



NJPH

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A long-sought New Jersey cancel



There are many New Jersey post offices that have existed for only a very short time. One of these is Cuttoff, which existed from March to November, 1915. It was named for the DL&W railway cutoff built across NW New Jersey. This is a nice strike on card, dated December 27, 1915, the hammer apparently still in use after the office name had been changed. For other short-lived post offices, see page 3.

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DUES REMINDER

If a Dues reminder is included with this issue, it means your dues are still unpaid. Dues are still \$15 a year and payment can be by mail or Paypal (no extra fee), by going to our web site (www.NJPostalHistory.org) where you will find a link for membership renewal in the column at left. Please do this as soon as possible. We hope not to lose a single member!

PRESIDENT'S MESSAGE

It seems that my message for this year's February issue of *NJPH*, is much the same as those I've written in the past—the cold weather here in the northeast. But, this winter has been especially bitter. Not only zero degree temperatures, but a snow cover that will take well into March before it melts away. On the bright side, being driven indoors coupled with the time coming from retirement, has enabled me to rework my exhibit of New Jersey stampless covers. I will show it at Garfield Perry's March Party stamp show in Cleveland next month as an entry in the northeast postal history competition.

Several of the Society's frequent contributors return again to these pages. Arne Englund has written a piece featuring the post card on this issue's cover, a usage from Cuttoff, one of several short-lived post offices in New Jersey. Richard Micchelli returns with a wonderful array of additional Civil War patriotic covers that he has added to his collection. Larry Lyons contributes another article on New Jersey locals, this one featuring the only known example of Rogers Penny Post from Newark. Captain Larry Brennan returns with another of his long running series on New Jersey built naval vessels, this one detailing the history of fleet tug USS Ontario that saw service in both World Wars. Don Chafetz has contributed an article on a ground-breaking exhibit that he recently has shown, taking the contents of several 18th century covers from a family living in Hanover, New Jersey from his Morris County collection and creating, as the title of his article suggests, a four act melodrama. Jean Walton adds to the long series of home town post offices—this one on High Bridge. I've written a short piece on the continuing series, "On the Auction Scene" featuring a couple of 18th century covers that fetched high prices in last December's sales.

I wish to thank the many of you who have so generously made donations to the Society. It is those donations that enable the Society to publish and mail *NJPH*, while maintaining the dues at a modest \$15 a year. If you have not as yet submitted your dues for 2015, a friendly reminder is enclosed with this issue. Finally, we need some new contributors to this Journal. If it's only a single favorite cover from your collection, with a brief description, that's all we need to get you published in these pages. Please email me or Jean at our addresses above and we'll get you going!

And, yes, Spring will arrive--but not fast enough!

ROBERT G. ROSE

SHORT-LIVED NEW JERSEY POST OFFICES

By Arne England

New Jersey has had over 900 name-different post offices over the course of time. Of these, however, 124 were in operation for only a year or less. Another 28 operated for less than two years. Discussed and illustrated in this article are examples from three of these small, short lived post offices: STEWARTSVILLE STATION, AND MILLDALE, both of which lasted only a short time as the sole incarnation of a post office at each of those particular locations, and CUTOFF, a name which was used briefly with the re-opening of an office which had already been discontinued and re-opened once before, and which has now been in operation under various names for a good part of the last 190 years.

STEWARTSVILLE STATION (Greenwich Twp., Warren Co.)—Est. May 15, 1884 – Disc. May 24, 1886. Postmaster Henry H. Stone (previously postmaster for Stewartsville, June 1882 to May 1884). According to Snell's *History of Sussex & Warren Counties* (1881), Stewartsville had four stores in 1881, with H.H. Stone being listed as one of the proprietors. Stone's store was probably the same as shown in the immediate vicinity of the depot and freight house, and as listed under the proprietorship of D. Hulshizer on the map of Greenwich and Lopatcong Townships in Beer's 1874 Warren County Atlas (see map). The section of the Morris & Essex R.R. from Hackettstown to Phillipsburg had been opened for operation in 1866, and Stewartsville Station was one of the original depots on the line.

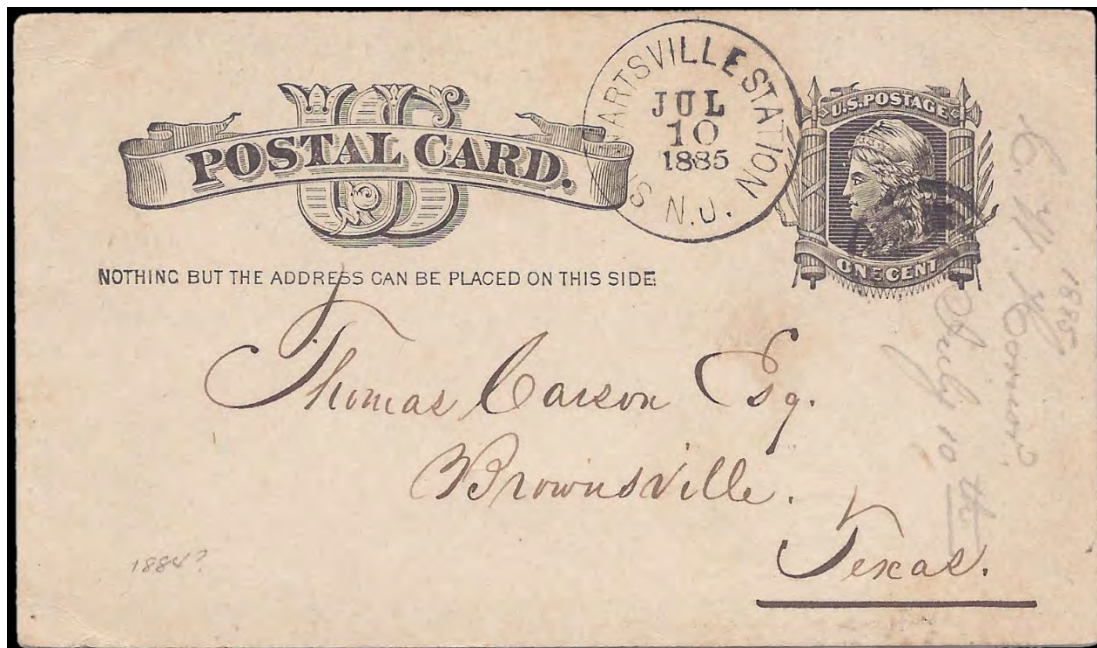


Fig. 1: Illustrated is a postal card (UX5) with a strong STEWARTSVILLE STATION, July 10, 1885 N.J. CDS. The back is datelined Stewartsville.

SHORT-LIVED NJ POs ~ Arne Englund

Stewartsville Station was only about ½ mile northwest of Stewartsville, in the area of current Rt. 57, and it is somewhat surprising that the P.O. would have been established with the Stewartsville P.O. already in operation so close by.

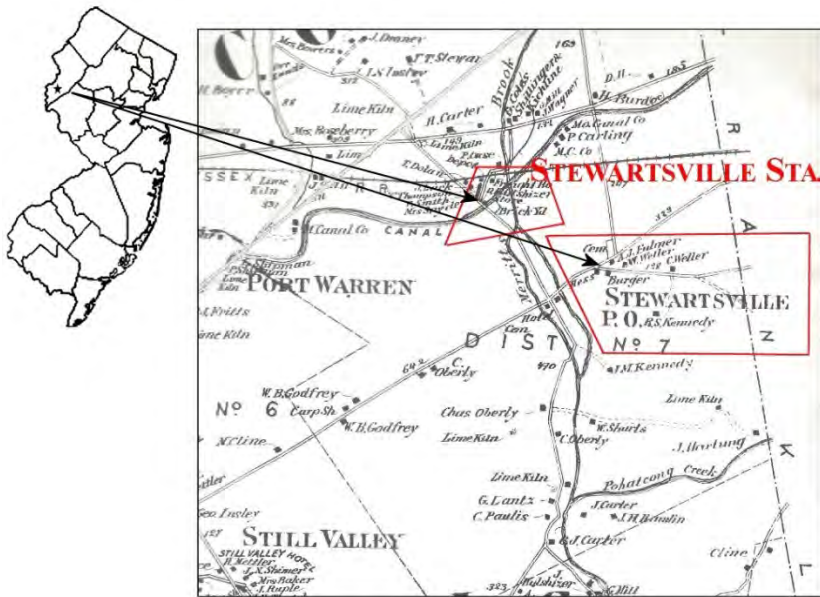


Fig. 2: 1874 Beers Map of Lopatcong and Greenwich Twp.s., showing Stewartsville and Stewartsville Station.



Fig. 3: Henry H. Stone, postmaster, Stewartsville Station.¹



Fig. 4: A ca. 1905-10 postcard view of the Stewartsville, NJ station.

Also pictured is a c.1905-10 postcard view of the Stewartsville, NJ station (or converted freight house). In Robert W. Millmore's *Railroad Stations of Northern New Jersey* (2003),² he says of the station, "Stewartsville was an original stop on the line, and until 1901 boasted a large two story station with a cross gable and center ticket bay. It was torn down in 1901 and a portion of the freight house converted to passenger use. The agent was discontinued in the 1930's, and there is nothing remaining at the site in the area along Beacon Street.

MILLDALE (Chester Twp., Morris Co.) – Est. March 3, 1893 – Disc. April 14, 1894.³ Postmaster – James Van Derveer. Located at Milltown, between Chester and German Valley (current Long Valley) across from the old Cooper Grist Mill and in the area of the Hacklebarney Iron Mines, the post office was called “Milldale”, as there was already a “Milltown” P.O. in New Jersey.



Fig. 5: Rockefeller's Store, home to the Milldale post office. The photographer apparently had some trouble both with writing backwards on the plate, and with spelling of Rockefeller.

The Milldale post office was located in the general store of John P. Rockefeller. A ca.1905-10 realphoto postcard view of the store is pictured. According to Frances Greenidge's *Chester, New Jersey, A Scrapbook of History*,⁴ “one corner of the store was ‘fenced off’ for a branch post office, and Oliver Van Fleet brought the mail on a bicycle every day from the Chester post office.”

A 2c Columbian Postal Stationery cover (U349) with a fairly strong “**MILLDALE DEC 6 1893**” N.J. CDS is illustrated below in *Figure 6*. The letter was addressed to Bedminster, N.J., and then forwarded to Peapack, N.J., where it arrived on Dec. 8. Notice the routing on the front and back of the cover. It was cancelled at Milldale on Dec. 6, arrived at Chester 7(?)pm the same day, went by train to New York, where it was cancelled at 11:30am on the 7th, went back to New Jersey, where it was received at Summit at 5pm on the 7th, left Summit at 4pm on Dec. 8, was received at Bedminster and forwarded to Peapack where it was received at 6pm on the 8th. Pretty fast and efficient!

Rockefeller's store at Milldale/Milltown burned down on Jan. 31, 1913. The Old Mill Tavern building has for many years stood on the foundation of the old store.



Fig. 6: The Milldale postmark is dated Dec. 6, 1893, a few months before it was discontinued and mail service went to Chester. The back is shown for the circuitous route this cover took!

CUTOFF (Green Twp., Sussex Co.) – Est. March 11, 1915 – Disc. November 5, 1915. Postmaster – Floyd F. Marvin. Located a couple of miles north of the village of Tranquility, the post office, at what for a short time was called Cutoff was established originally as **Greenville** in 1824 with William Green as postmaster. As Greenville, this post office operated until 1851, at which point it was discontinued, possibly as the result of the Tranquility post office having been established in 1850.

The office was re-established in 1870 as **Lincoln, NJ**, and as such operated until 1891, when the post office here was again discontinued.



Fig. 7: Home of the Cutoff post office (and the Greendell post office) – a case of name changes.

In 1915, the P.O. was again re-established, this time as **Cutoff**, operating under this name for only 8 months. The office was most likely in the Greenville general store, shown here in a c.1910-15 postcard view. On Nov. 5, 1915, the name was changed to **Greendell**, with Floyd F. Marvin still serving as postmaster.



Fig. 8: The Cutoff postmark shown on a post card from December 1915. Although this name was officially changed on November 5, 1915 to Greendell, it seems the hammer was still around and in use in December.

The Cutoff (yes, correctly spelled with two “t”s) post office took its name from the Lackawanna Cutoff, a 28 ½ mile rail line constructed by the Delaware, Lackawanna & Western in 1908-11 at a cost of \$11,000,000. The Lackawanna Cutoff superseded the DL&W’s Warren Railroad, which had been completed by John I. Blair in 1862, thus becoming the DL&W’s new mainline. The Lackawanna Old Line, as the Warren R.R. then came to be called, was a more circuitous route, being 11 miles longer, and containing many curves and grades, as well as the two tunnels at Manunka Chunk and Oxford. The DL&W Cutoff, which saved 1/2 hour of travel across the State versus the old route,⁵ operated from 1911 to 1960, and ran from Slateford Junction by the Delaware Water Gap, thru Blairstown, and Johnsonburg, then thru Greendell and on to Port Morris in Morris County.

The old store served as a deli for about 5 years in the early 2000’s. A recent picture of it is shown.

The P.O. here is still in operation as **Greendell**, and is now located in another building across Kennedy Rd. from the old general store.



SHORT-LIVED NJ POs ~ Arne Englund

Included below is a list of 123 N.J. Discontinued Post Offices which were in operation for 1 year or less. Does anyone else have examples of any of these small flash-in-the-pan P.O.'s which they'd like to share with us?

POST OFFICE NAME*	Co.	Yr opened	Yr closed	Yrs in service	Re-Opened	Closed	Yrs in service
RIVER BRIDGE 1808	GLO	1808	1808	1			
GREAT EGG HARBOR 1810	GLO	1810	1810	1			
GREEN BROOK 1810	MID	1810	1810	1			
HANCOCK 1811	SAL	1811	1811	1			
TRADE VALLEY 1819-1820	SUS	1819	1820	1			
PEDRICKSBURG 1822	SAL	1822	1822	1			
HELMS COVE 1826	SAL	1826	1826	1			
KLINES 1826	HUN	1826	1826	1			
TOWNSEND 1826-1827	CAP	1826	1827	1			
FRANKLIN 1827-1828	BER	1827	1828	1			
CAMPBELLS TAVERN 1828-1829	GLO	1828	1829	1			
READING POINT 1828-1829	HUN	1828	1829	1			
SCHRAALENBURGH 1828, 1851-1898	BER	1828	1828	1	1851	1898	47
HEAD OF RARITAN 1829-1830	SOM	1829	1830	1			
MANNINGTON HILL 1831-1832	SAL	1831	1832	1			
CRAVENS FERRY 1833-1834	SAL	1833	1834	1			
ABSECOMB 1836-1837	GLO	1836	1837	1			
ANCOCAS 1836	BUR	1836	1836	1			
TUCKAHOE BRIDGE 1836	CAP	1836	1836	1			
ELIZABETHTOWN POINT 1837	ESS	1837	1837	1			
MOUNT GREEN 1837-1838	HUN	1837	1838	1			
BASS RIVER LOWER BRIDGE 1840-1841	BUR	1840	1841	1			
MOUNT PROSPECT 1840-1841	BER	1840	1841	1			
WILLIAMSBURGH 1848-1849	HUN	1848	1849	1			
EATONTOWN LANDING 1850	MON	1850	1850	1			
WALKS MILLS 1850	MON	1850	1850	1			
MILL PORT 1853-1854	OCE	1853	1854	1			
GRANVILLE 1854-1855	MON	1854	1855	1			
CROWLEYVILLE 1856-1857	BUR	1856	1857	1			
ESTLOW 1856-1857	BUR	1856	1857	1			
SHOEMAKER 1856	WAR	1856	1856	1			
WOODMANSIE 1863-1864	OCE	1863	1864	1			
PENNS NECK 1864-1865	MER	1864	1865	1			
BETHEL 1868-1869	CAM	1868	1869	1			
NORTH VERNON 1868	SUS	1868	1868	1			
NORWOOD STATION 1868	PAS	1868	1868	1			
JERSEYVILLE 1869-1870	MON	1869	1870	1			
OAKFORD 1869-1870	OCE	1869	1870	1			
SAINT CLOUD 1869-1870	MON	1869	1870	1			
GREENWOOD 1870-1871	BER	1870	1871	1			
NEW BOSTON 1870	CUM	1870	1870	1			
BEAVERTOWN 1871-1872	MOR	1871	1872	1			

Arne Englund ~ SHORT-LIVED NJ POS

PREAKNESS 1871-1872: *	PAS	1871	1872	1			
SANDY HOOK 1871-1872 1879-1880	MON	1871	1872	1	1879	1880	1
WAVERLY 1871-1872	ESS	1871	1872	1			
PETAUKET 1873	SUS	1873	1873	1			
ROCHELLE STATION 1873	BER	1873	1873	1			
ROSELYN 1873-1874	ESS	1873	1874	1			
CLYDE 1874-1875	SOM	1874	1875	1			
GEORGES ROAD 1874-1875	MID	1874	1875	1			
LACEY 1875-1876	OCE	1875	1876	1			
LATHROP 1876	MOR	1876	1876	1			
ORANGEDALE 1876	ESS	1876	1876	1			
WARRENTON 1877	WAR	1877	1877	1			
MILVALE 1878	PAS	1878	1878	1			
FENNENT 1879	MON	1879	1879	1			
OSBORN 1879	OCE	1879	1879	1			
WILBUSH 1882	ESS	1882	1882	1			
BERRYVILLE 1883-1884	OCE	1883	1884	1			
COOKSBURY 1883	HUN	1883	1883	1			
BERTRAND ISLAND 1884-1885	MOR	1884	1885	1			
OWENO 1884	BER	1884	1884	1			
STEWARTSVILLE STATION 1884	WAR	1884	1884	1			
HAWKINS 1885-1886	ATL	1885	1886	1			
HOWELLTOWN 1886-1887	MON	1886	1887	1			
HUGHSVILLE 1886-1887	WAR	1886	1887	1			
NOLANS POINT 1886-1887	MOR	1886	1887	1			
RUSTED 1888	CUM	1888	1888	1			
COMMERCIAL 1889	CUM	1889	1889	1			
OSTRANDER 1890	MID	1890	1890	1			
BERKELEY ARMS 1891	OCE	1891	1891	1			
LINGSEM 1891	BER	1891	1891	1			
CAMP LOW 1892	MON	1892	1892	1			
MOUNT RELIEF 1892-1893	BUR	1892	1893	1			
ZIONTOWN 1892-1893	GLO	1892	1893	1			
MILLDALE 1893-1894	MOR	1893	1894	1			
SPAW 1893-1894	MON	1893	1894	1			
AVENA 1894-1895	SOM	1894	1895	1			
CANISTEER 1894-1895	SUS	1894	1895	1			
VALKYRIE 1894-1895	PAS	1894	1895	1			
LAWRENCE 1897-1898	MID	1897	1898	1			
SEAHAVEN 1897	OCE	1897	1897	1			
GREENTOWN 1898	BUR	1898	1898	1			
ORION 1898-1899	PAS	1898	1899	1			
DURELLA 1900-1901	ATL	1900	1901	1			
VALETTA 1900-1901	BER	1900	1901	1			
WOODLYNNE 1900-1901	CAM	1900	1901	1			
PLAUDERVILLE 1901-1902	BER	1901	1902	1			
CHRISTIE 1902	HUD	1902	1902	1			
CULVERS 1903-1904	SUS	1903	1904	1			

SHORT-LIVED NJ POs ~ Arne Englund

PROVINCELINE 1903-1904	MER	1903	1904	1			
HAZELTON 1904-1905	OCE	1904	1905	1			
AMBERLY 1905-1906	MON	1905	1906	1			
BENNETT 1905-1906	CAM	1905	1906	1			
NUTLEY STA.1907-1908 *	ESS	1907	1908	1			
HANOVER FARMS 1911-1912	BUR	1911	1912	1			
VIOLA 1911	ATL	1911	1911	1			
CULVERS LAKE 1914-1915	SUS	1914	1915	1			
LEONIA HEIGHTS 1914	BER	1914	1914	1			
CUTTOFF 1915	SUS	1915	1915	1			
MILITARY STA.(TRENTON) 1917	BUR	1917	1917	1			
VALLEY CLUB 1917-1918	CAM	1917	1918	1			
AMATOL 1918-1919	ATL	1918	1919	1			
BASE HOSPITAL BR 1918-1919	BUR	1918	1919	1			
BELCOVILLE 1918-1919	ATL	1918	1919	1			
HOSPITAL N03 BR(RAHWAY) 1918-1919	MID	1918	1919	1			
HOSPITAL N09 BR(LAKEWOOD)1918-1919	OCE	1918	1919	1			
RARITAN AN ARSENAL BR 1918-1919	MID	1918	1919	1			
WISSAHICKON BARRACKS BR. 1918-1919	CAP	1918	1919	1			
LAKEHURST PROVING GROUNDS 1919	OCE	1919	1919	1			
NAVY RIFLE RANGE BR 1919	ESS	1919	1919	1			
ROOSEVELT-CARTERET 1922	MID	1922	1922	1			
CEDAR PARK RUR.BR. 1924-1925	BER	1924	1925	1			
SEABROOK 1924-1925 *	CUM	1924	1925	1			
GREENWOOD FOREST 1925-1926	PAS	1925	1926	1			
WATCHUNG STA.1950	ESS	1950	1950	1			
GARDEN STATE PLAZA STA.1957-1958*	BER	1957	1958	1			
BRIDGEBORO BR 1959	BUR	1959	1959	1			
COLONIAL MANOR BR 1960-1961	GLO	1960	1961	1			
MONSANTO BR. 1961	GLO	1961	1961	1			
MURRAY HILL STA.1967	UNI	1967	1967	1			
RANDOLPH BR. 1979-1980	MOR	1979	1980	1			
LEISURE MALL BR 1980	OCE	1980	1980	1			

*From Brad Arch's list of NJ DPOs, available in our publications, or online in our [Free Online Library](#).

ENDNOTES:

¹ Cover photo of *Through the Years: Stewartville and Surrounding Areas*, Greenwich Twp Historical Society, 1986

² Millmore, Robert W. *Railroad Stations of Northern New Jersey* (2003),

³ Date from John Kay's updates to *New Jersey Postal History*, in *NJPH* Whole No. [42](#), March 1981. For other updates to Kay & Smith's book, see *NJPH* Whole Nos. [26](#) (Jan 1978) and [52](#) (Mar 1983).

⁴ Greenidge, Frances *Chester, New Jersey, A Scrapbook of History* (1974).

⁵ George Wyckoff Cummins in his 1911 *Warren County History* says "... a gain in time of half an hour will be made between New York and the West." Some of this was because of shortened distance and some because trains could move at higher speeds on the straighter route.

ADDITIONS TO A COLLECTION OF CIVIL WAR PATRIOTIC COVERS

By Richard Micchelli

Collecting Civil War envelopes has been a particular interest of mine, and I have never stopped looking. Since the first article published in these pages in May 2011, at the beginning of the commemoration of the 150th Anniversary of the beginning of the Civil War, I have added a number more to the collection. Some were the source of articles, including those of Civil War letters (see below), The Beverly Hospital, Wyman the Wizard, etc. and have already been seen here. These however are additions that have not yet been published. I hope you will enjoy seeing them.

It is particularly interesting to note the different publishers of these envelopes, and the fact that only one of them is located in New Jersey: William Nicholson, 22 East State St., Trenton – and this is in fact a patriotic advertising envelope for a book bindery, so whether they printed this envelope is questionable.¹ Even in Gene Freeman's 16-page appendix to James Milgram's Federal Civil War Postal History, there is only one New Jersey printer listed: Thomas Doyle, Printer, Above 2nd, Camden, NJ. I have not yet discovered a copy of an envelope printed by him.

These envelopes were collected avidly at the time, much as post card collecting became a craze in the early 1900s, and often kept in albums by those who did so. It would seem that they presented a lucrative business opportunity for New Jersey printers, but perhaps New Jersey was overwhelmed by those from New York City and Philadelphia.

A list of the publishers I have found, of these and the other envelopes included in my online exhibit, with their addresses, can be found at the end of this article, on page 30.

These covers will be added to the online exhibit as an appendix, so that they will be available to anyone interested in collecting or sharing knowledge of the subject.

This continues our articles relating to Civil War postal history, in commemoration of the 150th anniversary of this event. See our articles: New Jersey Civil War Covers, (Vol. 39 No. 2 Whole number [182](#), May 2011), New Jersey Civil War Covers: The Wyman Correspondence (Vol. 39 No. 4 Whole number [184](#) November 2011), and Civil War Patriotics: The Story of the Beverly Hospital (Vol. 40 No. 1 Whole number [185](#), February 2012, and A Soldier's Letters from Camp Ruff in Vol. 41. No. 2, Whole Number [190](#), further letters in Whole No. 41, No. 3, Whole number [191](#), May 2013), all illustrated with covers from the Micchelli collection. His award-winning exhibit of Civil War Patriotic Covers can be seen in our Free Online Library at <http://www.njpostalhistory.org/media/pdf/NJCWPats.pdf>.

NJPH has published other articles on Civil War topics, one in Whole No. 195: NJ Soldier Letters in the Civil War by Dennis Buttacavoli, and another yet to come on a doctor during the Civil War. For other older articles in our past issues, we recommend a look at our Index, available at <http://www.njpostalhistory.org/media/archive/njphindex1-176.xls> in Excel format or <http://www.njpostalhistory.org/media/archive/njphindex1-176.pdf> in Acrobat Reader format. Our back issues are available online in our Free Library at <http://www.njpostalhistory.org/freelibraryjournals.html> .

Belleville



This cover was sent from Belleville in 1863 to Italy Hill, Yates County, NY.

Bloomsbury



This cover is published by S. C. Rickards of 102 Nassau St., NYC.

Bridgeton



Camden Nov 1862



A cover addressed to Eve Gundrum – an addition to the correspondence of John Gundrum discussed in *NJPH* Whole No. [190](#), Letters from Camp Ruff, as is the one below.

Camden Jan 1863



This cover was printed by Magee, a prolific publisher of patriotic envelopes located in Philadelphia at 316 Chestnut St.

Changewater



Changewater is a tiny town in Hunterdon County, still had access to these envelopes.

Clinton Station



This cover from Clinton Station celebrates the Lincoln-Hamlin ticket, elected in the 1860 Election. It is printed by S. Raynor, an envelope manufacturer in New York.

Delaware



A popular cover, this one was used from Delaware, NJ April 11, 1862. It was printed by Wells, 108 Fulton St., NY.

Delaware Station



This cover from Delaware Station to the same addressee as above, was printed by E. Cogan, 48 N. 10th Street in Philadelphia.

Elizabeth



Elizabeth, NJ, another new addition.

Elizabeth, missent



An envelope missent to Elizabeth, NJ from Washington, DC – likely intended for Port Elizabeth. Printed by S. Rickards, 102 Nassau St., NY.

Freehold



Depicting George Washington, this envelope was sent to Jane Wyman, wife of Wyman the Wizard, discussed in detail in *NJPH* Whole No. [184](#).

Frenchtown



Jersey City



A Jersey City cover addressed to Marcus L. Ward. In 1862, Ward ran for Governor of NJ against Joel Parker, but lost. In 1866 he ran again & was elected.

Lambertville



A nice double ring Lambertville Jan. 6, 1863 cancel on an envelope with an embossed albino picture of Gen. McClellan, in charge of Union Forces on the Potomac.

New Brunswick



A New Brunswick cover printed by S.C. Upham, 310 Chestnut St., Philadelphia.

Newark



Newark, while known for its opposition to the war as bad for its economy, also had a strong contingent which supported it. A number of new Newark covers are shown.

Newark



Newark

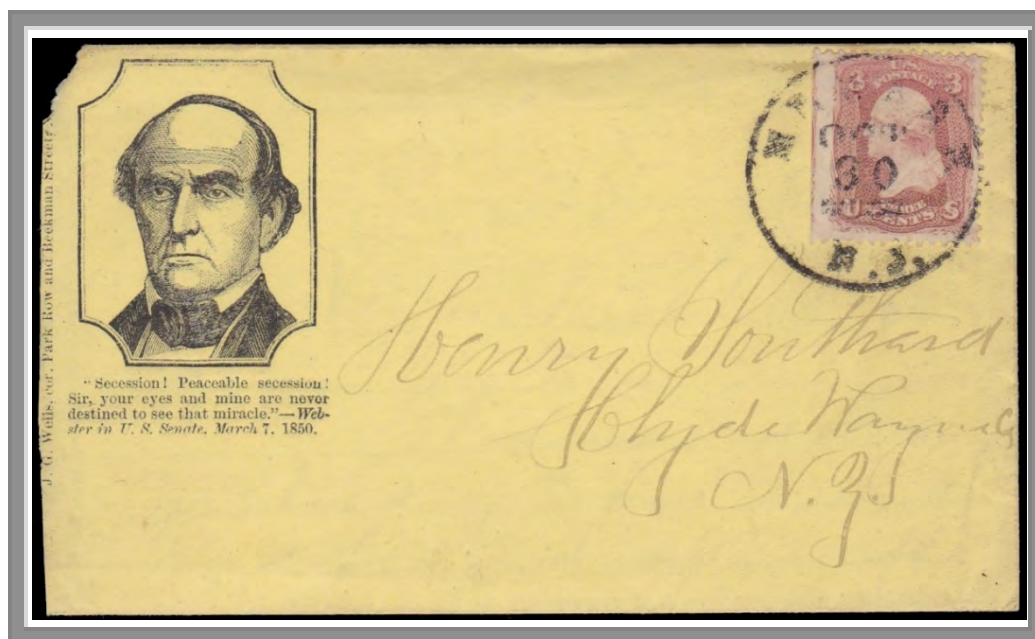


Another Wyman cover, sent to her family's home in Fall River – see **NJPH** Whole No. [184](#).

Newark



Newark



A picture and quote of Daniel Webster, printed by J.C. Wells. Corner of Park Row & Beekman Sts., NY.

Newark



This envelope celebrates the "contraband" status of Southern slaves who crossed the lines, or who joined up with Union forces. They were regarded as contraband, and hence did not need to be returned to their masters.

Newark



Both this and the following envelope show Union flags with 34 stars (1861-1863). Kansas became the 34rd state January 29, 1861 – a free state; West Virginia, breaking from Virginia, became the 35th on June 20, 1863.

Newark



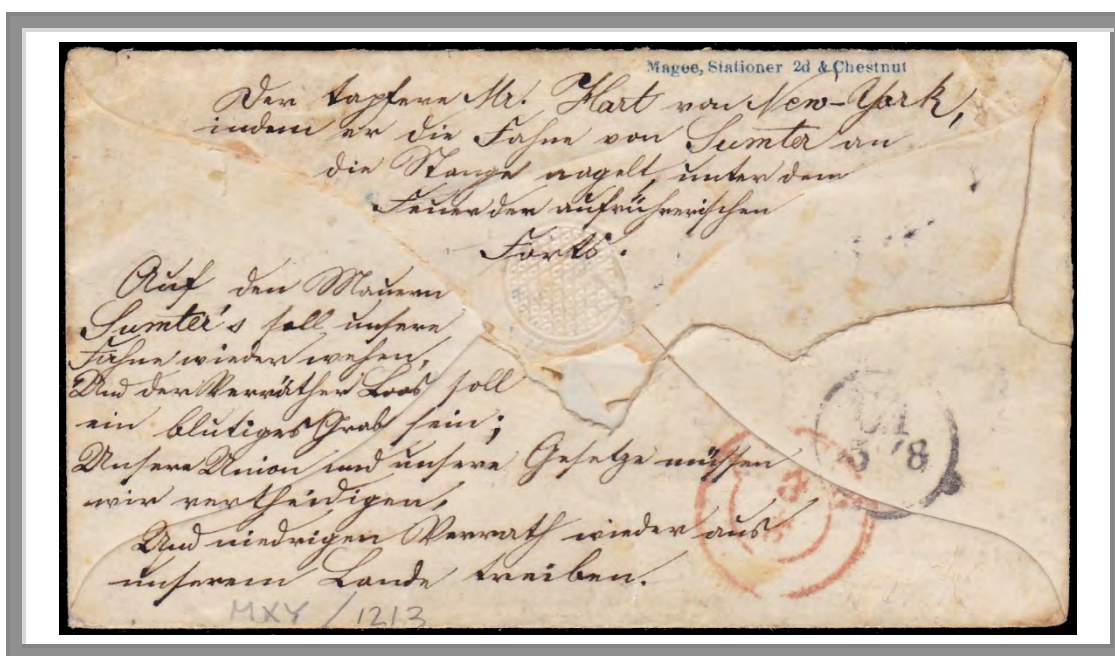
This patriotic envelope was also used as an advertising envelope, with a corner card from the J. Ives & Son Axle Manufacturers in Newark.

Newark to Württemberg



A rare overseas usage of a Civil War patriotic cover, sent from Newark to Stuttgart. This envelope was printed by Magee stationers in at 2nd & Chestnut in Philadelphia.

Reverse of cover to Württemberg, on which the writer has translated into German the text on the front.



Princeton



Another Magee envelope (address 316 Chestnut St, Phila.) showing NJ Arms, albeit covered by the stamp, sent from Princeton, NJ.

Progress



Yet another Magee cover, sent from Progress, NJ on May 23, 1864, to Christian Frech in the 68th Regiment of the Pennsylvania Infantry, addressed to him in a camp of the Army of the Potomac.

Squan Village



A cover sent with a manuscript postmark from Squan Village – current day Manasquan – to nearby Freehold, NJ, marked “Paid” – no stamps present.

Trenton



An August 6, 1861 double ring cancel from Trenton to Oxford, NY.

Trenton



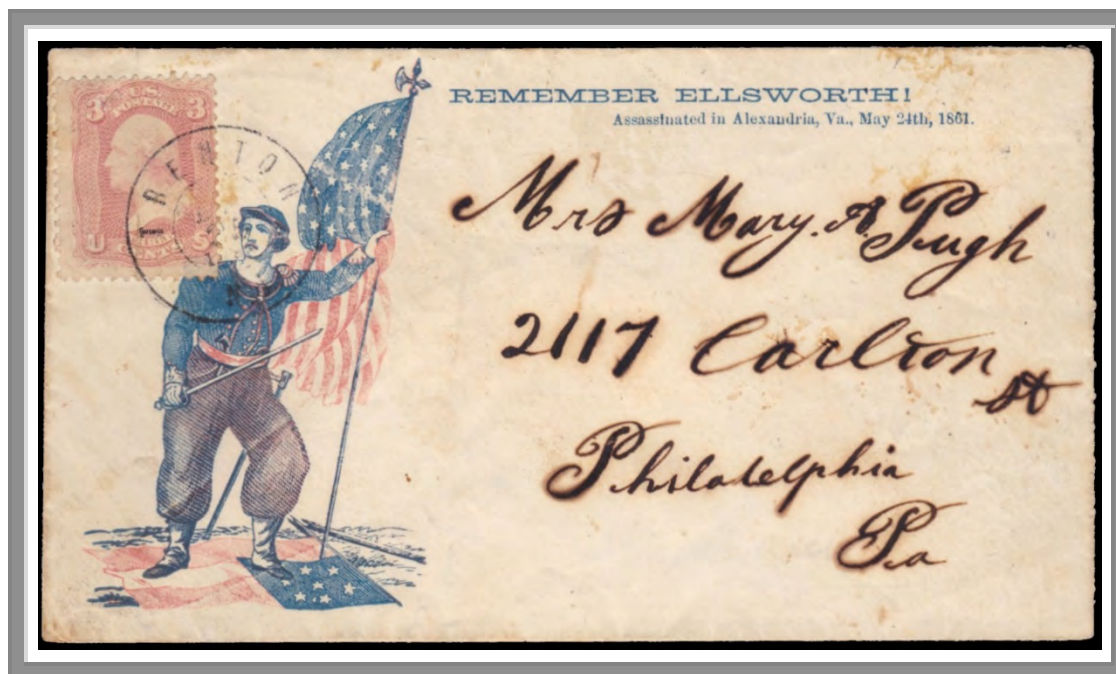
Another Magee envelope.

Trenton



This envelope is addressed to Mr. Magee himself, publisher of many of these envelopes, at 316 Chestnut St. in Philadelphia.

Trenton



Ellsworth, a personal friend of Lincoln's, became the first Union officer to be killed in the Civil War. He was shot when removing a Confederate flag large enough to be seen from the White House from Marshall's Inn, while occupying Alexandria, VA on May 24, 1861. His name became a rallying cry.

Trenton



A new double ring Trenton cancel, used on March 2, 1864.

Trenton



Westfield



A Westfield, NJ cancel on an envelope showing Martha Washington, addressed to the resort and mineral springs town of French Lick, Indiana. Published by the Union Stationery Depot, 106 Fulton, NYC.

ADDITIONS TO CIVIL WAR PATRIOTICS ~ Richard Micchelli

PRINTERS OF CIVIL WAR PATRIOTIC ENVELOPES seen on NJ cancelled envelopes in the Micchelli collection

See also <http://www.njpostalhistory.org/media/pdf/NJCWPats.pdf>

Printer	Address	City
Berlin & Jones	134 William St.	NY
Bloom & Smith		NY
Brown & Ryan	201, 203, 205 William St.	NY
E. Cogan	No. 48 N. Tenth St.	Philadelphia
Magee	316 Chestnut St 2 nd & Chestnut	Phila
Maguilla?	12 Frankfort St.	NY
Magnus, Charles	12 Frankfort St.	NY
C.A. Miller	25 Ann St.	NY
Morgan		
Mumford & Co.	38 & 40, Fourth St.	Cincinnati
D. Murphy's Son	113 Pearl St.	NY
D. Murphy's Son, Print.	65 Fulton & 372 Peart sts.	NY
New York Union Envelope Depot	144 Broadway (used by Brown & Ryan copyrighted envs.)	NY
William Nicholson	22 East State St.	Trenton
Norris & Lit...		Chicago
J.W. Orr	Clerk's Office. Dis. Ct o US,	Southern Dist. Of NY
S. Raynor Envelope Manufacturer		NY
S.C. Rickards & Co.	102 Nassau St	NY
A.S. Robinson		Hartford
Rosenthal, L.N. Lithographic Co.		Phila
Tingley, J. H.	152½ Fulton St.	NY
Union Envelope	Jas. W. Benham	
Union Stationery Depot	106 Fulton St.	NY
Upham, S.C.	310 Chestnut St	Phila
R. Weir	Dist. Clerk	Dist of Pennsylvania
Wells	103 Fulton St	NY
Wells. J.G.	Corner Park Row & Beekman Sts.	NY
G. M. Whipple & A.A. Smith		Salem, Mass.
W.R. Wills		Norristown,PA
Wm. P. Lyon & Whittemore		NY

Some interesting web sites:

See this site:

<http://bibliodyssey.blogspot.com/2007/08/american-civil-war-envelopes.html>

<http://memory.loc.gov/ammem/ndlpcoop/nhihtml/cwnyhsarcpp.html>

<http://www.wisconsinhistory.org/> and search for civil war envelopes

¹ See page 95 of Online Exhibit at <http://www.njpostalhistory.org/media/pdf/NJCWPats.pdf>.

N.J. LOCAL POSTS: Rogers' Penny Post, Newark, New Jersey

By Larry Lyons

This is the fourth of a series of articles on New Jersey's local stamps. Local Posts were established as early as the 1840's by enterprising private individuals and companies who carried letters within city limits – including to and from Post Offices. They flourished for a number of years until they were finally outlawed by the government. The author, Larry Lyons, is a noted authority on United States local stamps, and is the editor-in-chief of "The Penny Post," the prize winning journal of The Carriers and Locals Society. We appreciate his contributions.

This local post has one recorded adhesive and one recorded handstamp on a cover. The adhesive is in black ink on green glazed paper and is on a piece of a cover. The adhesive is crude and cut to an eight-sided shape. See *Figure 1*. The adhesive is ex-Burrus and Hall. In the Hall sale, held at Siegel Auction Galleries, November 13-14, 2000, the adhesive sold for \$29,700.00. The auction description tells all that is known about this local post.



Fig. 1: The only recorded Rogers' Penny Post adhesive. No adhesives are recorded on cover.

Elliott Perry located advertisements for Rogers' Penny Post in the *Newark Daily Advertiser* from April 10 through July 19, 1856. Alfred H. Rogers was identified in the ads as the proprietor of the post. Perry reported that Rogers was located at 194 Broad St. from 1851 to 1855, and at 99 Broad from 1856 until 1859-60. The one recorded handstamped cover (see Golden sale, lot 1466) is almost certainly an August 1856 usage.

This stamp was first reported as a "1c black on green paper" in the *American Journal of Philately*, Feb. 1892 (p. 91). The stamp itself surfaced at the May 15-17, 1963, Harmer Rooke sale of the Burrus collection, where it was acquired by Elliott Perry on behalf of the Halls. In a note to Eugene Costales, he remarked "I had that much confidence in it, and would have gone higher. John Boker may have been my competition."

Figure 2 shows the newspaper advertisement for Rogers' Penny Post. The advertisement gives the value of the adhesive as one cent. The ad states at the bottom "stamps always on hand." Letters had to be placed in Rogers' box before the specified pick up times. Delivery was made twice daily.

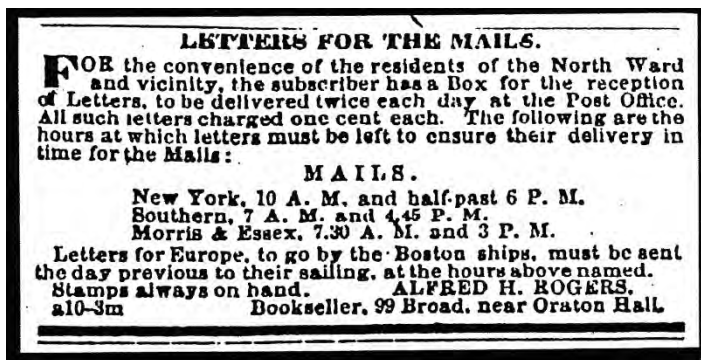


Fig. 2: The newspaper advertisement for Rogers' Penny Post from the Daily Advertiser from 1856.

The Rogers' oval handstamp is known on only one cover. See *Figure 3*. It is ex-Golden. The handstamp reads "Rogers' Penny Post Newark." There is a manuscript "AUG 12" date neatly printed above and below "Penny Post." The cover is addressed to Brooklyn, New York. The three cent stamp used to pay the postage is an imperforate "orange red" (#11). This shade is known used 1855-1856. The cover is almost certainly August 12, 1856 based on the three-cent stamp and advertisements for the post known from April 10 to July 19, 1856. It is unknown if the cover has been restored to eliminate the unattractive severe tears.



Fig. 3. The only recorded Rogers' Penny Post cover. The handstamp is strongly believed to be August 12, 1856.

NEW JERSEY-BUILT FLEET TUG USS ONTARIO: Veteran of both World Wars, Pearl Harbor, & the Earhart circumnavigation attempts

By: Captain Lawrence B. Brennan, U.S. Navy (Retired), USCS Life Member 62211¹

“It was a great landlocked harbour big enough to hold a fleet of battleships;
and all around it rose, high and steep, the green hills.
Near the entrance, getting such breeze as blew from the sea,
stood the governor’s house in a garden ...
the heat, though it was so early in the morning, was already oppressive.
Closed in by its hills, not a breath of air came in to Pago-Pago.”

“Rain”

W. Somerset Maugham

Few U.S. Navy ships were in commission throughout the entire time that the United States was at war between 1917 and 1945, earning two Victory Medals. One of the smallest of these was built in Camden, New Jersey in 1911, and launched at the Philadelphia Naval Yard in September 1912.² USS ONTARIO was named for the same-named Great Lake, not the Canadian province.

During a period of 28 and one half years between April 1917 and September 1945, the United States fought and won two World Wars, engaging in combat for a total of 64 months. Millions of men and fewer women served in the U.S. Navy, thousands of ships were commissioned or placed in service during these wars. Few ships, however, served in commission during the entirety of both wars. The ships³ which served during both wars included:

- six battleships: USS ARKANSAS (BB 33), USS NEW YORK (BB 34), USS TEXAS (BB 35), USS NEVADA (BB 36), USS PENNSYLVANIA (BB 38), and USS WYOMING (AG 17 ex BB 32),
- a single destroyer: (USS ALLEN (DD 66),
- three gunboats: USS DUBUQUE (PG 17), USS PADUCAH (PG 18), and USS SACRAMENTO (PG 19),
- two destroyer tenders: USS MELVILLE (AD 2), USS BLACK HAWK (AD 9),
- two or three repair ships: USS PROMETHEUS (AR 3) and USS VESTAL (AR 4) and USS OGLALA (ARG 1),
- three oilers: USS KANAWHA (AO 1), USS MAUMEE (AO 2), and USS CUYAMA (AO 3),
- one transport USS HENDERSON (AP 1) which was renamed USS BOUNTIFUL (AH 9),
- and one old single screw sea-going tug (USS ONTARIO) (ATO 13).⁴

This is the story of that tug.

USS ONTARIO was built at New York Shipbuilding Company in Camden, New Jersey in 1911; she was acquired by the Navy in 1912, and commissioned the same year at Naval Base, Philadelphia. She was one of the last coal burning naval vessels to be converted to oil.



Fig. 1: USS ONTARIO in 1912, on her sea trials, showing the flag of the New York Shipbuilding Company flag (NYSC).⁵

She was a Sonoma-class tug which displaced 1,120 long tons on a hull with a length of 185 feet, two inches, beam of 34 feet, and a draft of 20 feet, three inches. Initially, she was a coal-burner. ONTARIO was capable of speeds up to 13.2 knots. She had a complement of 42 men; often the commanding officer was the only commissioned officer on board. She was armed with a pair of machine guns.

During the First World War, USS ONTARIO, served for 5 years as part of the Atlantic Fleet in U.S., Canadian, and European waters. She first operated along the Atlantic coast and in the Caribbean, and sailed for Ireland in late summer 1918, where she served in support of the Atlantic Force, including patrolling and guarding against enemy submarines.

Following the WWI Armistice, ONTARIO worked as a patrol ship, sailing out of Ireland, England, Portugal, Gibraltar and the Azores until 1920, as part of Sub-chaser Detachment 2, U.S. Naval Forces in European Waters, removing remnants of WWI minefields from the seas.

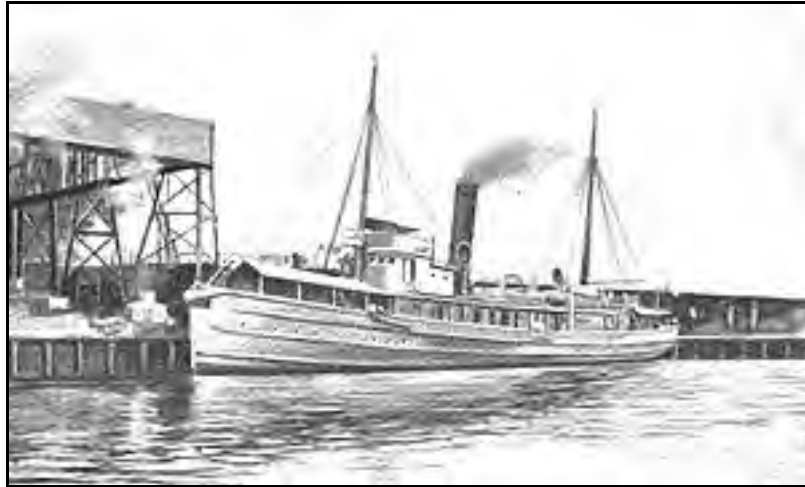


Fig. 2: USS ONTARIO in a photo attributed to *Popular Mechanics Magazine*, 1921.⁶

For nearly 20 years, commencing in the mid-1920s, ONTARIO was stationed in American Samoa, at Naval Station Tutuila,⁷ where she served as station ship, rescue vessel, Governor's yacht, transport, and flagship. She regularly returned to Pearl Harbor for repairs and upkeep. She was instrumental in recruiting Samoans.⁸

She had lengthy service in the South Pacific in American Samoa between the “war to end all wars” and the next global conflict. ONTARIO would not return to the Atlantic Ocean or her native state after she was transferred to the Pacific Ocean in the mid-1920s.

USS ONTARIO POSTAL HISTORY

USS ONTARIO had a long but interrupted postal history. Her post office initially was established on 1 November 1915 and disestablished on 27 December 1921. The sole reported cancel from this era is Locy Type 2 (AC) which is rated “R-2” in the *USCS Postmark Catalog*. Her post office was opened briefly for a second time on 24 July 1930 but disestablished on 9 January 1931. Only one reported cancel is listed from this era, rated “R-2,” indicating 10 to 25 copies reported. I have never seen one and haven't been able to locate it on line, nor is it illustrated in *USCS Postmark Catalog*. The post office again was reopened on 17 January 1938 and finally disestablished on 10 March 1946. During those eight years, she had nine reported postmarks and canceling devices. Most of these are rated “B” or “C;” only one is rated “A” in the *USCS Postmark Catalog*.⁹

Figure 3 is a number 10 penalty envelope with a typed return address in the upper left corner from Commanding Officer, U.S.S. ONTARIO, Tutuila, Samoa. It is addressed to Bureau of Engineering, Navy Department, Washington, D.C. and postmarked Pago Pago American Samoa, with a Flag machine cancel similar to a Locy Type 8, dated 8 AM, 14 March 1927. It bears a rubber stamp free frank “NAVY DEPARTMENT OFFICIAL BUSINESS PENALTY FOR PRIVATE USE \$300.00”.

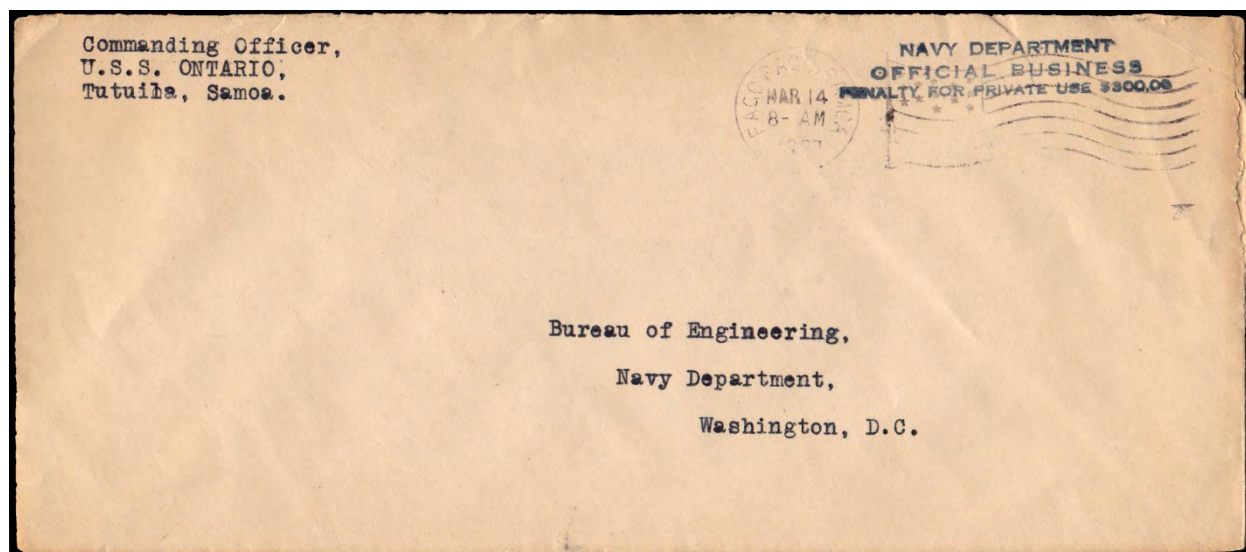


Fig. 3: Penalty envelope from the Commanding Officer of the USS Ontario to Washington, D.C., March 14, 1927.

Figure 4 is a number 6 philatelic cover with a black rubber stamp return address in the upper left corner from "U.S.S. ONTARIO, Tutuila, Samoa, c/o Postmaster, San Francisco, Calif. Official Business." It is addressed to Fred Wayman, 286 Pike St., Carbondale, Pa. and postmarked Pago Pago American Samoa, with a steel hand cancel similar to a Locy Type 6 dated 10 AM, 20 Dec. 1935. It bears a 2 cent red Washington definitive stamp.

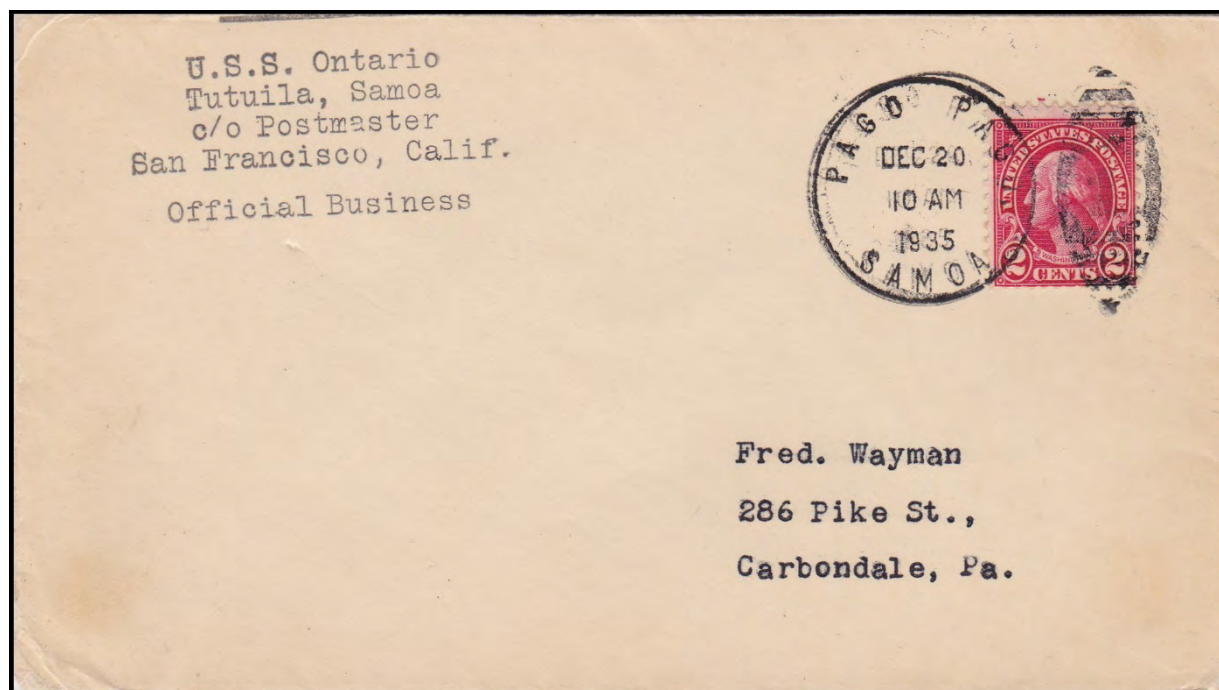


Fig. 4: A cover sent from the Ontario with a San Francisco Postmaster notation, from Pago Pago to Carbondale, PA in December 1935.

Figure 5 is a number 6 philatelic cover with a blue handstamped address to noted collector and sponsor Wm. S. Linto, 4920 N.E. 16th Ave., Portland, Oregon and postmarked by the ship's mail clerk, Yeoman First Class W. V. Byrd with ONTARIO's rubber stamp hand cancel Locy Type 3r dated AM, 14 Feb. 1938. It is rated "B" in the *USCS Postmark Catalog*. It bears a 2 cent red Naval Heroes of the 1936-1937 Army-Navy Issue (Scott's Number 791). This is a first day Postal Service cover from the Naval Cover Museum.

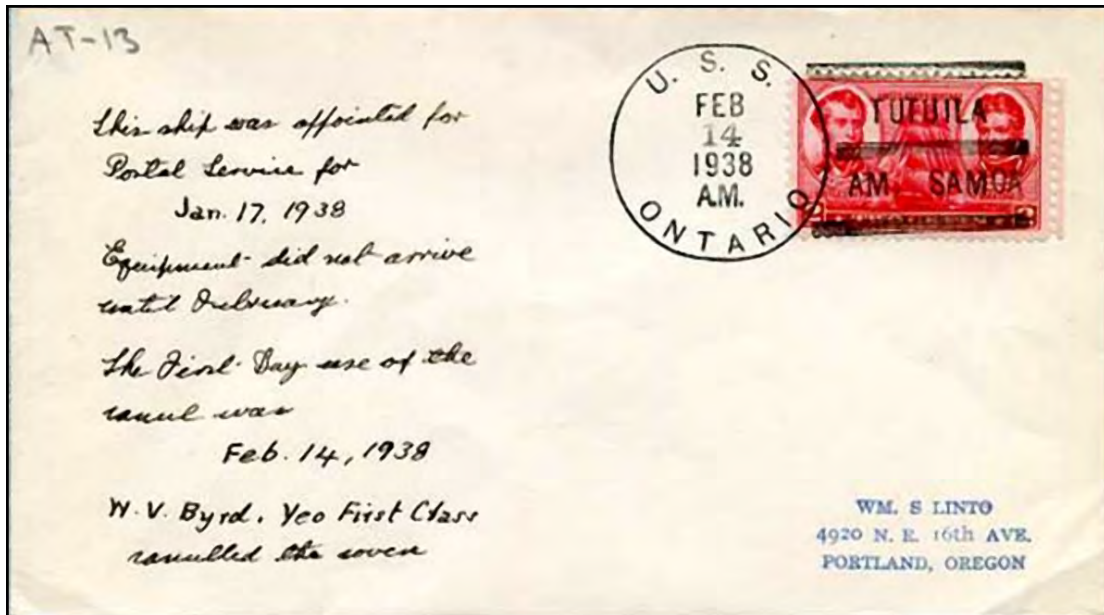


Fig. 5: While appointed for postal service in January 27, 1938, it appears from this cover that equipment did not arrive until February, and clerk service began on Feb. 14, 1938¹⁰

ASSISTING AMELIA EARHART

In early 1937, ONTARIO was assigned to assist in the first circumnavigation attempt by Amelia Earhart. The ship was assigned to act as a radio beacon station half-way between Howland Island and New Guinea, and without specific radio instructions to communicate with Earhart. On 14 March 1937,¹¹ during preparations for Earhart's originally planned flight from Howland Island to New Guinea, ONTARIO reported that it was "en route to plane guard station latitude 03 05 South, longitude 165 00 East for Earhart flight." The ship was assigned the same position, halfway between Lae and Howland Island, for the July flight.¹²

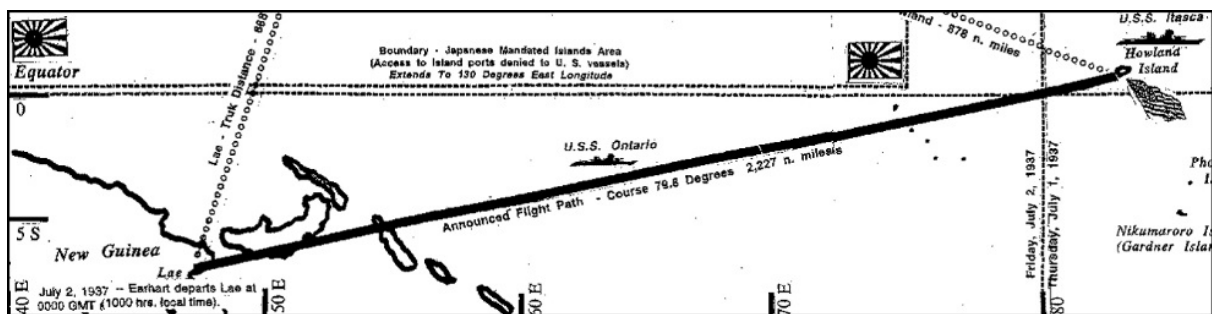


Fig. 6: Showing the last flight of Amelia Earhart, and the position of the USS Ontario.

ONTARIO was scheduled to arrive on station on March 18th. It is doubtful that ONTARIO had the capability to transmit voice on the frequencies requested by Earhart's crew. In any event, on 17 March 1937, St. Patrick's Day, Earhart flew from Oakland, California to Honolulu. Maintenance and repairs were required due to problems with lubrication and the variable pitch mechanics for the propeller hub. The Electra wound up at the Naval Air Station on Ford Island. Three days later, the flight resumed but Earhart suffered a ground loop¹³ during takeoff. The aircraft was severely damaged requiring return to the Lockheed Burbank facility by ship.

When the second and fatal circumnavigation attempt – this time heading east – was conducted in the summer of 1937, again ONTARIO was assigned a station as a guide for the flight. ONTARIO was positioned along Earhart's direct track as a guide to check their location and progress. ONTARIO, whose position at that time was 2°59.02'S, 165°23.20'E, very close to the great circle path from Lae to Howland Island.¹⁴ At 185 feet in the length, the tug may have been difficult to sight and lacked the ability to communicate via radio with Earhart. Some suggest that she overflew it, possibly never seeing it. Others claim that ONTARIO, not the merchant ship, SS MYRTLEBANK, was the "ship in sight ahead" whose lights Earhart reported observing before sighting the lights of Naruru Island. The ship's navigation lights and range lights should have been visible notwithstanding her dimensions. ONTARIO's log, however, reported that there was between 20% and 40% cloud cover. After 17 hours and 45 minutes of flight, Noonan's navigation fixed their position at 200 nautical miles from Howland Island, a calculation that was likely accurate to within as little as four nautical miles. The flight appeared to be nearly perfect to this point.¹⁵ Earhart made her last call at 2013 GMT – "We are on the Line of Position 157-337, will repeat this message on 6210 KCS. Wait listening on 6210 KCS... We are running north and south."¹⁶ While continuing to search for a sign of Howland, Earhart's tanks ran dry between 2013 GMT and 2100 GMT. As is well known, the flight disappeared without making landfall. ONTARIO was assigned to assist in the search.¹⁷

AT PEARL HARBOR

On 3 January 1941, ONTARIO sailed for Pearl Harbor where she spent the remainder of 1941 and subsequently was one of the last converted to an oil-driven ship.¹⁸ On 7 December 1941 she earned her only battle star while tied outboard of USS SICARD (DM 21)¹⁹ without power. The Commanding Officer's action report (see below)²⁰ tersely sets forth her efforts to repulse the Japanese air attacks²¹ while under the command of her Executive Officer who was a Chief Boatswain's Mate.

ONTARIO operated in auxiliary service while based at Pearl Harbor into late 1943 before joining Service Squadron TWO for the invasions of the Ellice, Gilbert, and Marshall Islands. In May 1944 she was redesignated Fleet Tug Old (ATO-13).²² From October 1944 to August 1945, she served as yard tug at Ulithi,²³ supplying the amphibious and fast carrier task forces with barge towing and varied services as well as laying anchor buoys along the coast of Peleliu during November–December 1944.

Conversion to an oil-burning ship caused ONTARIO concern and fear of submarine attacks because of oil leaks caused by old, worn, and cracked plates. To remedy this while underway, the crew "listed" ONTARIO and, "a ship's welder was hung over the side so that he could weld and seal the cracks."²⁴

ONTARIO departed Ulithi for Eniwetok at the end of August 1945, calling at Pearl Harbor and finally San Diego with two storm damaged patrol boats in tow. She arrived in the United States for the first time in a quarter century on 21 December 1945 and was a yard tug at Long Beach, California until being decommissioned on 3 June 1946. She was struck from the Naval Vessel Register on 19 June 1946 and sold to Floyd Harrington, Wilmington, California on 4 April 1947. ONTARIO received a single battle star for World War II service.

USS Ontario, Report of Pearl Harbor Attack

AT13/A16 Serial 187/ (10/Sc) U.S.S. *Ontario* Pearl Harbor, T.H., December 8, 1941.

From: The Commanding Officer.
To: The Commander-in-Chief, U.S. Pacific Fleet.
Via: The Commander Base Force.
Subject: Report of Battle Action
Reference: (a) Article 712 USNR, 1920.

1. Pursuant to reference (a), the following report of the attack by Japanese air squadrons on Pearl Harbor at 0755, Sunday, December 7, 1941 is submitted:

A CONDITION OF SHIP

At the time the attack occurred this vessel was moored in berth 18, Repair Basin, Pearl Harbor outboard of the U.S.S. *Sicard* undergoing navy yard overhaul. All services were being received from the dock. There was no ammunition on board and the ship's one 3"A.A. gun had been previously removed from the ship.

No fuel (coal) was onboard the ship. The boilers, auxiliary machinery and main engine, anchor engine and fantail capstan were all disabled.

Due to the above facts this vessel had no offensive or defensive power at the beginning of the attack except for some 30 caliber ammunition in the Abandon Ship Locker.

B ACTION TAKEN

- a. At the time the attack occurred, this vessel's allowance of small arms (12 Springfield rifles and 6 .45 cal. colt automatic pistols) were served out and the ammunition from the Abandon Ship Locker was broken out and issued. Members of the deck force were given all rifles and opened fire on all low flying enemy planes. No hits were observed. Ammunition for the pistols was borrowed from the U.S.S. *Sicard*.
- b. The ship's one (1) Lewis machine gun was mounted and as soon as ammunition for it could be borrowed from the U.S.S. *Sicard* (inboard of this vessel), pans were filled and fire was opened on low flying enemy planes.
- c. As this vessel has no steel helmets, none having been sent to Samoa, from whence this vessel has recently arrived, all personnel not actually engaged in firing upon enemy aircraft were ordered to take shelter as numerous bomb and shrapnel fragments were falling all about.
- d. All fire hoses were lead out and the ship was placed in material readiness for battle.

C CONDUCT OF CREW

- a. The conduct of the crew was, without exception, exemplary and praiseworthy. All hands were calm and collected and carried out all orders smartly. Those who manned the small arms and remained exposed, firing upon low flying aircraft, exhibited willing personal bravery.
- b. "J." "C." HALE, 380 60 84, CBM (AA), USN is deserving of praise. HALE is the Executive Officer of this vessel (there being only one officer the signer, attached to the vessel), and was the commanding officer at the time the air attack started. On his own initiative he initiated all the offensive and defensive action listed above until the writer was able to make his way back to the ship. He displayed a high degree of brave and calm leadership.

D CASUALTIES

This vessel suffered no casualties to either personnel or material.

[signed] E.C. MAYER

NJ-BUILT FLEET TUG USS ONTARIO ~ Capt. Lawrence B. Brennan, USN (Ret.)

ONTARIO enjoyed a lengthy life in commission, service continuously for 34 years while serving in myriad obscure roles typical of auxiliary ships but participating in the two global struggles as well as a number of historical events.

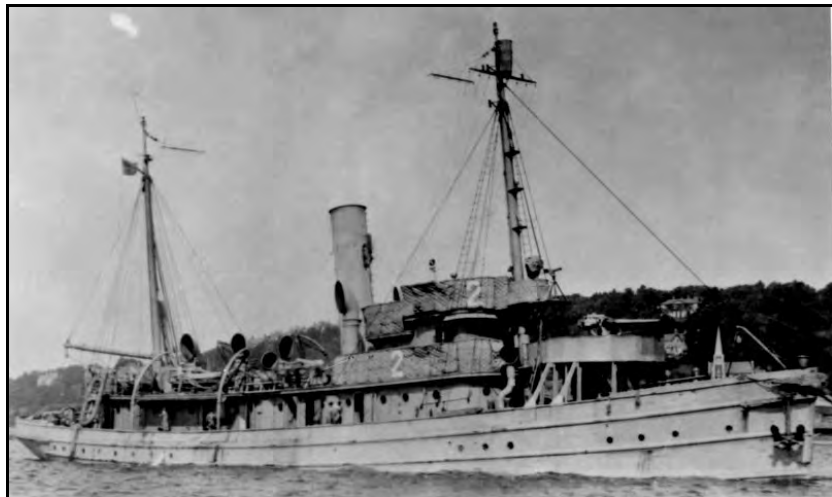
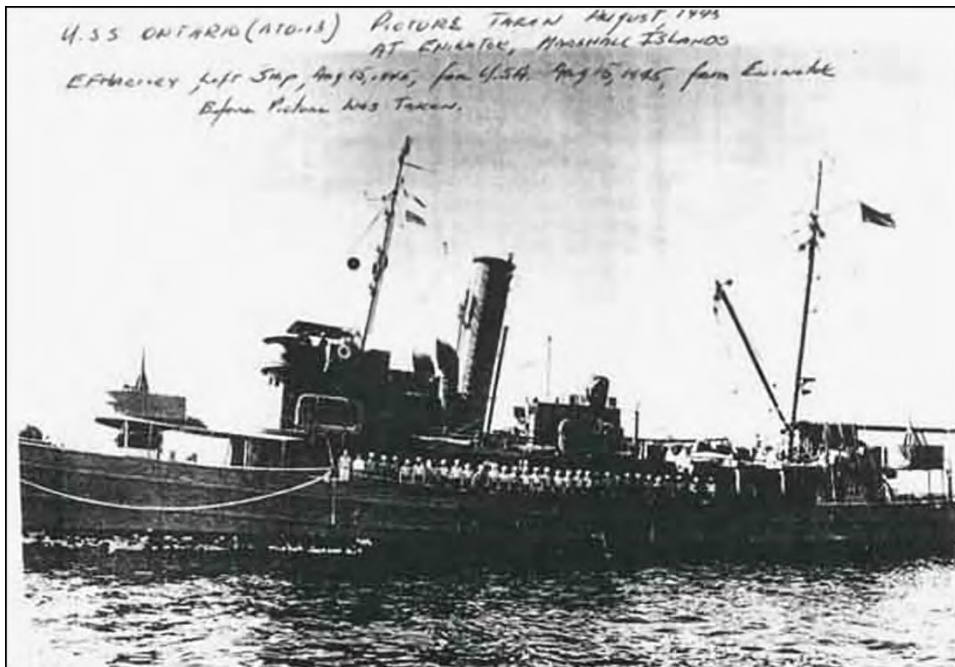


Fig. 7: USS ONTARIO underway – place and date unknown

US Navy photo:²⁵

Fig. 8: USS ONTARIO taken August 1945 at Eniwetok, Marshall Islands/

Photo credit: NAFTS ²⁶



ENDNOTES:

¹ Copyright 2015 by Lawrence B. Brennan; all legal and moral rights reserved. This article may not be copied, reproduced, or retransmitted in any manner without the express, written consent of the copyright holder. Captain Lawrence B. Brennan, JAGC, U.S. Navy (Ret.) is the son of a World War II and Korean War Naval Reservist and the grandson of a World War I Marine. He commanded two Naval Reserve Units during hostilities, NR Naval War College (Law) 401 and NR Civil Law (Admiralty) 111, served as Executive Officer of NR NWC (Law) 401, Personal Counsel for Commander-in-Chief, U.S. Pacific Command, Staff Judge Advocate for Navy Space Command, Senior Admiralty Counsel, Legal Advisor for DCNO N3/5, and an action officer at OPNAV

616 and N3/5L. He drafted the transmittal letters for the Law of the Sea Treaty to the Senate and for decades has been a specialist in operational law, particularly prize law and the rules governing visit and search. On active duty Larry prosecuted and defended Sailors and Marines in pay grades E-1 through O-10. He investigated and prosecuted the CO and XO of USS PETREL (ASR-14) for lobster poaching. He was the Legal Officer in USS NIMITZ (CVN-68) during the record-setting deployment to the Indian Ocean and attempt to rescue the U.S. hostage in Teheran as well as Staff Judge Advocate for Commanders, Carrier Groups Two, Three, Four, Six, Seven, and Eight. He was counsel and principal draftsman of the investigation into the fatal flight deck crash on board NIMITZ by an EA6B Prowler from VMAQ TWO which resulted in Navy's "Zero Tolerance" policy. Captain Brennan also was embarked in USS CONSTITUTION in 1997 when she sailed for the first time in more than a century. He was involved in the defense of the United States in the claims arising from the collision between FV EHOME MARU and USS GREENEVILLE (SSN-772) off Honolulu in 2001 and was involved in the litigation arising from the making of the movie "The Final Countdown" on board NIMITZ. Larry is a graduate of Fordham College, B.A. *magna cum laude* 1974 and Fordham Law School J.D. 1977. He served as an admiralty litigator in the U.S. Department of Justice and has been a partner in New York law firms specializing in worldwide marine casualty litigation.

² USS Ontario ATO-13 History by Elmer F. Hartley, MM I/C USNR, at <http://nafts.com/ships-gallery/navy/ato/uss-ontario-ato-13-history/>.

³ The list excludes ships classified as IX such as Miscellaneous and Station Tankers.

⁴ Silverstone, Paul H. *U.S. Warships of World War 2*, (1965: reprinted 1989 Annapolis, MD, US Naval Institute Press).

⁵ ONTARIO underway on builder's trials circa August 1912: <http://www.navsource.org/archives/09/64/096401302.jpg>.

⁶ Wikipedia http://en.wikipedia.org/wiki/USS_Ontario_%28AT-13%29#mediaviewer/File:USS_Ontario_%28AT-13%29.JPG which lists the source as Popular Mechanics Magazine, 1921.

⁷ Naval Station Tutuila, located in Pago Pago Harbor on the island of Tutuila, American Samoa (an unincorporated territory), was built in 1899 and in operation until 1951. In 1839, a U.S. Navy ship had the first contact when she called at American Samoa. The need for a coaling station prompted an agreement for use of the Pago Pago harbor. Although the agreement was never passed in the United States Senate, other nations could not use Pago Pago harbor as a base in the South Pacific. In 1925, the Swains Islands, a coral atoll settled by an American in 1856 became part of American Samoa.

During Navy rule of American Samoa, from 1900 to 1951, the commandant of the station also served as Military Governor. Located in the South Pacific, midway between Hawaii and New Zealand, the site was chosen in 1872 by Commander Richard Worsam Meade, who negotiated facilities for a coaling station from the Samoan high chief Mauga Manuma.

Initially used by Pacific and Asiatic Squadrons, by 1940 Tutuila was a minor naval station. War plans were drawn up for the development of its capabilities. In November 1940 expansion of the naval station began. After the attack on Pearl Harbor in December 1941 naval activity at Tutuila increased. As the war moved north and west, Tutuila became a strategic backwater.

On 11 January 1942, a Japanese submarine fired fifteen shells from its deck gun at the Naval Station in about ten minutes. Most landed harmlessly in the bay, but Commander Edwin Robinson was wounded in the knee by shrapnel and a member of the Fita Fita Guard (Samoan Marine Reserve) received minor injuries. Ironically, the only building damaged by the submarine's shell fire was a store owned by a Japanese expatriate, Frank Shimasaki. The fire was not returned during the only attack on Samoa.

After the war, Tutuila's military importance continued to decline in 1951, control was transferred the Department of the Interior.[2] Naval Station Tutuila was closed, and the last scheduled transport, USNS GENERAL R. L. HOWZE (T-AP-134), sailed on 25 June 1951. The harbor has returned to commercial use. <http://amsamoa.net/military-bases>.

⁸ A World War II crewmember observed that he was "able to serve with two of the last members of the US-Samoan Navy. They had enlisted in the "Fita-Fita" guard and part of there [sic] dress uniform was grass skirts. They were released from the ONTARIO when the ship arrived in Long Beach, during 1946. They were naturalized and departed for Samoa, after serving 14 years and the entire war and their naval career, on the U.S.S. ONTARIO." <http://nafts.com/ships-gallery/navy/ato/uss-ontario-ato-13-history/>

⁹ See, Kent, David A., *Catalog of United States Naval Postmarks* (5th ed. 1997), p. O 5.

¹⁰ http://www.navalcovermuseum.org/wiki/images/4/4e/Bunter_Ontario_ATO_13_19380214_1_front.jpg

¹¹ The date of the postmark reflected in FIGURE ONE is clearly 14 March 19x7. Because it is a flag-type cancel, it is dated 1927 not 1937. If the postmark were dated 1937, that would be the day ONTARIO departed Pago Pago to

participate in the aborted first attempt by Earhart to circumnavigate. Pago Pago had two machine flag cancels but the first was employed from June 1924 to 1934 and the second from 1934 until July 1936. Langford, Frederick "Flag Cancel Encyclopedia" (4th ed. 2008). Thanks to USCS Director Greg Ciesielski and Elgin Sink for their customary help and cheerful guidance.

¹² This procedure was similar to the bridge of ships employed in the Atlantic to assist in the first transatlantic crossing by the NCs from New York to Portugal. See the Author's LOG article "From the Starboard Delta: Naval Air Station Rockaway - Seaplane Squadron One -The first transatlantic crossing" published in the USCS Log in September 2011.

¹³ A ground loop causes the plane to spin on the ground – in this case causing severe damage to Earhart's plane.

¹⁴ *Finding Amelia*, p. 181.

¹⁵ <http://searchforamelia.org/final-flight>

¹⁶ <http://searchforamelia.org/final-flight>

¹⁷ Approximately an hour and a half after the last recorded message from Earhart, the USCG cutter *Itasca* searched the area surrounding Howland Island to no avail. The U.S. Navy soon joined the hunt and all other available resources were subsequently sent to the search area near Howland Island, but no evidence of Earhart and her navigator, Fred Noonan, was located. Four days after the flyers' last radio transmission, the captain of the battleship COLORADO was ordered to coordinate all naval and Coast Guard search efforts. <http://searchforamelia.org/original-searches>

¹⁸ USS Ontario ATO-13 History, Written January 12, 2003, Author: Elmer F. Hartley MM I/C USNR.

<http://nafts.com/ships-gallery/navy/ato/uss-ontario-ato-13-history/> The ship's After Action Report specifically notes that ONTARIO did not have "fuel (coal)" on board. Thus, it is more probable that she had not been converted to an oil burner until after 7 December 1941.

¹⁹ SICARD's action report from Pearl, with greater detail of the combat events, reads:

At 0812, a squadron of Japanese planes was sighted coming in from the Southwest at about 5000 elevation to dive bomb objectives on Ford Island. These were followed immediately by waves of horizontal and dive bombers whose objectives were ships at the 1010 dock, Ford Island, and Battleships moored in the vicinity of Ford Island. 0820 Sicard opened fire with .30 cal. machine guns on planes within range. Some hits were observed on fuselage and tail surfaces, but no apparent damage done to the planes. 0827 ceased firing. 30 cal. machine guns, having expended 300 rounds. 0832 four flights of horizontal bombers attacked battleships moored in vicinity of Ford Island. These were followed by eight torpedo bombers. Oklahoma was struck by several torpedoes and taking a heavy list to starboard, capsized. Arizona was struck by torpedoes and heavy bombs. 0835 sent working party of twenty men to Cummings to handle ammunition and four gunner's mates to New Orleans to aid in preparing her batteries for firing. A party of ten men was previously detailed to go to Pennsylvania from the Receiving Barracks to assist in damage control. 0845 attack broken off. 0900 dive bombers from southeast attacked ships moored to docks in Navy Yard. This was followed by waves of dive and horizontal bombers on ships at docks and in berths near Ford Island. 1030 attack broken off. Mustered crew upon return of working parties previously detailed. No injuries or casualties. Absentee: HICKOK, Warren Paul, #311 57 25, S2c, USN, who was believed to have remained aboard Cummings. Sent four gunner's mates to West Loch. At 1100 another horizontal bombing attack on capital ships was started. This attack was completed at 1110. 1133 another horizontal bombing raid was started; the bombers withdrew at 1135. At 2100 three lighted planes approaching from the south at an altitude of about 4,000 feet approached Ford Island. After challenging them without success, New Orleans opened fire. She was followed by ships present. After two bursts fire was checked and ceased on Sicard for it was then believed that they were friendly planes. The other ships continued to fire at the planes. Source: *Enclosure (E) to CINCPAC action report Serial 0479 of 15 February 1942, World War II action reports at* <http://www.history.navy.mil/docs/wwii/pearl/ph82.htm>.

²⁰ Source: *Enclosure (E) to CINCPAC action report Serial 0479 of 15 February 1942, World War II action reports,* <http://www.history.navy.mil/docs/wwii/pearl/ph63.htm>

²¹ Dictionary of American Naval Fighting Ships states: "When the Japanese attacked Pearl, on 7 December 1941, the ship went into action with her two machine guns and was credited with downing one enemy plane." This claim is questionable in light of the After Action Reports quoted herein.

²² <http://www.navsource.org/archives/09/64/64013.htm>

²³ An ONTARIO crewman recalled decades later:

"The night we were at anchor, in Ulithi, just west of a small island atoll. The ONTARIO's crew were sitting on the "fantail" of the ship looking aft at an Essex Class carrier ... to watch the evening movie. My memory is not too good these days but I believe the carrier, astern of us, was the USS RANDOLPH.

She was in the harbor, with the rest of the 1000 or so ships ... Just at twilight, the flight deck of the RANDOLPH explodes, in flames. General Quarters was sounded aboard our ship and as I was running forward on deck, to reach the engine room and my General Quarters engine-room station, a Japanese plane flies over and about 100 feet above the ship. It dives into and explodes on the island that is directly in front of us.

The pilot of the plane that dove into the beach must have mistaken the lights, on the island, for the lights of another carrier. These two planes must have flown under the Navy's radar, to be able to arrive, undetected at a harbor..."

<http://nafts.com/ships-gallery/navy/ato/uss-ontario-ato-13-history/>

On 11 March 1945, *Randolph* was hit by a suicide plane while she was anchored at Ulithi Atoll. She lost 25 crewmen but was repaired locally and returned to action in early April. <http://www.history.navy.mil/photos/sh-usn/usnsh-r/cv15.htm>

²⁴ <http://nafts.com/ships-gallery/navy/ato/uss-ontario-ato-13-history/>

Multiple risks arose as a result of the bunker fuel leak caused by the outer hull cracks. The risk of submarine attack, the loss power, and the welding process each could have resulted in the loss of the ship and all hands. Welding on a partially filled, vapor rich bunker tank creates a significant risk of explosion and fire. The author was involved in the investigation and litigation of similar conduct on the containership MV MAERSK TOKYO where crewmen were lost and the ship gutted by fires begun during the welding of bulkhead holes without gas freeing the involved spaces. Apparently, welding on partially filled bunker tanks remains a practice albeit a dangerous, incompetent, and imprudent one.

²⁵ Navsource: <http://www.navsource.org/archives/09/64/64013.htm>.

²⁶ National Association of Fleet Tug Operators, USS Ontario ATO13 history: <http://nafts.com/ships-gallery/navy/ato/uss-ontario-ato-13-history>.

~*****~ ☒☒☒ ~*****~

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40 frames of exhibits, six dealers and the US post office**

ON THE AUCTION SCENE: 18th Century New Jersey Covers

By Robert G. Rose

Two 18th century New Jersey covers brought strong prices at auction sales held in December, 2014. The first was a previously unreported British Colonial manuscript postmark from Elizabeth Town, and the second, a Bordenton & New York Stage boxed handstamp, the earliest independent mail marking.

Three different British Parliamentary Post manuscript postmarks from Elizabeth Town are recorded between 1757 and 1768.¹ A new, previously unreported marking, “Elis” was included in an auction of postal history held in December, 2014, as illustrated below in *Figure 1*.²

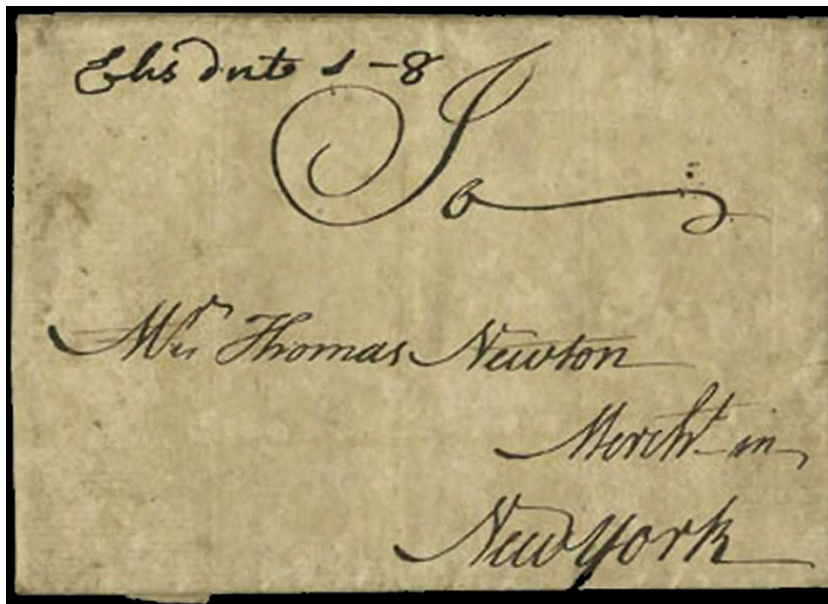


Fig. 1: Previously unreported Elizabeth Town manuscript postmark.

As described in the auction catalog, the cover originated in Norfolk, Virginia, as indicated in its dateline, and was carried outside the mails before being posted in Elizabeth Town to New York on May 7, 1763. Its manuscript postal rate shown in sterling “dwt 1 – 8,” meaning 1 penny weight and 8 grains of silver, the equivalent of 4 pence under the existing British Colonial postal schedule, for a letter traveling no more than 60 miles. Against an auction estimate of \$1,000 to \$1,500, it sold for a hammer price of \$5,000 plus a 15% buyer’s premium for a total of \$5,750.

The second cover on the auction block in December came from the collection of long-time NJPHS member George Kramer, who sold a portion of his “U.S. Domestic Mails 1776-1869” collection.³ As an exhibit, it had won the Grand Prix d’Exposition at Pacific Explorer 2005 in Australia and the Grand Prix d’Honneur at Brasiliana 2013 in Brazil. The sale included one of the six reported examples of the Bordenton & New York Stage boxed handstamp, shown below in *Figure 2*. With a presale estimate of \$5,000 to \$7,500, it sold for \$7,500 plus the 15% buyer’s fee for a total of \$8,625.

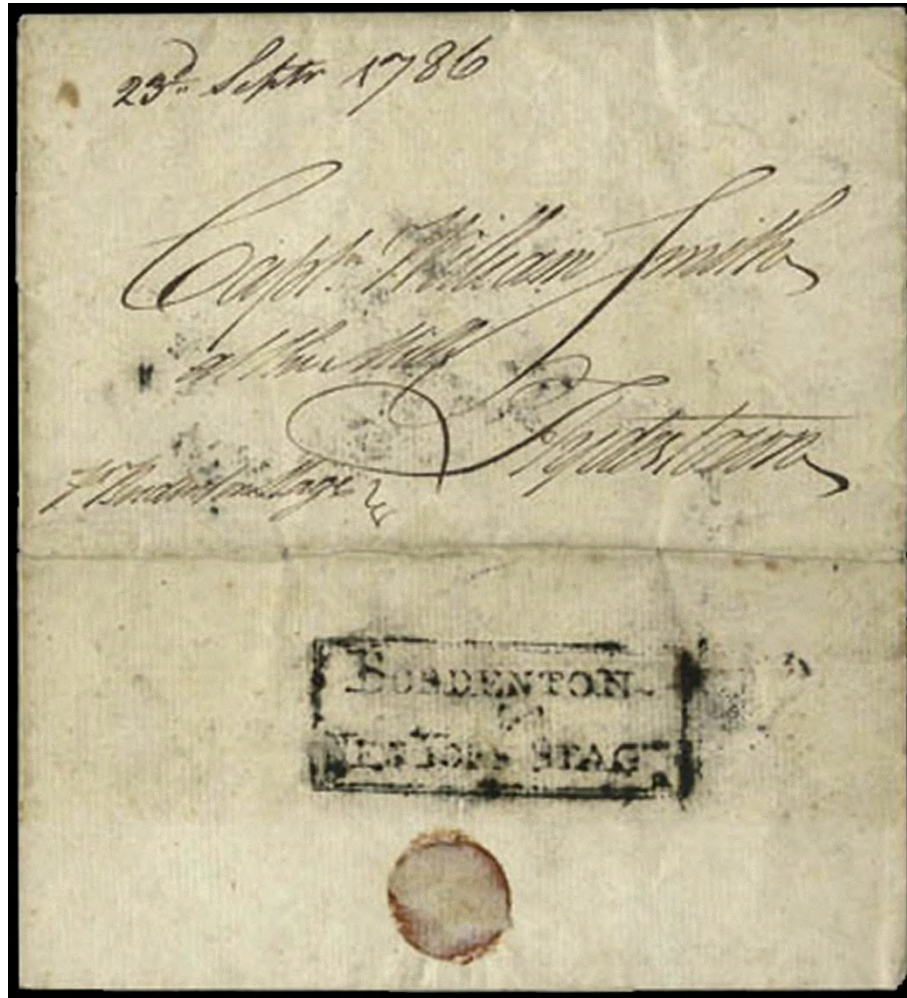


Fig. 2: Bordenton & New York Stage boxed handstamp on September 23, 1786 cover to Hightstown, NJ.

The Bordenton & New York Stage was established in 1740 and operated until 1792. This stage line carried passengers and freight between Philadelphia and New York, first by “stage boat” from Philadelphia, north on the Delaware River to Bordentown, and then northeast by “stage wagon” to grain mills located at Walnford and Hightstown and then to Perth Amboy on Raritan Bay. From there, cargo and passengers were carried by sloop through the Narrows into Upper New York Bay and to Whitehall at the tip of lower Manhattan.

The mail carried by the Bordenton Stage was not under government contract with the Confederation Post. Although the Confederation’s General Post Office contracted with stage coach operators for the postal route between New York and Philadelphia, there is no evidence that the Bordenton stage line, as a private operator, was under a government contract. None of the six reported covers with the Bordenton Stage handstamp show any rate markings, as would necessarily have been applied to mail carried on a government post road.⁴ Accordingly, this marking is recognized as the earliest reported use of an independent mail handstamp.

An updated census of the six reported examples of the “Bordenton & New York Stage” handstamp in chronological order by date with known auction sale history, include:

- (1) August 23, 1786 usage on folded letter from Philadelphia to Walnford with notation “George Ryale’s” and ms. endorsement posted “1 mile out of Trenton,” illustrated in Calvet M. Hahn, “*The Post Office During Confederation (1782-9), Part V*,” *The Collectors Club Philatelist*, September-October 1991, *Figure 55*, p.340; Calvet M. Hahn, “*Express Business: Origins and Definitions*,” *The Penny Post*, July 2003, *Figure 8*, pp. 56 & 60; John A. Fox Auctions, Frank Hollowbush Sale, August 15, 1966, lot no. 1; Robert A. Siegel Auction Galleries, Inc., December 13, 2010, Sale 1002, (Calvet Hahn Collection), lot no. 3130; Robert A. Siegel Auction Galleries, Inc., December 19, 2013, Sale 1063, lot no. 1235.
- (2) September 10, 1786 usage on folded letter from Philadelphia with ms. notation “pr. Borden’s Stm Boat” to Hydestown (now Hightstown, N.J.); Robert A. Siegel Auction Galleries, Inc., Edith M. Faulstich Collection, Sale 440, November 19-21, 1973, lot no. 332; Butterfield-Johnson-Gillio Auction, Sale 6534, October 7, 1996, lot no. 1825; illustrated in William C. Coles, Jr., *The Postal Markings of New Jersey Stampless Covers*, The Collectors Club of Chicago, 1983, *Figure 8*, p.13.
- (3) September 23, 1786 usage on folded letter from Philadelphia to Hydestown with ms. notation “pr Bordentown Stage,” H.R. Harmer, Inc., Edwin Mayer Collection, February 17, 1967, lot 3010; Robert A. Siegel Auction Galleries, Inc., Sale 426, February 14-16, 1973, lot no. 332; Robert A. Siegel Auction Galleries, Inc., Sale 1088, December 15, 2014, lot no. 23.
- (4) October 28, 1786 Quaker date usage on folded letter being the only example with *two strikes* of handstamp from Philadelphia to Walnford with ms. notation “pr Bordentown Stage boat,” illustrated in Joseph Carson Colonial Mail Exhibit and listed in Carson inventory, available at www.rfrajola.com/exhibits.htm; Matthew Bennett International, The Ed and Jean Siskin Collection, American Colonial and Early United States Mails, 1662-1799, October 7, 2005, Sale 290, lot no. 249.
- (5) October 28, 1786 usage on folded letter from Philadelphia to Walnford with ms. notation “pr Stage,” Weiss Auctions, Sid Morginstin Collection, October 30, 2004, lot no. 2198.
- (6) November 21, 1786 usage on folded letter from Philadelphia to Perth Amboy; H.R. Harmer, Inc., July 15, 1968, lot no. 35; Stan Gib Inc., November 11, 1972, lot no. 28; Al Zimmerman, December 7, 1976, lot no. 23; Richard J. Frajola, Inc., September 9, 1989, lot no. 381.

All of the above are northbound usages, first from Philadelphia by stage boat on the Delaware River to Bordentown, and then by stage wagon to Walnford, Hightstown and finally, to Perth Amboy.

ENDNOTES:

¹ *American Stampless Cover Catalog*, Vol. 1, Fifth Ed. (David G. Phillips Publishing Co. 1997), p. 223. Coles identified only two British Colonial manuscript postmarks in his 1983 study. William C. Coles Jr., *The Postal Markings of New Jersey Stampless Covers*, (The Collectors Club of Chicago 1983), p. 169. Coles’ study refers, as his source, to Alex L. Ter Braake’s compendium, *The Posted Letter in Colonial and Revolutionary America 1628-1790* (American Philatelic Research Library 1775). However, the Siskins, writing in *NJPH*, correctly noted that

the Ter Braake study misidentified two manuscript Elizabeth Town postmarks as having originated in Pennsylvania, when in fact, they were posted in Elizabeth Town, New Jersey. *Ed & Jean Siskin, Census of Early New Jersey Covers: Part 4, NJPH*, Vol. 40, Whole No. 187, August 2012, pp. 138-139. The earliest listed marking in the ASCC is the manuscript postmark "Eliz" dated April 17, 1757, and illustrated on a cover in the Siskin's article, *op. cit.*, p. 138. However, it is not the earliest cover with this manuscript postmark. The Siskin's article illustrates a second, dated April 9, 1757. This cover is not in the hands of private collectors, but is in the archives of the Huntington Library in San Marino, California. *Id.* The Coles study, *op. cit.*, p. 169 and the ASCC, *op. cit.*, p. 223, both list a second and different marking, an "Eliza" manuscript postmark, with a use on March 20, 1765, but without an illustration of the marking on cover. No illustration of this cover is included in the Ter Braake study. The third listing in the ASCC, *op. cit.*, p. 223 and by Coles, *op. cit.*, p. 169, is the manuscript postmark "Elis town" dated April 25, 1768. This cover is illustrated in the Siskin's article, *op. cit.*, p. 139 and in the Ter Braake study, *op. cit.* NJ-1, and is in Pennsylvania State Archives. Thus, prior to the sale of the cover in the recent auction, only two covers were available to collectors, each with a different postmark. The cover in the auction adds a fourth variety and only the third cover of all varieties available to collectors.

² Robert A. Siegel Auction Galleries, Inc., Sale No. 1090, December 17-19, 2014, lot no. 1996.

³ Robert A. Siegel Auction Galleries, Inc., Sale No. 1088, "The George J. Kramer Collection of U.S. Domestic Mails 1776-1869," December 15, 2014, lot no. 23. The auction description erroneously refers to its destination as "Hydestown, Pa.," noting an article by Calvet M. Hahn which appeared in *The Collectors Club Philatelist*, "The Post Office During Confederation (1782-9)," Vol. 70, No. 5, September-October, 1991, p. 344, Fig. 56. However, Captain William Smith was the owner and proprietor of a grain mill in Hightstown, New Jersey, on the route of the Bordenton & New York Stage midway between Bordentown and Perth Amboy. Hahn also misidentified one of the covers addressed to Walnford as "Wallingford, Connecticut," when in fact, it and two other handstamped covers were delivered to Walnford, New Jersey, the location of a mill and farm, established there in 1772 by Richard Waln a prosperous Quaker merchant from Philadelphia. Walnford is located in Monmouth County, just off the old stage route to Hightstown and Perth Amboy, and today is a Monmouth County Park.

⁴ Hahn recounts Postmaster General Ebenezer Hazard's correspondence concerning the use of contracted stage coaches to carry the mail over the post roads under the government contract for 1786. The contract for the route between New York and Philadelphia was awarded to Matthias Ogden. C. Hahn, *op. cit.*, p. 339. No documentation has been seen that would indicate that the Bordenton & New York stage line was under government contract for this route, nor any evidence that it was a subcontractor of Ogden's during the August to November 1786 period in which it applied its iconic handstamp to at least some of the letters it carried.

WE NEED ARTICLES NOW!

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New Jersey postal history are always welcome.

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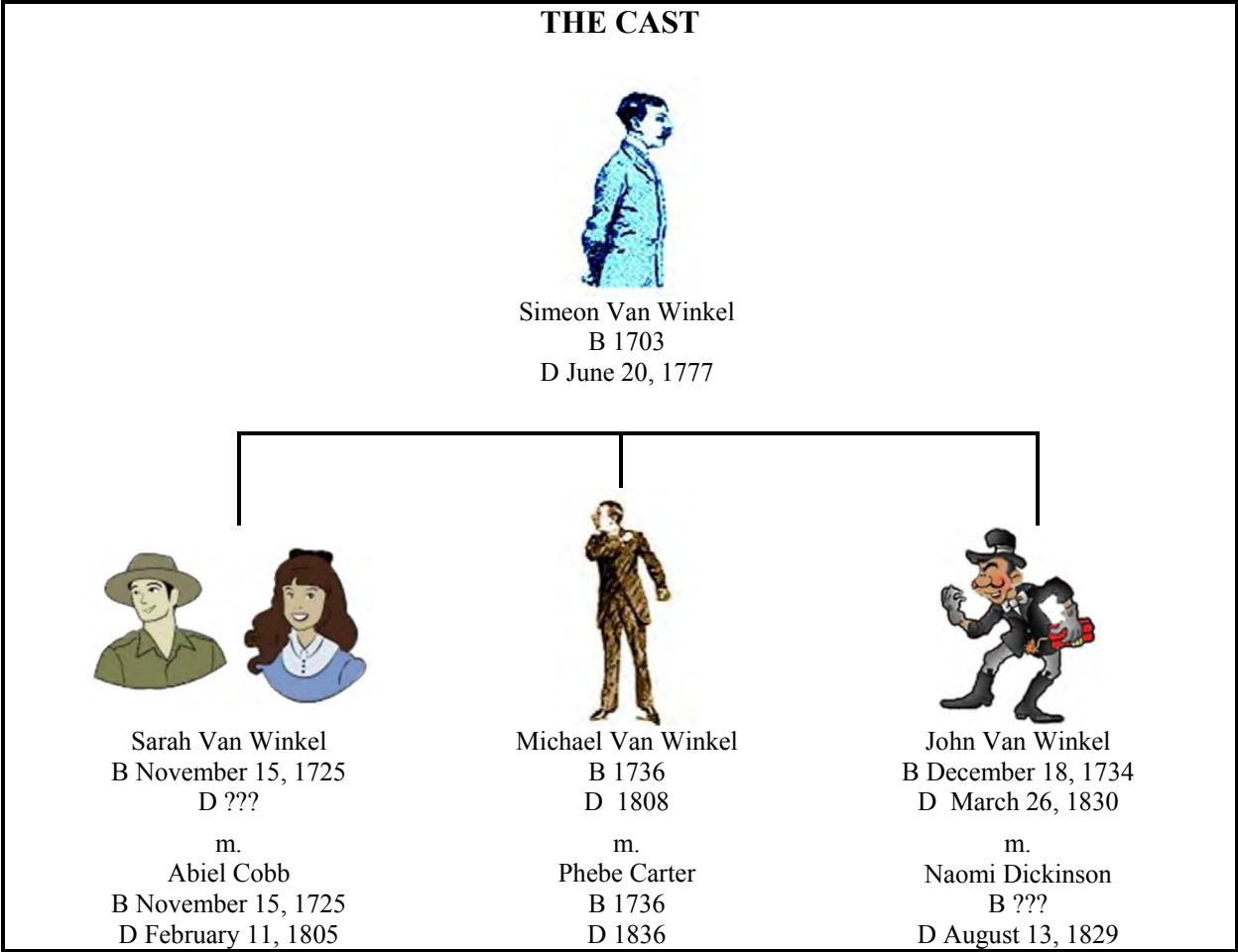
A MELODRAMA IN FOUR ACTS

By Don Chafetz

(This article shows a new approach to exhibiting. One frame is shared by four people, and the one rule in the four-page allotted space is that the exhibit must tell a story. Our vertical formatting has increased the number of pages over Don’s original horizontal layout. This exhibit was done by Don Chafetz for the Sandical Show, January 23-25, 2015 in San Diego.)



On January 18, 1750 in Morris County, New Jersey Abiel Cobb married Sarah Van Winkel. This set the stage for the melodrama which was to play out over the next 64 years. The story stretches from New Jersey to Georgia with its primary centers being Morris County, New Jersey and North Carolina.



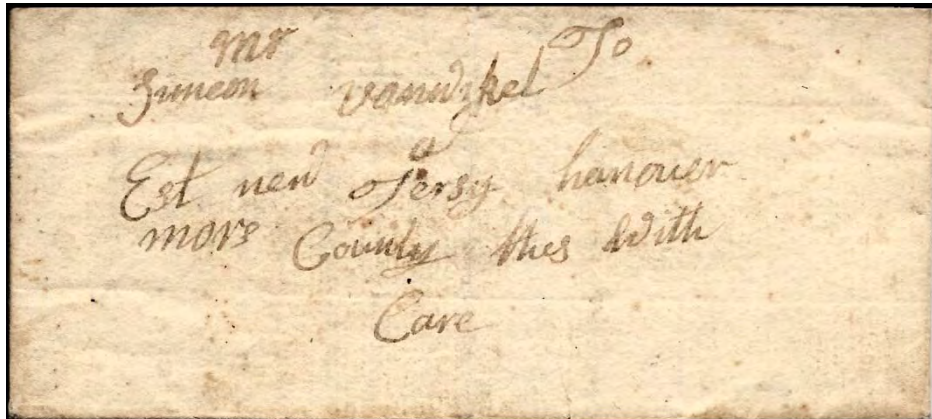
Act I, Scene 1



Roan County, North Carolina
August 28, 1760



From: Abriel & Sarah Cobb
To: Simeon Van Winkel



ALL IS WELL

"With all Dutifully Respect I trouble you with these few lines to acquaint you that we are all in a good state of health at present pleased be God for it and we sincerely desire these may find you and yours the same"

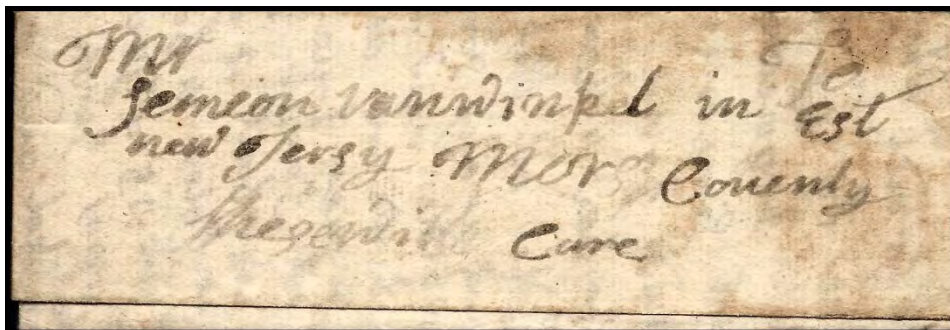
"... I have not received a letter from you since Abe have been here but we have received one from John and Jane from Michael."

Act I, Scene 2

Richman Town, Tory County, North Carolina (?)
June 13, 1774



From: Abriel & Sarah Cobb
To: Simeon Van Winkel



ALL IS WELL

"...we are all well through the goodness of God except my wife who has lately miscarried. By reason of a fall but is likely to get well again. We received your letter by Mr. Gerues."

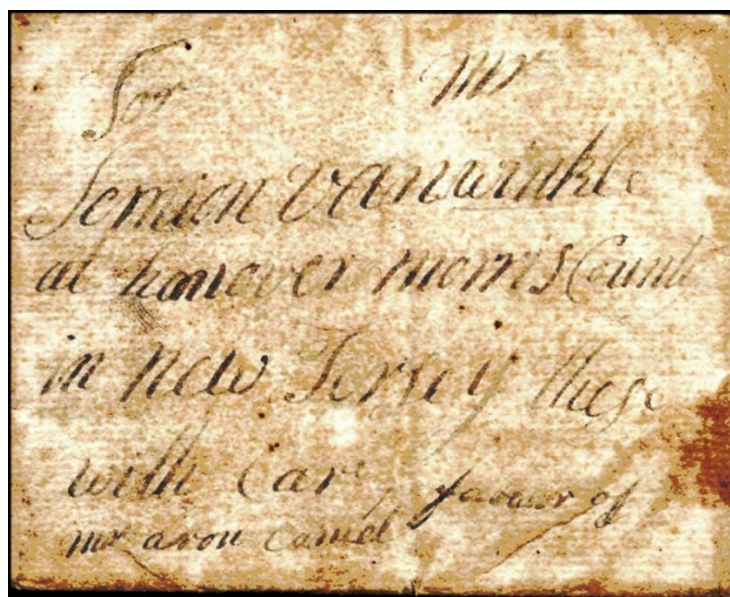
"Sarah and Charity and Anna, Rachel and Cate and are little son Louis all remember their love to you and all others."

Act 2, Scene 1



Surry County, North Carolina
April 28, 1778

From: Michael Van Winkel
To: Simeon Van Winkel



ALL IS WELL

"I received a letter from Elias Bedford by Aron Camel some time in January. He writes that mother died the latter end of March."

"I set out again for Carolina the later end of June. I found Virginia to be a good country for bread but bad for waters and in three weeks 2 days arrived at Abiel Cobbs all in good health and we tarried there until the 14th of February 1778 when we moved to my own place that I bought."

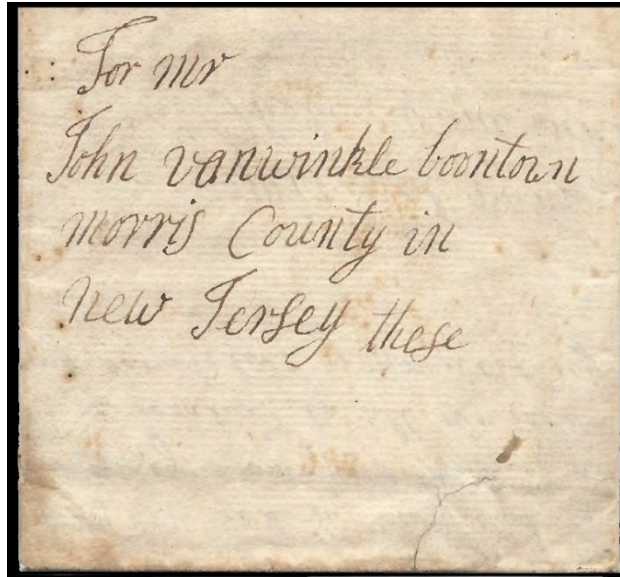
"I can't invite any of you to move here with your family for I don't like the country so well as I expected and therefore come and see for your selves and never believe all that I hear of new country."

Act 2, Scene 2



Wiles, North Carolina
February 26, 1782

From: Michael Van Winkel & Phebe
To: John Van Winkel



FATHER IS DEAD – THE WILL !!

“You tell me in your letter of the death of our father last June and of his leaving a sort of a will with which you were all satisfied excepting Simeon and Elias (brother?) but did not tell me of the contents of the will so that I am left in the dark to know whether it will be satisfying to me or not.”

*“I think that will be best for us all in general as I am informed by Mr. Luries that the law directs that in case there is not legal will then the brothers have equal share of the *estate* and I think it very just brethren should be equal and not one be exalted above another.”*

Contents of the Will of Simeon Van Winkel

1777, June 20. Vanwinkel, Simeon, of near Boon Town, Morris Co.; will of. Son, John, all my lands, and he is to allow me during my life $\frac{1}{2}$ the profits of said land, and, after my death, he shall have $\frac{1}{2}$ of my estate, and the other $\frac{1}{2}$ to be for my son, Simeon, and my 5 daughters, Anna, Sarah, Catrina, Helena and Geertruy. Witnesses—David Marinus, Nathaniel Willson, Anna Marinus. Proved Nov. 6, 1782.

1782, Nov. 6. Adm'r—John Van Winkle. Fellowbondsman—Thomas Orsborn, Jr.; both of said Co. Witnesses—Enoch Beach and Elisha Boudinot. The Testator appointed no Executor. File No. 563 N.

Act 3, Scene 1



Wiles, North Carolina
April 4, 1783

From: Michael Van Winkel
To: John Van Winkel



BROTHERLY LOVE

"I received your letter of the 12th of October 1782 by the hand of Elizabeth Cobb and Mr. Root in which you inform me at last of the contents of my father's will as you call it now."

"You tell me there is nothing left for me (Not include in the will!)"

"I have sent a power of attorney to brother Simeon (Van Winkel) to act for me."

"I suspect that you have hired or bribed him to be still for I nothing for me as I am informed."

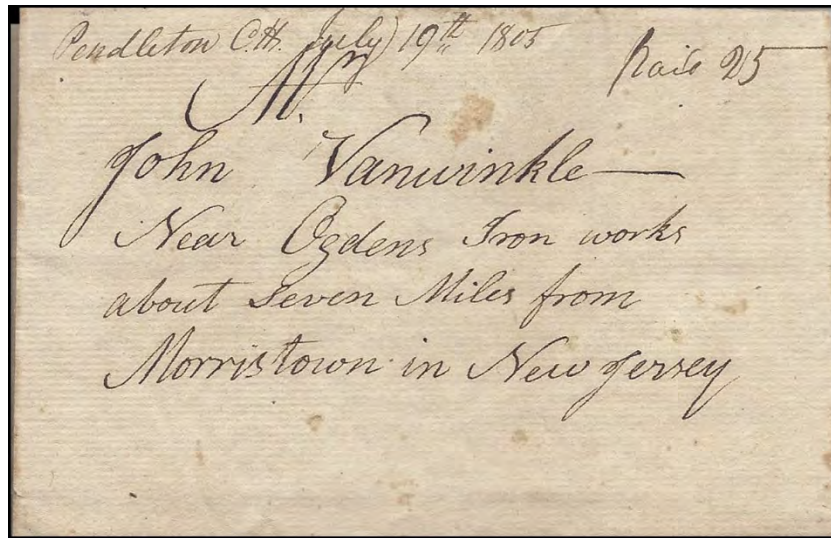
"I will make you this offer that you will send me fifty pounds in good hard money and an admittance for all that I have received or stand indebted to this state and to you and then I will rest satisfied."

Act 3, Scene 2



Pendleton C.H., South Carolina
July 19, 1805

From: Sarah (Van Winkel) Cobb
To: John Van Winkel



FAMILY STATUS AND INHEIRTANCE

"The greatest of all my affliction came on last winter, my husband took sick and after a tedious and painful spell of upwards of 4 weeks he expired on the 11th day of February last ano (1782)."

"Now dear brother as I never have received my legacy, I have perhaps now more need of it than ever I had before. You wrote to me once that I shall be as legally dealt by as if I was present with you, but I never heard what that amounted to."

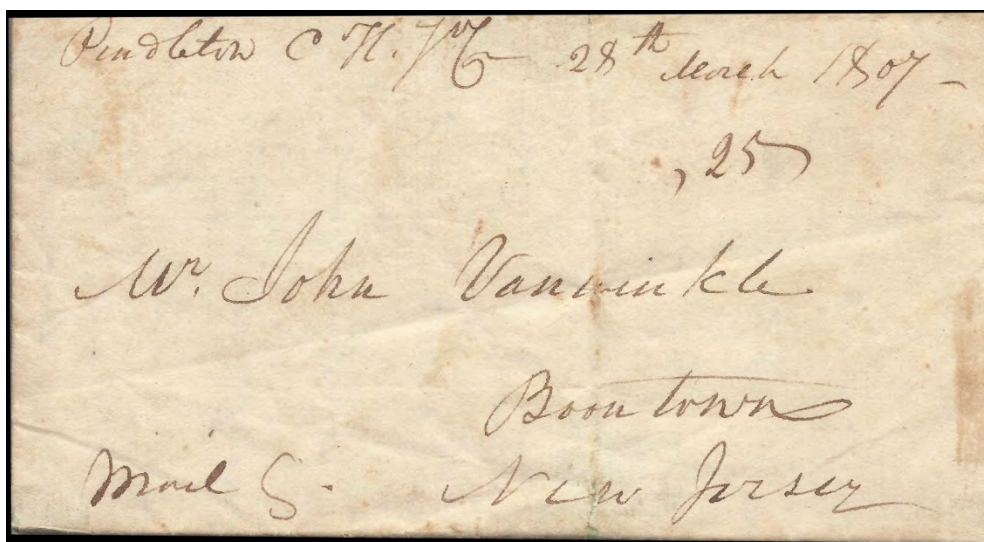
"I want you to write to me as soon as possible by the post, direct it to me or to Lewis Cobb near Pendleton Courthouse in South Carolina and to give me information what the amount is and what measures you think most expedient for me to take in order to get it."

Act 4, Scene 1



Pendleton C.H., South Carolina
March 28, 1807

From: Sarah (Van Winkel) Cobb
To: John Van Winkel



OLD AND DESOLATE

"I am now old and very desolate and almost without the necessary comforts of life."

"According to the instructions in your letter of 1806 I empower and wrote to Lemuel Cobb to act for me and desired an answer before his term."

"I fear something has gone wrong or that he has not received my letter."

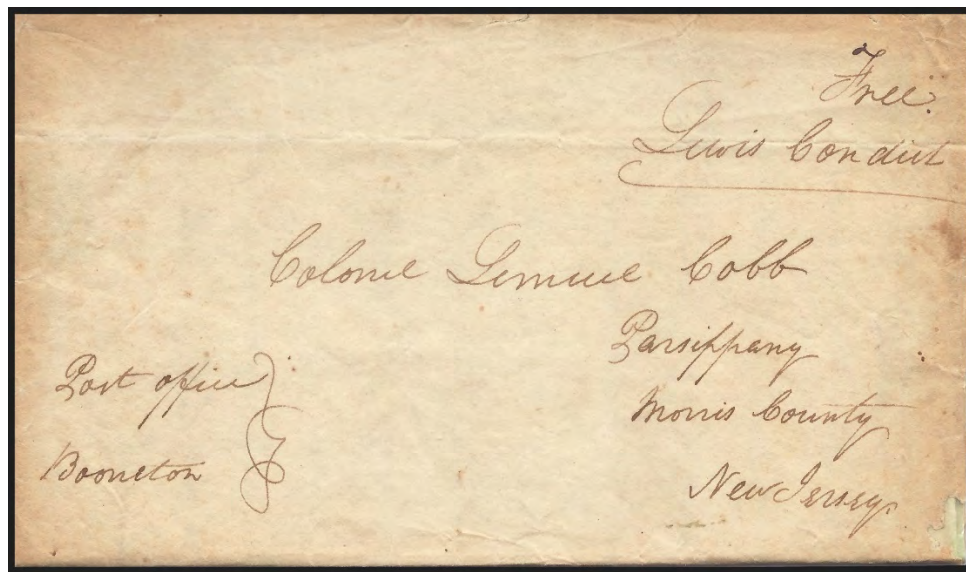
Act 4, Scene 2



Washington, D.C.
Feb. 9, 1814

Lemeul Cobb
B May 15, 1762
D April 1, 1830

From: Lewis Condict (Congressman)
To: Colonel Lemuel Cobb (Sarah's nephew)



TOO LITTLE TOO LATE ?

"I have paid to Colonel Earl the money which you deposited to my account at the Morris bank, viz \$120."

"Mr. Earl informs me that he has made provision before he left Caroline for supplies to be given occasionally to Mrs. Cobb. I also showed to him the contents of your letter respecting her."

No trace of Sarah (Van Winkel) Cobb has been ever been found after the 1807 letter.

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James M. Brown, LTC, USA (Ret), P.O. Box 2508, Edison, NJ, 08818, btgc@mindspring.com , Covers prior to 1865, ship covers, Sewaren, NJ prior to 1920	
John A. Cristiano, 435N Newport Way, Monroe Twp., NJ, 08831, jacatmonroelibrary@yahoo.com , stampless covers	
Gordon Eubanks. P.O. Box 278, Pebble Beach, CA, 93953-0278, , gordoneubanks@gmail.com , Issues of 1847, 1851-56	
CHANGES:	
Capt. Lawrence B. Brennan, USN, Ret., change email from lawrence.brennan@wilsonelser.com to Lawrence.brennan7@gmail.com .	
From: Donald Jones, Vosburgh M.H.P., Lot #11, Henry Blvd, R.R.#2, Mechanicville, NY 12118 To: Donald Jones, 11 Vosburgh Trailer Park, 11 Henry Blvd., Mechanicville N.Y. 12118-9712	
From George Kramer, P.O. Box 2189, Clifton, NJ 07015 gjkk@optonline.net To: George Kramer, 1701 Captains Way, Jupiter, FL 33477	
From: Richard Makse, 410 Bogert Ave, Ridgewood, NJ, 07450 To: Richard Makse, 7 Swimming River Ct., Barnegat, N 08005-5624, rfm@twinney.com	
Dr. Marion Rollins, change email from drmarionrollings@yahoo.com to drmarionrollings@gmail.com	

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And our continued thanks to Sheila D'Avino for the bequest from the estate of Doug D'Avino.

HOMETOWN POST OFFICES: Where is the Bridge in High Bridge?

By Jean Walton

If you ever have passed through High Bridge, New Jersey, you may have wondered just where this town got its name – where in fact is the high bridge? An article by Jim Walker about High Bridge appeared in *NJPH*, in his series of articles on Hunterdon County post offices; we revisit it here from a different point of view.

The South Branch of the Raritan passes through High Bridge, as it goes from the hills of northern New Jersey to the valley floor running across the State, roughly defined by Route 22, or the old New Brunswick-Easton Pike. The Central RR of NJ also crosses the town (and did even before the High Bridge Branch was added), so it was inevitable that the two would intersect at some point. In 1852, a long bridge was built to carry the CNJ over the Raritan, and it is from this that High Bridge took its name when the post office was first established shortly thereafter on February 19, 1855.

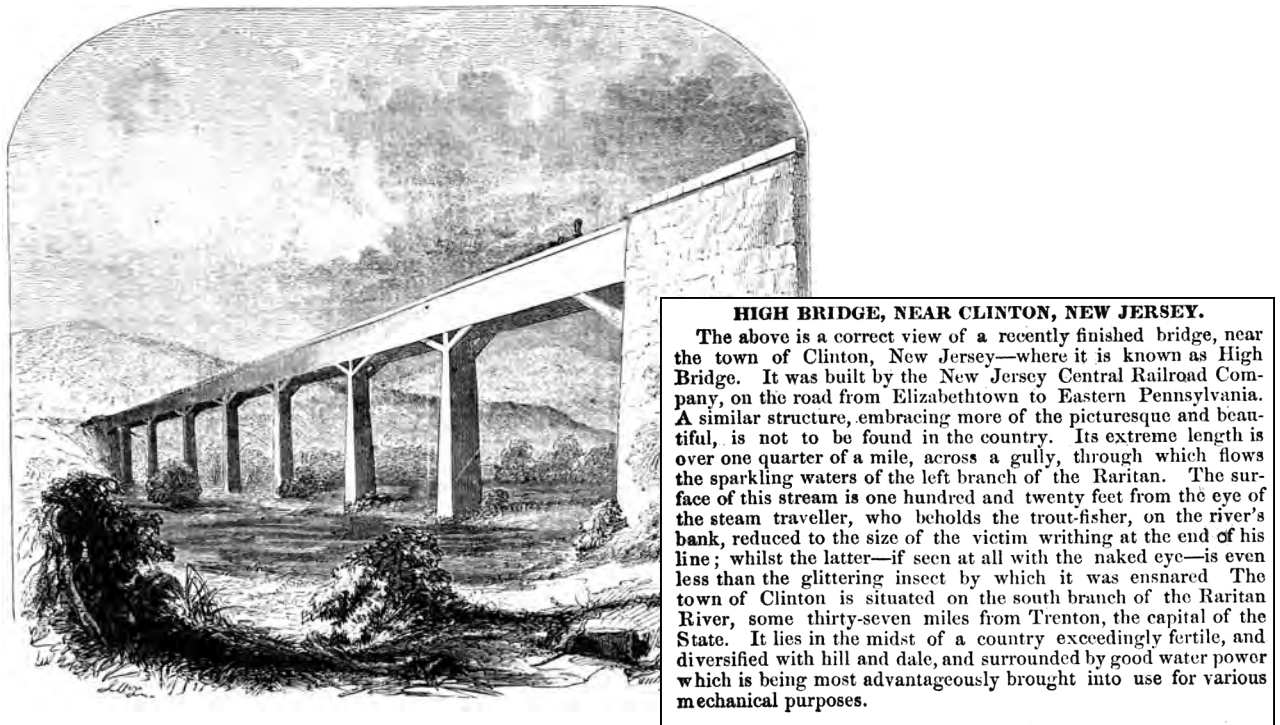


Fig. 1: A woodcut from Gleason's in 1854¹ shows this 1300 foot structure, 112 feet above the level of the river.

This magnificent bridge, lauded in the press of the day, operated until 1859, when it became apparent that there were problems which needed correction. In *New Jersey's Covered Bridges*,² Hunterdon County Parks Department researcher Douglas Kiovisky says, "After almost a decade of use, in 1859, it was determined that the railroad's high bridge had to be replaced. The weight of the trains between the stone piers of the bridge caused it to sag, creating a dangerous roller coaster effect, but in reality, burning embers from the coal engines would land on the wooden trestle, potentially causing a fire swept by the winds of the valley floor. As a precaution the bridge site and the stone piers were buried with fill by 1865. Two arching stone culverts were built at the base of the bridge, one for the river and one for safe passage for horses and carriages."

HOMETOWN POs: High Bridge, NJ

Snell, in his History of Hunterdon and Somerset Counties,³ notes the original cost of the bridge was over \$200,000 – which was acceptable because it was expected to be in long service, and the cost to create the earthen embankment (burying the bridge structure), cost an additional \$500,000+ but in its defense, the embankment still stands, and still carries a train line 156 years later. The High Bridge station is currently the western terminus of New Jersey Transit's Raritan Valley Line.



Fig. 2: A cover from the 1850s, showing an early High Bridge handstamped cancel.

The two post cards below show a colored view of the lost bridge (a card used from High Bridge in 1910 showing the bridge in 1852), and a view of the arches on Arch Street, created for the road and the river.

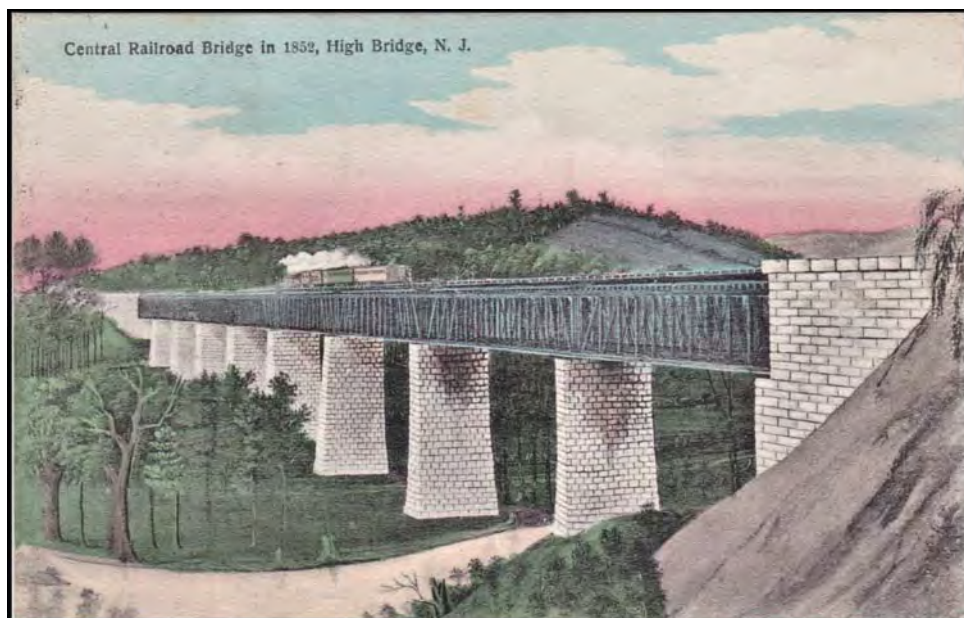


Fig. 3: A 1910 view of the bridge in 1852 – the memory lives on - -



Fig. 4: A post card view of The Arches created to carry the river (on the right), and the road (on the left), beneath the embankment built over the bridge. They are (of course) on Arch Street in High Bridge

While there was no longer a high bridge in High Bridge, the name persisted, and the post office has remained in existence under that name since it opened on February 19, 1855, with David L. Everett as its first postmaster.

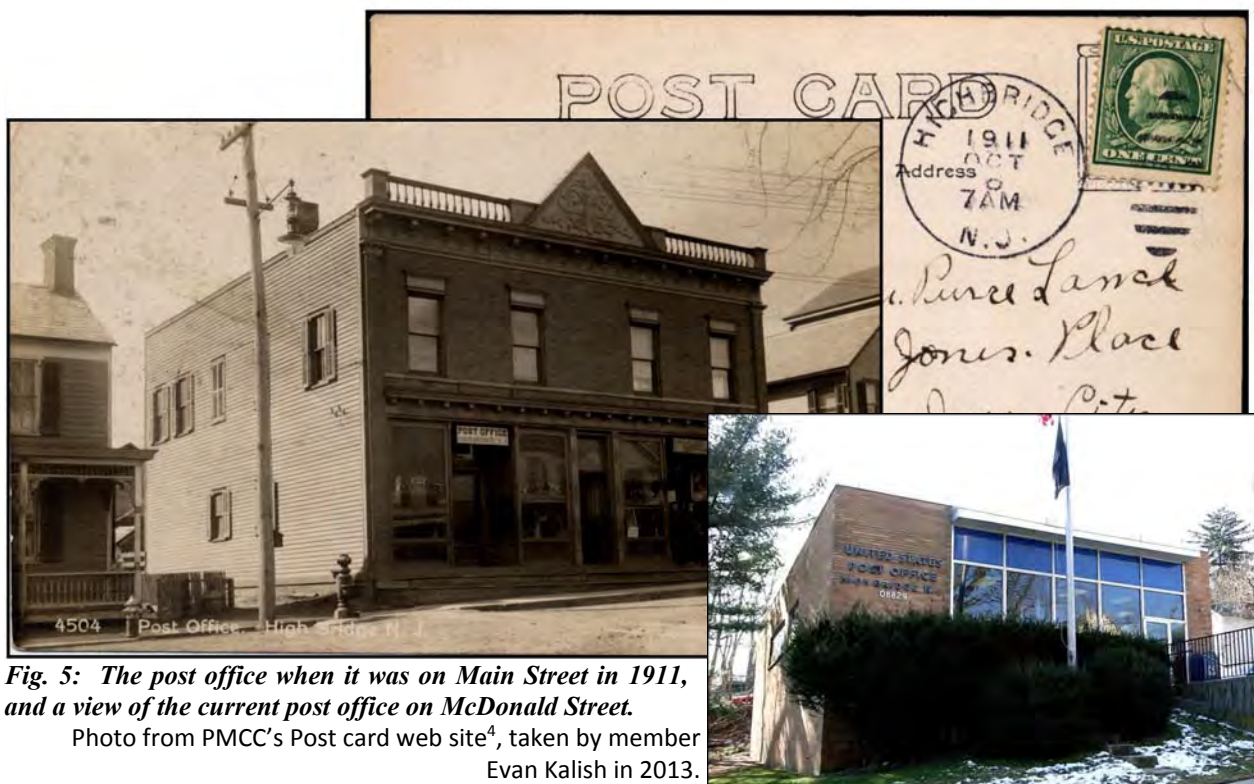


Fig. 5: The post office when it was on Main Street in 1911, and a view of the current post office on McDonald Street.

Photo from PMCC's Post card web site⁴, taken by member Evan Kalish in 2013.

HOMETOWN POs: High Bridge, NJ

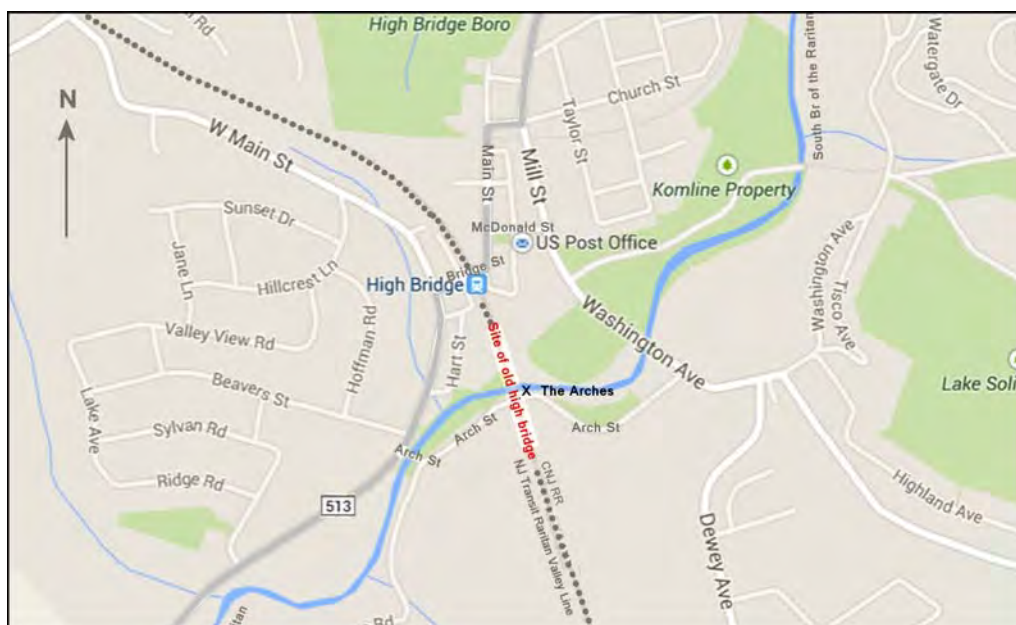


Fig. 6: Map of High Bridge showing location of the lost high bridge of High Bridge.

A list of High Bridge postmasters is listed below, and is also available on our web site, at <http://njpostalhistory.org/media/pdf/HunterdonCoPMs.pdf> Jim Walker's Postmasters of Hunterdon County.

Postmaster	Appointed:	Postmaster	Appointed
David L. Everett	Feb. 19, 1855	Annie E. Neighbor	Dec. 16, 1925
William Lance	April 12, 1862	Alfred P. Jolin	Mar. 16, 1926
William K. Taylor	Jan. 29, 1872	Vincent Meade	Apr. 12, 1934
Elias Teraberry	April 22, 1879	Francis M. Wean	Jul. 24, 1937
Jacob Neighbor	Dec. 14, 1885	Loe A. Degnan	Aug. 10, 1937
David Neighbor	Dec. 21, 1885	Kenneth W. Poole	Mar. 6, 1971
Elias Teraberry	April 6, 1889	William V. Keating	Jun. 16, 1979
Benjamin F. Apgar	July 12, 1893	John Gruz Jr.	Jun. 12, 1982
William G. Simpson	July 12, 1893	Richard M. Degnan	Oct. 27, 1984
Elmer B. Ramsey	July 12, 1893	James E. Van Natta Sr.	Nov. 18, 1989
James Degnan	Jan. 24, 1916	Audrey Hall	Jun. 5, 2000
Thomas H. Degnan	Aug. 26, 1916	Christina M. (Clark) Balliro	Nov. 11, 2006
Elmer B. Ramsey	Nov. 18, 1921	Denise Hickson	Feb 23, 2013

ENDNOTES:

¹ "High Bridge of the Central Railroad of New Jersey 1854" by "J.M.L." (wood engraving); Centpacrr (Digital image) - "Gleason's Pictorial Drawing-Room Companion", Vol. VII, No. 17 (Whole No. 173), October 28, 1854. p. 265. Boston: Frederick Gleason, Publisher"

² Garlipp Jr., Richard J., *New Jersey's Covered Bridges*, published by Arcadia Publishing, 3/10/2014; excerpts on google books at https://books.google.com/books?id=bhE7BAAAQBAJ&pg=PA7&dq=new+jersey%27s+Covered+Bridges&hl=en&sa=X&ei=uv_tVOemIISqNsXjgZAO&ved=0CB4Q6AEwAA#v=onepage&q=high%20bridge&f=false

³ Snell, James P., *History of Hunterdon and Somerset Counties*, Everts & Peck, Philadelphia, 1881, p. 525.

⁴ The Post Mark Collector's Club web site of New Jersey Post Offices – an excellent collection of more than 500 modern post office photos, most taken by member Evan Kalish. Visit <http://www.postmarks.org/photos/us.php?st=NJ> for a list of post offices, or view the Flickr album at <https://www.flickr.com/photos/postoffices/sets/72157632692504624>.

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

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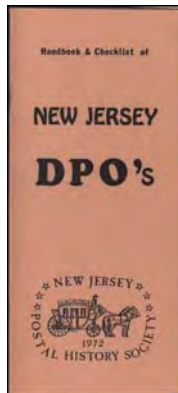
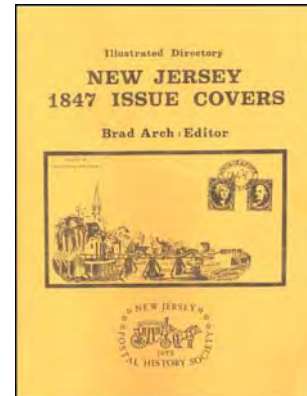
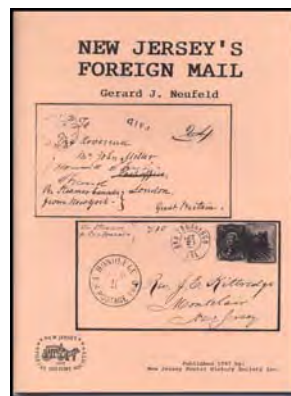
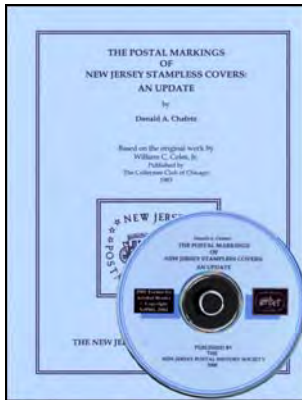
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