



NJPH

The Journal of the
NEW JERSEY POSTAL HISTORY SOCIETY
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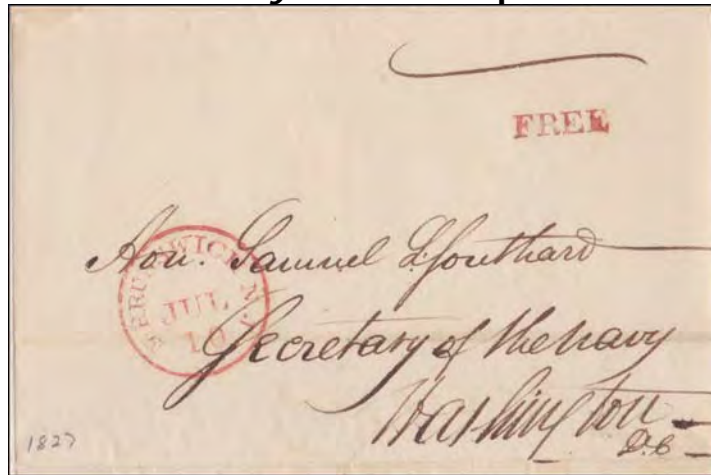
Vol. 45

No. 1

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February 2017

The Story of the SS Spermo



An interesting new Southard cover opens a window on a bit of naval history in 1827. See article on page 3.

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NEW JERSEY POSTAL HISTORY SOCIETY, INC.

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DUES TIME AGAIN!

If your dues have not yet been paid, you will find an enclosed reminder for dues payment for 2017. Dues are still \$15 a year, and again this year you have the option of paying your dues online by Paypal (no extra fee), by going to our web site [www.NJPostalHistory.org] where you will find a link for membership renewal on the home page. You can also donate to the Society at the same time, if you would like. We are happy to accept your dues and donations in whatever form you find like!

PRESIDENT’S MESSAGE

Recently, philatelic chat boards have been abuzz with a lot of doom and gloom about the future of philately as a sustainable hobby. There is no question that changing demographics pose a serious challenge to what was once known as the “King of Hobbies.” The explosion of social media over the last 10 years and its time-smothering impact on the lives of Millennials and teens has shifted these two generations away from the pursuit of *any* hobby, let alone stamp collecting. The time when I, and my generation of kid collectors were introduced to the hobby with plate blocks, first day covers, low cost approvals, and visits to the local stamp stop are now part of philatelic history.

Yet, collecting remains the pursuit of many as evidenced by the explosion of philately on the Internet as well as the market place created by Ebay and other on-line sites. At the same time, collectors with similar interests, and especially those whose passion is postal history, continue their search for additions to their collections, and contribute articles to the many specialized society journals. Happily, our Society, now entering its 45th year, remains strong. Our membership remains stable, and our finances are secure thanks to the many of you who have shown your support through your generous donations. The many contributors to *NJPH* have had the opportunity and pleasure of researching, writing and publishing articles concerning their collecting interests in these pages, with the result that our Journal has been a consistent gold medal winner in World Series of Philately literature competition.

This issue of *NJPH* contains a variety of articles touching upon four centuries of New Jersey’s postal history. I thank our many authors and our indefatigable editor, Jean Walton for their good work. For those few stragglers who have forgotten to pay their membership dues, I have included a reminder form. Finally, with the closing of NOJEX’s long-time hotel venue in Secaucus, the show moves to the Best Western Robert Treat Hotel in Newark on September 8-10, 2017. The hotel is next door to the New Jersey Performing Arts Center and across from Military Park, and just a few blocks from Newark Penn Station. Our Society will staff a booth and hold its annual meeting at the Show. Information and a prospectus can be found at www.nojex.org.

ROBERT G. ROSE

**ADDITION TO THE SOUTHARD CORRESPONDENCE:
“RASCALITY IN BRAZIL”**

By Andy Kupersmit

From July 2001 to February 2014, the name Samuel Southard appears in several issues of the New Jersey Postal History Society Journal. That can now be extended to February 2017.

This cover came to light when a collection of New Brunswick (and New Jersey in general) was recently sold. This cover is addressed to Hon. Samuel Southard as Secretary of the Navy, Washington, D.C. It has a red “New Brunswick Jul. 19” cds and a matching red “FREE” handstamp at top right, and is datelined “New Brunswick July 19th (18)27”.

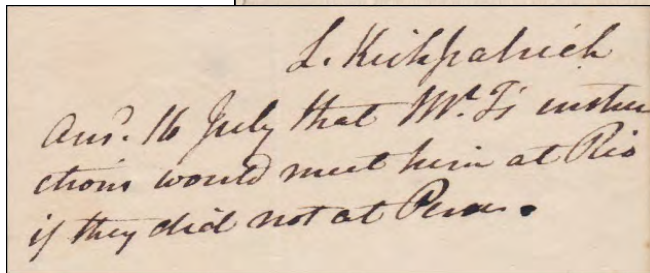
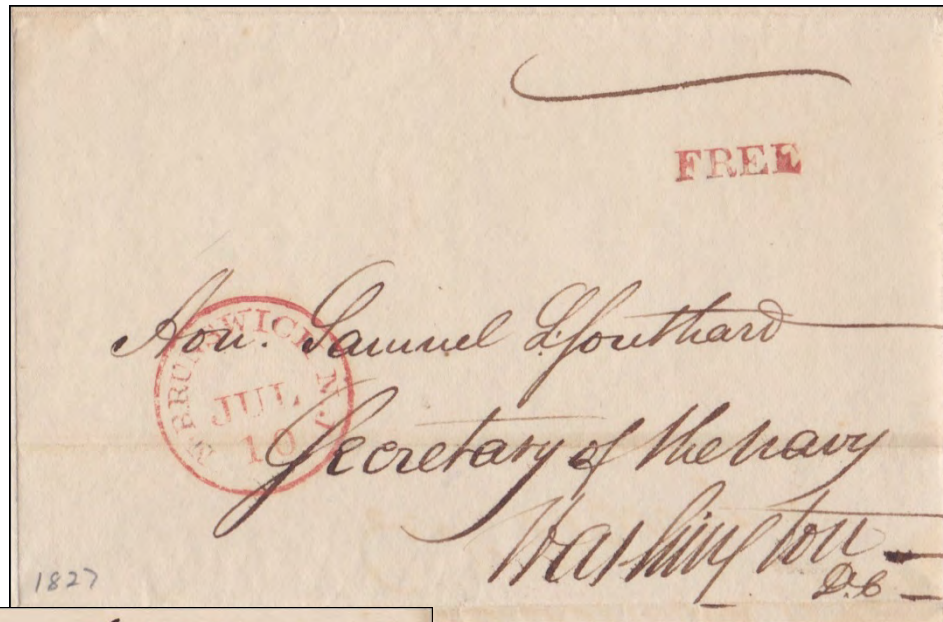


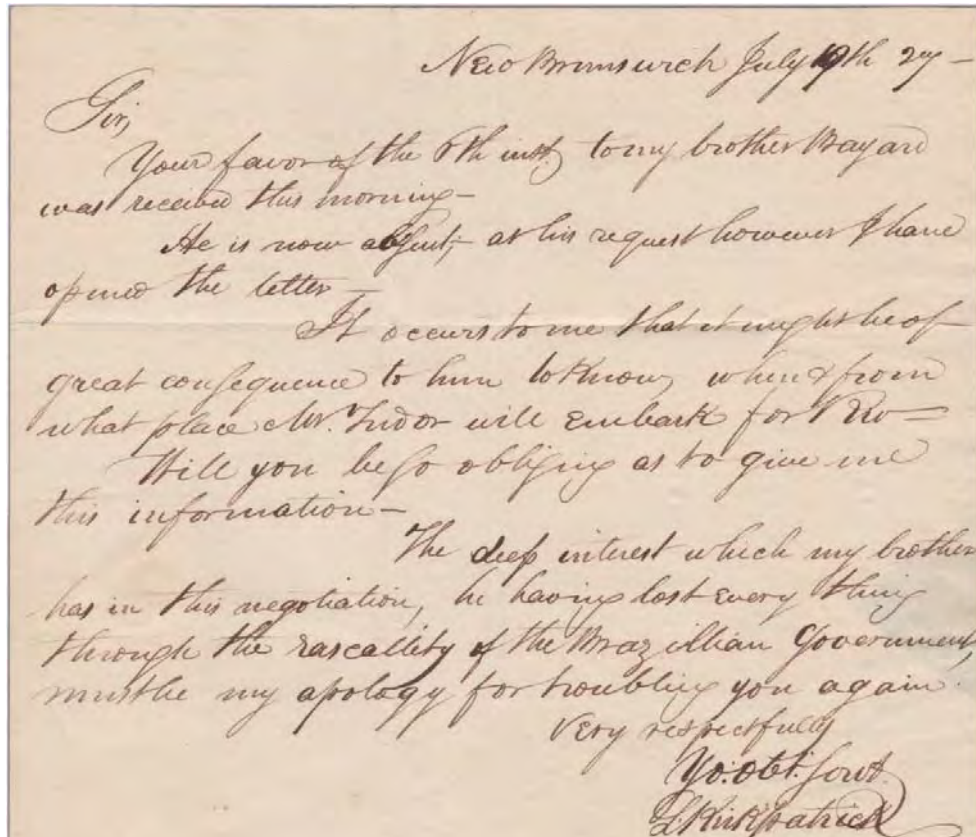
Fig. 1: Stampless folded letter sent to Samuel L. Southard, Secretary of the Navy, regarding the arrival of William Tudor in Brazil to replace Condé Raguet.

The docketing reads, “L. Kirkpatrick. Ansd. 16 July that Mr. T.s instructions would meet him at Rio if they did not at Pern(ambuco),” likely in Southard’s hand.

“L. Kirkpatrick” is Littleton Kirkpatrick (1797-1859) and his brother is John Bayard Kirkpatrick (1795-1864). The Kirkpatricks were nephews of John Bayard of New Brunswick because they were the sons of John Bayard’s sister Jane and her husband Andrew Kirkpatrick. Andrew Kirkpatrick was a member of NJ General Assembly in 1797-98 and then was appointed to the New Jersey Supreme Court in 1798, serving as chief justice from 1804-1825.

ADDITION TO SOUTHARD CORRESPONDENCE: Brazil ~ Andy Kupersmit

This letter to Southard, pictured and transcribed below, was written by Littleton Kirkpatrick on behalf of his brother John Bayard Kirkpatrick. John Bayard Kirkpatrick had just received a letter from the Secretary of the Navy Samuel L. Southard regarding affairs in Brazil, but John was away so his brother Littleton read the letter and composed a brief response on behalf of his brother. The response contains only a few clues as to its subject, but the “rascality of the Brazillian (sic) government” is intriguing and worthy of further research.



Sir,

Your favor of the 6th inst. to my brother Bayard was received this morning.

He is now absent, at his request however I have opened the letter – It occurs to me that it might be of great consequence to him to know when and from what place Mr. Tudor did or will embark for Rio -- Will you be so obliging as to give me this information?

The deep interest which my brother has in this negotiation, he having lost everything through the rascality of the Brazillian (sic) government, must be my apology for troubling you again.

Very respectfully,

Your obt svnt, L. Kirkpatrick

Fig. 2: Letter from L. Kirkpatrick regarding difficulties in Brazil which seem to have caused his brother great financial inconvenience

HISTORICAL BACKGROUND REGARDING THE RASCALITY OF THE BRAZILIAN GOVERNMENT (per Wikipedia)¹

In 1821, President James Monroe appointed Condy Raguet the United States consul in Rio de Janeiro. Between 1822 and 1825, Raguet negotiated a commercial treaty with Brazil. Subsequently, on March 9, 1825, President John Quincy Adams appointed Raguet chargé d'affaires to Brazil.

Raguet [presented his credentials as] the first chargé d'affaires from the United States to Brazil on October 29, 1825. One of the first issues he dealt with was the blockade of Argentine ports by the Brazilian navy during the Cisplatine War. Argentina was a growing trade partner of the United States and Raguet and his counterpart in Argentina worked to convince Brazil to restrict its blockade to only certain ports and that ships approaching the blockade should be given warning before being seized by Brazil. After negotiations, Brazil restricted its blockade to only ports in the Rio de la Plata, but the blockade still encompassed more ports than the United States was pressing for. Brazil never made it a policy to give ships warning, but many ships were warned and let go.

Relations between Brazil and the United States became severely strained over the lack of a Brazilian response to the recruiting of United States seamen for Brazilian warships through fraud and coercion. United States citizens were enticed onto Brazilian ships, and after the end of their voluntary enlistment period, were forced to stay. Raguet became exhausted with how the Brazilian government never followed up its promises to investigate the complaints. The issue only got worse as United States merchant ships were seized by Brazil for attempting or intending to bypass the blockade. The crews of the ships were often manipulated into Brazilian service or imprisoned. Tensions over the issue continued to rise particularly after a US Navy commander, backed by force, procured the release of two detained Americans. Eventually the Brazilian Navy ordered all ships to immediately surrender all improperly detained United States citizens. Despite the order, Raguet was increasingly frustrated with what he felt was Brazil's purposeful delay in processing detained United States ships and citizens. After receiving approval from Secretary of State Henry Clay on his efforts, Raguet was emboldened and his notes to the Brazilian government became more forceful and undiplomatic.

After a letter from a Brazilian foreign minister requested that Raguet use more moderation in his communications, Raguet wrote to Clay that the Brazilian government was offended by his communications, that he had lost his patience with them, and that he hardly considered the Brazilians a civilized people. By the end of 1826 copies of letters of Raguet's communications to the Brazilian government had reached the State Department in Washington. Henry Clay wrote back indicating it would be best to use "language firm and decisive, but at the same time temperate and respectful. No cause is ever benefited by the manifestation of passion, or by the use of harsh and uncourteous language." Responding to a request Raguet made to threaten to sever diplomatic relations with Brazil if they did not release their ships, Clay said "war or threats of war ought not to be employed as instruments of redress until after the failure of every peaceful experiment."



Fig. 3: US Brig Spark

By early 1827 relations with Brazil improved after a new foreign minister took office, but that quickly changed in March when Brazil seized the USS Spark, a recently decommissioned U.S. warship. After a rebuffed offer to sell the Spark to Brazil, the ship headed for Montevideo. On the way, the ship was seized by a Brazilian Man of War and its crew imprisoned. Brazil demanded an explanation for what it said were irregularities in the Spark's activities and suspected the ship was a privateer

going to join Argentina. Raguet didn't believe the Brazilians actually believed the Spark was a privateer, and felt that what he called "the most deliberate and high handed insult" against the United States was planned days in advance. The incident with the Spark was the last straw for Raguet. He sent a letter to the Brazilian government saying "that recent occurrences induce him to withdraw from the court of Brazil, and he therefore requests that his Excellency will furnish him the necessary passports." He left his position as chargé d'affaires on April 16, 1827.

Once Washington found out that Raguet had left Brazil, the State Department quickly worked to appoint someone new to repair any damage caused by Raguet and to continue working on solving the issues with Brazil that had led Raguet to leave. Adams would later write that relations between the United States and Brazil were "aggravated by the rashness and intemperance of Condé Raguet, ... [who had] brought this country and Brazil to the very verge of war." On Raguet's return to the United States he met with Clay and Adams who said "I told him that my opinion of his integrity, patriotism, and zeal was unimpaired; that I was convinced of the purity of his motives to the step he had taken; but that I thought it would have been better if he had, before taking that step, consulted his government."

Newly-independent from Portugal, Brazil attempted to assert itself against Argentina (the Cisplantine War; December 10, 1825-August 27, 1828) over the territory on the Rio Plata that would eventually become Uruguay, and in doing so, established blockades of Argentine ports, which interfered with American shipping to Argentina. Ships were seized and crews impressed into service. These Brazilian blockades were at the heart of disputes with the United States.

It would be logical to conclude that the Brazilian navy captured a vessel in which John Bayard Kirkpatrick had a financial stake, seized its cargo and enslaved its crew. It is also logical to assume that the loss of this ship, crew and property forced him into financial hardship. Some of this proved true.

Research revealed that the name John Bayard Kirkpatrick appears in the papers of Henry Clay, 1827, pp 157-158. The entry reads, "... the case of the *Spermo* was "decided by the court at Pernambuco against the Captors in April 1826," that the issue has been suspended by an appeal to the Superior Court at Rio de Janeiro, that *the agent, John Bayard Kirkpatrick*, has pressed unsuccessfully for a final decision, and that Raguet has asserted that he can do nothing "unless by some express Order of Government." In the book *Index to United States Documents Relating to Foreign Affairs, 1828-1861*, Raguet comments on the *Spermo* case seven times between Jan. 1826 and Jan. 1827. [italics added – Ed.]

The US Brig *Spermo* was one of the earliest incidents in these American disputes with Brazil, and related to the Brazilian seizure of the *Spermo*, which left New York in June 1824, sailing for Pernambuco with a cargo of flour and other legitimate merchandise. She arrived at Pernambuco on the 10th of August, and lay anchor off the coast 2 miles from the lighthouse. She was not approached by the Brazilian Brigs of War, nor warned of any blockade (which was not in effect until the 12th). The following day, a gale forced Captain Clarke of the *Spermo*, who found himself in some difficulty because of the loss of an anchor cable, to raise a distress signal. While the Brazilian ships of war did not respond, a Pilot did come to her assistance, and “steered the Ship into the Harbour, where she ‘made fast to another Vessel, and by that means prevented from going ashore.’”² When the Imperial Forces of Brazil entered the harbor, charges were brought against the *Spermo* for breach of the blockade.



Courtesy of the Nantucket Historical Association³

Fig. 4: Once a whaling boat, built on Nantucket in 1820, the *Spermo* made only one whaling voyage, to the Far East, returning with a large volume of whale oil. The painting was done by a captain of another whaler in that fleet, John Fisher. *Spermo* was sold in 1823, and became a merchant ship sailing out of New York. It was captured and held by Brazil in 1824. John Bayard Kirkpatrick was the agent charged with obtaining its release and reparations for its cargo for its owners and underwriters.⁴

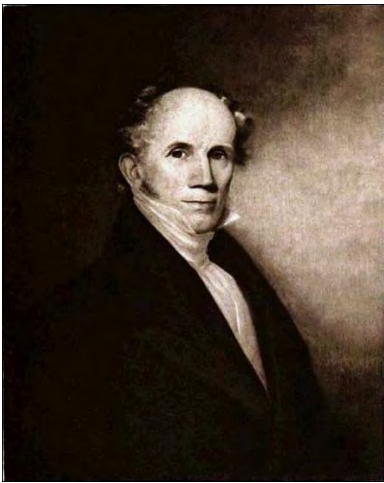
Soon after, complaints were brought against the Brazilian government for failure to return the ship, its crew, and its cargo. The complaints remained unaddressed for months. Further communications, complaining of delays, were sent on Dec. 19, 1825, but no action was taken until a local court in Pernambuco declared the *Spermo* a “bad prize” in 1826, and the ship was released on bonds and allowed to return to New York. However, before reparations could be made, the judgement was overturned by the Imperial Government in Rio de Janeiro, and appeals and court proceedings continued for another three years.

ADDITION TO SOUTHARD CORRESPONDENCE: Brazil ~ Andy Kupersmit

The Kirkpatrick brothers were understandably perturbed at the proceedings (or lack of) in 1827, and the lack of progress achieved by Condy Raguet. On Raguet's return to the US in 1827, William Tudor Jr., of Boston, then chargé to Lima, was appointed to replace Raguet. However, while he was appointed in 1827, his health prevented him from arriving in Rio until 1828.

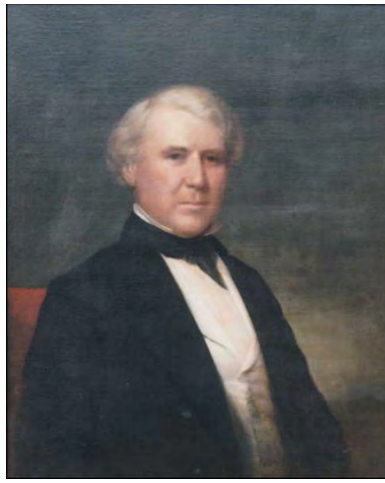
Tudor proceeded to repair the relations with Brazil, obtained positive judgments for the *Spermo* and other ships which had been taken during the years of the blockade, and forged a treaty with Brazil in 1828 which assured continued friendship and trade with Brazil.

It was not until 1829 that a final decision was made, and reparations were scheduled to the owners, through their agent, John Bayard Kirkpatrick. During this long five-year period, not only did its owners have the loss of profit but in addition, the costs of having an agent in Brazil to sue for their cause.



Wikipedia portrait⁵

Fig. 5: Condy Raguet, Consul and then Chargé d'affaires to Brazil, 1822-1827, who came to an impasse in negotiations with the Brazilian government regarding reparations for ships taken in the Brazilian blockade.



Ancestry.com public trees⁶

Fig. 6: Littleton Kirkpatrick, brother of John Bayard Kirkpatrick, agent for the owners of the US Brig *Spermo*.



Massachusetts Historical Society⁷

Fig. 7: William Tudor, Jr., former Chargé d'Affaires to Lima, Peru, who replaced Condy Raguet as Chargé d'affaires to Brazil, with greater success. Tudor is the "Mr. T." referred to in the docketing.

The *Spermo* had been allowed to return to New York in 1826, under bonds posted. Tudor had these annulled in 1829, and reparations were as follows.

Tudor to Secretary of State, April 18, 1829

This ship was seized for an alleged breach of blockade at Pernambuco in 1824. The vessel was allowed to depart under bonds, (cancelled recently at my requisition,) acquitted in the first court, and finally condemned, after a long delay by the court of appeal in Rio Janeiro. The claim for the vessel was in behalf of the underwriters; for the cargo, for the owners. It has been settled by an award in milreas, valuing the dollar at 1,500 rs. (the par is 800.) This the agents, experienced merchants, considered more advantageous than a settlement in dollars. For the vessel, &c. 33,075.000 rs.; interest from January, 1827: cargo 41,907.000 rs.; interest from April 5, 1825.⁸

Just what John Bayard Kirkpatrick's own stake in this enterprise was, we don't yet know, but as agent for the company & underwriters, he finally did see recompense, although it was five years from the original taking of the *Spermo*. Also, sadly, William Tudor, who won these concessions from the Imperial Government of Brazil, was taken by fever in 1830 in Rio, and died there at the age of 51.

As collectors, we sometimes see letters to and from Samuel L. Southard during his term as Secretary of the Navy, under James Monroe and John Quincy Adams, 1823-1828, but these are often items not likely to be in the National or Naval Archives, and not related to Affairs of State. This letter provides a rare glimpse into the stressful and challenging nature of the position of Secretary of the Navy, especially during the early years of the Monroe Doctrine.



Redwood Library & Athenaeum⁹

Fig. 8: Samuel L. Southard, Secretary of the Navy, a portrait made by Charles Bird King.

ENDNOTES:

- ¹ Wikipedia article on Condy Raguet at https://en.wikipedia.org/wiki/Condy_Raguet Jan. 21, 2017.
- ² From British and Foreign State Papers, 1828-1829, London, James Ridgway, Piccadilly, 1830, on Google Books at <https://play.google.com/books/reader?id=O5oAAAAAYAAJ&printsec=frontcover&output=reader&hl=en&pg=GBS.PP5>.
- ³ In the collection of The Nantucket Historical Association, <https://www.nha.org/pdfs/hn/HistoricNanFall08.pdf>.
- ⁴ Artist John Fisher, *Ship Spermo Trying With Boats Among the Whales On California*, 1821, oil on canvas, inscribed J. Fisher in lower right corner. John Fisher was a whaling master out of Nantucket, who captained the *General Jackson* which accompanied the *Spermo*. See <https://www.nha.org/pdfs/hn/HistoricNanFall08.pdf> 1/25/2017
- ⁵ Wikipedia public domain photo, attributed to William Henry Fairfax (1804 - 1837), at https://en.wikipedia.org/wiki/Condy_Raguet.
- ⁶ Ancestry.com public trees portrait at www.ancestry.com.
- ⁷ Portrait from *Proceedings of the Massachusetts Historical Society at "[Meetings of 1830]."* *Proceedings of the Massachusetts Historical Society*, vol. 1, pp. 425–436. www.jstor.org/stable/25079128 . 1/27/2017
- ⁸ Documents of the House of Representatives, Washington, 1837, Thomas Allen, on Google Books at <https://books.google.com/books?id=9YcFAAAAQAAJ&pg=RA7-PA53&lpg=RA7-PA53&dq=Documents+of+the+House+of+Representatives,+Washington,+1837,+Thomas+Allen&source=bl&ots=dyzNGLCwZa&sig=IBnHR6Ej3U1qwY15z-f4l-DvwSw&hl=en&sa=X&ved=0ahUKEwiJmq-k5ujRAhXH4SYKHZ0JAYgQ6AEIMDAD#v=onepage&q=spermo&f=false>.
- ⁹ Portrait in the collection of the Redwood Library and Athenaeum, Newport, R.I. , redwood@redwoodlibrary.org in their estore at <http://redwoodlibrarystore.org/index.php?route=product%2Fquicksearch&q=southard>

CENSUS OF EARLY NEW JERSEY COVERS – Part 5

By Ed & Jean Siskin, jeananded@comcast.net

[We continue here the census of all New Jersey covers dated before June 1, 1792 with domestic town postal markings. This includes covers handled by the parliamentary post (to 1777), its American successors (1775-1792) and by independent services. Previous sections have covered covers from Trenton (May 2011 Issue of NJPH, Vol. 39, No. 2, Whole No. [182](#)), New Brunswick, (August 2011 Issue of NJPH, Vol. 39, No. 3, Whole No. [183](#)), Princeton (February 2012 Issue of NJPH, Vol. 40, No. 1, Whole No. [185](#)). Amboy, Burlington, Elizabethtown, Newark and Woodbridge (August 2012 Issue of NJPH, Vol. 40, No. 3, Whole No. [187](#)). The Woodbridge cover shown in the August 2012 issue is now shown in this issue in color (see page [29](#)).¹

The census of Bordentown & New York Stage covers was compiled by Robert G. Rose and is included in the February 2011 Issue of NJPH, Vol. 39, No. 1, Whole No. [181](#).]

Again, we invite members to contribute. Please send all new information to be included to jeananded@comcast.net – your help is needed.

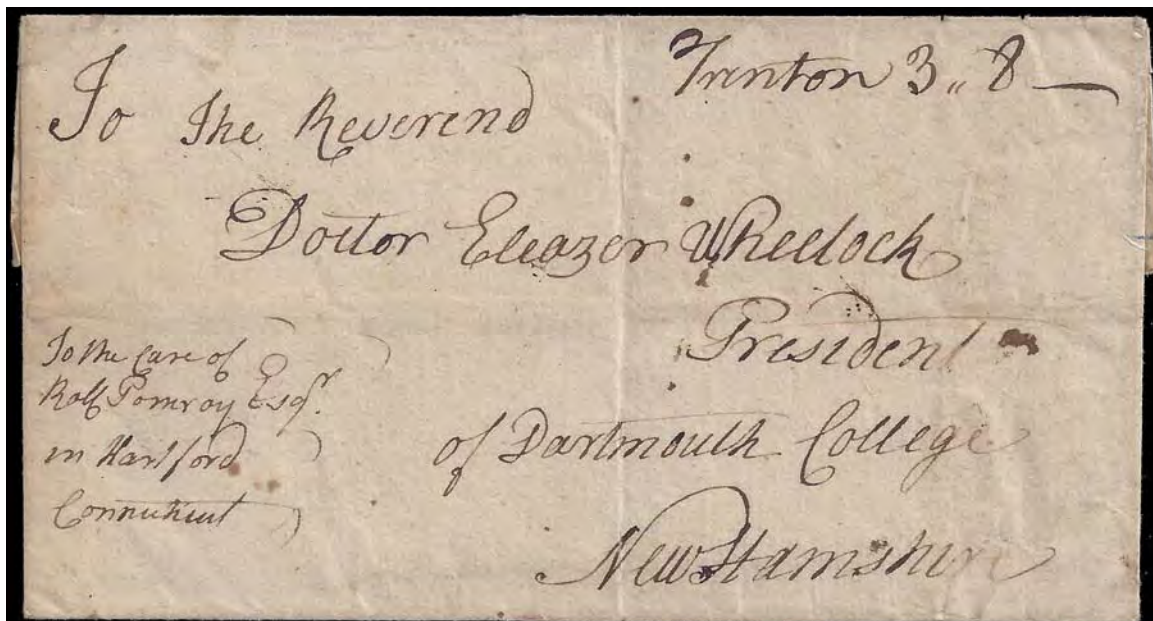
Addition to Census:

Trenton

(Post Office is known to exist by 1734)²

1774.05.13

From Trenton to Hartford, Connecticut rated 3 dwt, 8 gr.; Privately forwarded to Hanover, New Hampshire. Hanover did not have postal service in 1774. Addressed to Rev. Eleazar Wheelock (1711 – 1779) who founded Dartmouth College in 1769 and was its first President. (Dr. Vern Morris Collection)



¹ Rose, Robert G, "On the Auction Scene," page [29](#).

² Coles, William, *The Postal Markings of New Jersey Stampless Covers*, Collector's Club of Chicago, 1883. P. 267.

NEW JERSEY STRAIGHT LINE HANDSTAMP POSTMARKS: One of a Kind

By Robert G. Rose

[The author continues his series of articles on New Jersey straight line handstamps of the stampless era. The first, on Lawrenceville, appeared in the August 2015 (Vol. 43, No. 3, Whole number [199](#)), the second, on Haddonfield, in the November issue (Vol. 43, No. 4, Whole number [200](#)), the third, on Westfield, in the February 2016 (Vol. 44, No. 1, Whole number [201](#)), a fourth, on Springfield, in the May 2016 (Vol. 44, No. 2, Whole number [202](#) issue), and finally Basking Ridge, in the August 2016 issue (Vol. 44, No. 3, Whole number [203](#).)]

Collectors of both stamps and postal history all covet owing that “one of a kind” item — the only reported example, be it the one cent magenta from British Guiana or, more likely, a cover with a postmark, rate or route from long ago. Having been an avid collector of New Jersey stampless covers with handstamped postal markings for over 35 years, I’ve come to appreciate their scarcity, and especially regret those that I somehow let get away.

The most significant auction sale ever devoted to New Jersey stampless covers took place in 1984 with the dispersal of the collection formed by William C. Coles, Jr.¹ Coles had been a serious collector and student of these covers for nearly 50 years at the time of the auction sale. The story of his incredible “find” of stampless covers is recounted in the foreword to his monumental study, *The Postal Markings of New Jersey Stampless Covers*. In the 1930s, the lifetime personal correspondence directed to Samuel L. Southard turned up in a barn in South Jersey. Southard had served in a number of high level governmental positions during the stampless period including Secretary of the Navy, and both U.S. senator and governor of New Jersey. The Coles “find” became the source of a large number of covers with postal markings that were previously unknown to collectors.² The auction sale of the Coles collection included a number of stampless covers from this “find,” many with a handstamped postmark described as the “only known example.” With the passage of almost 35 years since that auction, several illustrated below, with straight line handstamps, remain “one of a kind.”

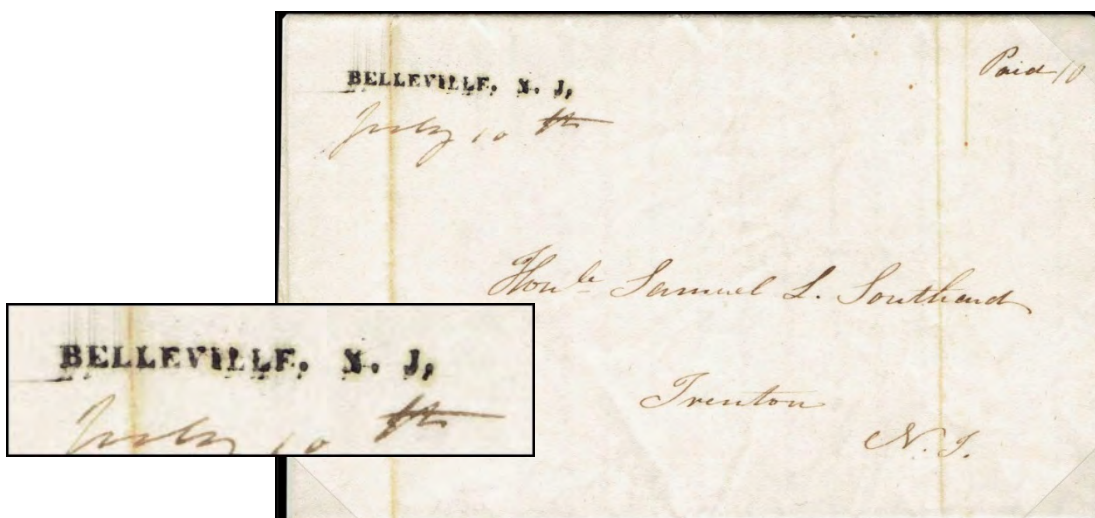


Fig. 1: Belleville, N. J., 35 x 2 mm black handstamp to Trenton, January 10, 1830, paying 10 cents single letter rate for 30 to 90 miles per the Act of April 9, 1816.³

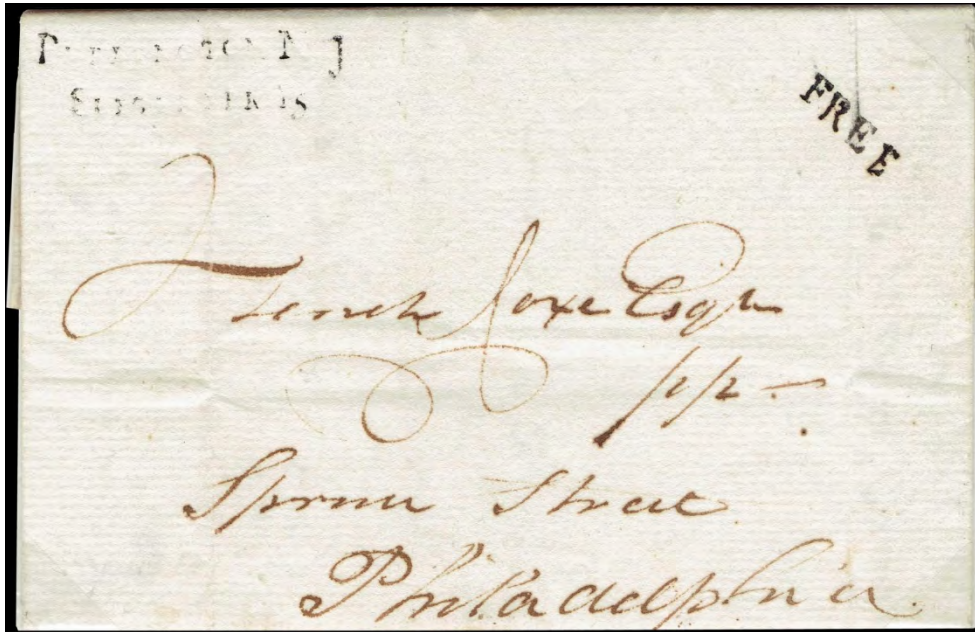


Fig. 2: Burlington NJ 2-line 40 mm handstamp used to Philadelphia, September 15, 1808, with "FREE" handstamp to Trench Coxe, the federal purveyor of public supplies.⁴

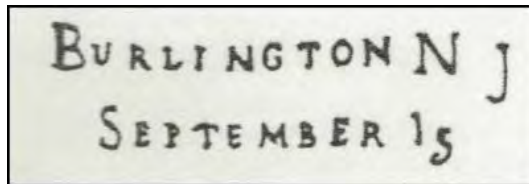


Fig. 2a: Enhanced image of postmark shown in cover above.

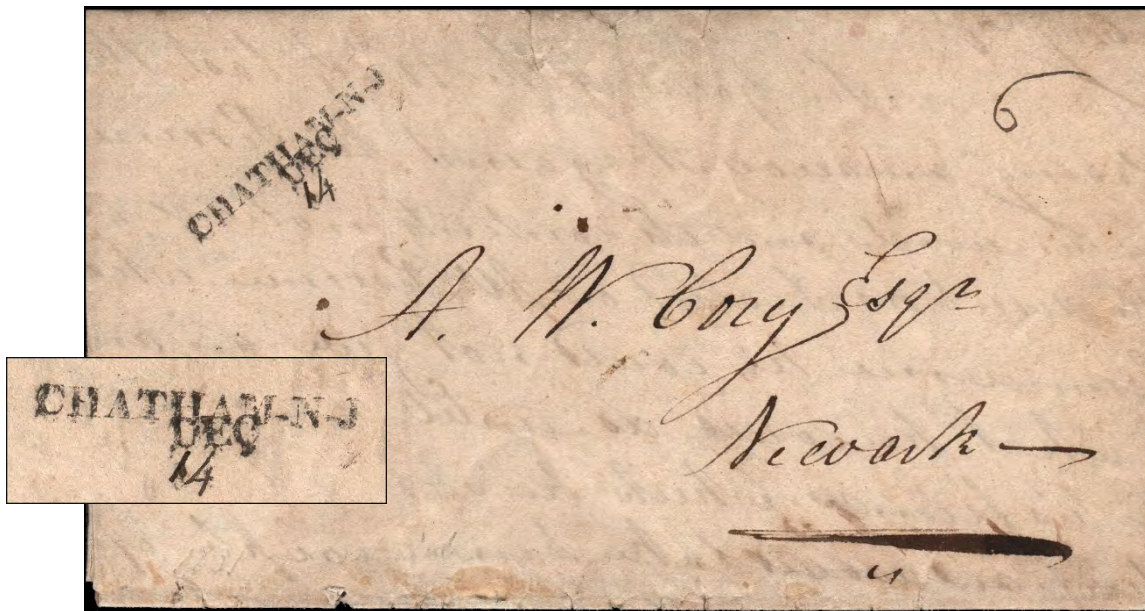


Fig. 3: Chatham-N-J handstamp used to Newark, December 14, 1831, rated at 6 cents for single letter not over 30 miles per the Act of April 9, 1816.⁵

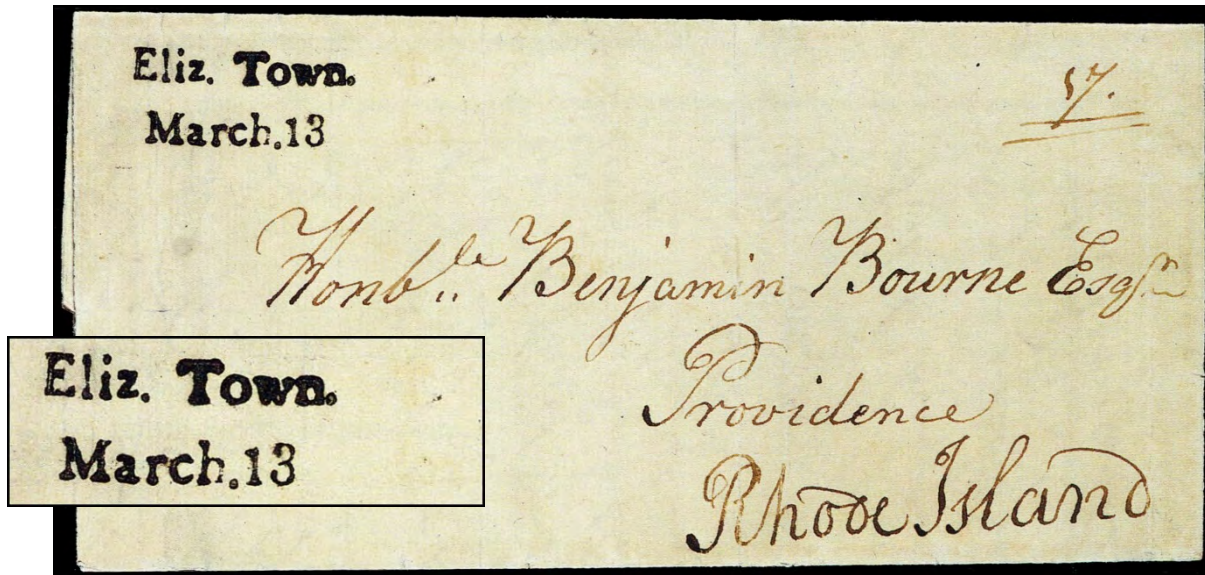


Fig. 4: Eliz. Town. handstamp used to Providence, Rhode Island, March 13, 1793, rated at 17 cents single letter rate per the Act of February 20, 1792. This two-line marking is the earliest of all handstamps used in New Jersey during the statehood period.⁶

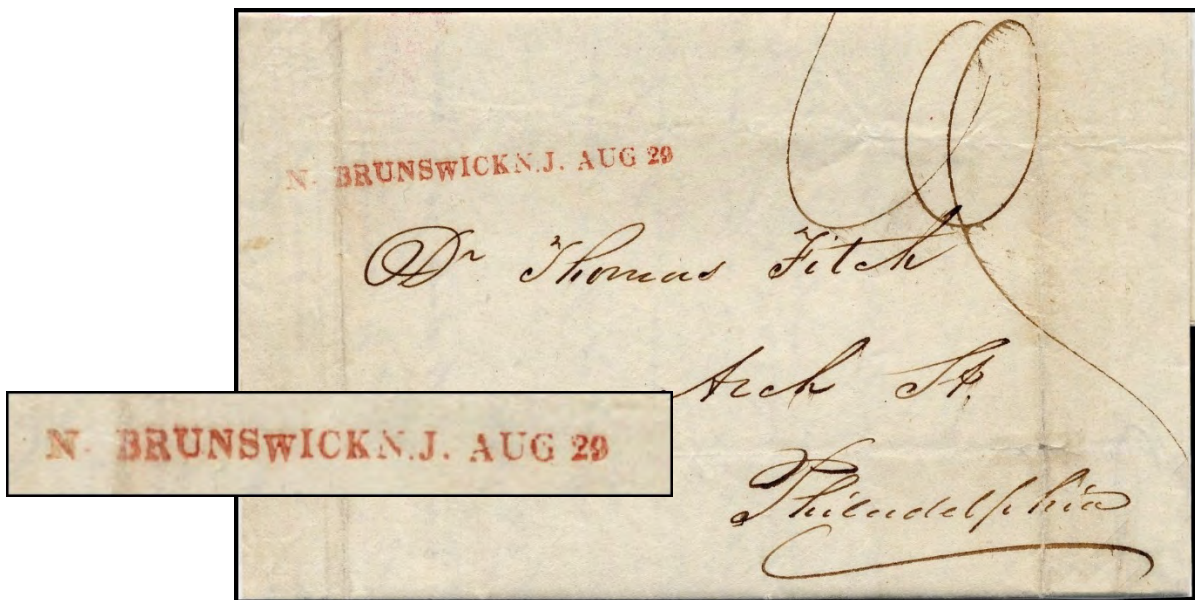


Fig. 5: N. Brunswick N.J. used to Philadelphia, August 29, 1832, red handstamp, rated at 10 cents single letter rate for 30 to 90 miles per the Act of April 9, 1816.⁷

Illustrated below in *Figure 6*, is a straight line “one of a kind” Woodbridge handstamp that was unknown to Coles. It was discovered by the author at a dealer’s bourse in 1990. It is the only straight line from New Jersey in italicized script.

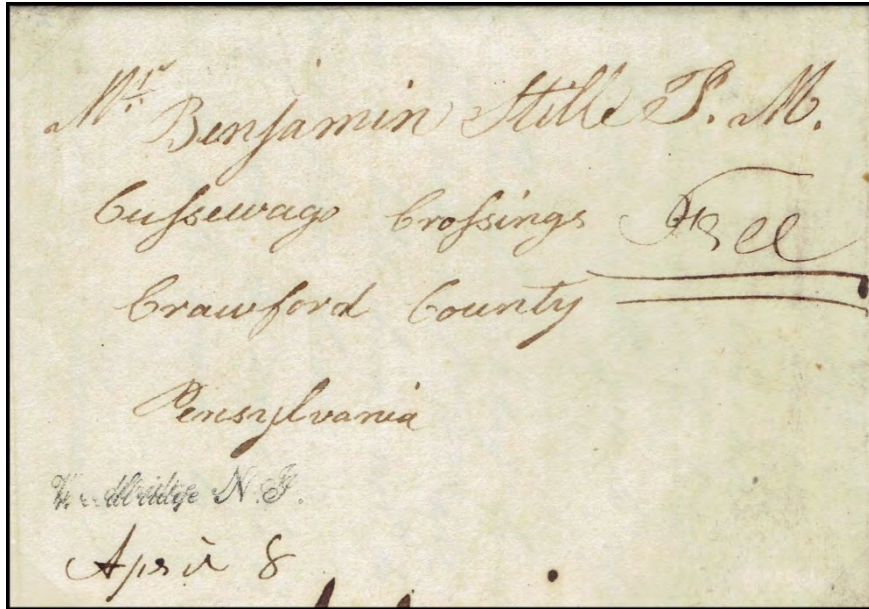


Fig. 6. Woodbridge N.J. in a printer’s script (“italicized”) handstamp used to Cussewago Crossings, Pennsylvania, April 8, 1835, manuscript “Free” to postmaster.



Fig. 6a: Enhanced and undoubled Woodbridge script straight line hand stamp.

ENDNOTES:

¹ Robert G. Kaufmann, The William C. Coles, Jr. Collection, Sale No. 33, March 8, 1984 (hereinafter “Sale”).

² William C. Coles, Jr., *The Postal Markings of New Jersey Stampless Covers* (Collectors Club of Chicago, 1983) p.vii (hereinafter “*Coles Book*”). Although Coles appears to have removed at least several hundred covers from this “find” to add to his own personal collection, he eventually sold 25,000 documents and letters to four prominent Princeton University alumni who then donated them to their alma mater, where today they are housed in the University’s Firestone Library. The Library’s collection history provides the following additional background on its acquisition of the collection.

The Southard Papers were purchased for Princeton University Library in 1957 through the generosity of Albert Southard Wright class of 1900, Peter H. B. Frelinghuysen class of 1904, Carl Otto Von Kienbusch class of 1906, and Sterling Morton class of 1906. These gentlemen acquired the collection from a philatelist, William C. Coles of Moorestown, N.J., who in his search for philatelic treasures, came upon the papers by chance when told there was a trunk of old papers in the attic of a farmhouse being sold due to mortgage foreclosure. He bought the trunk sight unseen, discovering he had no stamps but, instead, the entire correspondence of Samuel L. Southard.

Southard Papers at Princeton University:

(www.findingaids.princeton.edu/collections/C0250#collhist, retrieved January 31, 2017); The Princeton University Library Chronicle, *The Samuel L. Southard Papers*, Vol. 20, No. 1, Autumn 1958, pp. 45-47 (digitized on-line, retrieved January 31, 2017).

These papers formed the basis of the Southard biography authored by Michael Birkner, *Samuel L. Southard Jeffersonian Whig* (Fairleigh Dickinson University Press 1984) p. 247. A large number of Southard covers were retained by Coles, and later found their way into the philatelic market place. Many of those in the collections of NJPHS members have been illustrated and their contents transcribed in Jean Walton's long running series of in *NJPH*. In addition to letters published in Feb. 2014 (Vol. 42, No. 1, Whole number [193](#)), and the Southard article by Andy Kupersmit in this issue, others are in the following issues:

109*	Sep 1994	121	Jan 1997	146	Jul 2002
110	Nov 1994	122	Mar 1997	147	Sep 2002
111	Jan 1995	123	May 1997	148	Nov 2002
114	Sep 1995	142	Jun 2001	169	Feb.2008
115	Nov 1995	143	Sep 2001	180	Nov.2010
116	Jan 1996	144	Nov 2001	182	May 2011
117	Mar 1996	145	Mar 2002	191	Aug 2013

³ Sale, Lot 427; *Coles Book*, Figure 22, p.22.

⁴ Sale, Lot 428

⁵ Sale, Lot 430; *Coles Book*, Figure 24, p. 23.

⁶ Sale, Lot 431, *Coles Book*, Figure 25, p. 24; Christie's Robson Lowe, *David Jarrett Collection of United States Postal Markings*, October 9-10, 1990, Lot 627.

⁷ Sale, Lot 450, *Coles Book*, Figure 31, p. 27.

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SS LEVIATHAN AIR-SEA MAIL – THE NEW JERSEY CONNECTION

By Jean Walton

While trolling for items of interest related to New Jersey Postal History, I came across the following card on Ebay:

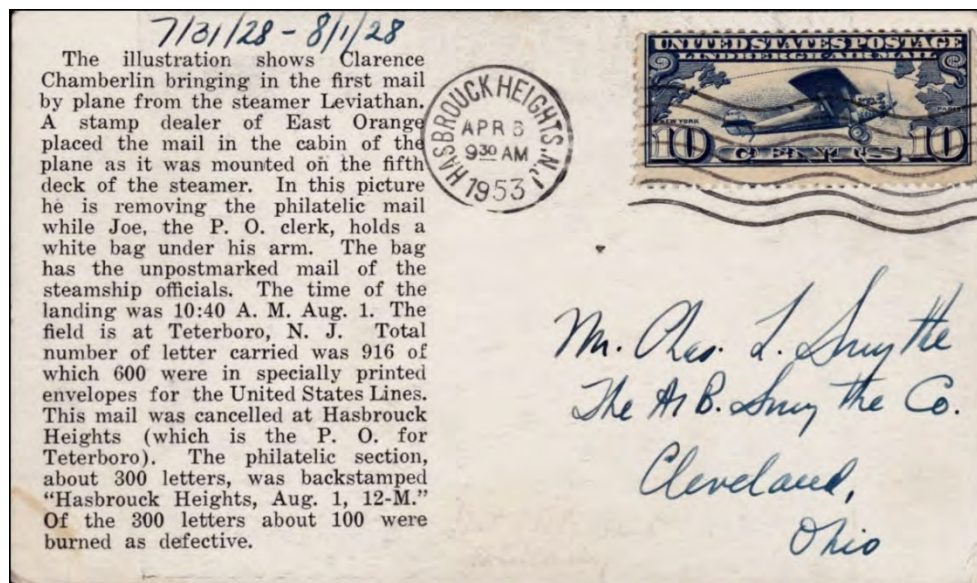


Fig. 1a: A post card, which appears to have been used from Hasbrouck Heights in 1953, long after this flight took place, commemorating the 1st Sea-Land flight from the SS Leviathan. The card and the stamp (the 1927 10¢ Lindbergh air mail stamp, #C10) are contemporary to the 1927 August 1 flight. Hasbrouck Heights was the post office for Teterboro, until 1943, when Teterboro gained its own post office as a branch to Hackensack.



Fig. 1b: Showing the pilot Chamberlin, the East Orange stamp dealer (we presume it to be A.C. Roessler),¹ the postal clerk (identified only as Joe), and others. Short footage of this event is online.²

Early air mail service has always been interesting – testing new methods and finding new ways to save time and shorten the days between one point and another. A great deal of energy was spent between WWI and WWII trying to gain a few hours or a day in time, particularly on the transatlantic crossing. The pilots and planes were available – tested by fire during WWI – and the interest was intense.

On May 20-21, 1927, Lindbergh won the \$25,000 Orteig prize offered in 1919 to any Allied country pilot, for crossing the Atlantic non-stop from Paris to New York (or vice versa). The pilot for this flight, Clarence D. Chamberlin, had hoped to win the Orteig prize, but failing that, he made an historic transatlantic flight two weeks after Lindbergh, on June 4, 1927, which was longer by about 300 miles.



Fig. 2:
Clarence Chamberlin

SEA TO LAND – AUGUST 1, 1927

The possibilities for shortening the five day steamer mail routes across the Atlantic were open for exploration. Non-stop flights were still too risky, but other possibilities involving planes and ships seemed an option. *The History of Air Cargo and Airmail*³ explores the history of these experiments in some detail, but this passage relates to the journey pictured above:

“How can sea mail times be reduced?” was a question that numerous postal, shipping and airline organisations had tried to answer by making different combinations between the main sea passage and substitution of part of the route with complementary air links. This relay between sea and air transport took two different forms, depending on whether the baton - in this case the mailbags - was handed over at sea or on land.

Handover at sea

It seems that the Americans were the first to try and adopt for civilian use a technique that was reserved for the military: aircraft carriers. In August 1927 tests were carried out in the sea off Boston to prove the feasibility of a linkup between ships and aircraft at sea. The test was made in two directions: from ship to shore, and from shore to ship.

The ship-to-shore attempt was made on 1st August 1927 in good conditions: a Fokker 5 aircraft piloted by Clarence Chamberlain (sic) was launched from the deck of the American steamship “Leviathan” about 80 miles off the coast, and crossed the distance to terra firma without incident.

Don’t believe everything you read, or at least check a second source or two. The description above is quite different from another on Wikipedia, which comes well backed with references:

[The Leviathan],⁴ upon docking in Boston construction began, under the supervision of Chamberlin, on a runway for the Leviathan’s deck. ‘On July 31, 1927, a Wright Aeronautical Service airplane with a Wright Whirlwind Engine was loaded aboard the Leviathan. On August 1, the ship headed out to sea accompanied by three Coast Guard destroyers, to be situated in various positions from the ocean liner in case they were needed for rescue.’⁵

After the rains slackened, the seas calmed down, and all of the reporters were seasick, Chamberlin attempted takeoff. “The Leviathan’s 19 knot speed and the wind blowing gave a component air flow straight up the runway, down which the takeoff would be attempted.

Chamberlin had expected to use the entire runway, but at about three-fourths of the way the plane was flung into the air by up-thrusting winds turned skyward by the sides of the big ocean liner." Chamberlin's original destination was Teterboro Airport at Hasbouck Heights in New Jersey. Unfortunately, thick fog forced him to take a detour to Curtiss Field where he waited an hour for the fog to lift. He then took off for Teterboro Airport to deliver the "first ship-to-shore mail." He was greeted at the airfield by all 17 inhabitants of Teterboro and 15,000 others.⁶

So it was not a Fokker 3, but a Wright Aeronautical Service airplane with a Wright Whirlwind Engine, and not a non-stop flight to Teterboro, but a short stop at Curtis Airfield on Long Island because of fog.

I searched further on Ebay and found the following Roessler advertising card.

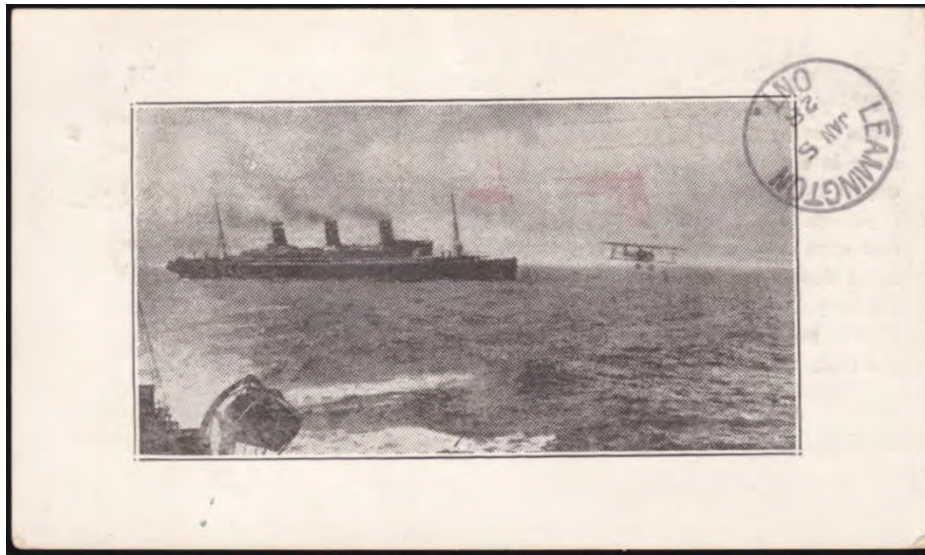


Fig. 3a: This view shows the plane, having taken off from a specially built deck of the SS Leviathan off the coast of Long Island, on its August 1st, 1927 flight to Teterboro, New Jersey.

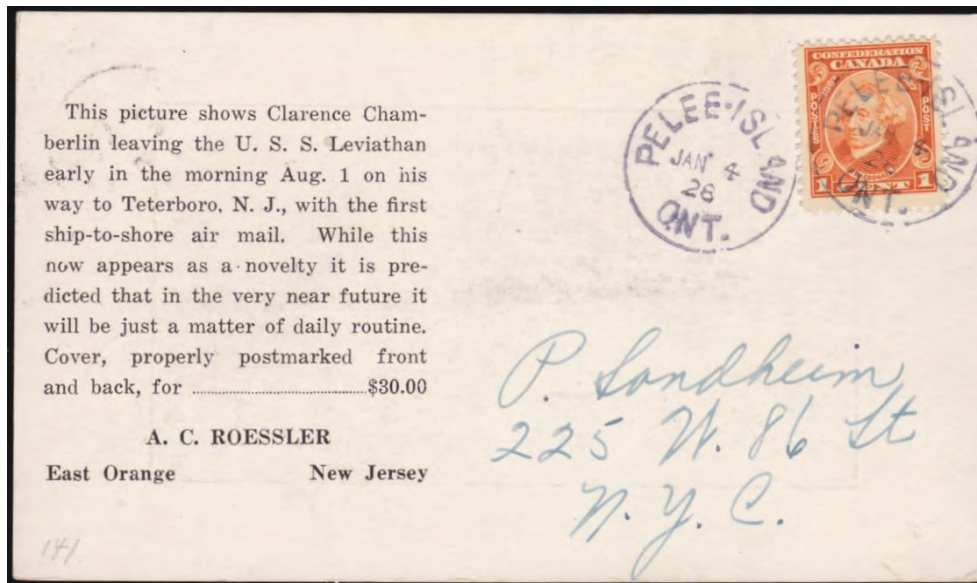


Fig. 3b: The address side indicates that this was a card produced by Roessler, to advertise the covers flown on this flight. Used from Pelee Island, Ontario (towards the western end of Lake Erie) on January 4, 1928. Why it was sent from Pelee Island is unknown.

So, could I also find any covers carried on this flight? Bill Lee, in a nice online article, shows one addressed to Chamberlin himself.⁷ I found another, in the stock of Brookman Cover Specialist at <http://www.coverspecialist.com/>, actually currently on sale! Brookman was kind enough to send along scans of the cover shown below.



Fig. 4: Cover flown from the SS Leviathan, off the shore of Long Island, to Teterboro. The plane was loaded on the Leviathan on July 31, and taken out to sea. On August 1, the flight to Teterboro was made, with the backstamp of Hasbrouck Heights, Aug.1 12-M received on its arrival.

In his post-flight interview at the Teterboro airport, Chamberlin suggested that perhaps a catapult should be considered for such flights, instead of the short runway on the *Leviathan*.

Chamberlin stayed in New Jersey after these tests. He bought a factory in Jersey City with hopes to convert it to an aircraft manufacturing facility, and started Chamberlin Flying Service. These plans however were dashed by the Depression of 1929.⁸



Fig. 5: Showing the runway built of wood which was added to the deck of the Leviathan.

LAND TO SEA – AUGUST 20, 1927

The shore to ship half of this experiment was less successful than the ship to shore. It took place on August 20, 1927. Returning to *The History of Air Cargo and Airmail*:

The shore-to-ship attempt was due to take place on 20th August 1927 with the official blessing of the New York Postmaster, who authorised the experiment, subject to the limitations of a maximum weight of mail of 100lb or 45 kilograms. In fact, it was a fairly hairy undertaking, since it was necessary to lower two sacks of mail by means of a rope onto the deck of the “Leviathan” whilst the aircraft flew over the ship with reduced speed and at low altitude - airmail acrobatics!

[The Pilot] Lieutenant Schildhauer took off several hours later in pursuit with the mailbags. After flying 100 or so miles, he encountered heavy fog and had to turn back. The mail, brought back to land, was sent on the next boat, but the postal authorities had had time to overprint each item with an accusatory black postmark: “Airmail failed to SS Leviathan”.

The experiment had hardly been convincing. The shore-to-ship formula, which was much too risky and difficult to master, was discontinued. All efforts went into the ship-to-shore technique, which was perfected by the French in 1927-1928.

The cover below, sent from Roselle, NJ, can be attributed to this attempt on August 20 to pass mail in the other direction – from land to sea.



Fig. 6a: Cover from Roselle, NJ, dated August 20, 1927, and sent from Grand Central Station office (NYC) to catch the Leviathan on its voyage to England. This flight failed, as Schildhauer could not find the ship in foggy conditions. The mail was returned to the mainland, stamped on the back “Air Mail Flight Failed To / S.S. Leviathan.” This mail was then forwarded by more common means to its destination.



Fig. 6b: Covers from this failed attempt to drop mail on the Leviathan on its eastbound voyage all bear this backstamp. They appear to be fairly common.

ADAMS AIR MAIL PICK UP – JUNE 12, 1929

The difficulties of making drops at sea as well as any pickup of mail remained problems to be solved. Lytle Adams devised and patented a device for dropping mail on ships, and snagging a cable with outgoing mail, and his Adams Air Mail Service made such attempts in 1929. After several set-backs, the pilot (George Ponds) did manage to fly out of Keyport, NJ, again to the *Leviathan*, where it both dropped mail and picked up mail by means of special equipment designed for this.⁹



Blogsite on Glover¹⁰

Fig. 7: “Doc” Adams demonstrating his device to Clarence Young and 2nd Asst PMG Glover.

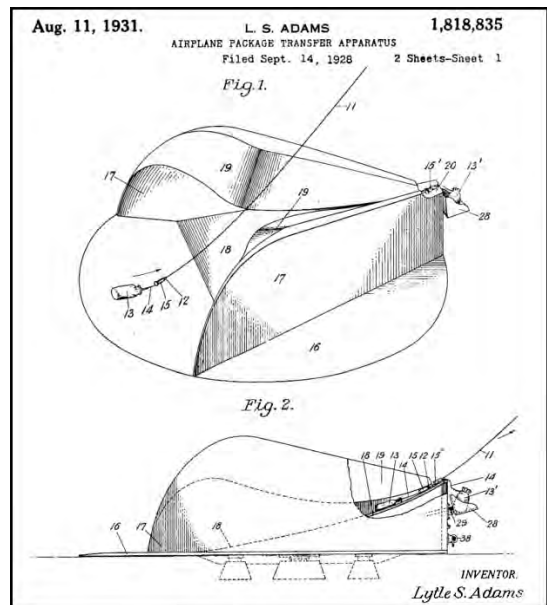


Fig. 8: Patent for Airplane Package Transfer Apparatus, invented by Adams.



Fig. 9a: Cover sent from Paris which arrived in Newark on June 12, 1929, using Adams Air Mail Pick Up.



Fig. 9b: Backstamped First Air Mail from the SS Leviathan. The flight for this pick-up originated in Keyport, NJ.

Wissolik and Wilmes in *A Place in the Sky*⁹ describe the Adams experiments below:

Ship-to-Shore Pick-up: The SS Leviathan

Chapman [Adams' financial backer], hoping to establish the world's first permanent ship-to-shore service, financed a demonstration on the SS Leviathan, flagship of the United States Lines fleet. The same ship was used in a similar demonstration on July 31, 1927, when the first ship-to-shore flight was made by Clarence D. Chamberlin. Chapman treated Adams royally, providing him not only with intensive public relations support, but also with accommodations for his staff.

Doc's serviceable but unwieldy trap was increased from a width of twenty-one feet to thirty-five feet and placed 100 feet above the water line at the ship's stern.



The first pick-up attempt was scheduled for June 6, 1929. Unfortunately, the Burnelli monoplane which was to be used, crashed at Keyport, New Jersey, on June 5. Adams hurriedly installed his equipment in a Loening amphibian. At 2:00 PM on June 6, Lieutenant Commander George R. Pond took off from Newark Municipal Airport, stopped at Roosevelt Field for a wireless test, then flew to New Bedford for refueling. Leviathan stood ready off Nantucket Lightship, but the Loening was struck by lightning. Pond aborted the flight.

The next morning, Pond made another attempt, this time with Adams who was armed with a camera. Adams hung dangerously out of the hole made for the pick-up equipment, a position he assumed would be conducive for a good photo. Pond encouraged him back into the plane. Pond aborted this attempt as well. Dense fog obscured the ship.

Fig. 10: Doctor Lytle S. Adams aboard the Leviathan

Doc arranged still another attempt, this time with two planes, a Fairchild monoplane to make the pick-up, and the Loening to carry a bevy of photographers. At 3:30p.m., June 12, the Leviathan proceeded in an easterly direction. Adams was on board. Two hours later, Pond, toting a forty-pound bag of mail, climbed into the Fairchild. Both planes took off from Keyport, New Jersey, and reached the liner around 6:50 p.m. Pond circled, swooped down, dropped the bag of mail into the trap, and picked up the ship's mail. They landed at Newark about one hour later.

When he arrived back in the United States, Adams was confident that he would receive a permanent contract, but Chapman's public relations efforts had backfired. The Post Office Department canceled Chapman's contract, charging that his line had used the contract to sell stock in the company, stock that had risen considerably in price during the demonstrations.

The dangers involved in these attempts, and the fact that steamers had become faster, made this type of air-sea mail unfeasible and not cost effective, and the post office was not willing to participate. Air-sea mail did have some continued use by the French and Germans, where mail offloaded as a ship was coming into port, could reach the post office intended by hours or even days before the ship was due to dock. One notable route to Canada, offloading at Red Bay on the coast of Labrador, saved the time it took to sail the 900-mile long trip up the St. Lawrence to Montreal, as offloaded mail was then transferred to air service, reaching Montreal long before the ship. Adams Air Mail Pick Up service did go on to establish postal service to small towns without airports in Ohio, using his invention, but not on mail arriving by sea. But for the most part, it remained a romantic idea, not destined to become the everyday "daily routine" which Roessler foresaw.

**Please see Bill Lee's excellent article for a fuller discussion of Air-Sea mail beyond the scope of New Jersey. [See endnote #7]*

ENDNOTES:

- ¹ A.C. Roessler was an East Orange stamp dealer of philatelic covers, well-known in his era for commemorative covers of many types, some of which he had a hand in creating, as shown here, having arranged for the deposit and pick up of these flown covers. His enthusiasm sometimes went beyond the bounds, and a dispute between him and the postal authorities erupted over the use of a Graf Zeppelin overprinted stamp (not post office approved) which resulted in his being brought up on charges. His contributions to the hobby are undisputed, but beware the fantasies which occasionally crept in. See A. C. Roessler & "GRAF ZEPPELIN" Overprint by Philip Silver, *NJPH*, Whole #88, Vol 18, No. 3, May 1990.
- ² Off-loading mail at <http://footage.framepool.com/en/shot/298609657-teterboro-airmail-clarence-duncan-chamberlin-double-decker-airplane>.
- ³ Allaz, Camille, *The History of Air Cargo and Airmail from the 18th Century*, Christopher Foyle Publishing, 1998, 1st English edition 2004, p.116.
- ⁴ This is the same SS *Leviathan* mentioned in our November 2016 issue, in an article by John Trosky, who mentions the *Leviathan's* history: (pre-WWI German ship *Vaterland*), seized by the US Navy in 1917 and used after the war for transport of returning US troops, operating out of Hoboken, as USS *Leviathan*. In 1919, it was refurbished in the Newport News shipyards to its former glory as a liner, and transferred to the United States Shipping Lines, where it operated up to 1937 as SS *Leviathan*. See Navsource at <http://www.navsource.org/archives/11/171326.htm>
- ⁵ The Chamberlin Collection. Luvaas, Mearl. Archivist. Uncited news article entitled "Plans Test at Invitation of Ship Board - Would Speed Up Ocean Mail Service."
- ⁶ https://en.wikipedia.org/wiki/Clarence_Chamberlin#Flying_off_the_Leviathan 2/7/2017
- ⁷ Lee, Bill, Historian and writer for the Newport News Shipbuilding Alumni Association, "First Airmail From Ship to Shore... and Vice Versa," at http://www.nnapprentice.com/alumni/letter/Air_Mail_Via_Sea.pdf (2/7/2017)
- ⁸ Lee, Bill, Ibid. For numerous other ship-related articles by this prolific writer, see <http://www.nnapprentice.com/alumni/letter/log.htm>
- ⁹ Wissolik, Richard David, and Wilmes David, A Place in the Sky: A History of the Arnold Palmer Regional Airport, 1919-2001, in Google Books at <https://books.google.com/books?id=TyraGxyMgzC&pg=PT81&lpg=PT81&dq=%22aDAMS+AIR+MAIL+PIC+UP%22&source=bl&ots=TmgnZcLyKD&sig=T6RAXjvdOfjGRTDTg5cg767ct98&hl=en&sa=X&ved=0ahUKewi9zbDdlf3RAhWS14MKHaROBGOQ6AEIKDAC#v=onepage&q=LEVIATHAN&f=false> .
- ¹⁰ First Air Mail Pick Up at Sea, at <https://jerryakatz3.wordpress.com/a190/>.



Fig. 11: Chamberlin's plane taking off from the runway deck on the Leviathan in 1927.



Fig. 12: The SS Leviathan, along with the Bismarck, one of largest of the liners on the Atlantic until the Normandie in 1935 and the Queen Mary in 1936, both over 1000 ft.

TRENTON AS OUR NATION'S CAPITAL

By Ed and Jean Siskin

Figure 1 shows a cover written to “His Excellency the President of Congress” at Trenton, postmarked December 10 (1784). Based on the handwriting, the sender appears to have been Dr. Samuel Holten, a delegate from Massachusetts. This is an intriguing cover and worthy of further study.



Fig. 1: Addressed to “His Excellency the President of Congress” at Trenton, postmarked December 10 (1784).

The fledgling nation, the United States, had no designated national capital in 1784. The capital was considered to be wherever the Congress sat. Remember that under the Articles of Confederation, effective March 1, 1781, and even earlier, the Chief Executive of the United States was defined as the President of the Congress.

Starting in 1774, the Congress sat in Philadelphia. During the Revolutionary War the Congress moved out of Philadelphia only when that city was threatened by the British. Thus, the Congress sat at Baltimore (December 20, 1776 to March 4, 1777), Lancaster (September 27, 1777) and York (September 30, 1777 to June 27, 1778). However, they returned to Philadelphia as soon as they considered it safe.

By 1783, the war was over but suddenly Congress faced a new threat. Unpaid soldiers mutinied and marched on Congress to demand their money. By June 23, 1783, more than 300 irate soldiers surrounded the State House where Congress was meeting. The Congress and the then President Elias Boudinot of New Jersey decided it would be best to relocate. The Congress then met in Princeton, at Princeton University’s Nassau Hall, from June 30 1783 to November 4, 1783. They were encouraged to relocate so the University could resume classes. They then moved to Annapolis, Maryland where they remained from November 26, 1783 to June 3, 1784.

TRENTON AS OUR NATION'S CAPITAL ~ Ed & Jean Siskin

The Congress, then under President Thomas Mifflin of Pennsylvania, agreed to meet in Trenton starting November 1, 1784, but a quorum was not available there until November 29th. The New Jersey Legislature arranged to rent the largest building in town for their meetings. This was the French Arms Tavern shown in *Figure 2*.¹ The tavern was located at the southwest corner of King (now Warren) and Second (now State) Streets. It was razed in 1836 to make way for a bank.

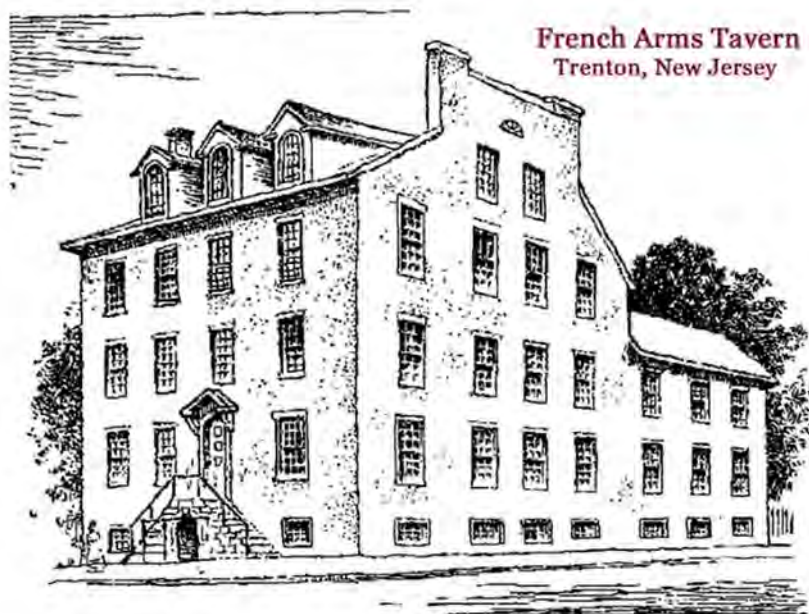


Fig. 2: French Arms Tavern, in Trenton, seat of the U.S. government from November to December, 1784.

The first order of business for the new Congress was to elect Richard Henry Lee, shown in *Figure 3*, as the new President. Thus Lee was the actual addressee of our subject cover.

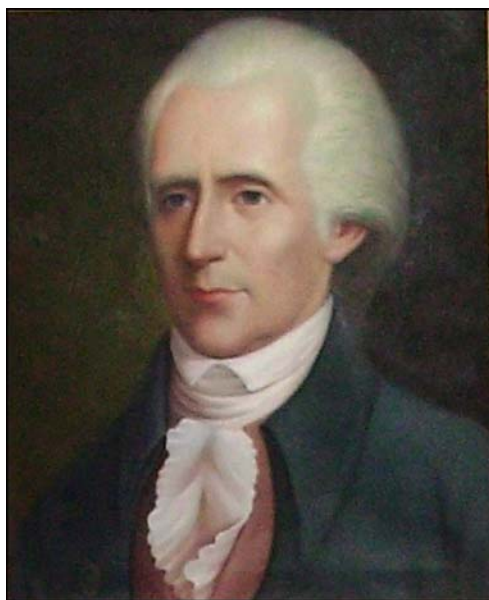


Fig. 3: Richard Henry Lee, President of the Congress in 1784.

When Congress adjourned December 24, 1784, they agreed to resume in New York on January 11, 1785, which is where they remained until 1790.

The New Jersey Legislature and citizens from Trenton and Lumberton made an effort to convince the Congress to locate permanently on the banks of the Delaware River. However, this was squelched largely by the efforts of George Washington who wrote on February 8, 1785 to President Lee the following:

By the time your Federal buildings on the banks of the Delaware, along the point of a triangle, are fit for the reception of Congress, it will be found that they are very improperly placed for the seat of the empire, and will have to undergo a second erection in a more convenient one.



Library of Congress²

Fig. 4: *Despite his welcoming reception in 1789, Trenton was not the capital Washington envisioned for the Nation.*

It also was very clear that the members of Congress would prefer to take advantage of the comforts and pleasures of a large city.

The Congress met in New York City until 1790. On July 1790, President George Washington signed the Residence Act “An act for establishing the temporary and permanent seat of the President of the United States.” This specified that a site would be selected along the Potomac River to construct the permanent capital of the United States and until a capital was constructed, Philadelphia would serve as capital.

Trenton's "capital service" was not fully over yet. As a result of yellow fever epidemics in Philadelphia, there were several instances of Congress adjourning and the governmental staff dispersing, usually to Trenton. In the summer of 1798, the Congress adjourned; President Adams went home to Quincy, Massachusetts and the entire government staff relocated to Trenton. It was not clear how many there were, but they all fit in the Trent House, shown in *Figure 4*.³ It should be noted that when the government moved from Philadelphia to Washington in 1800, the Congress and the executive branch, including their staffs totaled 131 people.

Fig. 5: Trent House, in Trenton, served as the home of Congress again in 1798, when yellow fever raged in Philadelphia.



One additional note about the cover in question. The original contents were separated and are now held by the Pennsylvania Historical Society. However, President Lee used the blank reverse of the cover to write a personal letter to a friend, Mr. L. Webster, datelined Trenton, December 29, 1784. In the letter he says:

“Congress have adjourned to N.Y. & I expect to leave this place soon, in order to proceed to N.Y, if able, I say able, because, since I rec'd your letter I met with a fall on the frozen ground & hurt my knee & one hand, very much.”

Unfortunately, Lee's signature has been cut off by some past vandal, no doubt to be sold separately for the signature. It's not surprising since Lee was a signer of the Declaration of Independence and in fact had introduced the original independence resolution in Congress.

ENDNOTES:

¹ Trenton Historical Society

² Kurz & Allison. *George Washington entering Trenton 1789*. [no Date Recorded on Shelflist Card] [Image] Retrieved from the Library of Congress, <https://www.loc.gov/item/2003656882/>.

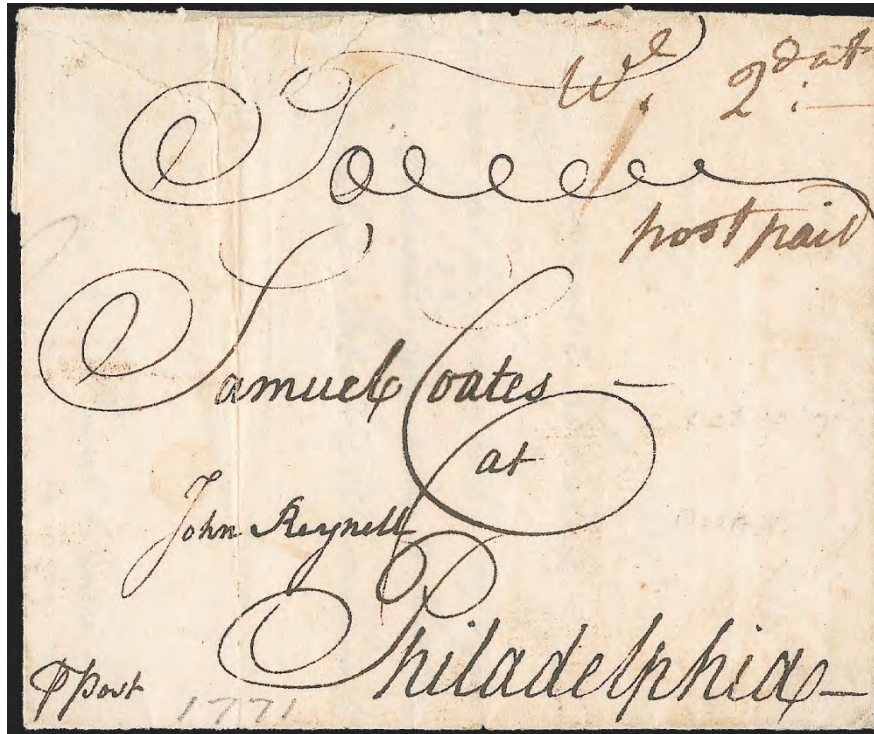
³ Trenton Public Library Collection

ON THE AUCTION SCENE: Eighteenth Century New Jersey Covers

By Robert G. Rose

Since Calvet Hahn's passing over 10 years ago, his massive postal history collection assembled over many years has been sold in a number of auction sales conducted by Robert A. Siegel Auction Galleries, Inc. The most recent sale, held on December 15, 2016, included Hahn's collection of colonial and early American postal history and featured several covers from New Jersey with manuscript markings.¹

From the colonial period, as illustrated in *Figure 1*, came the only recorded cover with the manuscript postmark "We" for Woodbridge, datelined at Perth Amboy on October 10, 1771.² As indicated by the endorsement, the cover was sent "post paid" to Philadelphia. It was rated "2dwt" in manuscript, the sterling equivalent of 6 pence, paying the Parliamentary Post's single rate under the Act of 1765 for a distance of 60 miles not exceeding 100 miles. Against an estimate of \$1,000 to \$1,500, it sold for the hammer price of \$2,700 plus a buyer's 15% commission for a total of \$3,105.



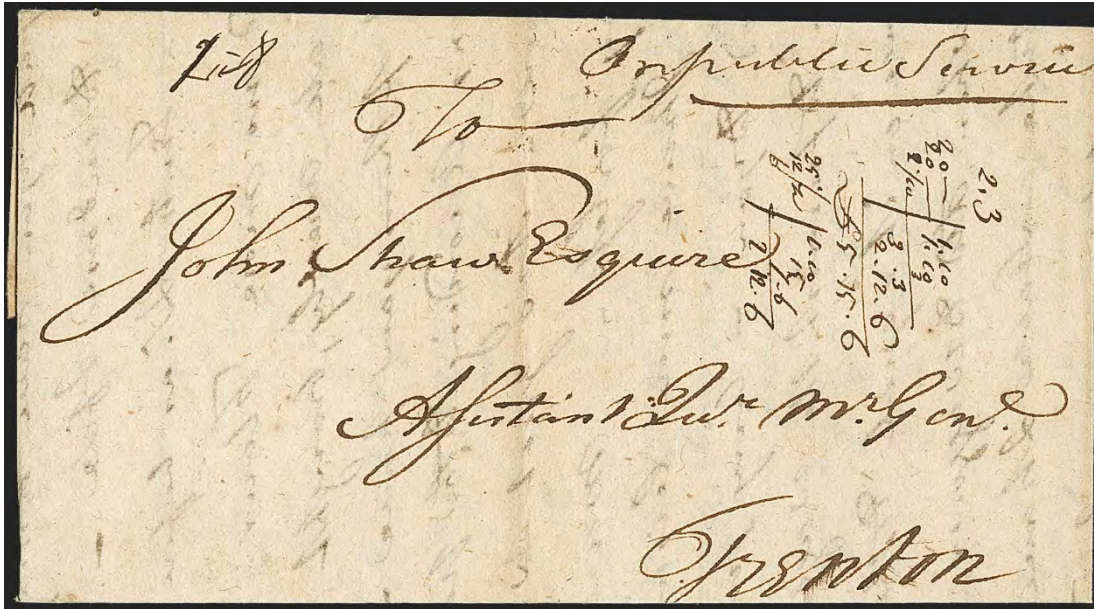
Courtesy Robert A. Siegel Auction Galleries, Inc.³

*Fig. 1: October 10, 1771 Woodbridge to Philadelphia, with "We" for Woodbridge.*⁴

The sale included two Revolutionary War military mail letters from the Continental Army's camp at Perth Amboy, *Figures 2 and 3* below.⁵ These covers, dated July 22 and July 24, 1776, were written by Clement Biddle, who as a procurement officer for the camp, wrote to the army's quartermaster in Trenton requesting much needed supplies for the troops at Perth Amboy. Though the addressee is clearly military, and the July 22 letter is endorsed "on public service," both letters went into the mail at presumably the Amboy post office, where they were sent

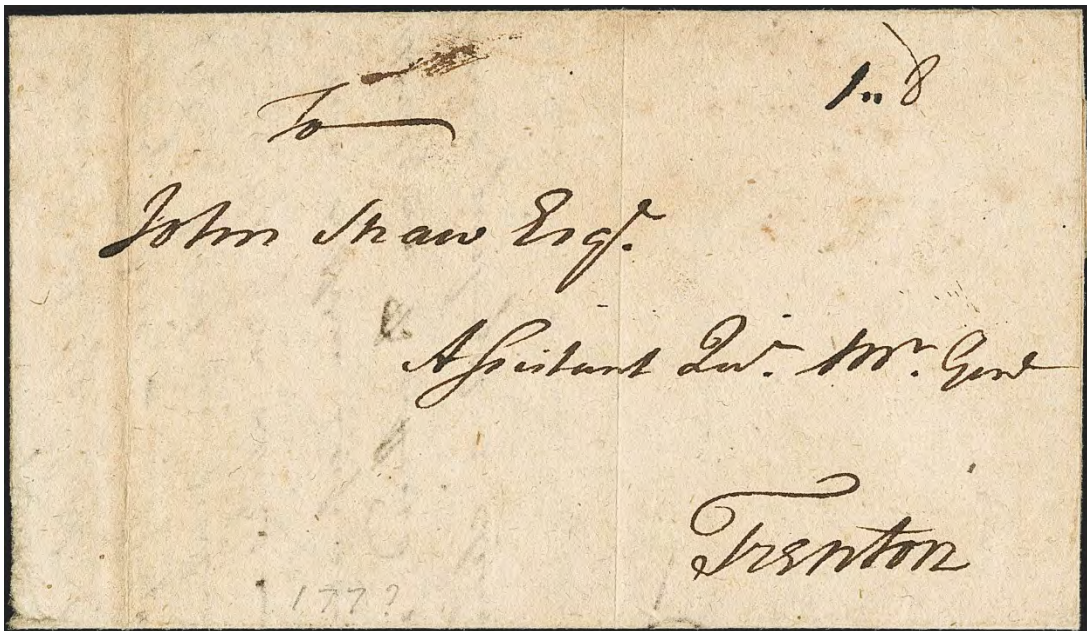
ON THE AUCTION SCENE: 18th Century NJ Covers ~ Robert G. Rose

unpaid and rated at 1 penny weight and 8 grains of silver, the equivalent of four pence sterling, the Congressional Post rate enacted on July 26, 1775 for the distance of not more than 60 miles. Against an estimate of \$500 to \$750, the July 24th cover sold for a hammer price of \$2,200 plus a buyer's commission of 15% for a total of \$2,500, while the July 22nd cover, estimated at \$400 to \$500, brought a hammer price of \$2,500 together with the buyer's commission for a total of \$2,875.



Courtesy Robert A. Siegel Auction Galleries, Inc.

Fig. 2: Perth Amboy to Trenton, July 22, 1776, "On Public Service" franking.



Courtesy Robert A. Siegel Auction Galleries, Inc.

Fig. 3: Perth Amboy to Trenton, July 24, 1776. Rated at 1 penny weight and 8 grains of silver per the Congressional Post Act of September 30, 1775, for a single letter sheet 60 miles or under.

The camp at which these two covers originated, or “The Flying Camp” as General George Washington called it, was established in early July, 1776 at about the time of the Declaration of Independence. The camp witnessed the quick buildup of British troops under General William Howe’s command on Staten Island, just across the Arthur Kill waterway from Perth Amboy.⁶ At the time the two Biddle letters were written, the Continental troops at Perth Amboy, under the command of General Hugh Mercer, were already skirmishing with Howe’s forces. On July 18, 1776, General Mercer led an attempted raid on Hessian troops across the Arthur Kill but was driven back by bad weather and an adverse tide.⁷ On July 25, 1776, exchanges of cannon fire took place with British troops garrisoned at Billopp’s Point, across the Arthur Kill on the southwestern tip of Staten Island.⁸ Much more was to come in the months ahead.

Among the covers from the Confederation period was a 1787 cover carried by the Bordentown & New York Stage, *Figure 4*.⁹ This folded letter is one of six reported manuscript uses between 1775 and 1792 with a specific directive for carriage on this stage line.¹⁰



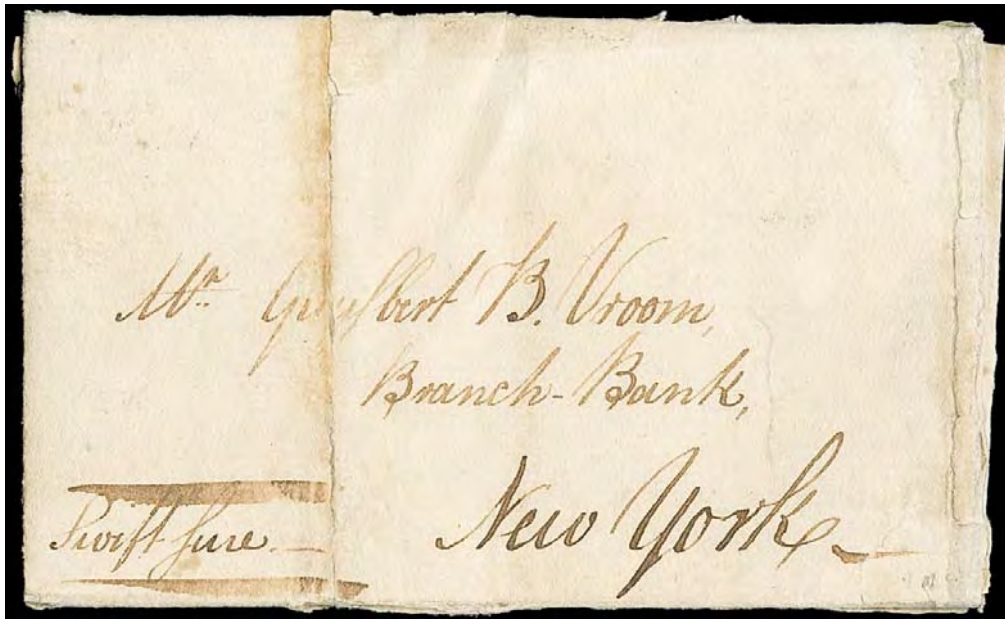
Courtesy Robert A. Siegel Auction Galleries, Inc.

Fig. 4: May 2, 1787 from Philadelphia to “Hydestown,” with manuscript directive: “pr Bordentown Stage.”

All six of the reported Bordentown Stage covers originated in Philadelphia. They were carried by Joseph Borden’s stage boat upstream on the Delaware River to Bordentown and then by stage wagon to the addressee, William Smith at “at the Mill, Hydestown” New Jersey, now known as Hightstown, situated midway on the route between Bordentown and Perth Amboy. William Smith was born in Dublin, Ireland, graduated from Dublin University and emigrated to Philadelphia in 1760.¹¹ During the Revolutionary War he served as a captain in a Pennsylvania regiment. In 1780 he moved to Hightstown and built a mill there.¹² Against an estimate of \$500 to \$750, the cover sold for a hammer price of \$950 plus a 15% buyer’s commission for a total of \$1,092.50.

ON THE AUCTION SCENE: 18th Century NJ Covers ~ Robert G. Rose

The auction sale also included, as a single lot, two folded letters carried on the Swift Sure stage line.¹³ The first, dated 1802, illustrated in *Figure 5*, is addressed to New York and is endorsed “Swift Sure.” The second, dated 1803, illustrated in *Figure 6*, is addressed to Scotch Plains (NJ) and is endorsed “Favor pr Swift Sure.” The catalog description does not state the location at which these covers originated. Against an estimate of \$750 to \$1,000, the lot of two covers sold for \$1,500 plus a 15% buyer’s commission for a total of \$1,725.



Courtesy Robert A. Siegel Auction Galleries, Inc.

Fig. 5: Swift Sure stage 1802 to New York.



Courtesy Robert A. Siegel Auction Galleries, Inc.

Fig. 6: Swift Sure stage 1803 to Scotch Plains.

The history and operation of the Swift Sure stage line has been recounted in *NJPH* by Society member Steven M. Roth, citing much of the earlier research by Hahn.¹⁴ The line began operations in 1799 between Philadelphia and New York. Two different routes brought the line from Philadelphia into New Jersey, with stops at Somerville, Bound Brook, Plainfield, Scotch Plains, Springfield, Newark, and finally, New York.¹⁵ The auction catalog description states that “these are the *only two covers* recorded by Hahn with evidence of carriage on the stage” (emphasis in original). However, the Roth article included illustrations of two additional Swift Sure stage covers from his collection, and at least one additional cover, an 1847 usage from Philadelphia to Flemington, has been recorded.

Hahn’s covers brought strong prices throughout the broad scope of material offered in this sale, reflecting the continued collecting interest in this fascinating and often complex period of postal history.

ENDNOTES:

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- ¹ Robert A. Siegel Auction Galleries, Inc., Sale No. 1146, December 15, 2016 (hereinafter “Sale”). See https://siegelauctions.com/lots.php?year=2016&sale_no=1146&page_no=14
- ² Sale, lot 1082. This cover was previously in the collection of Edith M. Faulstich sold by Robert A. Siegel Auction Galleries, Inc., Sale No. 440, November 19-21, 1973, lot 767, in which it sold for \$550. The cover is illustrated in Alex L. ter Brakke, *The Posted Letter in Colonial and Revolutionary America* (American Philatelic Research Library, State College, Pennsylvania 1975), p. II-67, figure NJ 11, and William C. Coles, Jr., *The Postal Markings of New Jersey Stampless Covers* (Collectors Club of Chicago 1983) p.15, figure 5.
- ³ Sale, lot no. 1082. https://siegelauctions.com/lots.php?sale_no=1146&page_no=5#sale-1146-lot-1082 .
- ⁴ A transcription of the contents of this cover are below:
Esteemed Friend, *Perth Amboy 10th. X .1771*
Thine 26th Ult. Rec’d in course. My Chest doth not yet appear, which Surprizes me, and proves no Small
Disappointm’t, as am prevented from going to New York by waiting for it. Pray inform by Post what stops it,
whereby will Oblige. *Thy respectfull friend. Elias Blande*
My kind Love to J Reynell & Spouse ~
- ⁵ Sale, lots 1175 and 1174. https://siegelauctions.com/lots.php?year=2016&sale_no=1146&page_no=14
- ⁶ Bill, Alfred Hoyt, *New Jersey and the Revolutionary War* (Rutgers University Press, New Brunswick, N.J.)([Google version](#)) pp.11-12.
- ⁷ *Ibid*, p.12.
- ⁸ McGuire, William J. *Stop the Revolution: America in the Summer of Independence and the Conference for Peace* (Stackpole Books, Mechanicsburg, Pa. 2011)([Google version](#)) pp.65-66.
- ⁹ Sale, lot 1266.
- ¹⁰ Rose, Robert G., “On the Auction Scene: The Ed & Jean Siskin Collection of Colonial and Early United States Mails,” *NJPH*, Vol. 33, November 2005 ([Whole #160](#)), p.181, detailing the six reported examples with this manuscript marking and a possible seventh. The Siegel catalog description of the Hahn cover, referring to the census compiled by him a number of years ago, incorrectly notes only three reported manuscript examples. Two of the six reported covers with the boxed “Bordenton & New York Stage” handstamp in collector’s hands are also directed to Captain William Smith in “Hydestown.” Robert G. Rose, “On the Auction Scene: 18th Century New Jersey Covers,” *NJPH*, Vol. 43, February, 2015 ([Whole #197](#)), pp.41-47.
- ¹¹ Lee, Francis Bazley, ed., *Genealogical and Personal Memorial of Mercer County New Jersey*, Vol. II, p.790 (Lewis Publishing Company, New York and Chicago 1907)([Google books](#), December 26, 2016).
- ¹² *Ibid*.
- ¹³ Sale, lot 1267.
- ¹⁴ Roth, Steven M., “Stage Operations and the Mails in New Jersey,” Part 1, *NJPH*, Vol. 41 ([Whole No. 189](#)), February 2013, pp.9, 26-31,
- ¹⁵ *Ibid*, pp.26-27.

MAIL SENT ABROAD TO AND FROM MORRIS COUNTY

Part 3: Sweden

By Donald A. Chafetz

The four covers (Figures 1-4) were purchased a number of years ago. Frankly, at first glance they are not very interesting since they all pay the five cents international rate and have no transit markings. So why did they interest me?



Google map showing location of Motala in Sweden.¹

First of all, they were mailed from three different Morris County communities and all were going to the same address in Sweden. It was that address that intrigued me as well as the recipient's written notations on the covers' backs. Finally, I had no covers from Morris County going to Sweden and could use them, if I decided to exhibit foreign covers. I might add, the purchase was done before the Internet was in wide use, a tool which now provides instant access to information to help unravel a mystery or two about the covers.

For this article, I became a detective by starting with a search on the community in Sweden where the covers were sent - Motala Verkstad. This is what I found.

Motala Verkstad is one of the oldest engineering companies in Sweden. The company was founded in 1822 during the construction of Göta Canal. Motala Verkstad has also built about 400 ships, 800 bridges (e.g. Västerbron, Skeppsholmsbron, Bergsnäsbron and the Ahvaz Bridge in Iran), railway equipment, [and] 1300 locomotives. The 118-meter-tall towers of Uppsala Cathedral were also built by Motala Verkstad. During the 1970s the company was the world's largest exporter of kitchen sinks and during the 1980s they built landing gear for Swedish-built aircraft. Today, the company employs about 180 people.²

So, what I thought was the town name was actually the name of a factory, one with an incredibly long history. I next tried an Internet search on the word *Motala* hoping the factory was named after the community and was not a family name. Again the Internet provided the needed information.

Motala is a locality and the seat of Motala Municipality, Östergötland County, Sweden with 29,823 inhabitants (41,956 in the entire municipality) in 2010. It is the third largest city of Östergötland, following Linköping and Norrköping. Motala is situated on the eastern shore of Lake Vättern and is regarded as the main centre of both the Göta Canal and the surrounding lake region.³

In 1900 the community had a population of 6,396 persons in the city and 12,072 in Motala Rural.

Now I knew where the covers were sent. The recipient was P.M. Magnusson. The first line in *Figures 2-3* might be a job title or a company department for which the addressee worked. I tried to translate it using google translate, but with no success. One of the problems is trying to “read” the handwriting.

THE COVERS



Fig. 1a: July 25, 1891 cover from Rockaway to Motala, Sweden.

The cover was mailed from Rockaway, New Jersey on July 25, 1891. On the back is a New York duplex cancel dated July 28. Someone wrote that the cover was received on August 10, 1891 and was from Fahlstrom and contained \$6.00. Interestingly, the cover contained money, but was not sent by registered mail.

Fig. 1b: Back notations (indicating \$6 was enclosed) and NY transit cancel on July 28.

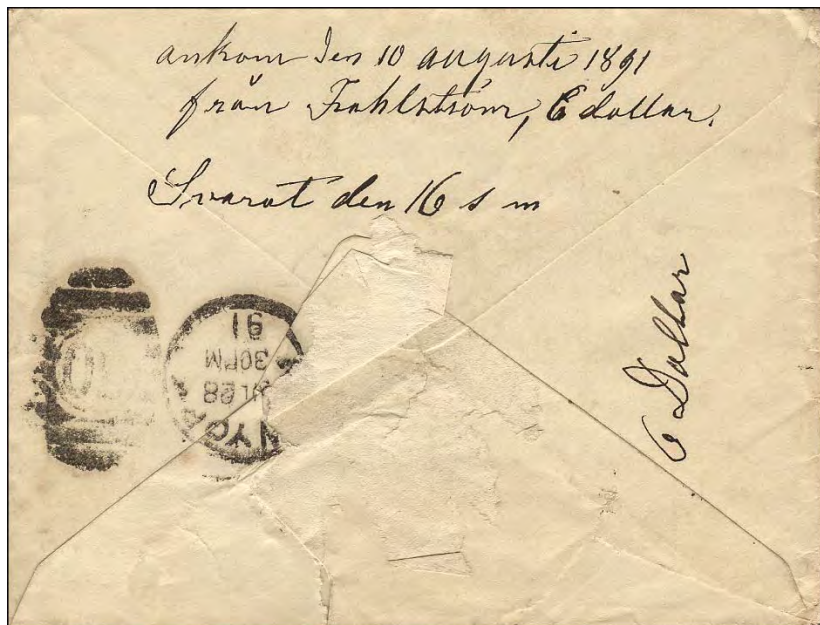


Fig. 2a: A second cover to P.M. Magnusson, addressed to "Stone Bridge Hersby." Sent from Hibernia August 6.



The cover is postmarked Hibernia and dated August 6, 1891. It is similarly addressed, but with the added words "Stenbron Hersby" which Google translates as "Stone Bridge Hersby." Could this be a street name in Motala?



Fig. 2b: Back notations and Rockaway transit cancel with an unclear August 1891 cancel.

On the reverse is a Rockaway, NJ cancel dated August 1891 (day illegible), and the notation that it was received August 20, 1891 from Anna and reply sent on September 8. No indication of any money enclosed.

Fig. 3a: The third cover to P.M. Magnusson, was sent from Morristown, January 23?, 1894.



The cover has a Morristown, NJ cancel dated January 23, 1894 and the address is the same as the other covers. The address is much clearer suggesting a different writer. The reverse has a New York cancellation dated January 23, 1894.



Fig. 3b: Back with a New York transit cancel on January 23, 1894, and notation indicating it was received in Sweden February 3rd.

Again, there is a notation on the reverse indicating it was received on February 3, 1894. No money was included, but the translated notation indicates the letter was answered.



Fig. 4a: The fourth cover to P.M. Magnusson, was sent from Rockaway, November (1)7, 1894 (based on the transit cancel below).

The final cover was mailed from Rockaway on November 17, 1894. It is similarly addressed with the notation on the reverse indicating the cover was received on December 4, 1894 and was from Anna's children.

Fig. 4b: Back with a New York transit cancel on November 17, 1894, and notation indicating it was received in Sweden December 4.



TRANSIT TIMES

The transit time for the covers varied between 11 days (*Figure 3* cover) to a maximum of 20 days (*Figure 4* cover). Although there is no notation which ships transported the covers, I assume the time differences is due to when the ships departed New York.

I am also intrigued by the small size envelopes used (4.5 in x 3.5 in). To me they suggest short notes were sent rather than lengthy letters such as one would expect, describing family affairs and other events.

CONCLUSION

Yes, these are rather common covers, but like all covers, they have hidden stories if we are willing to look beyond the standard postal history aspects of rates, routes and markings. They are glimpses on a bygone era when letter communication was important. Now with the Internet and its vast readily available knowledge at our fingertips, we can expand and develop more fully the hidden stories our covers are hiding in plain sight.

¹ Google map at <http://www.satellitecitymaps.com/europe-map/sweden-map/ostergotland-county-map/motala-map/>

² See Wikipedia at https://en.wikipedia.org/wiki/Motala_Verkstad .

³ Wikipedia <https://en.wikipedia.org/wiki/Motala> .



Motala Verkstat today and long ago

75¢ NEW JERSEY FIRST FEDERAL ISSUE ON EMBOSSED REVENUE STAMPED PAPER

By Andy Kupersmit

This item, while not postal history, because of its rarity is worth reporting to NJPHS members. We hope you enjoy learning about it.

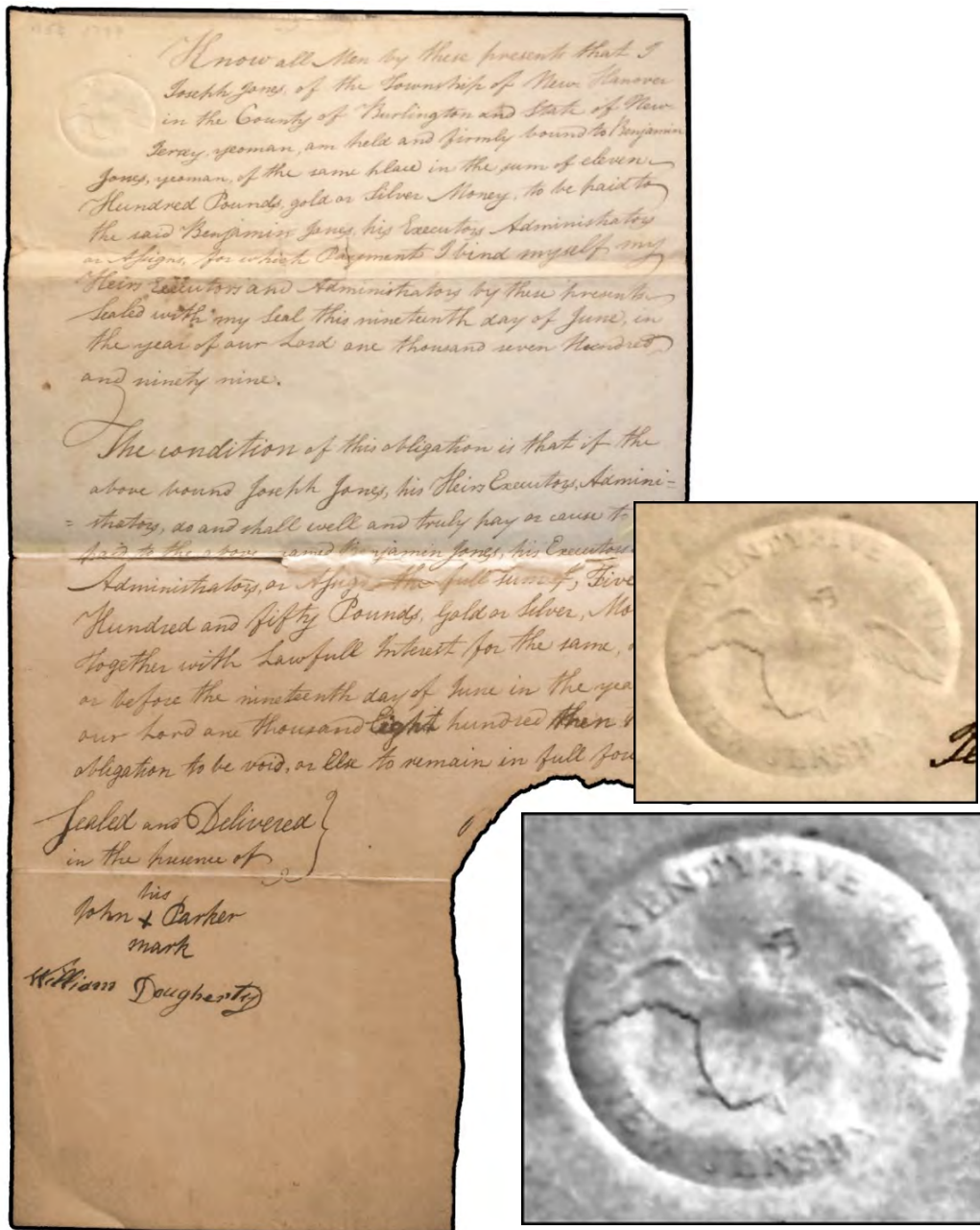


Fig. 1: US Revenue paper with the New Jersey 75¢ embossed stamp (Scott RM142),¹ used in Burlington in 1799. This is the only reported such document. Enlargement and enhanced black and white image of the embossed stamp (see insets) shows the eagle & shield design with the New Jersey state name.

Background Information on the First Federal Embossed Revenue Stamps

The Revolutionary War was very expensive and was financed by the governments of the individual colonies. While the colonies had some money, they lacked adequate funds to fully finance the cost of the War for Independence. So the leaders of the colonists had to borrow money, and they did so from foreign countries, especially France. The total debt was massive and was assumed by the newly created Federal Government. Needing money to pay this debt, the new Federal Government taxed wines and spirits, but this was not received well by the citizens and eventually led to the Whiskey Rebellion of 1794. Furthermore, the tax generated from taxing solely wines and spirits failed to satisfy the debts. As a result, Congress enacted the Federal Act of July 6, 1797 which was essentially the British practice of assessing a documentary tax on “velums, parchments and papers.” The act also had provisions for utilizing a mark or stamp to indicate payment of the tax, and included provisions permitting the public to purchase paper with stamps already applied. The Act called for values from 4¢ to \$10. The basic design, the distinguishing feature being that the name of the state appears in the colorless embossed stamp, shows an eagle and a shield.

W.V. Combs’ book,² (*First Federal Issue, 1798-1801, U.S. Embossed Revenue Stamped Paper*), written in 1979, remains the bible for this area of collecting. Combs’ Table 1 (pp. 4-6) shows that the 75¢ rate was used only on “Bonds, bills, single or penal, foreign or inland exchange, promissory notes or other notes for the security of money above \$1,000.”

Furthermore, the First Federal Issue was in effect for all of 974 days between July 1, 1798 and February 28, 1801, at which time it was replaced by the Second Federal Issue. Thus, given the limited use, Combs did not record any known examples of the 75c New Jersey First Federal Issue. We now know of two examples. The first is a “cut square” that was last offered in the Robert Cunliffe sale of US Revenues in 2008. This is the second and the only full document, used in 1799 (see end of first paragraph below).

We have transcribed the document:

Know all men by these presents that I Joseph Jones of the Township of New Hanover in the County of Burlington and State of New Jersey, yeoman, am held and firmly bound to Benjamin Jones, yeoman, of the same place in the sum of eleven Hundred Pounds, gold or silver money, to be paid to the said Benjamin Jones, his Executors Administrators and Assigns, for which Payments I bind myself my Heirs Executors and Administrators by these presents sealed with my seal, this nineteenth day of June in the year of our Lord one thousand seven hundred and ninety nine.

The condition of this obligation is that of the above bound Joseph Jones, his Heirs Executors, Administrators, do and shall well and truly pay or cause to be paid to the above named Benjamin Jones, his Executors, Administrators or Assigns, the full sum of Five Hundred and fifty pounds, gold or silver money together with lawfull (sic) interest for the same, on or before the nineteenth day of June in the year of our Lord one thousand eight hundred then this obligation to be void, or else to remain in full force.

his

Sealed and Delivered in the presence of John X Parker / William Daugherty.

mark

The docketing on the reverse of this document reads, “Supreme Court Burlington / Benj(ami)n Jones vs Tho(ma)s Harris adm(inistrato)r of Jos(eph) Jones dec(ease)d. Sum Debt \$2933.33.” Other sides reads, “Joseph Jones as Bond for £550.”

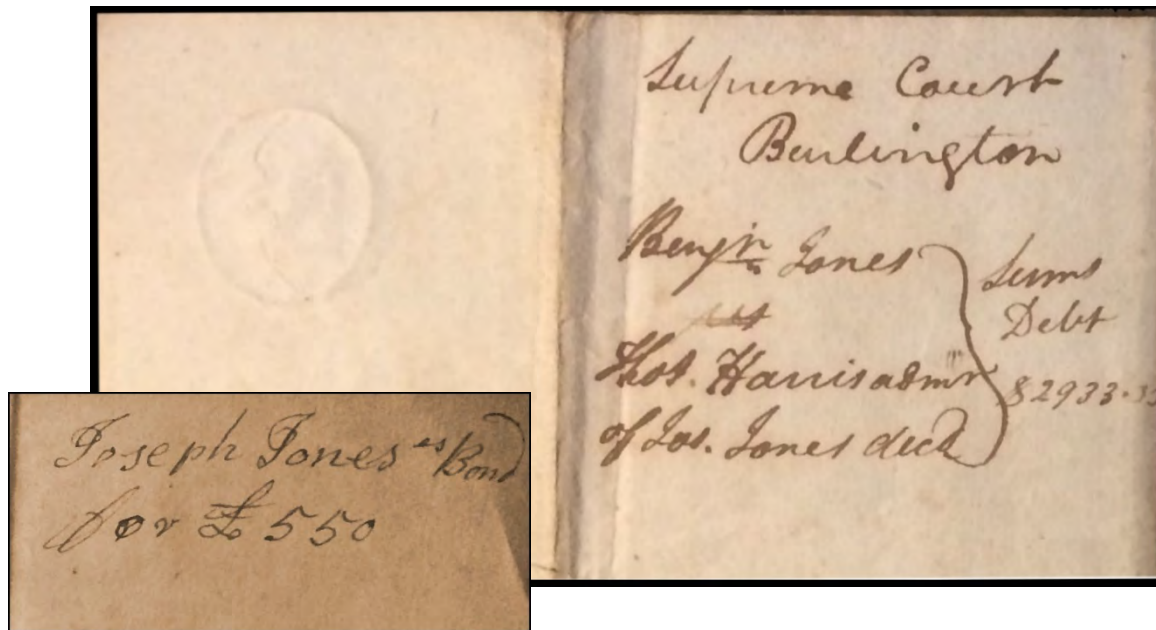


Fig. 2: Notations on reverse.

Just as we research the writers and recipients of letters, we have researched the principals in this document. We began with a google.com search for “Benjamin Jones,” and the Historical Society of Pennsylvania (HSP) was 4th on the list and the first link on which we clicked.³ The HSP owns 42 volumes in ten boxes of the Jones family papers and reports that Benjamin Jones (1767 - May 10, 1849) was a member of the Jones family and one of Joseph’s sons. The family owned the Hanover Furnace and Mary Ann Forge which was located in Pemberton Township. The furnace was built in 1791 on Rancocas Creek. By 1811, Benjamin Jones had acquired full control of the furnace and business peaked during the War of 1812 when both cannon and cannon balls were made there. But during the 1820s, Jones suffered bankruptcy, only to regain control of Hanover Furnace by 1826. The Furnace closed in 1864. The NJ Historical Society also has Hanover Furnace papers in its holdings.

An interesting and seldom-seen area of philately, on a very early New Jersey document.

ENDNOTES:

¹ Scott’s 2016 *US Specialized Catalog*, Scott Publishing Co., 2015.

² Combs, W.V., *First Federal Issue, 1798-1801, U.S. Embossed Revenue Stamped Paper*, APS, 1979, pp. 1-3.

³ See the following: http://hsp.org/sites/default/files/legacy_files/migrated/findingaid212forgesandfurnaces.pdf and http://hsp.org/sites/default/files/legacy_files/migrated/findingaid203jonestaylor.pdf.

NEW JERSEY'S PHILATELIC LINKS WITH JERSEY: How New Jersey Got its Name

By Malcolm Newton
Jersey Philatelic Society, St. Helier, Jersey

During a philatelic convention at Fredericton, New Brunswick (Canada), in the fall of 2016, a chance conversation between your Secretary, Jean Walton, and myself turned to the special stamp issue of 2014 by Jersey Post in celebration of the 350th anniversary of the founding of New Jersey. We issued a set of six stamps together with a souvenir sheetlet to record this historic link with the island of Jersey.¹

I also mentioned to Jean that in 1976, the Channel Island of Jersey issued a set of stamps to commemorate the American Bicentennial, one of which valued at 7p, depicted a portrait of the original founder Sir George Carteret, alongside a map of the lands granted to him by King Charles II.



Fig. 1: The 7p stamp, issued in 1976, to celebrate connections between Jersey and New Jersey, for the Bicentennial of the USA.²



Fig. 2: Three other stamps in the set, showing connections with New York, Massachusetts, and Virginia.

Sir George de Carteret was born in Jersey in 1610 and later joined the English navy whereupon he dropped the 'de' from his surname as he did not wish to appear to be of French origin. He became a sailor, soldier and privateer, bringing back bounty from foreign ships to London, and it was these actions which made him well known in the capital. Knighted by Charles I he returned to his island prior to the commencement of the [English] Civil War.

During the English Civil Wars of 1642-1651, Cromwell and the Parliamentarians (Round Heads as they were also known) sought to overthrow the Royalists, which culminated in the execution of King Charles I in 1649. However, his son Charles II escaped across the English Channel to the last place loyal to the crown, the Channel Island of Jersey, where he sought refuge. The Lieutenant-Governor at the time was a local land owner, already known in higher court circles by the name of Sir George Carteret (the very same), a descendent from a very old Jersey family. Charles II remained in exile in Jersey, on an islet in the bay of St. Aubin, in Elizabeth Castle (named after Queen Elizabeth I by its builder, Sir Walter Raleigh, depicted on the 5p stamp), complete with all the amenities of the 17th century. Eventually, Cromwell's troops invaded Jersey, and one by one, all the other fortifications fell to the Round Heads, until there was only Elizabeth Castle left, along with its distinguished guest, Charles II.

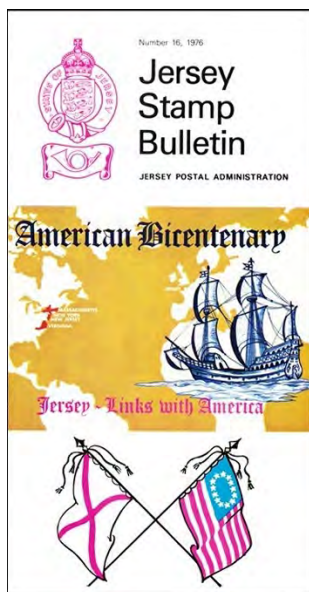


Fig. 3: 1976 booklet describing the American connections with Jersey, issued in 1976.



Fig. 4: Map showing the location of the Channel Island of Jersey.³

With the island now occupied and the monarchy finished, Sir George Carteret dined politely with the Parliamentarians and negotiated a settlement of £1,800 and the preservation of his Jersey estates. He then set sail for France with his royal guest and exile before the Republicans took control of Elizabeth Castle.

Cromwell, the Lord Protector, whose victory ended the monarchy, died suddenly in 1658 and after long decades of turmoil and war, Great Britain cried out for the return of its forgotten king. King Charles was restored at last to his rightful throne. Charles never forgot the loyalty of Sir George Carteret and the tiny island of Jersey that had stood by his side to the bitter end. Carteret was exalted to high office in the land and he and Jersey basked together in the royal favour. His sanctuary island was bequeathed a massive gilded mace, consecrating it as “a proof of his royal affection towards the Isle of Jersey” that had sheltered him when all other friends had fled. Carteret’s own reward came soon enough when he, along with seven other loyal followers, were granted a million square miles of American wilderness known as the Carolinas. Carteret’s inherited portion was prime real estate: 250 miles of fertile Atlantic seaboard stretching south from Manhattan Island to the mouth of the Delaware. On those wild shores, close to the mouth of the Hudson River, the colonists from Jersey constructed a few simple log cabins which they called Elizabeth Town after Sir George’s beloved wife. The land itself would bear the familiar name of New Jersey.

The set of stamps are the 1976 set commemorating the American Bicentennial with the 7p specific to New Jersey.

In 2014 upon the 350th anniversary of New Jersey, in addition to the six-stamp set shown in the May 2015 issue of your journal *NJPH*, political visits across the waters were made by our senators and your politicians. In 2014, a statue of Sir George Carteret was unveiled in Jersey and I am attaching photos of it together with the wording of the plaque. The Carteret family still exists, residing at St. Ouen’s Manor, their ancestral home.

**SIR GEORGE CARTERET; BARONET, BAILIFF, LIEUTENANT GOVERNOR AND
TREASURER OF THE ROYAL NAVY**

Born in Jersey c.1609, eldest son of Jurat Elie De Carteret and Elizabeth Dumaresq of Sark. Parishioner of St Peter and schooled at St Anastase, St Peter. Born 'a sea-boy', employed in the Newfoundland cod trade until he was 20, joined the RN as a lieutenant, by the age of 30 he became an Admiral with the post of 'Comptroller of the Navy' with rooms in the Admiralty. Described in the Clarendon Papers as "undoubtedly as good, if not the best seaman of England", his status in the RN was both popular and supreme.

An ardent Royalist he was appointed, in 1643, both Bailiff and Lieutenant Governor of Jersey to hold the Island for the Crown. Soon after he became Vice Admiral of Jersey, to legalise his highly successful privateering operations against 'Parliamentary England', which helped sustain both the Royal Cause and the States of Jersey with funds. During these eight years as Lieutenant Governor and Bailiff, he constructed Fort Charles to strengthen Elizabeth Castle, replaced the original 12th century States building with a double storey, granite construction and continued to sustain Castle Cornet in Guernsey, plus covered the costs of sheltering for prolonged periods, both Prince Charles and his brother James, the Duke of York and their substantial groups of followers. Sir George's loyalty was a pivotal factor in the survival of the Monarchy.

In 1649 Charles II wrote: "Carteret, I can never forget the good services you have done to my father and to me: if God bless me, you shall find I do remember them to the advantage of you and yours". At the Restoration, Sir George became Vice Chamberlain of the King's Household, a Privy Councillor and Treasurer of the Navy.

To wipe out debts, the King gave him manors in Cornwall and Devon and a section of New York State which on the 24th June 1664, Sir George renamed it as New Jersey.

Fig. 5: the inscription on the plaque behind the stature of George Carteret.



Fig. 6: Statue of Sir George Carteret, erected in 2014.



Fig. 7: The 7p stamp on cover with a favour cancel dated Jersey, Channel Islands, Oct. 14, 1976, and a slogan which reads 'All for the King' Sir George Carteret Biography and Memorial 14th October 1976

And this is why New Jersey is called New Jersey.

ENDNOTES:

- ¹ See Mark Sommer’s article “Jersey To New Jersey – Commemorating New Jersey’s 350th Anniversary” in *NJPH* Vol. 43 No. 2 Whole number 198 May 2015
- ² Interestingly, the map of New Jersey on the 7p stamp makes it hard to recognize it as New Jersey. By turning it to the more familiar map orientation of New Jersey, we can recognize it as the southern section of New Jersey, as seen in the illustration below. It also does not show all the lands that were to become New Jersey, which extended from the Hudson to the Delaware, and from Cape May to a northern boundary described by a line drawn from a point on the Delaware (41 degrees, 40 minutes latitude) to a point on the Hudson at 41 degrees latitude. (See *Owning New Jersey*, by Joseph A. Grabas, The History Press, Charleston SC, 2014.)



<http://mapmaker.rutgers.edu/HISTORICALMAPS/earlyNJ.jpg>

Fig. 8: *Vischers’ 1650s map of the land between the Delaware (South River) and the Hudson (North River). The inset shows the map on the 7p stamp, turned to match this early map, but showing only the southern portion of the patent.*

- ³ By Theeuro at English Wikipedia - Transferred from en.wikipedia to Commons by Magnus Manske using CommonsHelper., Public Domain, <https://commons.wikimedia.org/w/index.php?curid=9870506>

AN INQUIRY AND A PUZZLE: Information welcome!

By Jean Walton

Clifton Special Delivery?

Recently we received an inquiry about the following item:

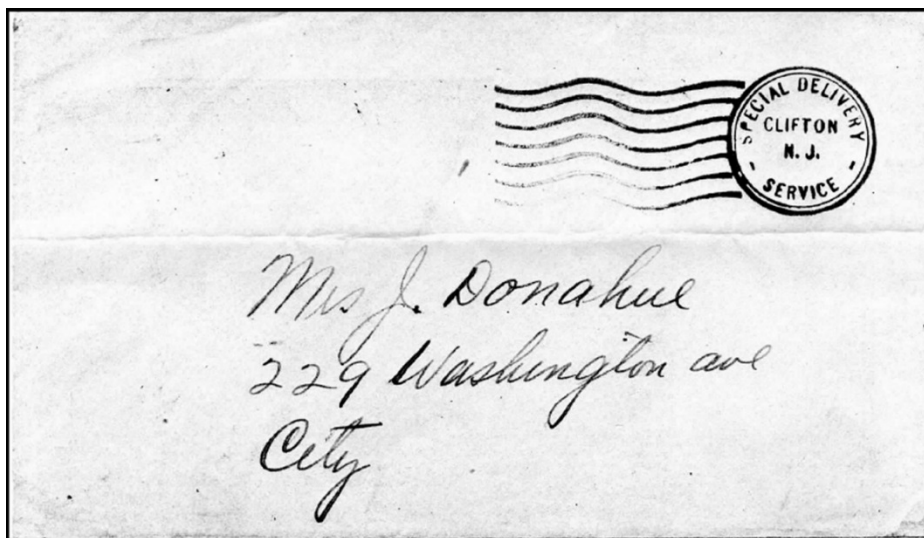


Fig. 1: An envelope bearing no stamp, and only an undated “Special Delivery Service, Clifton, N.J.” cancel, which appears to have been sent locally in Clifton. There is no evidence that a stamp was ever attached.

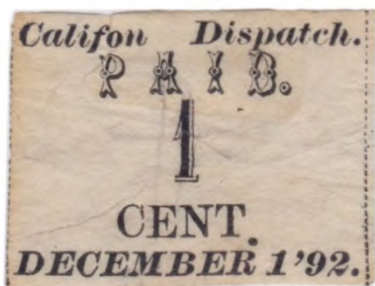
This cover was included in a hand-me-down collection, father to son, and has been in that collection for many years. Does anyone have any information on just what this might be, and how it might have passed through the mail? It does not appear to be a Post Office cancel.

Brad Arch, a Clifton resident during his long membership in our society, dabbled in local post stamps (the Bear Island Post for one, or Bjorn Øya Bypost – listed in Tad Edelis’ *Catalog of Modern U.S. Local Posts*¹ – from 1966-1969). Could it have been a creation of his?

Any information is welcome and will be passed on to the inquirer.

Califon Dispatch?

Bruce Mosher noticed this on Ebay, and it rang a bell (perhaps because I live in Califon) about an inquiry long ago in the pages of *NJPH* – in the January 1993 issue where C. M. Nielsen asked the following question (with the editorial comment made at the time):



“Illustrated here is a local about which I have been unable to determine any information. Califon NJ is the only post office with that name, which suggests a tie-in. The date of DECEMBER 1, ‘92 suggests a one-time usage. I would appreciate any information that readers or members might be able to provide.

“(ED. If the above item is imprinted on an envelope/wrapper/ etc. rather than being printed on an adhesive label/stamp, it might just be an early example of a permit imprint!)”^{2,3}

Fig. 2: A local? A fantasy?

AN INQUIRY & A PUZZLE – Clifton Special Delivery & Califon Dispatch

I purchased this item (just could not resist), but could find nothing from either Bruce Mosher or Larry Lyons. The stamp (or label) – not a permit – is printed on onion skin paper, and I show it here against a ruler for size perspective:

Califon is small – current population about 1000 – and it has never been large. No local newspaper, though it had a train station for 100 years.

It was – oddly – the home of the short-lived *New Jersey Philatelist*, shown in the May 2011 issue of *NJPH*.⁴ The first issue was printed in Califon in December of 1892. Could there be a connection?

T. G. Kitchen was the printer and editor of this little newspaper, and seemed to delight in multiple fonts. I pulled my copy of that first issue, and found some marked similarities. The *NJP* is printed on very thin stock, but not nearly as thin as the translucent onion skin paper of this stamp. But the fonts used seem to match those used in that issue:



Fig. 3

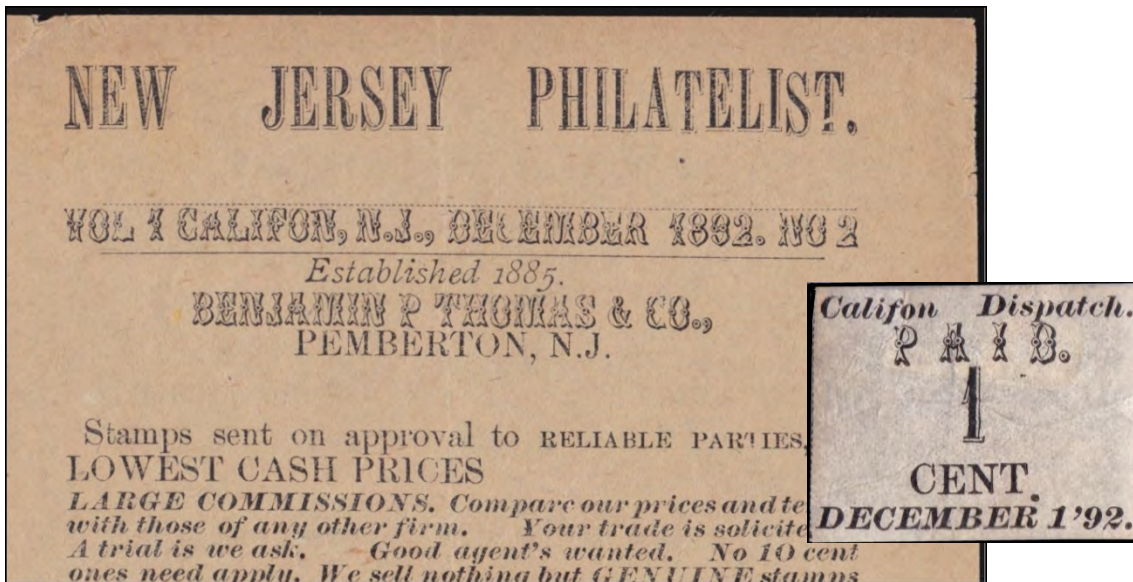


Fig. 4: Note in particular the font used for the 2nd line in the paper, and the word PAID in the stamp. Califon Dispatch matches the font in the bottom paragraph, and the capital CENT also matches the middle paragraph.

Was there ever a Califon Dispatch? My best guess is that this was a stamp produced by *NJP* editor Kitchen, perhaps hoping he could use it for local mailing. Neither copy of *NJP* that I have has an affixed stamp, so I think this remains a fantasy stamp, not a true local – until some evidence surfaces that it was ever actually used.

Anyone else having any other ideas or information on either of these two items, please contact njpostalhistory@aol.com.

ENDNOTES:

¹ Edelis, Tad, *Catalog of Modern U.S. Local Posts, Vol 1, A-E*, San Jose, CA, 1974

² *NJPH* January 1993 at <http://njpostalhistory.org/media/archive/101-jan93njph.pdf>

³ The Editor's note is either from Gene Fricks or Brad Arch, Editor and Managing Editor at the time.

⁴ *The New Jersey Philatelist* was an early philatelic journal, but was really nothing more than an advertising rag.

See the May 2011 issue of *NJPH* at <http://www.njpostalhistory.org/media/journal/nov11njph184.pdf>.



February 2017 Web Update

Warren Plank - [Webmaster](#)

DON'T GET SCAMMED

You might be surprised, but personal email accounts are targeted several times a week by phishers looking to get ahold of personal information, passwords, financial account information, etc. Even with the best protection and software – mail gets through. My best advice: **SUSPECT EVERY EMAIL!**

Security is really up to YOU

No matter which email service you use, phishers get through. Trust me, I've used them all at one time or another. Even on my work email, (which is on a secure Microsoft Exchange cloud server with all of the bells and whistles for security) – junk and spam gets through. Remember the A, B, Cs:

- Always look to see who sent the email
- Be suspicious of unsolicited email offers
- Clean your system regularly

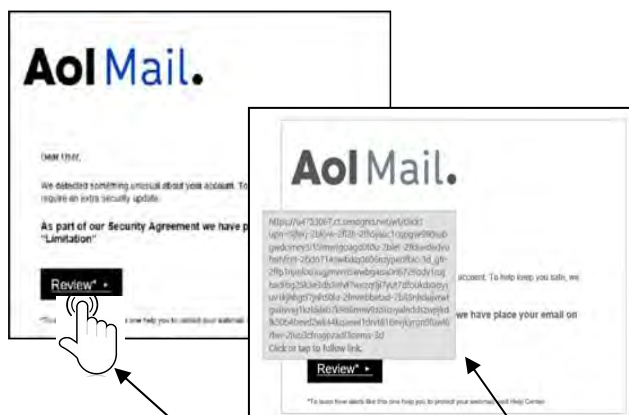
Of course Aunt Lena's email is safe, but what about the email from Citibank with the warning that your account may not be secure? Tempted to follow the link? **DON'T!** After all, you don't even have an account with Citibank! Hello.....

Or, have you ever visited a website, and a dialog box pops up informing you a virus has been detected and to "click here" to "fix the problem"? **DON'T CLICK THAT LINK!** Sometimes once one of these messages appear, you won't even be able to close out of the message – even using the "x" at the top of the dialog box. **IN FACT – DON'T EVEN CLICK THAT "X" – you'll put your machine at risk!**

If you can't close that window use these 3 buttons at the same time: Control/Alt/Delete to end the session. If that doesn't work, manually hold your computers ON button down until your machine shuts down, wait 30 seconds and restart, then select "Start Windows Normally." **Be Safe Not Sorry!**

A Recent Example

A recently received email sure looks legit enough. Big name company (AOL) with a simple request to update your information for security. HA! Guess what: just by holding your cursor over (BUT DON'T CLICK) the "call to action button" reveals a suspect linked URL:



- 1) Allow your cursor to "hover" over a linked object or text – don't click!
- 2) The website that you will be directed to appears in a dialog box
 - a. Look primarily at the initial domain (or words right after the // characters). You'll see this does not direct you to AOL, but somewhere else.
- 3) Immediately delete the email, all programs you have open, and restart your computer.

Never respond to emails that request personal information

Companies generally personalize emails, while phishers do not. Phishers often include false but sensational messages, (e.g., "Urgent - your account details may have been stolen") in order to get an immediate reaction. Reputable companies don't ask their customers for passwords or account details in an email. Even if you think the email may be legitimate, don't respond. Contact the company by phone or by visiting their website. Pick up the phone and speak to a real person, or type the URL in yourself by hand rather than clicking a link in a suspicious email.

What Can Happen.....

Some phishing emails or other spam may contain software that can record information on your internet activities (spyware) or open a 'backdoor' to allow hackers access to your computer (Trojans). Installing antivirus software and keeping it up to date will help detect and disable malicious software, while using anti-spam software will stop phishing emails from reaching you

It is also important, particularly for users with a broadband connection, to install a firewall. This will help keep the information on your computer secure while blocking communication from unwanted sources. Make sure you keep up to date and download the latest security patches for your browser. If you don't have any patches installed, visit your browser's website, for example users of Internet Explorer should go to the Microsoft website.



For a couple bucks a month...

...you can protect your system while keeping your hard drive and browser caches clean. I am not promoting any one of the following solutions, but they work for me. You should review independent articles online to find what works best for you and your budget.

Most Internet Service Providers (ISPs) offer a suite of security tools as part of your subscription. For instance, I use Comcast and they offer Norton Security Suite for virus protection. Make sure you review what your ISP offers, then make sure to download and install the software properly.

In addition to your ISP's packaged security suite, you may also consider a stand-alone malware protection application such as Malwarebytes which is available for around \$20 annually. This protects your system for the types of spyware or Trojans beyond what your ISPs' packaged offering may. I also use CCleaner, a free download which I run every Sunday morning to clean my system from cached webpages, image files and the like. Provided below are links to these applications.

- [Malwarebytes](#)
- [Piriform CCleaner](#)
- [Norton Security](#)
- [McAfee Antivirus](#)



Don't click Clean!



MEMBER NEWS:**MANY THANKS FOR DONATIONS SENT WITH 2017 DUES:****OUR GRATEFUL THANKS TO DONORS:**

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And our special thanks to Sheila D'Avino for her continued support.

NEW MEMBERS & MEMBER CHANGES:**New Members:**

Edward Gimmi, 9 Robin Lane, Lafayette Hill, PA, 19444, tbeep@verizon.net

Jane T. Thoner, 103 Willow Ave., North Plainfield, NJ, 07060, janemonst@verizon.net, interest in Plainfield

William J. Cromartie, collects So. NJ esp Pine Barrens, Regd, non-carrier mail 4th class mail

Returning member:

Don E. Bowe, P.O. Box 496, Hopatcong, NJ, 07843-0496, Hoboken, Hopatcong, Paterson, Jersey City, Morris Canal, NJ Civil War covers

Resigned:

Hoskins, Deborah L., 28 Hampton Corner Rd, Ringoes, NJ, 08551

REMINDERS:

If your dues are not paid, you will received a reminder with this issue. PLEASE don't forget! We need your support! You can pay by a check for \$15 made out to NJPHS to your Secretary (see page 2), or Paypal at our website (www.njpostalhistory.org – follow link on home page) – no extra charge.

Please also note President Bob Rose's message about **NOJEX** in the President's message. The show moves to Newark this year at the Robert Treat Hotel, and the dates are September 8-10, 2017. Our annual meeting will be held there. For more information see www.nojex.org.



PHILATELIC GENEALOGY, by James R. Miller, a review

“100 old envelopes and postcards in ten categories: folded letters, westward expansion, the war of 1861-1865, work, immigrants, family and friend correspondence, real photo postcards, social and political interests, travel and vacation, and World War I”¹

Jim Miller’s knowledge of philatelic genealogy is now available in book form. While he subtitles it, “Old Envelopes, Letters, and Postcards as Genealogical Sources,” we recommend it highly for use in the opposite direction – genealogical sources as aids in philatelic research.

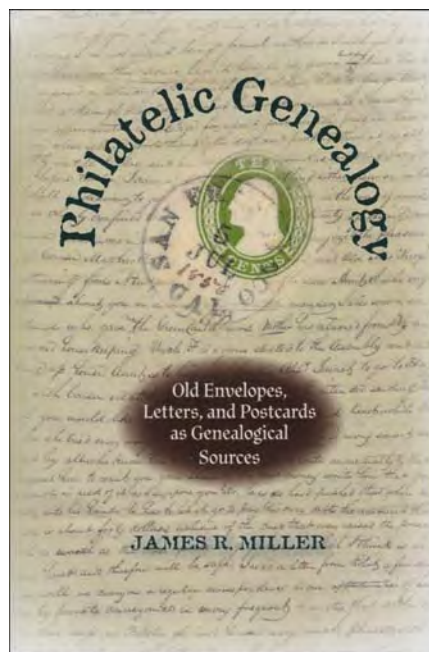
Jim wrote an article addressing this subject in our May 2009 issue,² and directing our attention to his then newly-established web site at <http://www.philgen.org/>. Since then his database of covers and articles has grown immensely, and if you have not paid it a visit, we recommend you do. This book has taken his knowledge from the research and sources there, and put it into one place for your easy access.

It is an interesting collection of letters but the great added value of this book is in the tools Jim uses (and his endnotes), to help you learn how to do the same thing. He includes a short guide for philatelists searching genealogy sites, which might not be familiar to them, and in particular includes references to U.S. Census data on genealogical sites. As useful as family trees may be, he also cautions on using those which are not supported by factual information. Many such family trees are user-created, and it is best to use those that are well-supported by resources.

Family information can often make clear the meaning of an address, or mentions in letters that would not otherwise be clear. Jim goes beyond the stampless era to show us how to find these same resources based on postmarks, cancel dates, and other miscellaneous facts mentioned in more modern letters and post cards. You may have little or no interest in genealogy, but the vast databases available on such sites as Ancestry.com can often help you sort out just who your postal recipient was, and who he was writing to. We have used these tools frequently when resourcing material for this journal.

Besides being a useful tool, *Philatelic Genealogy* is an enjoyable read, if you enjoy old correspondence. There are some entries to or from New Jersey correspondents, but the letters are from all states, and cover a period from stampless through the 1940s. If you are a philatelist, pay attention to the endnotes; if not, just enjoy the correspondence.

Philatelic Genealogy is available by visiting the Philgen website at <http://www.philgen.org/> where, at the top of the page, you will see directions for ordering a paperback copy for \$37 from Philatelic Genealogy, Inc., 112 Irving Pond Road, Caroga Lake, NY 12032 or a downloadable pdf for \$3.95 from a link available there. By *Jean R. Walton*



¹ Published by Otter Bay Books, Baltimore, MD, 2016.

² *NJPH* Vol. 37 No. 2 Whole number 174 May 2009 .

PHILATELIC SHORTS: New Jersey Post Office Name Changes in WWI

By Jean R. Walton

I live in a community which changed its name in World War I due to anti-German sentiment, and near another which did the same. Both were long established post offices – German Valley since 1824 and New Germantown since 1795. Both had been settled by German immigrants in the 1740s. Yet, German Valley became Long Valley in July 1918, and New Germantown became Oldwick in October of the same year.¹ Both communities retained the same postmaster for both names.

I had always presumed that there were other such communities in New Jersey. So I spent some time looking over the post office name changes in the U.S. Postal Bulletins,² from 1916 to 1919, and was quite surprised to find no other such changes in New Jersey. I may be mistaken, and I would be interested to hear if other post offices in New Jersey changed names as a result of WWI.

So while men were recruited and went off to war from these two communities, they would return to a town of a different name. A few philatelic memories remain that enshrine these changes.



Fig. 1: A German Valley cancel from 1907, addressed locally.

Not long after, following the name change, this community saw the following canceller appear.

PHILATELIC SHORTS: WWI NJ PO Name Changes ~ Jean Walton

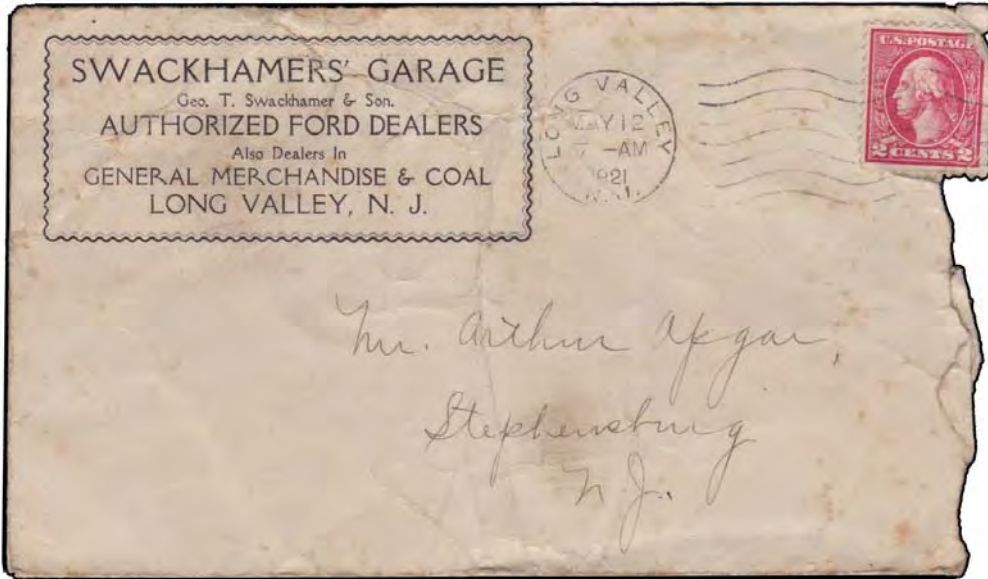
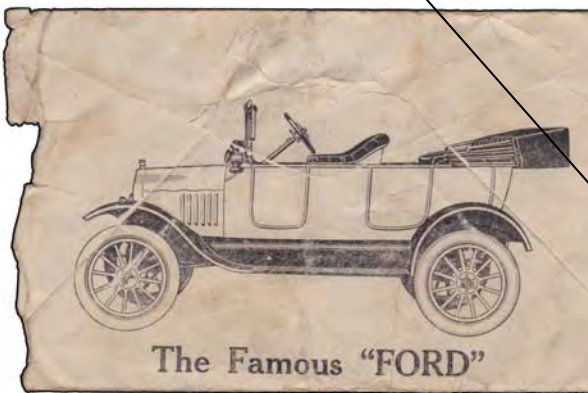
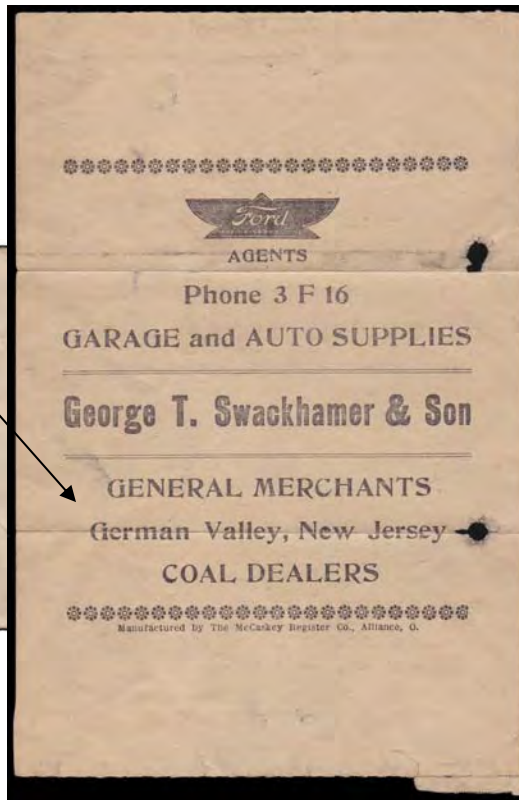


Fig. 2: the Post office name changed in 1918, and it appears that Mr. Swackhamer (a car and coal dealer) had changed his stationery accordingly. Long Valley cancel dated May 12, 1921.

Fig. 2a: Not so however with his billing forms, where the name of German Valley persists in the insert in the above envelope.



(Reverse of this envelope, showing a contemporary (1921) Ford, not pertinent to the cancel, but an attractive advertising back.)



New Germantown and Oldwick covers are shown below.



Fig. 3: New Germantown 1899 cancel.



Fig. 4: Oldwick 1920 cancel.

PHILATELIC SHORTS: WWI NJ PO Name Changes ~ Jean Walton

Do other members know of any other New Jersey communities that made such changes during World War I? My search of the US Postal Bulletins may well have been flawed. More information is welcome.

Two soldiers from the same community, but by a different name:

<p>Kice, Joseph R. 1,749,131 *White *Colored</p> <p>Residence: German Valley, N. J.</p> <p>Inducted at Morrisstown on Apr 26 1918</p> <p>Place of birth: Schooleys Mt. N.J. Age or date of birth: 24 9/12 yrs</p> <p>Organizations served in, with dates of assignments and transfers: 15 Co 4 Bn 153 Dep Brig to May 18/18; 35 Co 153 Dep Brig to June 5/18; Co B 147 Inf to death.</p> <p>Grades, with date of appointment: Pvt</p> <p>Engagements: Air Sector</p> <p>Served overseas from June 22/18 to death from to to</p> <p>Inducted at Morris Co on Aug 31 1918</p> <p>Died of: Lobar pneumonia Oct 5/18</p> <p>Other wounds or injuries received in action:</p> <p>Persons notified of death: Mrs. Mary Kice, Mother, 1462 Southern Boulevard, New York City, NY</p> <p>Remarks:</p> <p><small>*Strike out words not applicable. †Dates of departure from and arrival in the U. S.</small></p>	<p>Howell, Andrew 4,776,756 *White *Colored</p> <p>Residence: Long Valley, N. J.</p> <p>Inducted at Morris Co on Aug 31 1918</p> <p>Place of birth: Long Valley, N. J. Age or date of birth: July 29, 1895</p> <p>Organizations served in, with dates of assignments and transfers: 15 Receiving Co Rec Camp 4 Camp Green NJ to death.</p> <p>Grades, with date of appointment: Pvt</p> <p>Engagements:</p> <p>Served overseas from to to from to to</p> <p>Inducted at Morris Co on Aug 31 1918</p> <p>Died of: Lobar pneumonia Nov 1/18</p> <p>Other wounds or injuries received in action:</p> <p>Persons notified of death: Matilda Hoover Howell, Mother, Long Valley, N. J.</p> <p>Remarks:</p> <p><small>*Strike out words not applicable. †Dates of departure from and arrival in the U. S.</small></p>
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Fig. 5: Two World War I doughboys from the same town, but on the first of these-inducted in April 1918 – the town is German Valley; on the second, induction date August 1918, the town name is Long Valley.³

More than 3400 soldiers and sailors from New Jersey died in World War I, though as John Trosky pointed out in our last issue,⁴ more were lost to disease than to combat, largely due to the flu epidemic of 1918.

Any other New Jersey mail which reflects World War I, now 100 years ago, is welcome, as we commemorate this period in our history. Contact NJPostalHistory@aol.com.

ENDNOTES:

¹ National Archives Postmaster appointment files, microfilmed documents M841, Roll 82 and Roll 83.

² US Postal Bulletins & PL&Rs, 1880-2013 at <http://www.uspostalbulletins.com/>

³ NJ WWI database at <https://www.net1.state.nj.us/DOS/Admin/ArchivesDBPortal/WWICards.aspx>

⁴ *NJPH*, <http://www.njpostalhistory.org/media/journal/204nov16njph.pdf>

MEMBER ADS ~ YOUR AD MISSING? LET US KNOW AT

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

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

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

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

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

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

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

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

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

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

POST OFFICE CALENDAR 2017 AVAILABLE: Produced by member Evan Kalish, vintage photos of POs around the US, printed on high quality paper. \$18.99 at <http://www.lulu.com/shop/evan-kalish/postlandia-2017-calendar/calendar/product-22962205.html> .

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

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

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

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

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

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

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

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

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

MEMBER ADS

MEMBER ADS: YOUR AD MISSING? LET US KNOW AT

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

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

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

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

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

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

WANTED FOR EXHIBIT: BETTER COVERS FROM NEW BRUNSWICK, NJ, COLONIAL PERIOD TO 1900. Contact Nathan Zankel, P.O. Box 7449, North Brunswick, NJ 08902, nate@nbis.com, or call 732/572-0377.

WANTED: Port Murray, Anderson, Changewater, Port Colden, Karsville, Rockport, Beatyestown, Pleasant Grove, Stephensburg, Anthony, Woodglen. Arne Englund, 423 Penwell Rd., Port Murray, NJ 07865-3012 or alenglund@aol.com.

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

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

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

WANTED: Calno, Brotzmanville, Millbrook, Pahaquarry, Dunnfield, Delaware Gap, Flatbrookville, Wallpack Centre, Bevans, Layton, Hainesville, Montague. Arne Englund, 423 Penwell Rd., Port Murray, NJ 07865-3012 or alenglund@aol.com.

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

WANTED: ALL THINGS CALDWELL ~ Covers to/from CALDWELL, N.J., Also CALDWELL post cards. Contact Les Byrnes, P.O. Box 765, Kinderhook, N.Y. 12106 or call 518/758-7581.

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

Always interested in **CORRESPONDENCE TO/FROM OCEANPORT** as well as anything between Portugal, its colonies and N.J. Contact me by mail at Steve Washburne, P.O. Box 43146 Phila. PA 19129 or email stevewashburne@hotmail.com.

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

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

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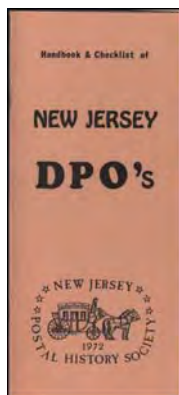
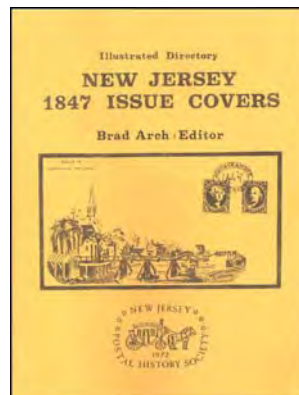
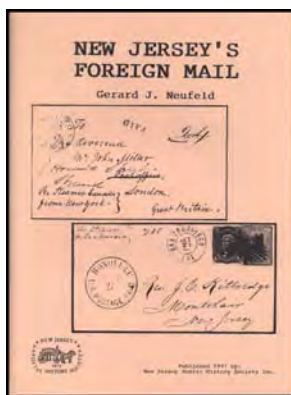
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