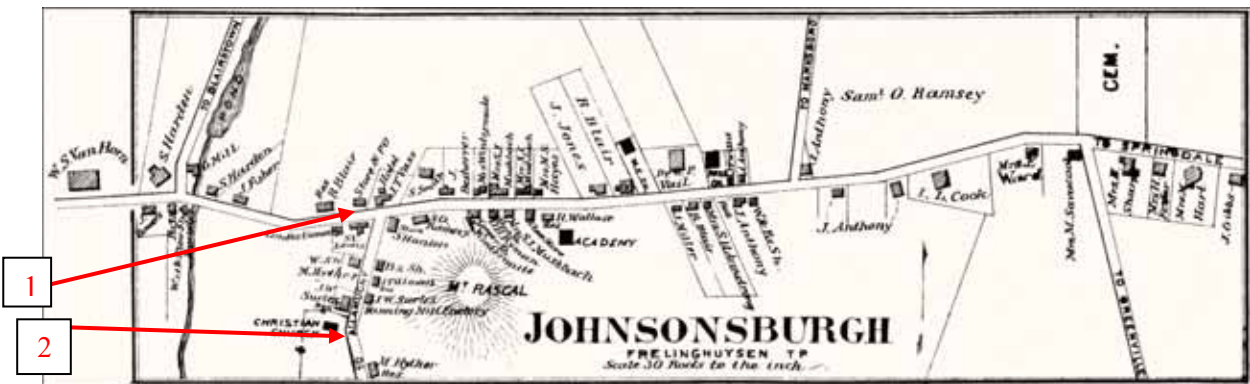


Fig. 18: 1834 manuscript cancel as Johnsonburgh.

Contemporary maps went their own way. Beers *Warren County Atlas of 1874* shows the Johnsonsburgh spelling. Most other contemporary maps used a simple Johnsonburg spelling.



Credit: Beers 1874 Atlas of Warren County¹⁸

Fig. 19: The town of Johnsonsburgh, showing post office location (1) and road to Allamuchy (2).

The twentieth century brought a bevy of cancels, which we show from Bob Rose's New Jersey postal history stock, all consistently using the Johnsonburg spelling.



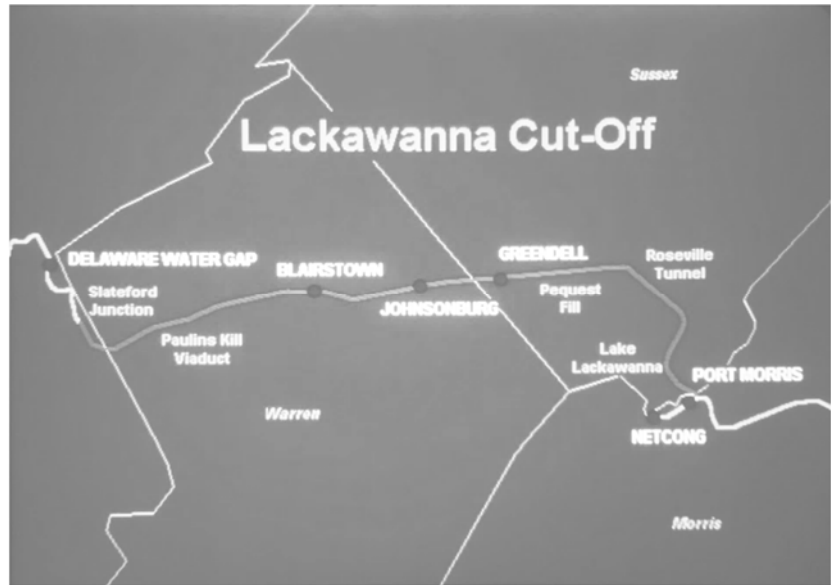
Courtesy of Robert G. Rose.

Figs. 20-24: A variety of Johnsonburg 20th century cancels, on postcards, and one postal stationery envelope. The 1918 post card was sent at the 2¢ war rate.

Between 1905 and 1911, a new period of growth and activity began in Johnsonburg, as crews arrived for the construction of the Delaware, Lackawanna, and Western Railroad Cutoff, which leveled the rail bed and shortened the distance on this major railroad line. Johnsonburg was one of three original stations to be built along this line, and with it came hopes of expansion and a new growth in industry. But this was a pipedream – the line was built for speed, not really to serve the towns along its route. For Johnsonburg it created little freight or passenger service, becoming only a flag stop between 1941 and 1952.¹⁹ It appears, from post office location documents, that the post office was moved for a time to a location closer to the tracks. The station was closed in 1941, and razed in 2007.



Fig. 25: DL&W Cutoff map, showing Johnsonburg in Warren County.²⁰



Reprinted from *The Lackawanna Railroad in Northwest New Jersey*.²¹

Fig. 26: The Johnsonburg station along the line of the DL&W Cutoff. At left is a large creamery.

Johnsonburg, for me, had previously been only a pass-through town on the way to dinner at the Walpack Inn. It has become a great deal more, which I might have never explored but for the stone marker along the road between it and Allamuchy. So many little towns in New Jersey slip into modern oblivion. I am glad to have discovered this one.

My sincere thanks for all those who helped me in this voyage of discovery: members Robert Livingstone, Ed & Jean Siskin, Robert G. Rose, Steve Roth, and Evan Kalish.

A list of Johnsonburg postmasters follows.

Jean R. Walton ~ ON THE ROAD TO LOG GOAL....The History of Johnsonburg

Postmasters Who Served at Johnsonburg 1796 – 2011

(red letters in town name indicate spelling changes shown in National Archives Postmaster Appointments)

IN SUSSEX		
Johnsonburg		
PM	Appointed	Nat'l Archives
Jonathan Johnson	1796-Jan-20	Johnsonburg
Jonathan Johnson	1799-May-14	" "
Johnsonburgh		" "
Henry Johnson	1802-Jan-01	" "
Aaron Kerr	1804-Jan-01	" "
Jacob Stinson	1807-Jul-01	" "
Abraham Shaver	1814-Ma-07	" "
William Gibbs	1817-Jun-28	" "
Joshua Swayze	1819-Mar-01	" "
Morris Sharp	1819-Nov-01	" "
Richard Stillwell	1821-Jul-14	" "
Abraham Shaver	1822-Jun-11	" "
Joseph W. Kerr	1824-Oct-28	Johnsonsburg
IN WARREN	1824-Nov-20	
Abner Bunting	1827-Feb-08	Johnsonsburgh
Isaac Freese	1828-May-07	" "
Isaac Dennis	1833-Mar-22	Johnsonburgh
Isaac J. Durling	1845-Jan-20	" "
Wm. S. Pittenger	1846-Jun-15	" "
Robert Blair	1849-May-02	" "
Lewis Bell	1857-May-11	" "
Martin M. Drake	1858-Mar-17	" "
Lewis Dennis	1861-Aug-10	" "

IN WARREN (Cont'd)		
PM	Appointed	Nat'l Archives
John L. Armstrong	1861-Oct-3	Johnsonburgh
John W. Givens	1866-Aug-21	" "
Austin B. Kelsey	1869-Mar-19	" "
Frederick Rorbach	XXX-Feb-3	" "
Geo. W. Van Horne	1879-Feb-19	" "
Elbridge Harden	1885-Nov-23	" "
Nathan Hazen	1889-May-10	" "
Elbridge Harden	1893-Jul-12	Johnsonburg
Thomas J. Waterfield	1897-Jun-19	" "
Elbridge Harden	1913-Aug-23	" "
Sarah M. Kerr	1916-Apr-1	" "
Geo. Van Horne	1917-Dec-17	" "
Miss Zenia Lolas	1943-Dec-11	" "
Miss Zenia Lolas	1944-Jun-9	" "
Mrs. Zenia Eckel	1950-Sep-30	" "
Richard S. Latteman	1952-Feb-8	" "
Mrs. Emelia C. Zaremba	1955-Sep-23	" "
Mrs. Emelia C. Zaremba	1957-Jan 11	
Note* (see below)		
Mrs. Hazel V. Van Auken	1980-Aug-9	
Maria A. Staples	1992-Sep-29	" "
Mary Ann McKinley	1993-Apr-3	" "
Tanya L. Bailey	2006-Dec-29	" "

Service suspended on March 17, 2011, Discontinued on August 12, 2017; mail to Blairstown.

Sources: Len Peck, [Postmasters of Sussex County](#); Coles & Griffith - [New Jersey Postmasters of the Stampless Era, 1789-1857](#), National Archives Postmaster Appointments, and [USPS Postmasterfinder](#)

* Note: USPS Postmasterfinder begins for Johnsonburg in 1980, and National Archives appointment files go only to 1972 – information may be missing here.

ENDNOTES:

¹ Once again, Charlie Fineran's Monday morning picture posts inspired some further research into this particular town. Charlie is the Director Open Space, Warren County, the chairman of the Allamuchy Township Environmental Commission, and the President of the Allamuchy Historical Society – not to mention his skills with a camera which he posts regularly for anyone to visit, usually with expanded thoughts and historical information.

- ² Early history of Johnsonburg is recorded by George W. Cummins, and paraphrased here:
Samuel Green was one of the first white men to visit this part of the country, as a surveyor. In 1715, he was one of a party of surveyors to follow the Indian path leading from Allamucha to Minnisink, after possessory rights were purchased from the Indians. One of the earliest grants to an actual settler in this area was given to George Green, after a survey by Samuel Green in November of 1725, recorded by James Alexander, Surveyor General at Burlington. Samuel Green later lived at what is now Johnsonburg, and gave the land for the old log. jail.
The courts for Sussex County were established by an ordinance from the Governor of New Jersey on November 20, 1753, at what is now Johnsonburg, at the public house of Jonathan Pettit. The jail was ordered to be built in April 1754, on the land donated by Samuel Green. See Cummins, pps. 17-18, pps. 25-26, and 130-2. *Cummins History of Warren County New Jersey* by George Wyckoff Cummins, Ph. D., M. D. New York, Lewis Historical Publishing Company, 1911. Available on [Google books](#).
- ³ For the story of New Jersey's Counties, see New Jersey County Formation at <https://njpostalhistory.org/media/pdf/NJCtyformation.pdf>,. The Colony of New Jersey was divided in two parts, East and West Jersey, divided by a line drawn on the map between Little Egg Harbor on the shore and Minnisink on the Delaware, in the northeastern corner of the colony, drawn first by George Keith in 1687 and by Lawrence in 1743 – see http://westjersey.org/wj_line.htm#Keithnote
- ⁴ Wikipedia on Johnsonburg, NJ at https://en.wikipedia.org/wiki/Johnsonburg,_New_Jersey
- ⁵ Samuel Lewis, compiler, 1795 map published by M. Carey, Philadelphia – border trimmed). See Library of Congress: <https://www.loc.gov/resource/g3810.ct000066/>.
- ⁶ Gerard J. Neufeld, "Early New Jersey Post Roads," in the Postal History Journal, No. 81, Feb. 1989, p. 21.
- ⁷ *Cummins History of Warren County New Jersey, op cit.*, pps. 58-59.
- ⁸ Sussex refers to Sussex Court House, and should not to be confused with the current New Jersey town called Sussex, formerly called Deckertown.
- ⁹ New Town, or Newtown, was established even before Sussex county was separated from Morris County, in 1751, and before it became the Sussex County seat
- ¹⁰ Doug D'Avino, NJPHS Gallery of The Post Offices of New Jersey, a History Told in Post Cards at <https://www.njpostalhistory.org/post-offices-of-nj.html>.
- ¹¹ Courtesy Evan Kalish, webmaster at The Post Mark Collectors Club web site, a photo taken by him in 2010. Used with permission. For photos of NJ post offices, see <http://www.postmarks.org/photos/us.php?st=NJ>. Contact NJPHS & PMCC member [Evan Kalish](#) for permission to use.
- ¹² Myra Snook, "History of the Fredon, NJ Post Office," NJPH Vol. 33/No. 1 February 2005 [Whole No. 157](#), source: the Sussex Register at <http://www.usgenwebsites.org/NJSussex/pdf-files/Sus-Reg/Sus.Reg-1-45.pdf>
- ¹³ Mitchells Travellers Guide through the United States, Hinton & Dutton, Philadelphia, 1838. Available on [Google Books](#) . This guide includes Stage, Steam-Boat, Canal, and Railroad Routes. Other years are also available, beginning in 1832. An invaluable resource. See Library of Congress link at <https://www.loc.gov/item/05032173/>.
- ¹⁴ Many thanks to member Robert Livingstone, for the use of his letter, and his transcription of the contents. Please see his article in the August 2006 issue of *NJPH* (whole # 163): The Stampless Letters Of Judge Caleb Hazen Valentine at <https://www.njpostalhistory.org/media/archive/163-aug06njph.pdf>.
- ¹⁵ The "A" indicates the cover was advertised, and when it successfully reached its intended addressee, was charged an extra 2¢ for that service – conversation with Ed Siskin (my go-to expert), and his go-to expert, Bernard Biales, and Bob Rose.
- ¹⁶ Samuel L. Southard Correspondence, June 1834 letter from E. Mushback to Samuel Southard in Washington, D.C. – a letter with manuscript cancel Johnsonburgh June 21 (1834), without the central s. Perhaps it depended on the postmaster at the time. It appears that in 1833 a change was made in the appointment listings, but perhaps not always in the minds of the postmasters in charge.
- ¹⁷ *The American Stampless Cover Catalog*, 1997, lists Johnsonsburgh, and so does Wm.Coles & Stanley Griffith ("Postmasters of the Stampless Era, 1789-1857" at <https://www.njpostalhistory.org/media/pdf/ColesNJPMs1789-1857.pdf>), but *The Postal Marking of New Jersey Stampless Covers* by William Coles (Collectors Club of Chicago, 1983) lists only Johnsonburgh with no spelling variations, while showing a Johnsonsburgh cds.
- ¹⁸ F.W. Beers, County Atlas of Warren County, New York, 1874
- ¹⁹ For the Johnsonburg station history, see https://www.wikiwand.com/en/Johnsonburg_station .
- ²⁰ Lackawanna Cutoff history available at https://www.wikiwand.com/en/Lackawanna_Cut-Off , with attached map.
- ²¹ The photo of the station is from *The Lackawanna Railroad in Northwest New Jersey*, by Larry Lowenthal and William T. Greenberg, Jr., published by the Tri-State Railway Historical Society, Morristown, NJ, 1987. Its original source is noted as the Railroad Museum of Pennsylvania.

THE WOODBRIDGE N.J. COLONIAL STRAIGHT LINE HANDSTAMP: WHERE IS IT?

By: Robert G. Rose

As collectors of postal history, and especially for those who take on the challenge of competitive exhibiting, a major objective is to show an example of each of the rarities within the subject area of one's specialty. For the last 40 years, this author has actively pursued his collecting passion, New Jersey stampless mail with handstamp postmarks. Yet, in those four decades of participation in auction sales,¹ many contacts within the dealer community, and extensive research in earlier catalogs and literature,^{2,3} the author has never seen an actual cover or even an illustration of a cover with the Colonial Woodbridge, N.J. straight line which is listed in the most current edition of the *American Stampless Cover Catalog*.⁴

That catalog includes an illustration of what appears to be a tracing of the handstamp postmark in *Figure 1* below. The catalog lists two reported dates for this marking, just four days apart, July 22 and July 26, 1775. The later date is of particular interest to postal historians. On that date, the Second Continental Congress, meeting in Philadelphia, established the Congressional Post. Accordingly, this handstamp would have been provided by the British Parliamentary Post prior to the establishment of the Congressional Post. On December 25, 1775, with the American Revolutionary War underway, the Parliamentary Post ceased domestic mail service in its American colonies.⁵



*Fig. 1. Tracing of Woodbridge Colonial Handstamp Postmark,
July 26, 1775.*⁴

The *Coles Book*, published in 1983, is the most authoritative study of New Jersey's postal markings on stampless covers. However, it does not illustrate or discuss the Woodbridge straight line.⁶ Instead, the tracing in *Figure 1* is included in its alphabetical listing of postmarks with a footnote reference and attribution to the third edition of the *American Stampless Mail Catalog* published in 1978 from which the handstamp tracing was copied.⁷

So, how and when did the Woodbridge straight line come to the attention of the postal history community? The earliest reference known to this author first appeared in the 1952 edition of the stampless cover catalog.⁸ That listing did not include a tracing of the handstamp nor its dates of use other than the year "1775." Its size was listed as "53 X 42" which appears to be a typo for the dimension of its height, which more probably should have read either "4" or "4½. Presumably, the dimension of its width refers to the overall combined size of both the town's name and date. The 1952 edition of the catalog was edited by Harry Konwiser. The catalog's New Jersey listings were compiled by Stephen G. Rich. Both were avid students, writers and exhibitors of stampless mail. Unfortunately, we are left without any reference to the source of this listing.

The 1965 edition of the stampless cover catalog listed both the July 22 and July 26, 1775 dates together with a tracing of the handstamp with the July 26 date measuring 40 x 4½mm.⁹ Stanley E. Griffith was the editor of the catalog's New Jersey listings. Griffith was a longtime friend of William Coles and a contributor to the *Coles Book*. Again, there is no reference to the source of this marking's expanded description.

Mention of this marking was contained in Kay Horowicz & Robson Lowe's *The Colonial Posts in the United States 1606-1783*, published in 1967.¹⁰ Under its listing for "Congress Post" markings, it includes a reference to the Woodbridge straight line with a listing of only the July 26, 1775 date. However, as noted above, on this date the Congressional Post was first established and the transition from the Parliamentary Post would not have had the time to have taken place.

Finally, reference to this handstamp is found in the pages of *NJPH*. In a 1976 article entitled "Straight Line Markings of New Jersey," by Frank Engle,¹¹ Coles, Jr. and Griffith are credited by Engle for their assistance, both noted as having served as co-editors for the New Jersey listings in the 1971 edition of the stampless cover catalog.¹² With respect to the two listed dates for the Woodbridge straight line, Engle writes: "we have never seen either of these two covers. The listing was made by Harry Konwiser when he edited the catalog [the 1952 edition catalog described above] and we assume they are the only known."¹³

It is remarkable that for nearly 70 years after the existence of the Woodbridge straight line was first reported, no illustrations of these two covers have ever been seen. Given their absence to the world of philately, one suspects that they may be preserved in an archive whose whereabouts is unknown to this generation of collectors. The author eagerly seeks your help in identifying their present location so that images of both covers may be added to the philatelic record. Please contact me at robertrose25@comcast.net with any information.

ENDNOTES:

¹ Robert G. Kaufmann, "The William C. Coles, Jr. Collection," Sale No. 33, March 8, 1984; Robert G. Kaufmann, Sale No. 42, November 22, 1985 (unnamed Coles collection); Richard C. Frajola, Inc., "The Royden Loundsbery 'Unexhibited Exhibit' Collection," Sale No. 26, January 24 & 26, 1986; Richard C. Frajola, Inc., Sale No. 28, "United States Postal History," May 3, 1986 (unnamed, including Marc Haas Colonial period stampless collection); Christie's Robson Lowe, "The David L. Jarrett Collection of United States Postal Markings," October 9-10, 1990; Weiss Philatelics, Sale No. 127, "Norman Brassler Collection of New Jersey Postal History," January 27, 1996; Robert A. Siegel Auction Galleries, Inc., Sale No. 825, "The Brad Arch Stamps Collection of New Jersey Postal History," June 27-29, 2000; Matthew Bennett International, Sale No. 290, "The Ed and Jean Siskin Collection American Colonial and Early United States Mails 1662-1799," October 7, 2005.

² None of the earlier "name" auctions includes an example of this handstamp despite extensive offerings of early stampless mail. Park-Bernet Galleries, Inc., "The Edward S. Knapp Collection," October 5-10, 1941; Samuel C. Page, "The Robert F. Chambers Collection," December 1-2, 1950; H. R. Harmer, "The Edwin Mayer Collection of Pre-Stamp and Stampless Covers," February 17, 1967; Robert A. Siegel Auction Galleries, Inc, Sale No. 440, "The Edith M. Faulstich Collection," November 19-21, 1973; Robert A. Siegel Auction Galleries, Inc., "The Stephen G. Rich Collection of North Jersey Postal History," Sale No. 546, May 17, 1979.

In addition, Richard Frajola's website, www.rfrajola.com/exhibits.htm, includes pdf images of the extensive Colonial postal history collections of Joseph Carson, but does not include a cover with the Woodbridge straight line. Carson exhibited Colonial stampless mail at the Centennial Exhibition in 1947. His wife, Marion, exhibited Colonial stampless mail to and from Philadelphia at the FIPEX Show in 1956. Neither exhibit included the Woodbridge straight line, nor is there a reference to this marking in any of the stampless mail exhibits described in the catalogs for the international shows held in the United States on a ten year interval from 1936 through 2016.

- ³ Harry M. Konwiser, *Colonial and Revolutionary Posts* (The Dietz Printing Co., Richmond, Va. 1931). In addition, Konwiser and Stephen Rich both edited and contributed to the pioneer periodical on stampless mail markings, *Postal Markings*. A review of this publication from its inaugural issue in October 1930 through July 1944 makes no reference to the Woodbridge handstamp. Nor is there a reference in the compilation of Konwiser's articles reprinted in *Postal Markings* (Quarterman Publications, Lawrence, Massachusetts 1980). Alex L. ter Braake, coordinator, *The Posted Letter in Colonial Revolutionary America 1628-1790* (American Philatelic Research Library, State College, Pennsylvania 1975), does not include a reference to the Woodbridge handstamp. The five-part series of articles by Ed & Jean Siskin appearing in this Society's journal, "Census of Early New Jersey Covers," makes no reference to the Woodbridge Colonial handstamp. *NJPH*, Vol. 39, May & August, 2011 and Vol. 40, February & August 2012, and February 2017, Vol. 45.
- ⁴ David G. Phillips, ed., *American Stampless Cover Catalog*, Fifth ed., Vol. I (David G. Phillips Publishing Co., Inc., North Miami Beach 1997) p.223. An updated revision of that catalog is currently in preparation under the auspices of the United States Philatelic Classics Society to which the author is a contributor for the New Jersey listings.
- ⁵ Robert G. Rose, "The American Colonial Postal System's Year of Transition, 1775," *The Collectors Club Philatelist*, Vol. 85, November-December, 2006, p.355.
- ⁶ William C. Coles, Jr., *The Postal Markings of New Jersey Stampless Covers* (Collectors Club of Chicago, Chicago, Illinois 1983) p.281.
- ⁷ E. N. Sampson, ed. *emeritus*, *American Stampless Cover Catalog*, 3rd edition (David G. Phillips Publishing Co., Inc., North Miami, Florida, 1978) p.122. William C. Coles, Jr. and Stanley E. Griffith are credited as the editors of the New Jersey listings on behalf of the New Jersey Postal History Society.
- ⁸ Harry M. Konwiser, ed., *United States Cover Catalog* (Van Dahl Publications, Inc., Albany, Oregon 1952) p.77. None of the earlier editions of the catalog list this handstamp. Harry M. Konwiser, ed., *United States Stampless Cover Catalog, 1938 Edition* (Steven G. Rich, Publisher, Verona, New Jersey 1937); Harry M. Konwiser, ed., *United States Stampless Cover Catalog, 4th edition* (Severn-Wylie-Jewett Company, Portland, Maine 1947).
- ⁹ E.N. Sampson, ed., *American Stampless Cover Catalog* (Van Dahl Publications, Inc., Albany, Oregon 1965) p. 76.
- ¹⁰ Kay Horowicz & Robson Lowe, *The Colonial Posts in the United States 1606-1783* (Robson Lowe Ltd., London 1967) p.26.
- ¹¹ Frank Engel, "Straight Line Handstamps of New Jersey," Vol. 19, May, 1976, as reprinted in E. E. Fricks, ed., *New Jersey Postal History Vols. 1-5* (New Jersey Postal History Society, Basking Ridge, New Jersey 1983) p. 62.
- ¹² E. N. Sampson, ed., *American Stampless Cover Catalog* (Van Dahl Publications, Inc., Albany, Oregon 1971) p.94. Engle amassed a significant collection of New Jersey stampless covers which were offered for sale by Richard Michelli during the late 1970's.
- ¹³ Engle, *op. cit.* p.62.

WE NEED ARTICLES NOW!

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

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at 18 Balbrook Drive
Mendham, NJ 07945
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Jean R. Walton
at 125 Turtleback Road
Califon, NJ 07830
njpostalhistory@aol.com

THREE VIEWS OF THE UNITED STATES POSTAL SERVICE

By Donald A. Chafetz

Recently, I acquired by auction a stampless cover and from my friend Bob Eygenhuysen two different Morris County covers. In looking at the three covers, I realized they represented three time periods and different aspects of the service provided by the United State Postal Service.

PARSIPPANY STAMPLESS COVER

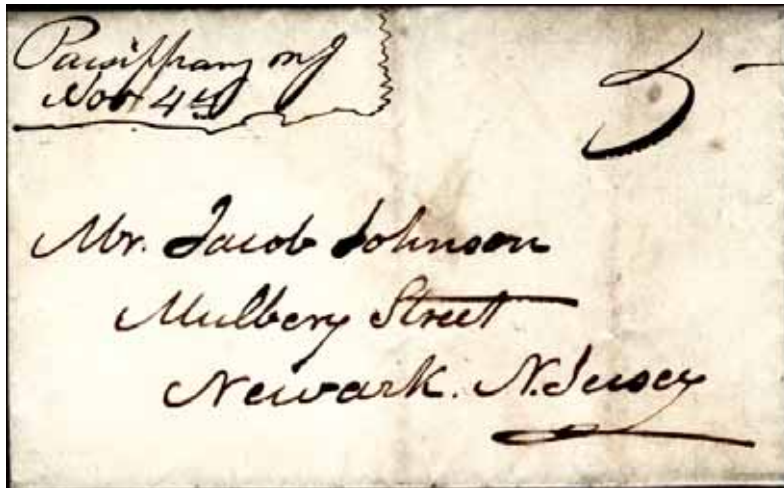


Fig. 1: Manuscript Parsippany November 4, 1846.

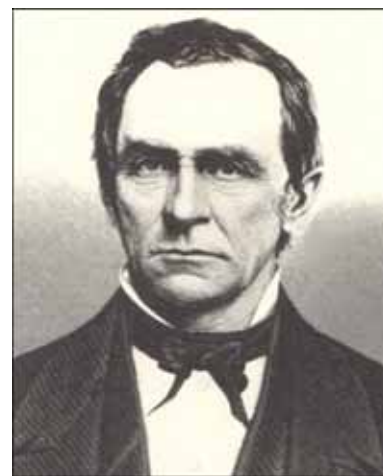


Fig. 2: Dr. Stephen Fairchild.¹

The stampless cover in *Figure 1* was mailed on November 4, 1846 to Newark, NJ. It was sent by Dr. Stephen Fairchild (*Figure 2*) who was a local physician with deep roots in Parsippany. He was born on October 28, 1792 and died on July 13, 1872.² As best I can read the letter, the doctor is ordering medical supplies.

Manuscript postmarks were used in Parsippany between 1821 -1850.³

Interesting Tidbit About Parsippany Post Office

According to Munsell's 1882 *History of Morris County*.⁴

Boonton has a convenient post-office building, centrally located on Main street and fitted up with modern improvements. ... The early history of this town as regards postal accommodations was rather remarkable, and deserves to be noted. For sixteen years the New Jersey Iron Company and citizens of this place were obliged to go with and for mail matter to the post office at Parsippany, three and a half miles distant, three times per week. Yet Boonton in 1834 had a population of four hundred and in 1840 fully double that number, and its amount of postal matter was five times as great as that of Parsippany and its vicinity. In 1846, on the 9th of July, the post office at Montville was closed and removed to Boonton.

POST OFFICE BUSINESS

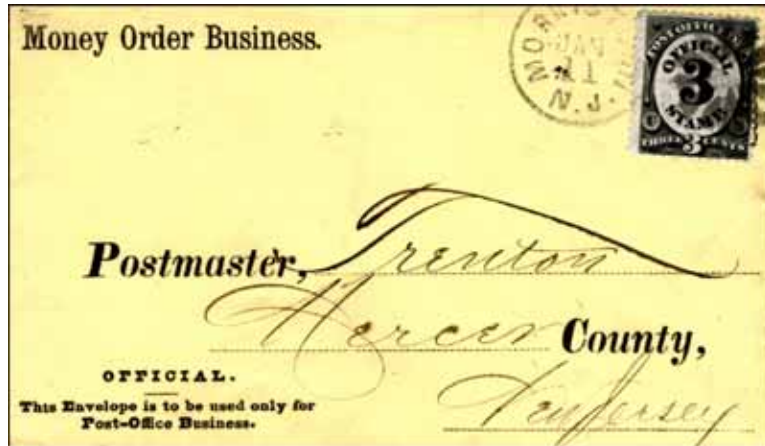


Fig. 3: Official Post Office mail.

The cover was mailed from Morristown on January 11 and sent to Trenton. The Official Post Office stamp (Scott O49) was issued in 1873. There is no indication of what the contents of the envelope were, but they may have been money order receipts or financial records of some type.

What is especially interesting about the cover is the fancy cancel tying the stamp to the cover. It is difficult to see the cancel due to the grey/black color of the stamp. I have isolated the stamp in *Figure 4* and tried to enhance it in Photoshop. In my search of fancy cancel catalogs I found a somewhat similar but not identical cancel for some clarity (*Figure 5*).



Fig. 4: Fancy cancel from above. Fig. 5: “Similar” Fancy cancel.⁵

STAMPED ENVELOPE RETURNED

The next postal service we will examine is the stamped envelope in *Figure 6*. While the date is hard to read, it appears to have been mailed in January 1892. It was sent by C. M. Phillips to Myron W. Axtell, Esq., Miles City, Montana. The Esq. may signify Mr. Axtell was a lawyer.



Fig. 6: U305 -U323 (one of these), issued between 1887 & 1894.



Fig. 7: Cover backstamps

Since there is no street address or post office box number for Mr. Axtell, I assume the cover was sent to general delivery. The post office may or may not have advertised that the cover was available for pick up in the post office. Apparently no one claimed the mail so a handstamp reading “Unclaimed” was applied. It was further marked 3 times “Return to Writer.” The cancel on the cover’s back, *Figure 7*, indicates the cover was sent to Morristown arriving at 5 pm. I think it was then sent to the New York Dead Letter office (DPO) arriving 10:30 am the following day. There are no DPO markings, but examination of the cancels on the cover’s back seems to indicate the New York cancel was applied on top of the Morristown Received cancel.

Some Observations

In Miles City there is no indication that an attempt was made to find Mr. Axtell. The town’s population in 1892 was 956 people and in 1900 1,938 people (an increase of 102.7%). Unfortunately, the date parts of the cancellations are poorly struck so it is hard to say exactly when the cover was sent. If Mr. Axtell was a lawyer, how hard would it have been to find him in Miles City? Fortunately, it made its way back to Morristown, but it is not returned to Mr. Phillips because there was no return address on the cover! So, did this cover end up in the Dead Letter Office also?

CONCLUSION

It has been “fun” taking three radically different philatelic items and using them to provide a glimpse into the operation of the United States Postal Service. But, is that not why we collect and study our material - to have FUN and DISCOVER!

ENDNOTES:

- ¹ Illustration from *Biographical and Genealogical History of Morris and Sussex Counties, New Jersey*, Volume 1, between pages 148 & 149. Available in [Google Books](#).
- ² *History of Morris County, New Jersey*, W.W.Munsell & Co., New York, NY 1882, p.228. See https://archive.org/stream/cu31924028828386/cu31924028828386_djvu.txt
- ³ Chafetz, Donald A., *The Postal Markings of New Jersey Stampless Covers: An Update*, The New Jersey Postal History Society, 2004, p. 19.
- ⁴ *Op.cit.*, p.182.
- ⁵ Salkind, Sol, *U.S. Cancels 1890-1900*, Printed USA, 1985, p. 14.

**USS *NEW JERSEY* (BB 62) ~ FROM PHILADELPHIA TO CAMDEN, Part III
A Retrospective of 80 Years. Last Commissioning: 1982 to Museum Ship
By: Captain Lawrence B. Brennan, US Navy (Retired)^{1,2}**

The Reagan Administration's 1980s defense buildup produced a fourth active period for *New Jersey*, beginning with her recommissioning in December 1982. She again fired her guns in combat during the Lebanon crisis of 1983-84 and deployed to the Western Pacific in 1986 and 1989-90, with the latter cruise extending to the Persian Gulf area. Decommissioned for a final time in February 1991, USS *New Jersey* was towed from the Pacific to the Atlantic in 1999. She is now a museum at Camden, New Jersey.

When *New Jersey* was decommissioned in 1969, most people believed that it was the end of the battleship era. Few expected *New Jersey* to be recommissioned and even fewer expected all four *Iowa*-class battleships to be recommissioned. But nearly 30 years after *Iowa*, *Missouri*, and *Wisconsin* last were underway, all four battleships were recommissioned by 1988 when *Wisconsin* was returned to service. *New Jersey* again was the only commissioned battleship from December 1982 until *Iowa* was recommissioned on 24 April 1984.³ The first to be decommissioned was *Iowa* in 1990, followed by *New Jersey* and *Wisconsin* in 1991, and finally *Missouri* in 1992.

New Jersey was recommissioned at Long Beach, California 28 December 1982. She was modernized, receiving an installation of 16 Harpoon missiles, with a range of about 60 miles, and 32 Tomahawk missiles, with a range of about 500 miles. She would serve just over nine years before her final decommissioning.



Credit: Naval Cover Museum, Greg Ciesielski ⁴
Fig. 1: USS *New Jersey* BB 62 cover dated on her 4th recommissioning, 28 December 1982. Locy Type FDC 2-1(n). Cachet by Stanley V. Kibbit.



Fig. 2: Also dated Commissioning Day, with Locy Type FDC 2-1(n), reopening the USS *New Jersey* post office.⁵

Fig. 3: President Ronald W. Reagan arrives onboard *New Jersey* (BB-62) on 28 December 1982, for *New Jersey*'s 4th Commissioning.

NavSource 016282d, Photo courtesy of Tommy Trampp.





NavSource 061201, USN photo by Jerry Winey

Fig. 4: New Jersey (BB-62) launching an RGM-84 Harpoon missile on the Pacific Missile Test Center Range in 1983.

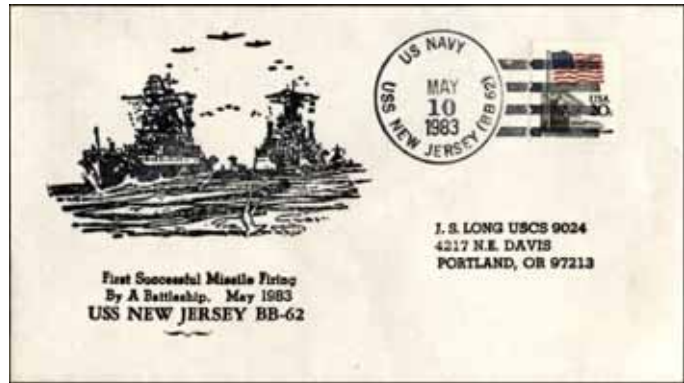


Fig. 5: A printed cacheted cover for successful missile launch, with USS New Jersey's Locy Type 2-1(n) rubber stamp hand cancel dated 10 May 1983.

USS *New Jersey* was first tasked with deployment to the Western Pacific (WESTPAC) which soon was cancelled when the ship was ordered to steam east ultimately to Lebanon after passing near Caribbean waters around the time of the US invasion of Grenada, 25 October 1983.



Fig. 6: A rubber stamp cacheted cover for arrival Pearl Harbor Port call en route to WESTPAC cruise with USS New Jersey's Locy Type 2-1(n) rubber stamp hand cancel dated 17 June 1983.

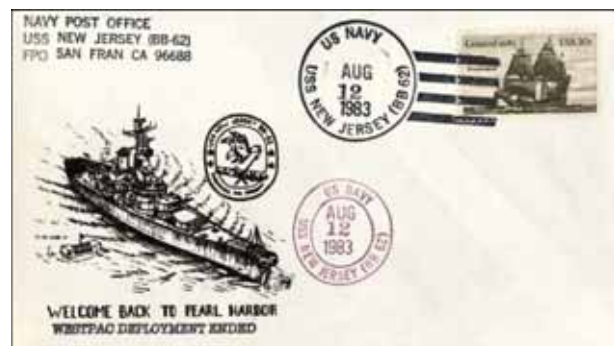


Fig. 7: A printed cacheted cover for return Pearl Harbor after cancellation of WESTPAC cruise with USS New Jersey's Locy Type 2-1(n) and Locy Type 9 9-1(n+u).

Lebanon Mission– 1983-1984

*Support of U.S. Marines, Multinational Peacekeeping Forces
Beirut, Lebanon, September 1983 – April 1984*

In 1983, a bloody civil war was raging in Lebanon, and US naval forces were offshore to protect American interests; US Marines landed in the war-torn country. On 19 September, after a period in which US ships fired when American position were attacked, USS *Virginia* (CGN 38) and USS *John Rogers* (DD 983) fired 338 rounds from their 5” guns in support of Lebanese Army forces defending the strategically important village of Sug el Gharb in the Shouf Mountains east of Beirut. This signaled a shift in U.S. policy; on 25 September, *New Jersey* took up station off Beirut.



Fig. 8: 2 Sep 1983, En route to Lebanon - A rubber stamp cacheted cover for Panama Canal Passage from the Pacific Ocean to the Atlantic Ocean with USS New Jersey's Locy Type 2-1(n) (USN, USS) rubber stamp hand cancel dated 2 September 1983.

Fig. 9: 22 Sep 1983- On guard off Lebanon - A rubber stamp cacheted cover for arrival off Beirut, Lebanon with USS New Jersey's Locy Type 2-1(n) (USN, USS) rubber stamp hand cancel dated 22 September 1983.



Fig. 10: 23 Oct 1983 – Marine Compound bombed - A rubber stamp cacheted cover for bombing of US Marine Barracks, Beirut, Lebanon, with USS New Jersey's Locy Type 2-1(n) (USN, USS) rubber stamp hand cancel dated 23 October 1983.



Fig. 11: 4 Dec 1983 – U.S. Retaliatory Strike - A rubber stamp cacheted cover for retaliatory air strikes from USS Independence and USS John F. Kennedy with USS New Jersey's Locy Type 2-1(n) (USN, USS) rubber stamp hand cancel dated 4 December 1983.

This would prove to be a difficult and dangerous mission for *New Jersey*, in support of this multinational peacekeeping force. In October 1983, 241 US Marines and sailors were killed in a suicidal compressed gas bomb attack at their Barracks near the Beirut airport.

The Long Commission Report explained the impact:

On October 1983, a large truck laden with the explosive equivalent of over 12,000 pounds of TNT crashed through the perimeter of the USMNF compound at Beirut International Airport penetrated the Battalion Landing Team Headquarters building and detonated. The force of the explosion destroyed the building, resulting in the deaths of 241 U.S. military personnel. The Federal Bureau of Investigation (FBI) Forensic Laboratory described the terrorist bomb as the largest conventional blast ever seen by the FBI's forensic explosive experts. Based upon the FBI analysis of the bomb that destroyed the U.S. Embassy on 18 April 1983, and the FBI preliminary findings on the bomb used on 23 October 1983, the Commission believes that the explosive equivalent of the latter device was of such magnitude that major damage to the Battalion Landing Team Headquarters building and significant casualties would probably have resulted even if the terrorist truck had not penetrated the USMNF defensive perimeter but had detonated in the roadway some 330 feet from the building.

Summary of General Observations: Terrorism

The Commission believes that the most important message it can bring to the Secretary of Defense is that the 23 October 1983 attack on the Marine Battalion Landing Team Headquarters in Beirut was tantamount to an act of war using the medium of terrorism. Terrorist warfare, sponsored by sovereign states or organized political entities to achieve political objectives, is a threat to the United States that is increasing at an alarming rate. The 23 October catastrophe underscores the fact that terrorist warfare can have significant political impact and demonstrates that the United States, and specifically the Department of Defense, is inadequately prepared to deal with this threat. Much needs to be done, on an urgent basis, to prepare U.S. military forces to defend against and counter terrorist warfare.⁶

On 28 November, the US government announced that *New Jersey* would be retained off Beirut although her crew would be rotated. But just over a week later, on 4 December, rather than having *New Jersey* fire a broadside, Navy launched air strikes.

In response to hostile fire from Syrian positions in Lebanon aimed at reconnaissance aircraft, Carrier Air Wing SIX strike elements were launched from USS *Independence* (CV 62). The strike into the Bekaa Valley had been planned for several weeks as retaliation for the Beirut barracks bombing, but the mission was delayed.



Fig. 12: A7 Corsair II, Light Attack Squadron (VA 15) flown by CAG Andrews,⁷



Fig. 13: A6E, Intruder, Medium Attack Squadron (VA 85) flown by LT Lange LT Goodrum.⁸

The article, “Dec 4, 1983, The Day that changed Naval Aviation” described the airstrike:

On December 4 at 8:00 a.m., twelve A-7 Corsairs and sixteen A-6E light bombers took off from the U.S.S. Independence and U.S.S. John F Kennedy, escorted by an E-2 Hawkeye, two EA-6 Prowlers, and two F-14s. The bombers were ordered to strike three sites east of Beirut, which included an ammunition depot, air-defense radars, anti-aircraft guns, and SAMs.

The timing was poor, metrological conditions made it hard for the attack aircraft to see their targets. At the same time the weather and sun angle highlighted the American airplanes in the sky for Syrian anti-aircraft gunners. The strike package also flew toward their targets along the same route, which made it easy for gunners to train their weapons.

The Syrians managed to shoot down an A-6E Intruder from VA-85, the pilot, LT Mark Lang, and his BN [Bombardier Navigator], LT Robert Goodman, were both injured during the low altitude ejection. LT Lang died from his injuries and LT Goodman was captured by the Syrians. An A-7E, piloted by the Air Wing Commander, was also hit by a surface to air missile. CDR Edward Andrews managed to get his jet over the Mediterranean before he ejected. He was picked up by Lebanese fisherman and eventually returned unharmed. CAG.⁹

After the strike, many suggested that it should have been launched at night to take advantage of superior American technology and render shoulder-launched missiles ineffectual.

The strike leader, Commander, Carrier Air Wing Six (CAG Six), from *Independence*, flying an A7E Corsair, was hit by a surface-to-air missile which struck the tailpipe. CDR Andrews, managed to get “feet wet” over the Mediterranean before he ejected. He was picked up by Lebanese fisherman and eventually returned. This was CAG Andrews’s third ejection from a tactical jet. CAG Andrews received a Purple Heart Medal for the injuries he received during this action and ejection.

As a result, Navy upgraded the billet for commanders of Carrier Air Wings to Super CAGs who were post-squadron command Captains who enjoy “command at sea” status similar to the Commanding Officer of a carrier. Also, Navy established the Naval Strike and Air Warfare Center (Strike University) in Fallon, Nevada, following the concept of the Top Gun playbook.¹⁰

Subsequently, on 14 December, New Jersey fired 11 projectiles from her 16-inch guns at hostile positions inland of Beirut. These were the first 16-inch shells she fired for effect since New Jersey ended her time on the gun line in Vietnam in 1969.

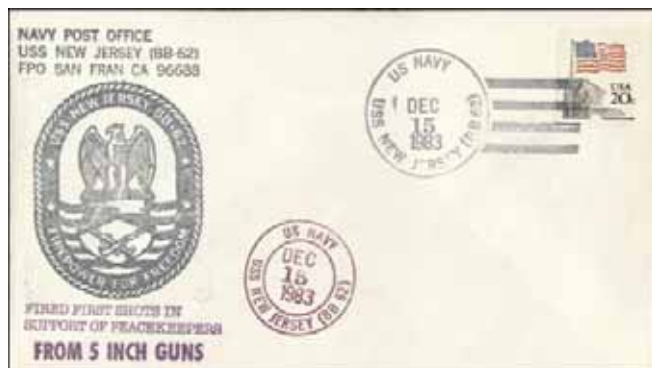


Fig. 14: 15 Dec 1983 – First Shots in support of Peacekeepers - A rubber stamp cacheted cover for the battleship’s first gun fire (5 inch guns) with USS New Jersey’s Locy Type 2-1(n) (USN,USS) rubber stamp hand cancel dated 15 December 1983.

Fig. 15: 25 Dec. 1983 - A rubber stamp cacheted cover for Christmas Day with USS New Jersey’s Locy Type 2-1(n) (USN,USS) rubber stamp hand cancel dated 25 December 1983.





Fig. 16: 8 Feb 1984 – 16” guns - A rubber stamp cancelled cover for the offshore redeployment of Marines with USS New Jersey’s Loxy Type 2-1(n) (USN, USS) rubber stamp hand cancel dated 26 February 1984.



NavSource 016224, Official U.S.N. photograph
USNHC # DN-SC-84-06362

Fig. 17: New Jersey firing her 16” guns 9 January 1984.

More than 50 days later, on 8 February 1984, *New Jersey* fired almost 300 shells at Druze and Syrian positions in the Bekka Valley east of Beirut. Thirty of the projectiles rained down on a Syrian command post, killing the general commanding Syrian forces in Lebanon and several other senior officers. This was the heaviest shore bombardment since the Korean War.

Although *New Jersey* performed well during the intervention in Lebanon, some criticized the decision to have her shell Druze and Syrian forces. They contended that this action forced a shift in the previously neutral US forces by convincing local Lebanese Muslims that the United States had taken the Christian side. *New Jersey*’s shells had killed hundreds of people, mostly Shiites and Druze. General Colin Powell, then an assistant to Defense Secretary Caspar Weinberger wrote, “When the shells started falling on the Shiites, they assumed the American ‘referee’ had taken sides.”¹¹

The accuracy of *New Jersey*’s fire was called into question. An investigation into her gunfire effectiveness in Lebanon found that many of the shells had missed their targets by as much as 10,000 yards (about five nautical miles) and therefore may have inadvertently killed civilians. Tim McNulty, a correspondent for the *Chicago Tribune* claimed, “Everybody loved the *New Jersey* until she fired her guns. Once she fired, it was obvious she couldn’t hit anything.”¹²

The inaccuracy is believed to have resulted because the ship’s main gunpowder had been remixed and rebagged by the Navy, under the direction of Captain Joseph Dominick Miceli at the Naval Weapons Support Center. Powder lots (an individual production of powder) burned at different rates. Therefore, remixing the powder lots could have caused the guns to fire inconsistently. The problem apparently was resolved after the Navy was able to locate additional powder supplies which had not been remixed.

Ship covers tell the story of this mission:



Fig. 18: 26 Feb 1984 – Marines Evacuate Compound.

Fig. 19: 27 Mar 1984 – Reservists relieve crewmembers.



Fig. 21: 12 Apr 1984 – Arrived Villefranche, France.

Fig. 20: 2 Apr 1984 – Departed Lebanon – Naval Phase out Under Way.



Fig. 22: 28 Apr 1984 – Going Home.

Fig. 23: 5 May 1984 – End of longest deployment by Navy Ship since WWII.



Note: All covers shown here continue to use USS New Jersey's Locy Type 2-1(n) (USN, USS) rubber stamp hand cancel.

Lebanon Mission - 1 Campaign Star Awarded
 Support of U.S. Marines, Multinational Peacekeeping Forces Beirut, Lebanon,
 September 1983 – April 1984

Beirut Lebanon, Armed Forces Expedition
 September 23, 1983 – April 3, 1984

Lebanon Mission – Medals and Achievements
 Armed Forces Expeditionary Medal -- September 23, 1983 – April 3, 1984
 Navy Expeditionary Medal – July 1, 1983 – December 31, 1984
 Battle Efficiency “E” Award for Mission Excellence
 Department Excellence Award

1986 – Return to California, Peace in the Pacific, Showing the Flag



NavSource USN photo by Robert M. Cieri

Fig. 24: *New Jersey (BB-62) in San Francisco Bay to participate in the Peace in the Pacific celebration, commemorating the 40th Anniversary of the end of the War in the Pacific, 14 August 1985.*

In 1986, *New Jersey* deployed, operating as the centerpiece of her own battle group. This was the first time that *New Jersey* had operational control of her own group of escorts since the Korean War; she cruised from Hawaii to Thailand in 1986, becoming the only major U.S. naval presence in the region. Although in her own Battlegroup, *New Jersey* sailed with USS *Ranger* (CV 61), USS *Constellation* (CV64), and USS *Thach* (FFG 43).



NavSource # 0162007: USN photo # DN-SC-04-10490, by PH1 Terry Cosgrove, Department of Defense Still Media Collection

Fig. 25: *New Jersey (BB-62) firing its nine 16-inch/50 caliber guns simultaneously, 30 December 1986.*¹³



NavSource: USN photo #N-0000X-042, by Bill Gonyo.

Fig. 26: *New Jersey (BB-62) leading the American battle line, followed by the battleship Missouri (BB-63) and the nuclear-powered guided missile cruiser Long Beach (CGN-9), with other screening vessels following astern of the cruiser. (1988)*

During *New Jersey*'s 27-28 September 1986 transit of the Sea of Okhotsk, Soviet Bear and Badger bombers, a Hormone helicopter, and a May maritime patrol airplane made close passes in violation of the INCSEA Agreement between the US and Soviet Navies. A *Kara*-class cruiser and two *Grisha* III frigates also shadowed the U.S. ships. The maneuver "marked the first time a U.S. battleship had operated in the Soviet Navy's backyard."¹⁴

Following an overhaul at Long Beach which lasted into 1988, *New Jersey* returned as part of a surface action group. She operated near the coast of Korea prior to the opening of the 1988 Seoul Summer Olympics before departing for the Australian 1988 bicentennial celebrations.

The end of the final US battleship era and the dream of a 600-ship fleet ended near the beginning of the final decade of the 20th century. The two primary causes were the collapse of the Soviet Empire around the transition between the Reagan and Bush 41 administrations, marking the end of the Cold War era, and the April 1989 catastrophic explosion aboard *Iowa* in her No. 2 gun turret. That incident killed 47 sailors and led U.S. Naval officials to halt all live main battery fire exercises pending completion of the investigation, which was heavily criticized for an unsupported conclusion that the cause of the explosion was a suicidal act by one of the sailors in the turret. Eventually, the ban was lifted.

New Jersey's final cruise included part of Pacific Exercise '89. Upon completion of that exercise, *New Jersey* sailed into the Persian Gulf, the centerpiece for various battle groups and surface action groups. *New Jersey* was awarded both the Persian Gulf, Armed Forces Expedition Battle Star for her 2-14 December 1989 cruise and the National Defense Service Medal for the period 2 August 1990 until decommissioning.¹⁵

The battleship returned to the United States in February 1990 and was decommissioned at Long Beach, California 8 February 1991.

Fig. 27: 3 August 1989 during Pacific Exercise '89. Locy Type 2 and Type 9-1(n+u) (USS).

Courtesy Naval cover Museum, Jon Burdett¹⁶



Persian Gulf Mission December 1989 - 1990

Persian Gulf Mission – 2 Campaign Stars Awarded¹⁷

- 1. Persian Gulf, National Defense Service** ★
December 1989
- 2. Persian Gulf, Armed Forces Expedition** ★
December 2 - 14, 1989

Final Days

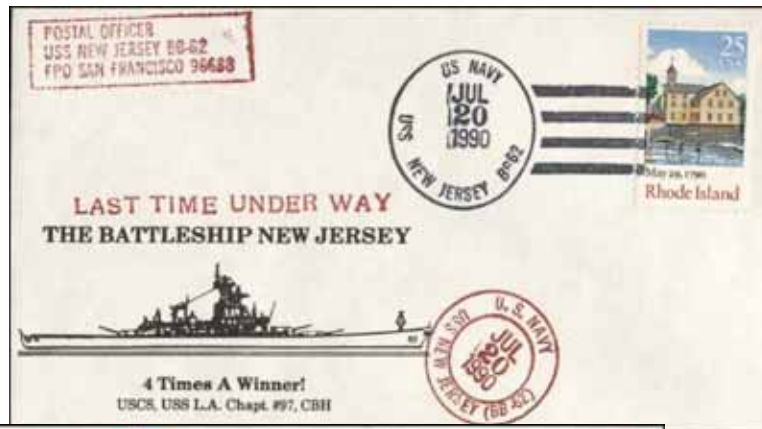
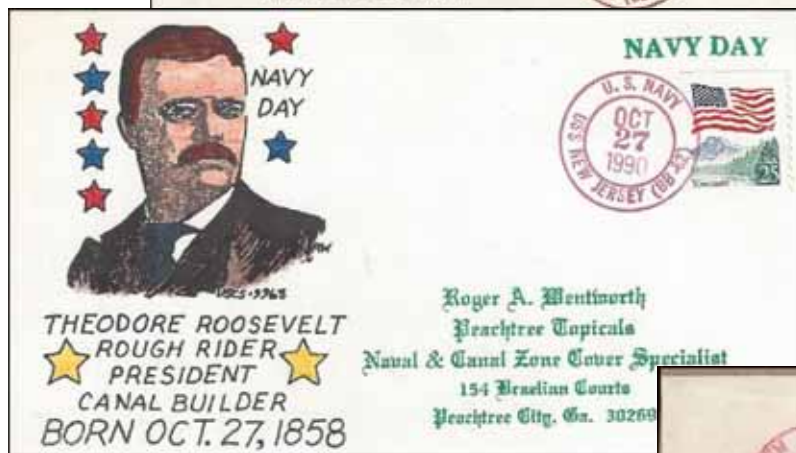


Fig. 28: A printed cacheted cover for the Last Time Under Way with USS New Jersey's Locy Type LDPS 2-1n (DI,USS,USN) and Type LDC 9-1nu (USN,USS) rubber stamp hand cancel dated 20 July 1990.



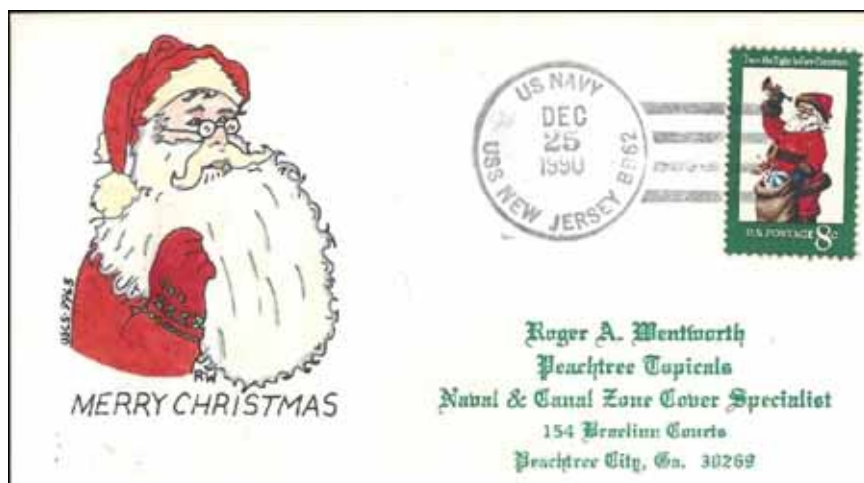
Courtesy of Rich Hoffner.

Fig. 29: A hand colored cachet drawn by Roger Wentworth. The cover for Theodore Roosevelt's Brithday, formerly Navy Day, is cancelled with USS New Jersey's Locy Type 9 9-1(n+u) (USS) rubber stamp hand cancel dated 27 October 1990.

Fig. 30: An official mail meter from USS New Jersey dated 29 October 1990.



Courtesy of Rich Hoffner, USCS Golden Honorary Member 4456, and repeated former president



Courtesy of Rich Hoffner.

Fig. 31: A hand drawn cachet. The Christmas 1990 cover is cancelled with USS New Jersey's Locy Type Type 2-1n (DI,USS,USN) rubber stamp hand cancel dated 25 December 1990.

Fig. 32: *Locy Type LDPS 2-1n (D1, USS, USN) cancel on a 25 January 1991 cover, on New Jersey's last day of postal service.*

Cover courtesy Naval Cover Museum, Jon Burdett.¹⁸

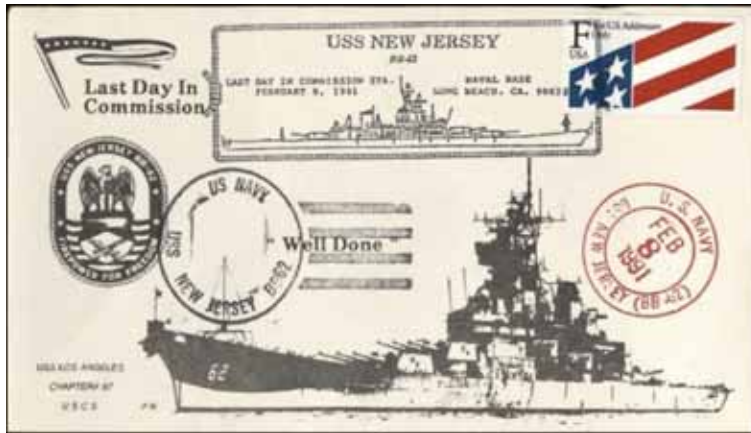


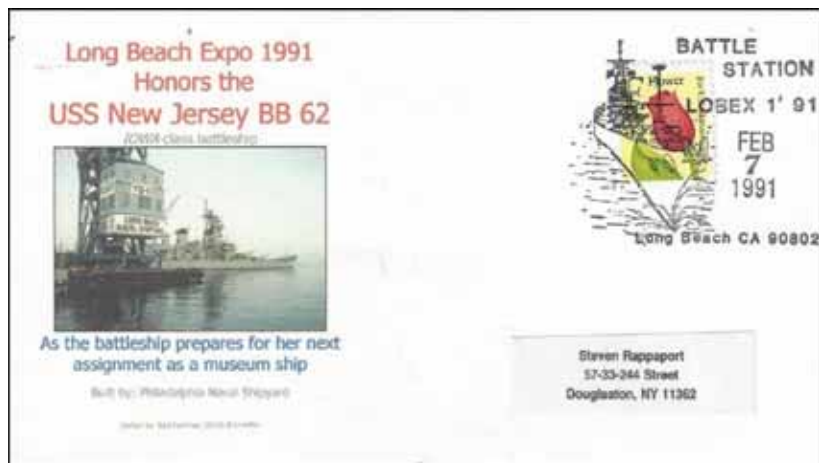
Fig. 33: *A printed cover for decommissioning with a pictorial cancel USS New Jersey's Locy Type 2-1n (USS,USN) [undated] and Type 9 9-1(n+u) (USS) rubber stamp hand cancel dated 8 February 1991.*

For the final time, her commissioning pennant was lowered at the Naval Station Long Beach, California, 8 February 1991, and then *New Jersey* was towed to Bremerton, Washington. Eight and a half years later, on 12 September 1999, the ship was towed by tug *Sea Victory* from Bremerton to Philadelphia, arriving on Veterans' Day, 11 November 1999. Within 90 days, on 20 January 2000, Navy Secretary Richard Danzig announced that the battleship would be donated to Home Port Alliance of Camden, New Jersey, for use as a museum.

The battleship era has ended.

Fig. 34: *A cover with a Battle Station LOBEX 7 Feb 1991 Long Beach, CA cancel, commemorating USS New Jersey's new role as a museum ship.*

Cachet by Rich Hoffner, cover Courtesy Rich Hoffner.



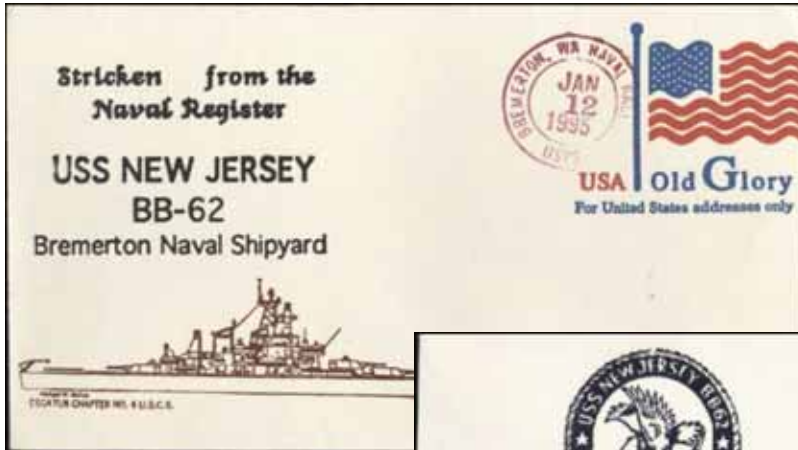
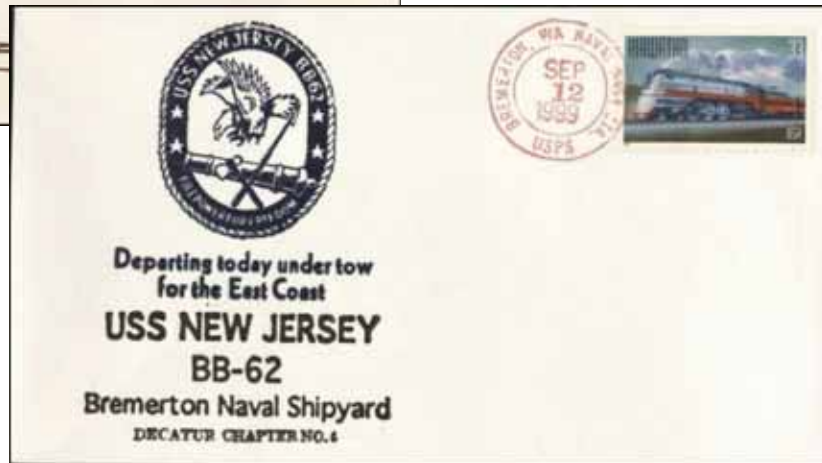


Fig. 35: A printed cacheted cover for the striking of New Jersey from the Naval Register with a Bremerton, WA Naval Shipyard All Purpose Chop hand cancel dated 12 January 1995.

Fig. 36: A USPS Bremerton WA Naval Base Sta. cancel 12 September 1999 marking the departure of USS New Jersey from the Bremerton shipyard, under tow for the East Coast.



Service as a Museum Ship 1999 to date.

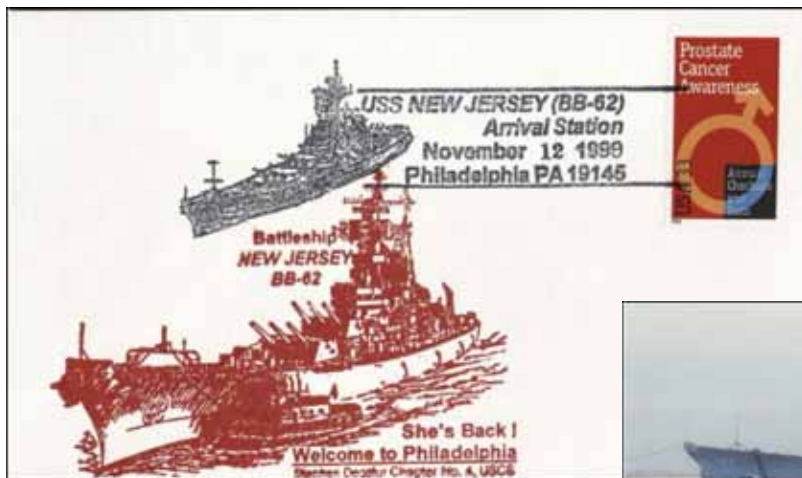


Fig. 37: A printed cacheted cover for the arrival of New Jersey at Philadelphia with a Philadelphia PA pictorial cancel dated 12 November 1999.

NavSource photo 016213m, by John Chiquoine.¹⁹

Fig. 38: New Jersey arrives in Philadelphia 1 November 1999, with curious onlookers at Marcus Hook Park.





NavSource photo # 01/016275²⁰



NavSource photo # 016277²¹

Fig. 39: New Jersey (BB-62) moored at the Camden Waterfront near the New Jersey State Aquarium and Tweeter Entertainment Center.

Fig. 40: New Jersey (BB-62) at Camden, port side aft looking forward, showing 16 and 5 inch guns.

Sadly, the ship's future is in doubt as the result of the economic decline resulting from the Coronavirus pandemic of 2020. Daily operating costs of \$10,000 continue to mount without any income, and State aid from the Department of Environmental Protection's Historic Preservation Commission has evaporated, according to a March 29, 2020 *Courier Post* article. The museum is seeking a \$2 million loan.

To learn more about the Battleship New Jersey as a Museum ship, to see upcoming events when things are open again, visit <https://www.battleshipnewjersey.org/>. Should you feel inclined, you can even make a donation.

USS *New Jersey* at Camden, NJ



Fig. 41: A printed cacheted cover for the 60TH Anniversary of christening of New Jersey, with her service record, with a Philadelphia, PA pictorial hand cancel dated 7 December 2007.

NavSource photo # 016280²²

Fig. 42. Sun setting behind USS New Jersey at Camden.

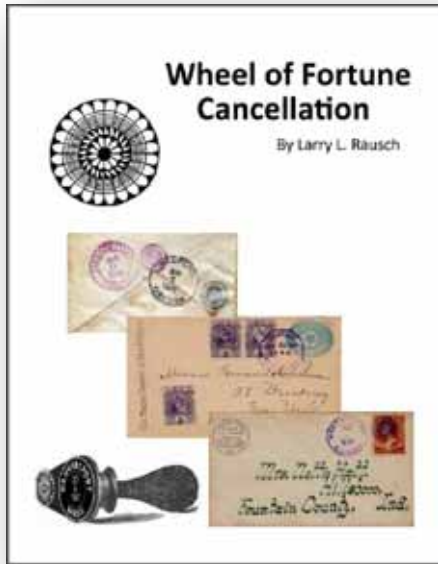


ENDNOTES:

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- ¹ Copyright MMXX by Lawrence B. Brennan, all moral and legal right reserved. May not be reproduced or republished without the prior, express written consent of the author.
 - ² Lawrence B. Brennan is a retired U.S. Navy Captain, an adjunct professor of law at Fordham Law School, and an admiralty and maritime law litigator in New York City. He was a trial attorney for the U.S. Department of Justice. He was educated at Fordham University in New York City (B.A. *magna cum laude* 1974 and J.D. 1977). He is a member of the Bar of the State of New York and various federal courts, including the U.S. Supreme Court. He has been quoted frequently in the media and been interviewed on national and international television and radio programs.
 - ³ The ship's history is based, as usual, on the *Dictionary of American Naval Fighting Ships*' entry found on line at <https://www.history.navy.mil/research/histories/ship-histories/danfs/n/new-jersey-ii.html> and on <https://www.battleshipnewjersey.org/the-ship/full-history/>
 - ⁴ Created by cachet maker Stanley V. Kibbit, this cover is shown courtesy of the Naval Cover Museum, Greg Ciesielski, contributor. Commemorating USS NJ's 4th commissioning, Dec. 28. 1982. See https://www.navalcovermuseum.org/wiki/File:GregCiesielski_NewJersey_BB62_19821228_1_Front.jpg.
 - ⁵ This and most of the covers from New Jersey's 1983 cruise were sponsored by Colonel Dube, USMC, Commanding Officer, US Marine Barracks, Hawaii.
 - ⁶ <https://fas.org/irp/threat/beirut-1983.pdf>
 - ⁷ Photo from Life at Full Speed, The Day that Changed Aviation, Dec. 1983 at https://flathatter.wordpress.com/2015/12/04/dec-4-1983-the-day-that-changed-naval-aviation/a-7e_va-15_in_flight_june_1976/
 - ⁸ Photo from Life at Full Speed, The Day that Changed Aviation, Dec. 1983 https://flathatter.wordpress.com/2015/12/04/dec-4-1983-the-day-that-changed-naval-aviation/8676379788_0c3d6ffb57_b/
 - ⁹ <https://flathatter.wordpress.com/2015/12/04/dec-4-1983-the-day-that-changed-naval-aviation/> and *Shipmate*, March 1984 and memorial at https://usnamemorialhall.org/index.php/MARK_A_LANGE_LT_USN
 - ¹⁰ Based on correspondence from and multiple conversations with Captain Edward K. Andrews, US Navy and a conversation with VADM Jerry Tuttle, US Navy, who was the senior flag officer on station as well as *Shipmate*, March 1984 and https://usnamemorialhall.org/index.php/MARK_A_LANGE_LT_USN see, <https://flathatter.wordpress.com/2015/12/04/dec-4-1983-the-day-that-changed-naval-aviation/>
 - ¹¹ Powell, Colin A. and Joseph Persico, *My American Journey*, Ballantine, ISBN 0-345-40728-8.
 - ¹² Thompson II, Charles C. (1999). *A Glimpse of Hell: The Explosion on the USS Iowa and Its Cover-Up*. W. W. Norton. p. 140. ISBN 0-393-04714-8. Bonner, Kit; Bonner, Carolyn; Bonner, Kermit (19 November 1998). *Great Naval Disasters: U.S. Naval Accidents in the 20th Century*. Zenith Press. p. 57. ISBN 0-7603-0594-3.
 - ¹³ Naval photo DN-SC-04-10490 on Wikipedia at https://en.wikipedia.org/wiki/File:New_Jersey_Shoots.jpg.
 - ¹⁴ "Nuclear Notebook." *Bulletin of the Atomic Scientists*. 5 (7): 63. September 1988.
 - ¹⁵ The terminal date for the National Defense Service Medal for the Persian Gulf War was 30 November 1995, more than four years after *New Jersey* was decommissioned.
 - ¹⁶ Courtesy Naval Cover Museum, Collection of Jon Burdett, https://www.navalcovermuseum.org/wiki/File:JonBurdett_newjersey_bb61_19890803.JPG
 - ¹⁷ These Campaign stars were earned for service in the Persian Gulf, prior to Desert Shield and Storm.
 - ¹⁸ Cover Courtesy Naval Cover Museum, collection of Jon Burdett, at https://www.navalcovermuseum.org/wiki/File:JonBurdett_newjersey_bb62_19910125_1.jpg.
 - ¹⁹ NavSource photo #016213m, at <http://navsource.org/archives/01/062/016213m.jpg>
 - ²⁰ NavSource photo #01/016275, <http://www.navsource.org/archives/01/016275.jpg>, courtesy AO3 Brian S. Bell, USNR.
 - ²¹ NavSource photo #016277 <http://www.navsource.org/archives/01/016277.jpg>, courtesy AO3 Brian S. Bell USNR.
 - ²² *Ibid.*, #016280, <http://www.navsource.org/archives/01/016280.jpg>, again by Brian S. Bell.

**WHEEL OF FORTUNE BOOK BY LARRY RAUSCH:
New Jersey Catalog Pages for NJPHS Members**

Robert G. Rose



[Editor's Note: With the kind permission of Larry Rausch, we are pleased to reproduce the New Jersey listings of the Wheel of Fortune Cancellation from his recent book.]

As related by Larry Rausch, in 2005 postal historian and collector Arthur Beane announced a project to produce a monograph on Wheel of Fortune cancels. Following Beane's passing, the author completed his study which was published in 2019. The author credits long time NJPHS member and postal historian Roger Curran, with arousing his interest in studying these cancels, and for providing research notes and circular date stamps associated with these cancels.*

The author reports that the F.P. Hammond Co. of Aurora, Illinois first introduced the cancellation device made of vulcanized rubber in 1880. The earliest reported use of a Wheel of Fortune cancel is from New Lisbon, Ohio on February 26, 1880. The earliest from New Jersey is from Clinton on May 10, 1883. The author records 25 New Jersey towns having used a Wheel of Fortune cancellation. Illustrations of covers of the New Jersey listings will be included in the next issue of *NJPH*.

Mr. Rausch's book may be downloaded for free at the Rochester, N.Y. Philatelic Association's website: <http://www.rpastamps.org/wof.html>. A printed version of the book may be purchased from the author by contacting him at his email: stonycwoods840@gmail.com.

Mr. Rausch's thorough study should be of interest to all postal historians and especially to the collectors of fancy cancels. These most interesting cancellations saw widespread use during the last two decades of the 19th Century, before the standardized use of machine cancels during the first decade of the 20th Century.

R.G.R.

*See Curran's original request for help in *NJPH* in [August 2006](#), and Rausch's article in [November 2017](#).

New Jersey

1. Bloomingdale, Passaic Co., type 3, 1887-1888



2. Cape May C.H., Cape May Co., type 1, 1886



3. Cedar Creek, Ocean Co., type 1, 1888-1889



From Cedar Creek, New Jersey dated 06/28/1889

4. Clinton, Hunterdon Co., type 0 1883



From Clinton, New Jersey dated 05/10/1883

5. Delaware, Warren Co., type 2, 1884-1885



6. Delaware Station, Warren Co., type 2, 1883-1884



7. Dunnfield, Warren Co., type 2, 1888



(New Jersey continued on next page)

New Jersey

8. Elmer, Salem Co., type 2, 1886



9. Folsom, Atlantic Co., type 3, 1894



10. Hartford, Burlington Co., type 1, 1884



From Hartford, New Jersey dated 12/12/1884

11. Jobstown, Burlington Co., type 1, 1886-1887



12. Key East, Monmouth Co., type 1, 1887



13. Liberty Corner, Somerset Co., type 2, 1884



From Liberty Corner, New Jersey dated 06/13/1884

14. Malaga, Gloucester Co., type 1, 1886



15. Manahawkin, Ocean Co., type 1, 1887



16. Newell, Monmouth Co., type 1, 1885



17. Oakland, Bergen Co.

18. Oradell, Bergen Co., type 2, 1886



(New Jersey continued on next page)

New Jersey

19. Pemberton, Burlington Co., type 1, 1900



20. Plainville, Somerset Co., type 3, 1887



21. Pointville, Burlington Co., type 2, 1888



22. Shiloh, Cumberland Co., type 1, 1883-1884

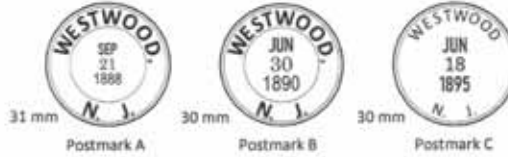


23. Tabernacle, Burlington Co., type 1, 1895



From Tabernacle, New Jersey dated 09/27/1895

24. Westwood, Bergen Co., type 1 & 2, 1888-1895



From Westwood, New Jersey dated 06/18/1895

25. Woodcliff, Bergen Co., type 3, 1895



From Woodcliff, New Jersey dated 06/29/1895

HUNTERDON COUNTY RURAL FREE DELIVERY, An Expanded Version: Part 2

By Jim Walker

(Beginning with the February 2020 issue¹ of *NJPH*, Jim Walker began an exploration of RFD routes established in Hunterdon County, having traced the early light blue post office maps to show the beginnings of rural delivery, and showing associated covers with RFD related cancels. Last issue covered Pittstown, the earliest RFD in Hunterdon, plus Annandale and Bloomsbury. This issue continues, showing Hunterdon RFD towns in alphabetical order. Figure numbers continue from the first section. Other Hunterdon RFDs will follow in future issues. *Ed.*)

04 - CALIFON

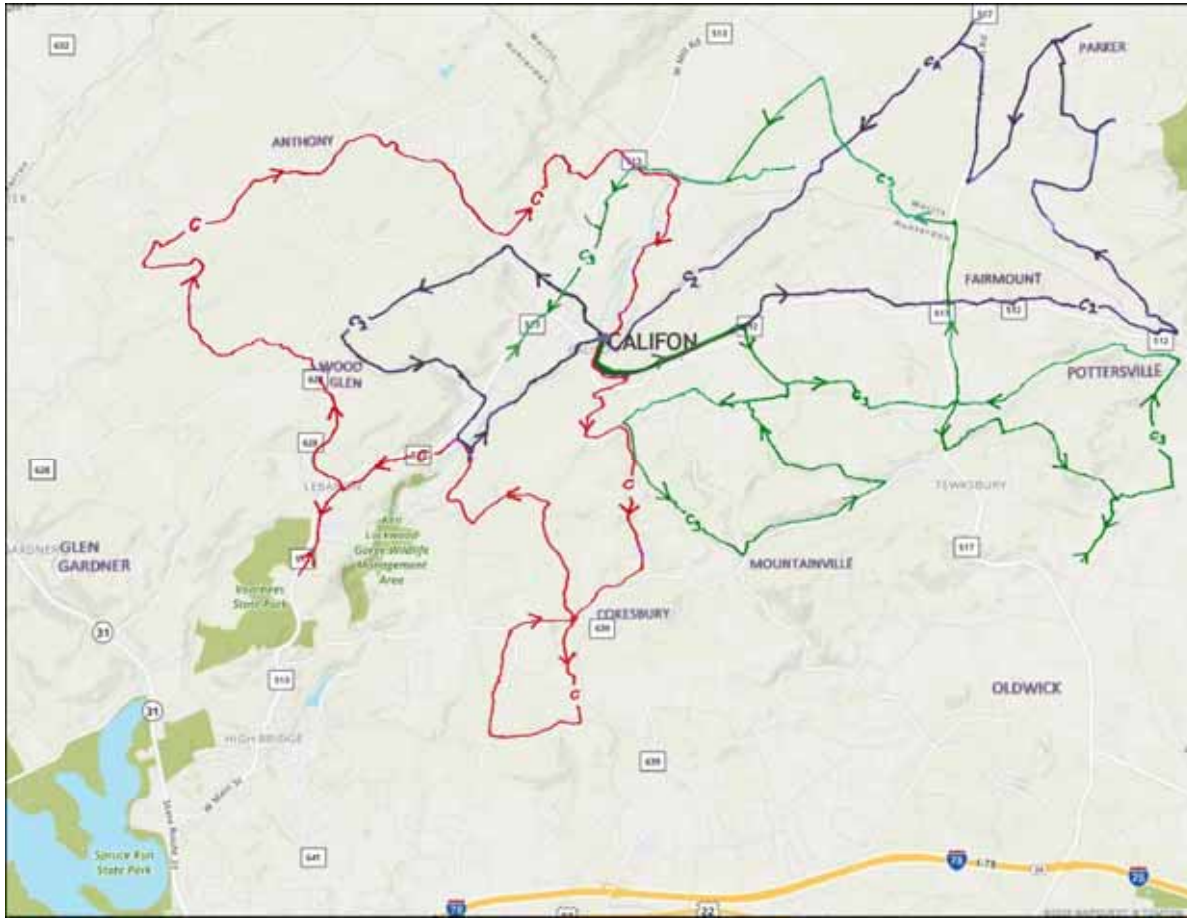
Califon first began RFD service in September 1, 1905. Three routes would be established.



Fig. 13: A photo from The Califon Story² showing the RFD wagon in front of the Califon post office at the corner of Bank St. and Main St., where the post office was located from 1892-1965. Author Helen Haggerty Geist identifies Arthur Young as the carrier shown next to the RFD mail wagon, and two postal employees, Essie Yawger and Lida Wycoff.

Califon is located between Lebanon and Tewksbury Townships along the South Branch of the Raritan River. The first rural free delivery began from this post office on Sept. 1, 1905, with Luther Crater as the first carrier. The accompanying map (see *Figure 2*) shows the three earliest routes from this post office in operation by 1915.

Route #1 (dark red) headed south towards Cokesbury, and continued in a loop as far south as the outskirts of the town of Lebanon. Returning to Cokesbury, it then traveled northwest through the village of Wood Glen, and from there on a circuitous route to the west and north to the village of Anthony. The Anthony post office would be discontinued on January 14, 1906. Traveling easterly, it crossed the Califon-Chester Road, (Route 513), then turning south, it returned to the Califon post office.



Califon RFD routes shown on a modern Mapquest map.

Fig. 14: RFD routes run out of the Califon post office, from a post office map circa 1918 – route 1 (in red) reaching as far west as beyond Anthony and south to below Cokesbury, route 2 (in black) to the northeast as far as Parker (in Morris County) and Fairmount, and route 3 (in green) to the east to Pottersville (just across the Lamington River in Somerset County) and south to Mountainville.

RFD route #2 (black) began in 1906 with George Hildebrant as the carrier. This route headed out of Califon along the West Fairmount road (Route 512) through Farmersville and Fairmount, and on to north of Pottersville and the Morris county line. From here the route continued north along the Black River Road to Parker, in Morris County. The post office at Parker would be discontinued January 15, 1908, due to this route. The route turns south along Parker Road to Fairmount Road (Route 517), where it turns north toward German (Long) Valley, then backtracking southwest along the Califon-Chester Road (Route 513), and returning to the Califon post office.

Arthur Young (see *Figure 13*) was assigned to rural route #3 (green) out of Califon at some time before 1912. This route traveled southeast in a big loop to the village of Mountainville, then back to the northeast, then along Saw Mill Road, picking up Route 517 to Fairmount. The Mountainville post office would be discontinued due to this RFD on September 30, 1915. The route continued northeast to Pottersville, then turning west to the Old Turnpike Road (Route 517) into Morris County, then southwest into Hunterdon County, picking up Sliker Road to return to Califon.



Fig. 15: Post card addressed to Miss Florence Castner on Califon's RFD No. 1, cancelled April 4, 1908.

Fig. 16: Last day of service postmark from Parker, NJ, discontinued January 15, 1908 – another demise due to RFD service.



Fig. 17: Post card cancelled in route by George Hildebrandt "C(alifon) #2," dated 2-24, 1906 in blue pencil.



Fig. 18: This post card bears George Hildebrant's manuscript cancel "C.R. #2, 2-21/1908" tying a postage due stamp (Sc #J38) to the card.



Fig. 19: This post card cancelled Fairmount Feb. 13, 1908. Fairmount would be discontinued due to this RFD September 30, 1915. This card is addressed to and has a receiver cancel at Valley, N.J.; on Feb. 21st, the name of the Valley post office would be changed to West Portal.

Fig. 20: Arthur Young, the Califon RFD carrier for Route #3, hand cancelled this post card datelined Feb. 7, 1921.



05 FLEMINGTON

Flemington RFD Route #1 (in blue in *Figure 21* map) was established on September 1, 1905 with William R. Butler as the carrier. This route traveled along Capner Street to Old Croton Road to Barton Road and on to Cherryville. That post office would be discontinued due to this RFD on April 29, 1919.

Continuing west along Quakertown Road (Route 616) to Croton Road (Route 579), this route would loop around along Allen's Corner Road to Oak Grove to Featherbed to Ent Road, then back to Quakertown Road, east through Cherryville, and south on Clinton Road to Thatcher Hill Road (Route 617) and back to Flemington. Then turning north east along Route 523 toward Flemington Junction, and west along Bartle's Corner Road and south to Route 31 to East Main Street, returning to the post office.

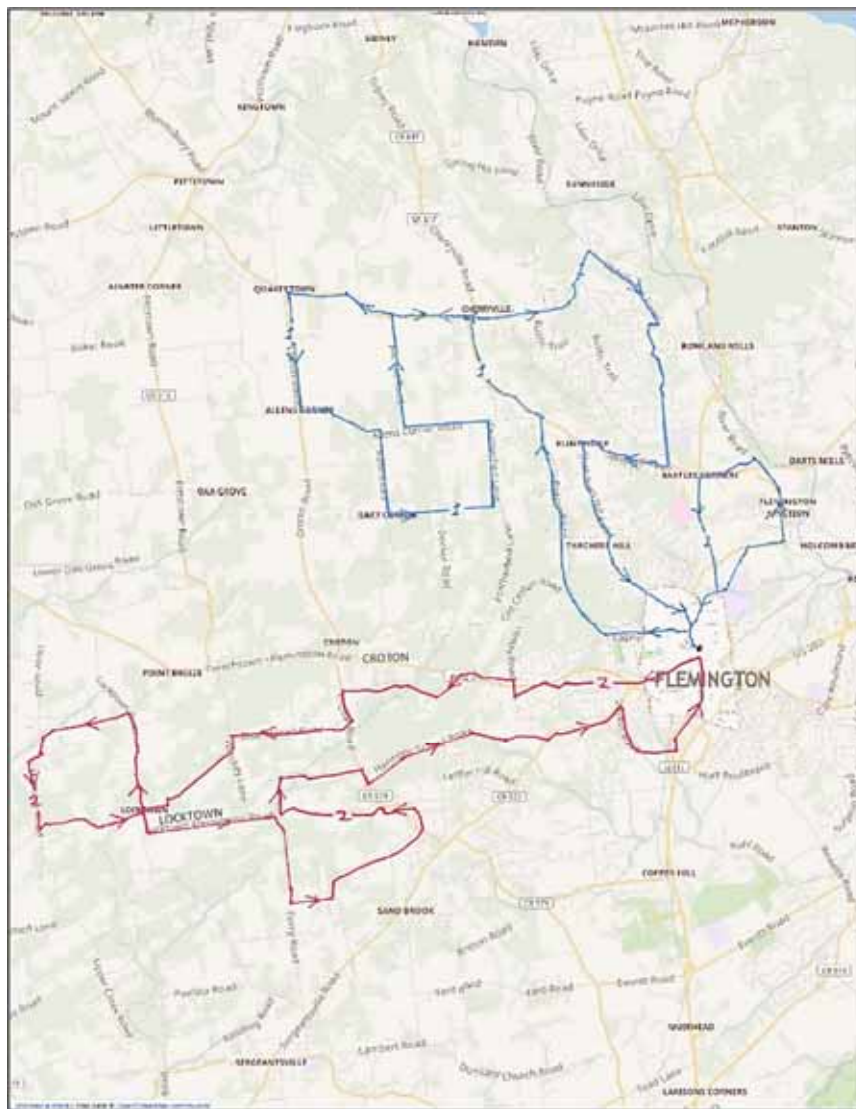


Fig. 21: RFD routes #1 (blue) and #2 (red) from the Flemington post office in 1905 & 1906.

HUNTERDON COUNTY RFDs, EXPANDED VERSION, Part 2 ~ Jim Walker

Within a year a second route was established. RFD #2 (in red on *Figure 21* map) from Flemington serviced the area southwest of town. The carrier on this route, William J. Wilson traveled along Old Route 12 crossing the Easton-Trenton Turnpike (Route 579) at Boars Head Road then Locktown School Road to Locktown. The post office here would be discontinued July 31, 1906. Here the route made a loop to the northwest and returned to Locktown. Traveling east along Locktown-Flemington Road to Ferry Road, it looped again to cross Route 579 and following Harmony School Road and Route 523, it turned south on Dayton Road to South Main Street and back to the post office.



Fig. 22: A bit later, a third route (purple) was added, reaching east and south of Flemington. The total mileage range of these three routes was over 60 miles.

A third RFD route (in purple on *Figure 22* map) was soon needed to supply the area east of Flemington. Established in 1907, this route followed Pennsylvania Ave. and Dory Dilts Road, along the south side of Raritan River to Plennert Road, and then south east on Clover Hill Road to Amwell Road (Route 514). Here the local post office of Clover Hill would fall victim to this RFD route, being discontinued October 15, 1930.

Extending into Somerset County, the route turned south on Montgomery Road to Wertsville Road and back into Hunterdon County. It turned southwest on North Hill Road and continued on to South Hill Road to Buttonwood Corner, to Lindbergh Road. It then went north on Wertsville Road, with a short section of Welisewitz Road, back-tracking to Rainbow Hill Road and then turning west on Amwell Road to the village of Reaville, another post office discontinued December 31, 1937. At Reaville, the route turned northeast along Old York Road (Route 613) to Voorhees Corner Road (Route 514), then west to Flemington, reaching the borough at Church Street, and back to the Flemington post office.

These three routes covered more than sixty miles a day six days a week. Village delivery would also begin in Flemington by 1912.



Fig. 23: Posted at Cherryville and forwarded to Flemington July 23, 1907. This office would be discontinued in 1919 due to RFD #1 from Flemington.

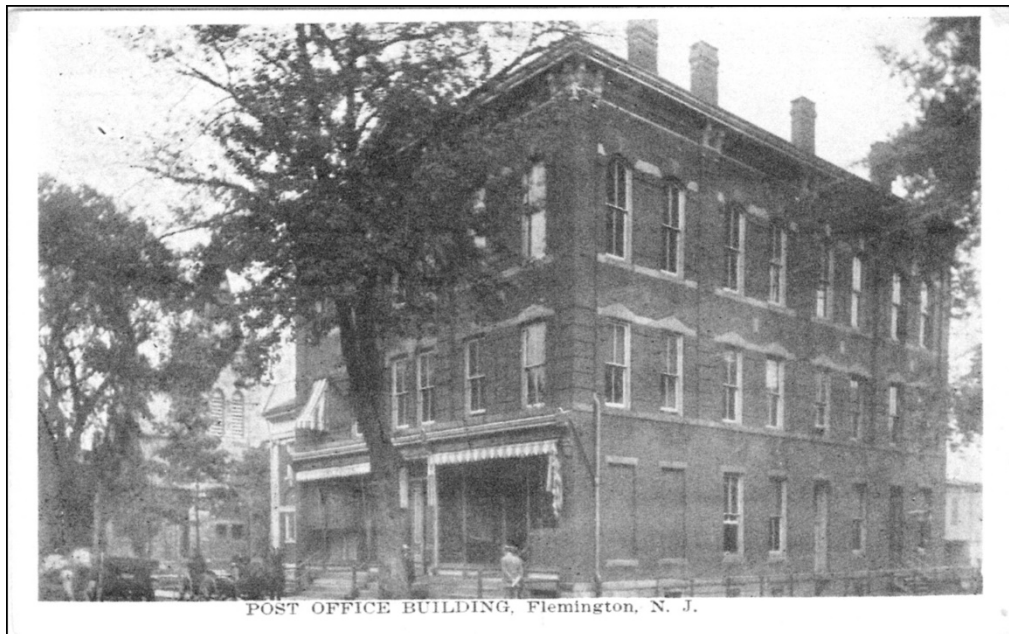


Fig. 24: Judiah Higgins store and post office in Flemington. Higgins became postmaster January 27, 1911.

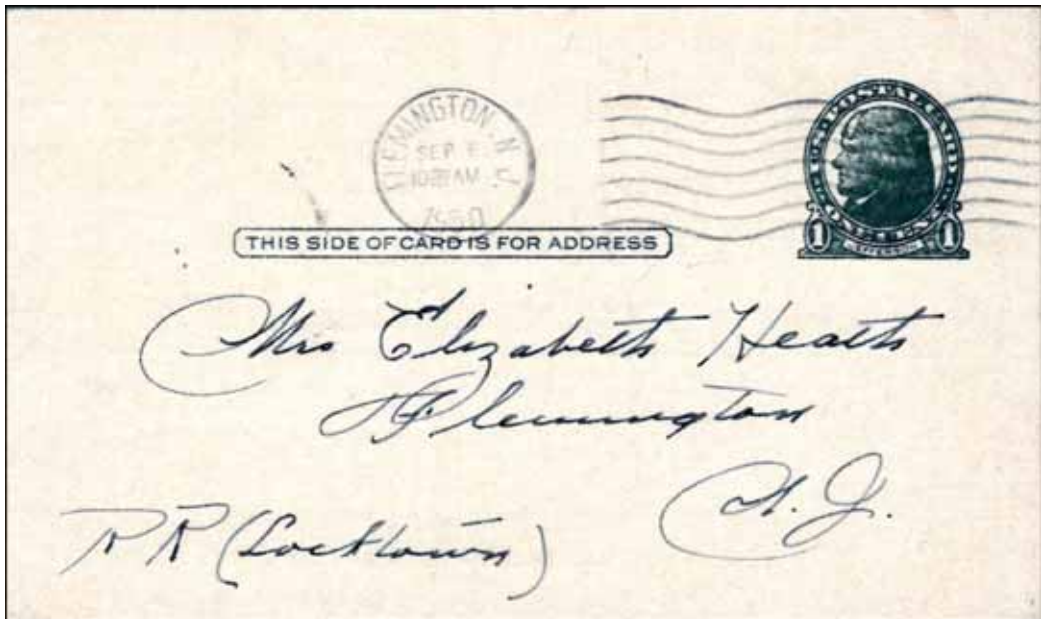


Fig. 25: This postal card to members of the Baptist Church in Locktown Sept. 6, 1950 addressed to Flemington with a note at the left R(ural) R(oute) (Locktown), often used by locals to refer to a community serviced on an RFD route, in this case Route #2.



Fig. 26: This 1922 Christmas post card with Christmas seal is addressed to Mrs. Pickel living on RFD #1 Flemington from her friend, Bessie Harris, residing on RFD #2 Flemington.

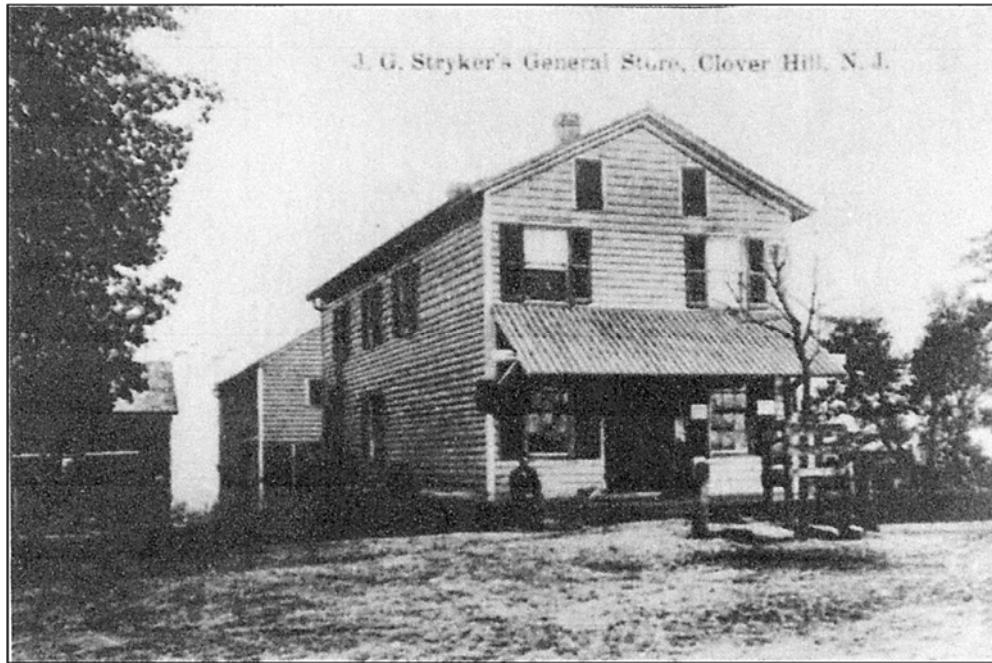


Fig. 27: Jacob G. Stryker's store and post office at Clover Hill ca. 1909. Stryker would serve two non-consecutive terms as postmaster here. His second term would end when this office was discontinued Oct. 15, 1930.



Fig. 28: Letter posted Feb. 18, 1924 to R(ural) D(elivery)Flemington, N.J. Rachael C. Berger would become postmaster here in May of 1924 and would still be here when this office closed on December 31, 1937.

06 FRENCHTOWN

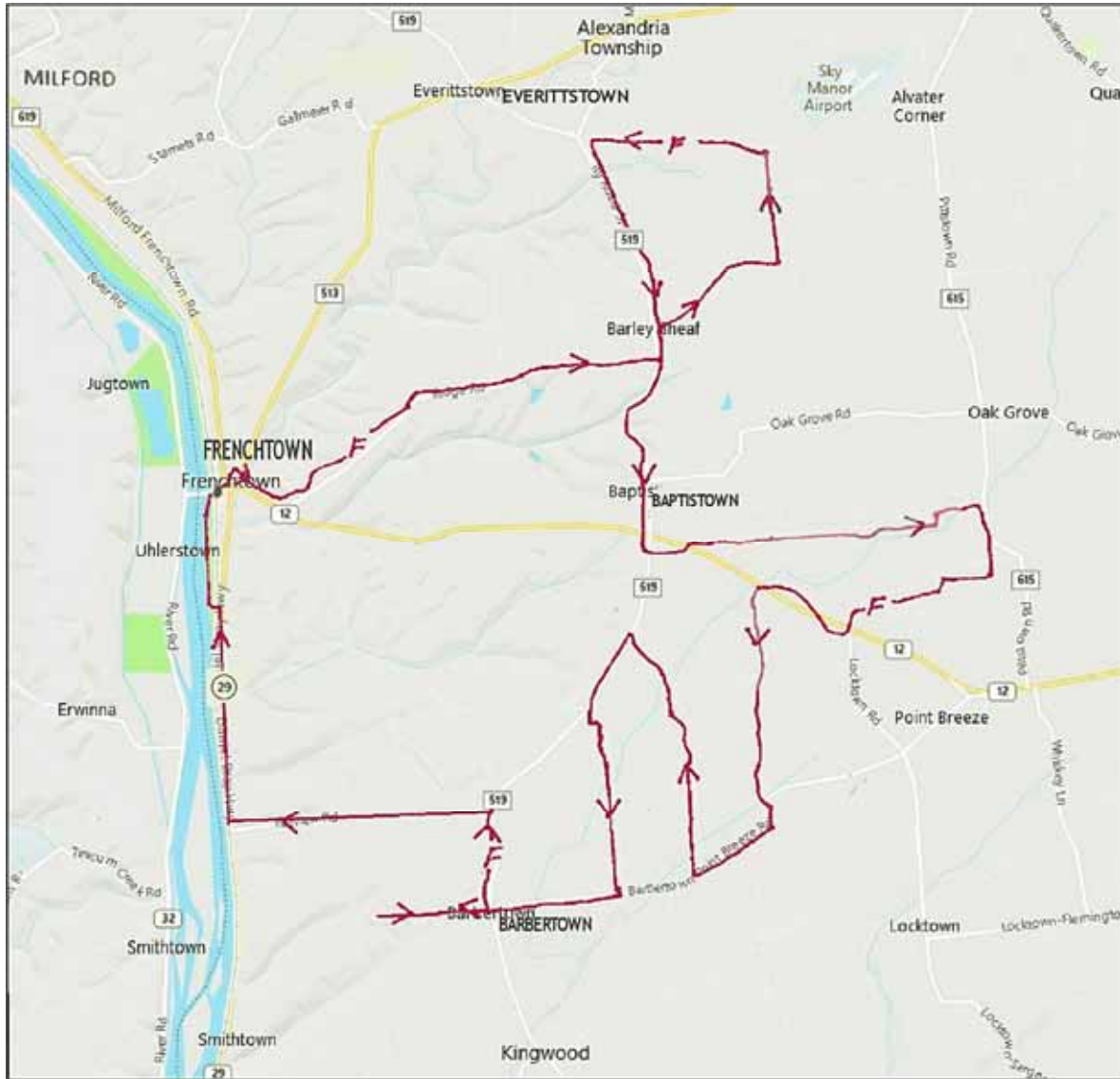


Fig. 29: RFD route out of the Frenchtown post office, established in 1906.

Frenchtown's RFD service began January 2, 1906 (magenta on *Figure 29* map). It travelled east on Kingwood Ave. to Ridge Road then on to Kingwood Road (Route 519) north to Oak Summit Road. It then went east and north on Oak Summit Road, and west on Senator Stout Road, closing the loop by heading south on Palmyra-Corner Road (Route 519) again to Baptistown. Turning east on Firehouse Road at Baptistown, it continued east on Lower Oak Grove Road to Pittstown Road (Route 615), and then south to Willow Run Road at Point Breeze. It turned northwest on Old Route 12 to Fitzer Road, then on to Point Breeze Road, turning north on Union Road and south on Kingwood Road (Route 519) again, to Thatcher Road which it followed to Barbertown. Continuing west for a short distance on Kingwood Station-Barbertown Road, it then backtracked to Kingwood Road and headed north to Fairview Road and west to River Road (Route 29), north to South Washington Street at Frenchtown and on the post office.



Fig. 30: An interesting Frenchtown undated negative RFD and star cancel, used by the letter carrier.



Fig. 31: Baptistown July 26, 1938 cancel, to an address on the Frenchtown R.D. route.



Fig. 32: Frenchtown post office cancel on a mourning cover for delivery on RFD #1 May 15, 1911.

07 GLEN GARDNER

The Glen Gardner RFD route #1 began ca. July 1, 1906 (see *Figure 33* route map). The carrier left the post office located on Route 31 heading east on Sanatorium Road to Skinner Road and then on Rocky Run Road. Here the route turns northeast to intersect with High Bridge-Califon Road (Route 513) at Bunnvale. Then it turns southwest on Buffalo Hollow Road, then on to Route 31 again, then making a short run on the west end of Rocky Run Road to Van Syckel's farm, where it continues north on Route 31 through Glen Gardner to Hill Road (Route 628). This route follows Hill Road all the way to the village of Woodglen. The Woodglen post office is the only one to be discontinued due to this RFD.

It then travels northwest along Red Mill Road to the small community of Newport located near Spruce Run, at the intersection of Red Mill and Newport Road. Then it continues along Red Mill Road to Forge Hill Road, north to Hollow Road and Anthony Road, to south on Spruce Run Road to West Hill Road (Route 628) and back to town and Main Street to the post office.

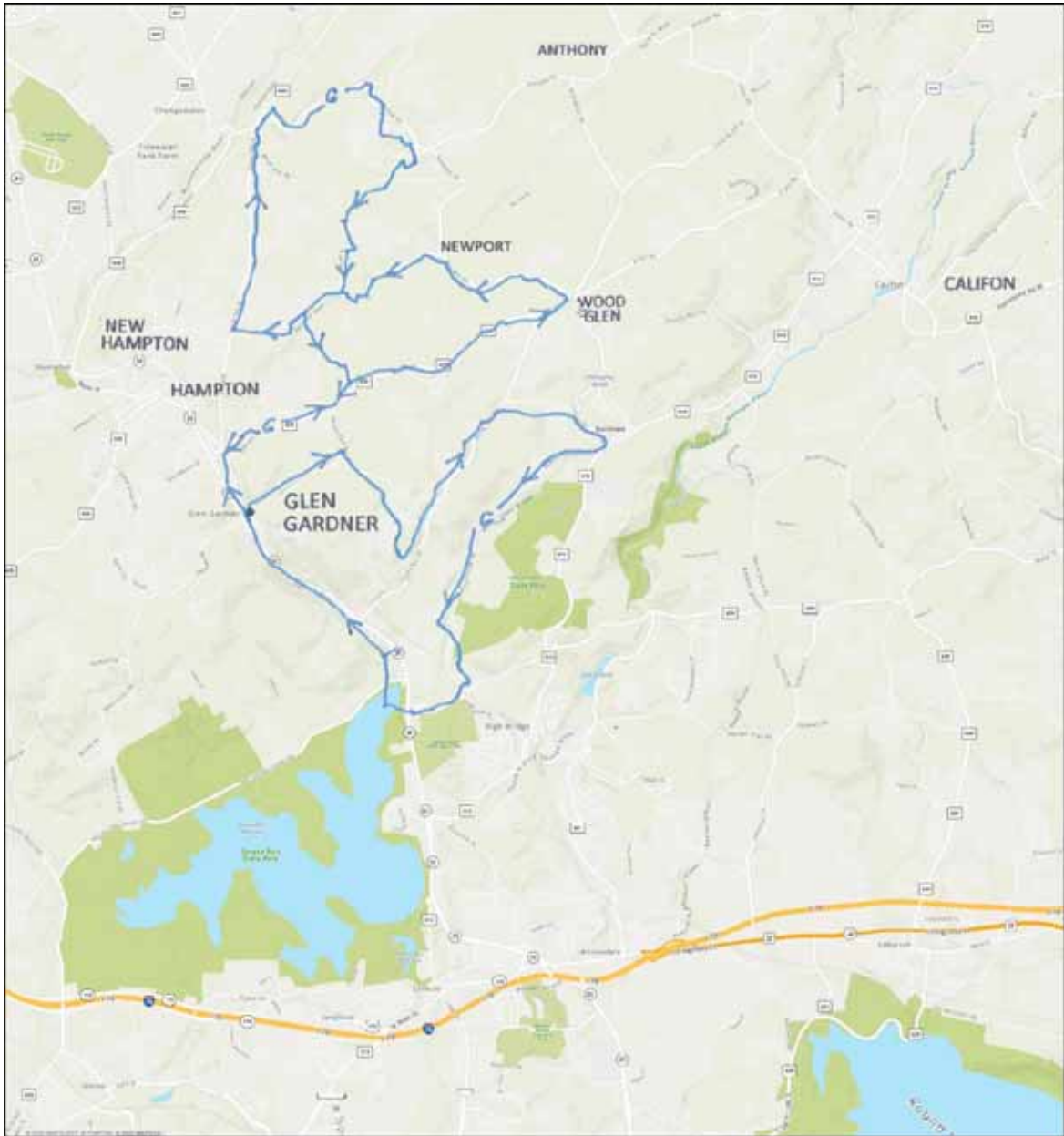


Fig. 33: Glen Gardner RFD route, shown on modern Mapquest map. Note neither Spruce Run nor Round Valley Reservoirs existed at that time.



Fig. 34: Glen Gardner canceled with a blue pencil in route by the carrier



Fig. 35: Postal card posted at Stockton, N.J. Oct. 7, 1905 to Woodglen. Received at Glen Gardner at 7AM the next day and forwarded; received at Woodglen the morning of October 9. Woodglen post office would be discontinued on January 31, 1907 due to this RFD.



Fig. 36: Glen Gardner machine cancel on a Christmas card in 1944 to the Pankowitzs at Newport, a community located along the Spruce Run at Newport and Red Mill Roads.



Fig. 37: A letter sent FREE from Sgt. Pankowitz to his family on R.D. 1, Glen Gardner in March 1944.

Other Hunterdon county RFD routes will continue in future issues of *NJPH*.

ENDNOTES:

¹ See *NJPH*, Feb. 2020, Vol. 48, No. 1, Whole number 217 at

<https://www.njpostalhistory.org/media/journal/217njphfeb2020.pdf>

² Geist, Helen Haggerty, *The Califon Story*, 2nd Edition, published by the Democrat Press, Flemington, NJ 1966, p. 103.

MEMBER NEWS

LAST CALL FOR DUES!

If you receive a dues notice with your journal, your dues are still outstanding, and this will be your last issue of NJPH unless paid!

THANKS FOR DONATIONS from:

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UPCOMING (HOPEFULLY) NOJEX/ASDA SHOW – OCTOBER 23-25, 2020

This year's NOJEX will again join with the Fall ASDA show, to take place October 23-25, 2020, earlier than last year (God and the Governor willing). The venue is the same– the Meadowlands Hilton Hotel, 2 Meadowlands Plaza, East Rutherford, New Jersey 07073. It is time to plan your exhibits, and this heads up will give you a chance to make application in time, should you want to exhibit. Visit the NOJEX web site at <https://www.nojex.org/> for a NOJEX Prospectus and Entry Form. Perhaps this time at home will give more members a chance to mount exhibits and participate.

PLEASE NOTE: It was suggested last year that that our annual meeting might receive better attendance if it were held on Saturday during the NOJEX show, instead of Sunday, to benefit those not wanting to make an additional trip in on the last day of a show. There is still time for your feedback, which would be appreciated – send to RobertRose25@comcast.net.

THANKS FOR CONTRIBUTIONS OF MATERIAL:

We have received contributions of collections and research materials, notably from Mary Law, former postmaster and NJPHS member, and Cape May historian, and John A. Crosson, Jr, who recently passed away. He was the postmaster of Trenton and MSC Manager from 1987 to 1992.

Mary Law (still living) was downsizing and felt her material might be of use to Cape May County postal historians. If interested in researching this area, contact Bob Rose, as you might find something useful. Contact RobertRose25@comcast.net.

John Crossman's material is more eclectic. His son writes of his father as follows:

Dad started out working for the Postal Service at the main 30th Street office in Philly after his naval service, then in Washington DC, then part of the management team constructing and running the Bulk Mail Center off Byberry Road in Philadelphia, other temporary assignments, and then in Chicago as head of maintenance in what was then the central region, then one more stop in DC at headquarters, then New Brunswick district office, and finally Postmaster and MSC manager in Trenton/Hamilton-Square. We were a real postal family, with 2 of my uncles and one of my grandfathers also working for the USPS.

Our thanks to both for their contributions.

NOTES ON ARTICLE CONTRIBUTIONS TO THE JOURNAL:

Please, when writing an article for the journal, be sure to keep track of sources of any pictures, maps, etc. you may collect from the Internet. Recently there had been complaints (from exploitive legal web sites) of use of pictures without license. We would like to credit any picture we use. It goes without saying that text lifted or information used should also be credited.

WEB SITES OF INTEREST:

There are those who feel a cover should stand on its current condition, and others who with some justice feel it is better to preserve the cover so it does not disintegrate with age. If you are interested in such services, we include the following which was passed on to us, without judgement or recommendation one way or the other:

Postal restoration work! I have a [little gallery of my work](#) online, with a few examples of different treatment processes.

If you have specific treatment needs in mind, please tell me more, and I can look for a good example of that treatment process. I am also happy to review scans or photos of your covers in need of work and discuss recommendations and expectations for treatment. Suggested price per item is \$100, with a fairly quick turnaround.

Contact: Jasmine Smith at thepagesmithpostal@gmail.com.

An interesting story of the Berlin, New Jersey Post Office is currently online from the Long-A-Coming Historical Society, Berlin, NJ, and available at the following web address. It is a short presentation which gives a nice picture of Berlin, N.J. post office history:

<https://www.facebook.com/LongAComingHistoricalSociety/videos/551855925472529>

SOME USEFUL RESEARCH SITES:

National Archives now has online [Post Office location files](#) (1837-1950), with New Jersey files on Unit M1126, rolls 375-380. We can supply guides which will make it easier to access New Jersey material – just ask. Postmaster appointments are also available online, or by request from your secretary – and we can supply images of pages should you wish them.

The Texas Postal History Society, through the good work of Mike Ludeman, has assembled a “Portal” to much post office legislation from 1792 to 1956 – mostly online links, which will give you information on many aspects of the post office – from post roads and appointments, rates, and changes, RFD and naval postal service, and much more. Take a look at this window for information available online:

http://www.texascovers.org/featured-articles/pdfs/tphs_uspod_portal%20pl&r.pdf

If you have found other sites you would like to share, please let us know.

HOMETOWN POST OFFICES:

NEW ORANGE, NJ: A Short-Lived Post Office

By: Robert G. Rose

One of postal history's specialties is the study and collecting of "dead" post offices. Known as "DPO's," the term refers to those post offices that once operated for a period of time but are no longer in existence. The late Brad Arch, a former editor of this journal, authored a check list of New Jersey DPOs published by the Society in 1981 as well as a long running series in the pages of *NJPH* illustrating many of his and other members' DPO covers.¹

One such DPO is New Orange, New Jersey. Illustrated below in *Figure 1*, is a cover with a "New Orange N.J." hand stamped circular postmark dated January 27, 1903. Affixed to the cover is a 2c carmine (Scott #267), tied by a target cancel, paying the first class rate to Far Hills, New Jersey. A Roselle, N.J. transit and a Far Hills, NJ receiving mark are on the back of the cover.

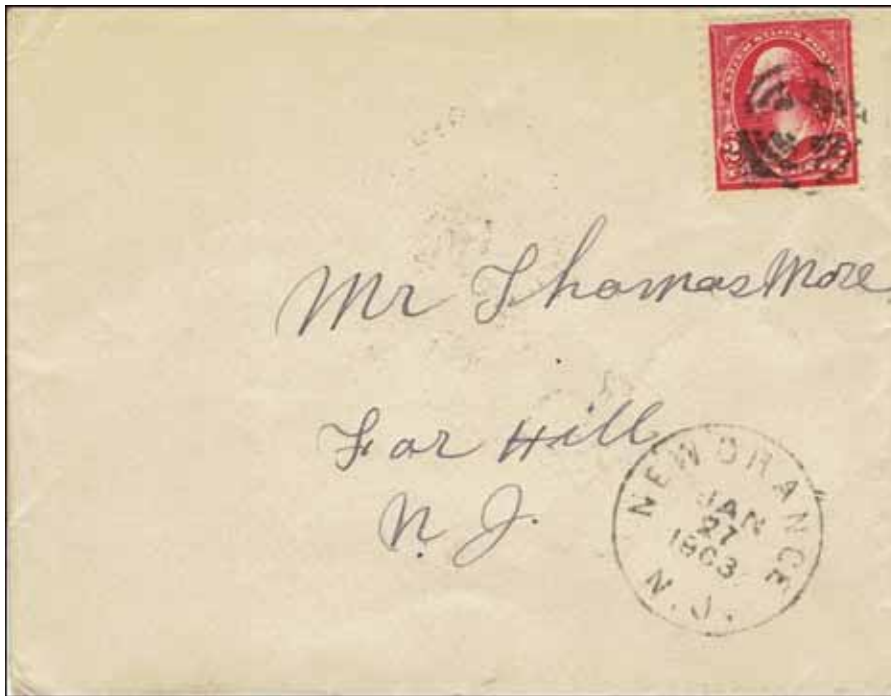
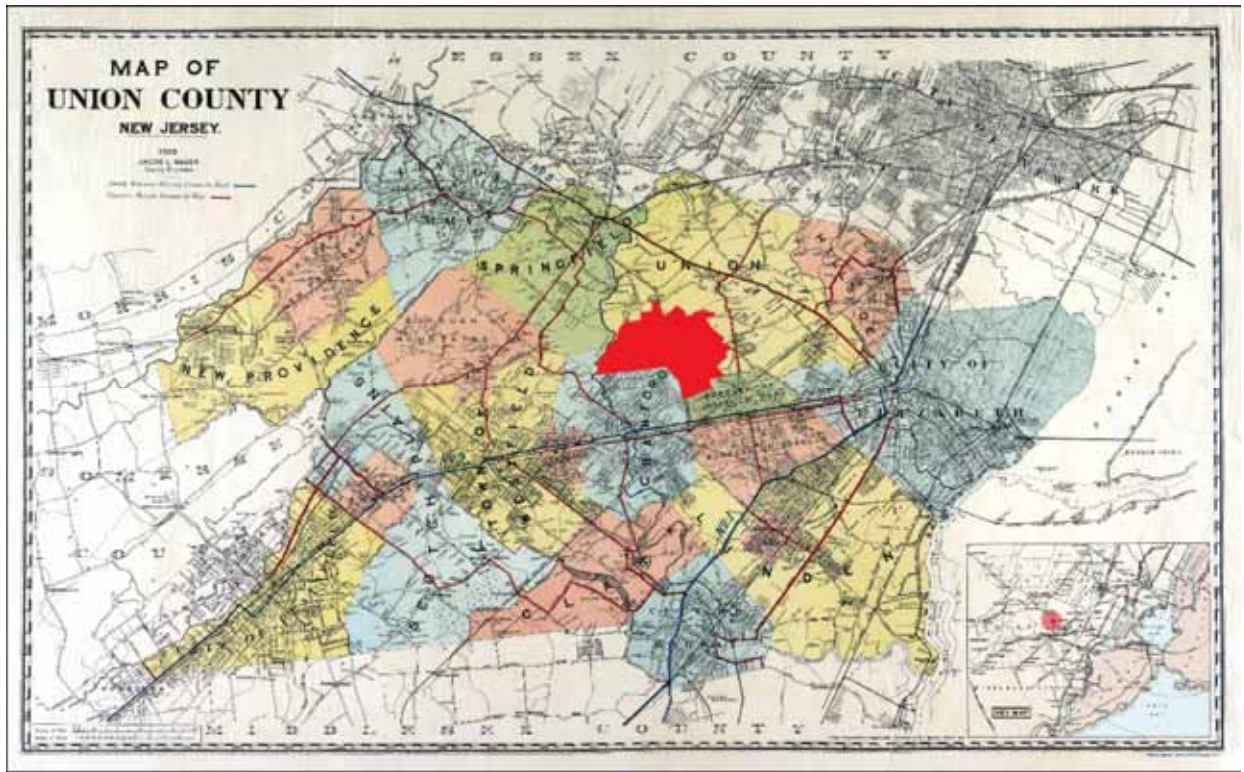


Fig. 1. New Orange, N.J. postmark on 1903 cover to Far Hills, N.J.

The New Orange post office was located in Union County and operated just short of six years, from June 26, 1899 until May 16, 1905.² But where was New Orange located within Union County?

In 1894, a group of real estate developers from Elmira, N.Y. formed the New Orange Industrial Association with the intent of purchasing and developing farmland in a portion of Cranford and Union Township. They referred to their project as "New Orange." A master plan for the real estate project envisioned wide thoroughfares, industrial zones, and connections with mass transit via trolley lines.³ In 1897, a short line rail line was constructed, the New York and New Orange Railroad, which in 1905 was reorganized as the Rahway Valley Railroad.



Union County map from 1923⁴

Fig. 2. Map of Union County, N.J. with location of New Orange highlighted in red.

In 1904, some of the members of the New Orange Industrial Association formed a new corporation, Kenilworth Realty, and began referring to their real estate project as “Kenilworth.” On May 16, 1905, the New Orange post office was reestablished as the Kenilworth post office. Illustrated below in *Figure 3*, is a postcard with a “Kenilworth, N.J., March 20, 1907” duplex postmark. On June 18, 1907, the Borough of Kenilworth was formally established, incorporating portions of Cranford and Union Township.



Fig. 3. Kenilworth, N.J. postmark on 1907 postcard to Rock Island, Illinois.

During its short existence, New Orange had only two postmasters, James A. Long, from establishment on June 26, 1899, and John Hiller, Jr. appointed May 16, 1901. Hiller continued as postmaster when the name was changed to Kenilworth.

New Jersey has many DPOs – some like this one are communities which have been renamed or reorganized into new or larger communities.

ENDNOTES:

-
- ¹ Brad Arch, editor, *Handbook & Checklist of New Jersey DPO's* (New Jersey Postal History Society, Basking Ridge, N.J. 1981). Available from NJPHS as a handy pocket-sized checklist to members for \$3, non-members \$4, or online in excel format at <https://www.njpostalhistory.org/media/pdf/DPOs.xls>
 - ² John L. Kay & Chester M. Smith, *New Jersey Postal History* (Quarterman Publications, Inc., Lawrence, Massachusetts 1977), p.130.
 - ³ In 1897, the New Orange Industrial Association offered free land to any institution of higher education to construct a campus on 14 acres located in New Orange. A Lutheran Church group, which had opened Upsala College in Brooklyn, New York in 1893, accepted the offer and constructed its first building in New Orange in 1899. The college was a significant factor in the community's growth. In 1924, the college moved to East Orange, N.J. where it operated until its closing in 1995. Walter E. Boright, "Remembering When Kenilworth Was a College Town, Upsala College Days Revisited," *Cranford Chronicle*, September 21, 2010, updated April 1, 2019 https://www.nj.com/cranford/2010/09/remembering_when_kenilworth_wa.html (retrieved, April 29, 2020). Hartland H. Gifford, *A Brief History of Upsala College* (Distributed by the Augustana Heritage Association Valedictory, June 24-26, 2016, Lansdale, Pennsylvania), at https://augustanaheritage.augustana.edu/Hartland_Gifford_Upsala_College.pdf (retrieved, April 29, 2020).
 - ⁴ Union County map 1923. (Retrieved from <https://doi.org/doi:10.7282/T39P32KC>., May 4, 2020).

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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

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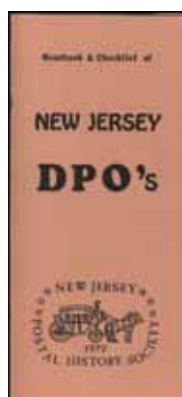
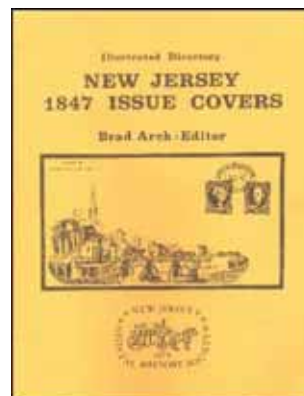
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