



NJPH

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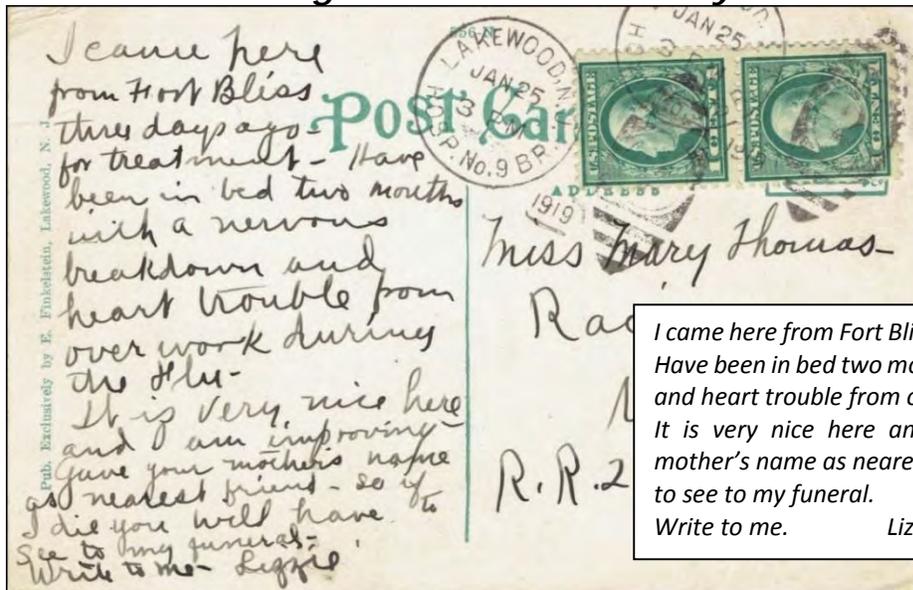
Vol. 45

No. 2

Whole Number 206

May 2017

Commemorating the 100th Anniversary of World War I in NJ Cancels



I came here from Fort Bliss three days ago for treatment. Have been in bed two months with a nervous breakdown and heart trouble from overwork during the flu. It is very nice here and I am improving. Gave your mother's name as nearest friend, so if I die you will have to see to my funeral. Write to me. Lizzie

A card which reminds us that the toll of World War I was not only on those who went abroad. A Lakewood, NJ, Hosp. No. 9 Br cancel Jan. 25, 1919. See article on page 64.

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ARE YOUR DUES PAID?

Only a handful of members have not yet paid for 2017. If you received a dues notice with this journal, it means we have not received yours. You may pay online with 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. Or drop a check to NJPHS in the mail, and send it to your Secretary at 125 Turtleback Rd, Califon, NJ 07830.

PRESIDENT’S MESSAGE

Having had a long-time fascination of the history of the nineteenth century canals in New Jersey, I especially enjoyed the article by Don Bowe concerning a cover which appears to have been hand carried outside the mail by a canal boat on the Morris Canal between Bloomfield and Newark. Don Chafetz continues his series on Morris County mail, this article featuring a most unusual group of very early letters from Tortola to what is present day Long Valley. Our good friend Cheryl Ganz, a renowned student of the *Hindenburg*, writes of Lakehurst mail carried on that ill-fated Zeppelin. She is the co-author of a new illustrated book on that great airship. We have included details for purchasing a copy of her book. Jean Walton contributes a short piece on a 1776 letter from Hackensack and an article from her long running Samuel Southard series, this one focusing on a number of letters addressed to Southard from “Friends in High Places.” With the Centennial this year, of America’s entry into WW I, I have contributed an article that describes and illustrates the postmarks that were used from the many New Jersey military installations during the “Great War,” and a second article in my continuing series “On the Auction Scene,” featuring New Jersey postal history sold in two recent Schuyler Rumsey sales.

I extend my thanks to our many contributors who have given their generous support to this Society. I offer a special note of thanks to two members, Jerry Brown, and long time Society member Alan Parsons. For many years, Alan led the Empire State Postal History Society, and continues as an avid student and exhibitor of New York State postal history.

We have entered the 2016 issues of *NJPH* in the StampShow 2017 literature competition to be held in Richmond, Virginia in August. I will be staffing the Philatelic Foundation booth at the show, so stop by and say hello.

For those few of you who have neglected to send in your Society dues for 2017, I have included a Final Payment Notice with this Journal. Please don’t put it off any longer, send in your check today, we need you! Enjoy the summer.

ROBERT G. ROSE

NJPHS MEMBERS

Please note:

**NOJEX DATES & PLACE HAVE CHANGED THIS YEAR
NOJEX (and our annual meeting) will be held
September 8-10, 2017 at
The Robert Treat Hotel in Newark
For more information, visit NOJEX.org
More information in our August issue**

This summer, please visit:

MERPEX 2017
STAMP EXHIBITION AND BOURSE

100 th ANNIVERSARY OF BIRTH  JOHN F. KENNEDY

Friday, August 4 (10 am to 5 pm) and

Saturday, August 5, 2017 (9 am to 4 pm)

Marlton Middle School, 150 Tomlinson Mill Road, Marlton, NJ 08053

**Stamp Exhibition • 20 Dealer Bourse • Postal Service Station
Show Cachets & Cancel • On Site Refreshments**

**HOURLY DOOR
PRIZE DRAWINGS**



**FREE ADMISSION
& PARKING**

See below for directions. More info at www.merchantvillestampclub.org
For questions, call Carol Anne Visalli (856-562-1389) or Mac Sarreal (856-266-0310)

MERCHANTVILLE STAMP CLUB
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Cherry Hill, NJ 08034
Address Service Requested

Directions: Marlton Middle School is located at 150 Tomlinson Mill Road, Marlton NJ 08053. The key road in all directions is Route 73, both North and South. To get to Route 73, use Exit 36 if coming from I-295 and Exit 4 if coming from the NJ Turnpike.

[1] From Route 73 heading North (from Berlin area): Proceed on Route 73 North towards Marlton. Make a right turn at Marlton Parkway (also known as CR 544 East). After 1.5 miles, turn left at traffic light onto Tomlinson Mill Road. The school is on your left (2nd driveway).

[2] From Route 73 heading South (from Mount Laurel area): After crossing Evesham Road (also known as CR 544 West), make a jug handle at the Bradley Funeral Home and head east on Marlton Parkway (also known as CR 544 East). After 1.5 miles, turn left at traffic light onto Tomlinson Mill Road. The school is on your left (2nd driveway).

For further information, visit www.merchantvillestampclub.org.

WORLD WAR I: POSTMARKED NEW JERSEY

By Robert G. Rose

The Centennial of what was once called the “Great War” is marked by the 100th anniversary of the United States entry on April 6, 1917, in what we now remember as World War I. Because New Jersey’s location on the east coast provided easy access for the movement of troops and war supplies to the Western Front, the State became the home to a number of military installations in support of the war effort.¹ Post offices were established at several of these locations. This article provides a survey of the postmarks that were applied to the mails at these United States Army camps and hospitals in New Jersey during WW I.

Camp Dix

Camp Dix, near Wrightstown in Burlington County, is named for Major General John Adams Dix, a veteran of the War of 1812 and the Civil War.² He served as a United States Senator, Secretary of the Treasury, Minister to France and Governor of New York.³ Originally named Camp 13, Camp Dix was one of 13 camps established to train soldiers for the war. Construction began in June 1917,⁴ and on July 18th, the War Department formally named the cantonment as Camp Dix. The camp originally consisted of 6,000 acres under lease and an adjacent rifle range.⁵ A railroad spur connected with the Pennsylvania Railroad line adjacent to the camp, providing access to both Philadelphia and New York.⁶

On August 20, 1917, in less than three months, Camp Dix had been turned from a sparsely settled tract into what eventually became a city of 1,600 buildings, housing some 70,000 soldiers. On September 5, 1917, the first troops arrived at the camp for training.⁷ During the war, Camp Dix was a training and staging ground for a number of units, most notably, the 78th Division, known as the “Lightning Division.”⁸ Camp Dix became the largest military reservation in the Northeast for mobilization, training and as an embarkation center.⁹ Following the armistice on November 11, 1918, the camp became a demobilization center for the returning troops on December 3, 1918.¹⁰ Camp Dix itself was demobilized on July 9, 1919 and closed on June 30, 1920.



Fig. 1: Earliest style of postmark at what became Camp Dix, a handstamped duplex postmark “MILITARY BR.” paying the two cent first class rate for a one ounce letter.

The first post office at the camp was established on July 19, 1917 as a branch of the Trenton post office. It was changed to Dix Branch on August 15, 1917.¹¹ However, as seen in *Figure 1*, the handstamped duplex postmark still reads “TRENTON N.J. MILITARY BR” on a cover postmarked on September 4, 1917.

The “Military Br.” was replaced with a handstamp duplex postmark that reads “TRENTON, N.J. DIX BRANCH” as seen in *Figure 2*. This post card was originally postmarked with a machine postmark with wavy lines cancel. It was applied erroneously when the post card was apparently placed upside down in the canceling machine. The two cents stamp paid the two cents post card rate, which together with first class mail rates, had been increased by one cent on November 1, 1917 in support of the war effort. This war rate was discontinued on July 1, 1919.



Fig. 2: Handstamp duplex postmark, “TRENTON, N.J. DIX BRANCH,” November 7, 1917 on two cents war rate post card, six days after the rate became effective.

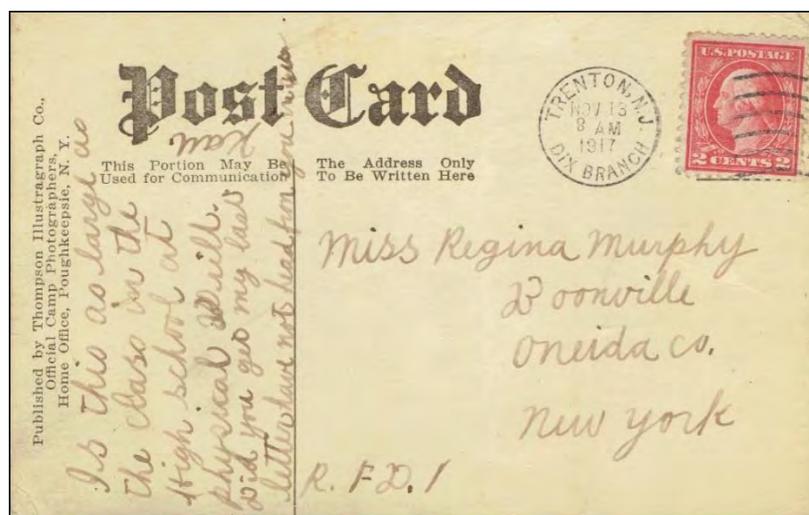


Fig. 3: Universal Machine postmark with six wavy lines cancel, type BSB-300, November 13, 1917 on two cents war rate post card. This cancel is first reported on September 27, 1917 with usages through the end of December 1918 and again reappearing in use from March 1, 1919 to March 2, 1920.



Fig. 4: Universal Machine postmark with seven wavy lines cancel, type BSB-200, April 21, 1918, on six cents double rate first class mail war rate letter. This cancel is reported to have been in use from October 22, 1917 to October 24, 1918.

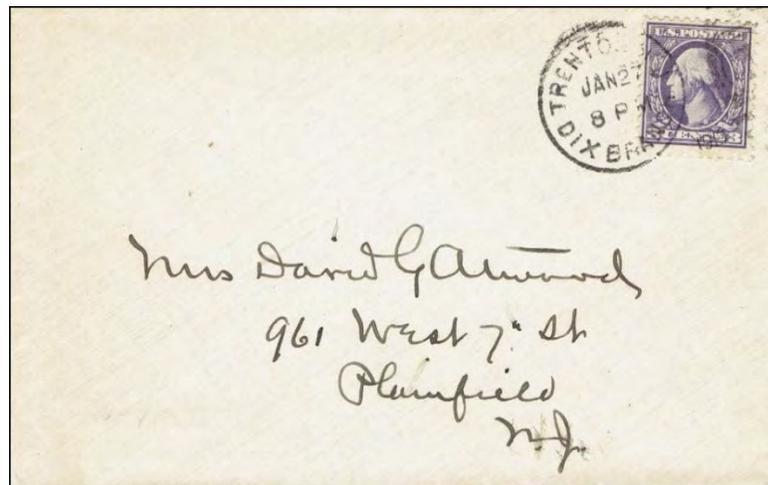


Fig. 5: Handstamp duplex postmark, January 27, 1919, on three cents single rate first class mail war rate letter.

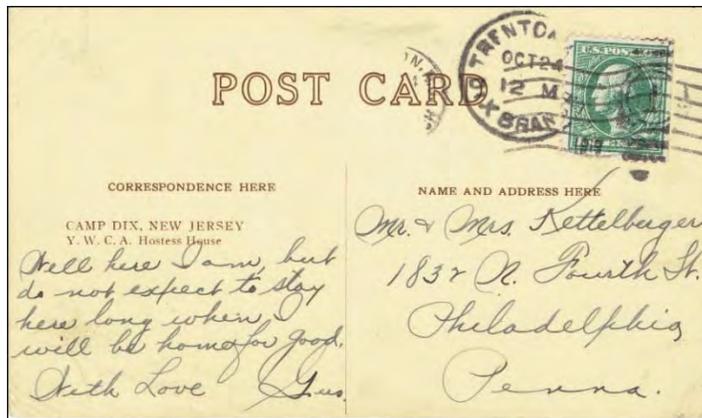


Fig. 6: Handstamp duplex postmark, October 24, 1919, with partial machine cancel on return to one cent postcard rate effective July 1, 1919. Note Camp Dix YWCA Hostess House heading.

Camp Merritt

Camp Merritt was named in honor of Major General Wesley Merritt.¹² Merritt had served as Superintendent of the Military Academy at West Point, Governor General of the Philippines, and other prestigious military positions. The army needed a location to assemble troops for embarkation with the American Expeditionary Force to the Western Front in Europe.¹³ On August 2, 1917, Brigadier-General William Wright, Commanding General of the New York Port of Embarkation, chose a location in Bergen County.¹⁴ The camp was located between Cresskill and Dumont, and touching the towns of Demarest, Haworth, Bergenfield, and Tenafly.¹⁵ Camp Merritt was strategically situated approximately ten miles north of New York City and Hoboken. Construction of Camp Merritt began on August 20, 1917.¹⁶ Camp Merritt was 770 acres in size, built on leased property, and had a capacity of 42,000 men. The first troops arrived on August 30, 1917 and the first transient troops on October 1, 1917.¹⁷

Camp Merritt was used strictly for the embarkation of troops from the port of Hoboken — the soldiers having been trained at camps throughout the country. On average, the troops spent one day to two weeks before being sent to Hoboken to board ships for the European battlefields. The location of Camp Merritt was ideal because of easy access to Hoboken from where the soldiers

would be embarking. Troops were transported to Hoboken by ferryboat from Alpine Landing on the Palisades, over an hour's march from the camp, where troops would assemble to board the ferry to the embarkation piers in Hoboken, from which they would board transports to Europe.



Embarking from Alpine Landing for Hoboken.

troops went on the West Shore railroad from Dumont, or on the Erie trains through Tenafly and Englewood.

Not all troops leaving camp for Europe went to Hoboken by ferry. The camp was located between the Erie Railroad in Cresskill and the West Shore Railroad in Dumont to which a 1.28 mile spur was constructed.¹⁸ Many

Camp Merritt was de-commissioned in November 1919 and officially closed on June 30, 1920. The last troops to pass through Camp Merritt from overseas while it was still active arrived on January 26, 1920. During the course of its operation, 578,566 troops passed through Camp Merritt on their way to war and 509,515 passed through the camp on their return home.

WORLD WAR I: Postmarked NJ ~ Robert G. Rose

A post office was established at Camp Merritt on October 1, 1917, and was discontinued on January 31, 1920. Postal operations at Camp Merritt were the subject of a recent article in these pages by Society member John Trosky:

The Post Office Department, recognizing the importance of mail to the troops, proposed providing service through the nearest largest city with direct rail access to the camp in lieu of using the much smaller Cresskill and Dumont offices. The choices were the New York, Western and Erie Line with a direct link to their terminal near the southern Hoboken border or to send it on the West Shore Railroad at Dumont and down to Weehawken. The decision was made that Jersey City would cancel and sort all mail dispatched from Camp Merritt. Special cancelling devices were ordered to indicate Camp Merritt Branch and Jersey City NJ in the circular cancel.¹⁹

During its operation, four different postmarks from Camp Merritt have been reported. The Trosky article illustrates the cover in *Figure 7* below.²⁰



Fig. 7: Handstamp duplex postmark, December 26, 1918, on three cents first class mail war rate letter. This cancel is reported from January 26, 1918 to July 8, 1919. Unless it was a double rate cover, there is no indication why any postage was due. (Courtesy of John Trosky)

Three varieties of machine postmarks with wavy lines cancel were used on Camp Merritt's mail. The two earliest of the three postmarks, illustrated in *Figure 8 and 9*, spell out "MERRITT BRANCH." The third variety, illustrated in *Figure 10* abbreviates the name: "MERRITT BR."

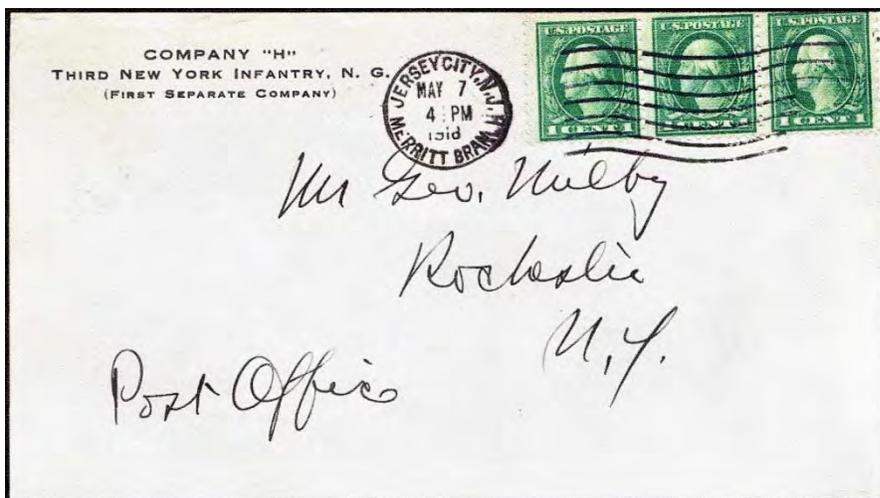


Fig. 8: Universal Machine postmark with seven wavy lines cancel, type BSB-200, May 7, 1918, on first class mail war rate letter. This cancel is reported to have been in use from October 22, 1917 to June 24, 1918.

(Illustration courtesy of John Trosky)

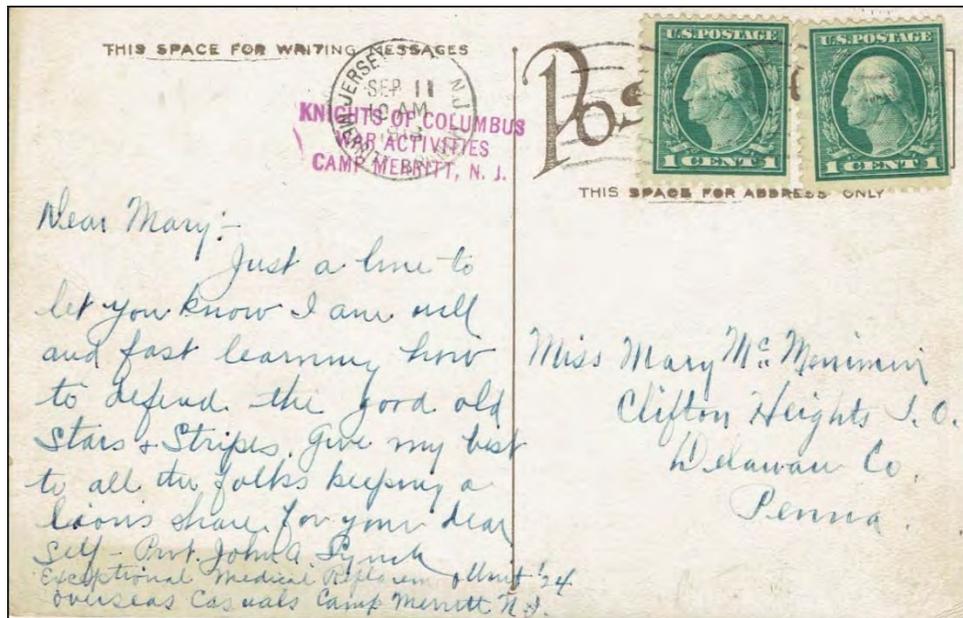


Fig. 9: Universal Machine postmark with six wavy lines cancel, first dial die, type DSB-300, September 11, 1918, on two cents war rate post card. This cancel is reported to have been in use from June 23, 1918 to May 31, 1919.

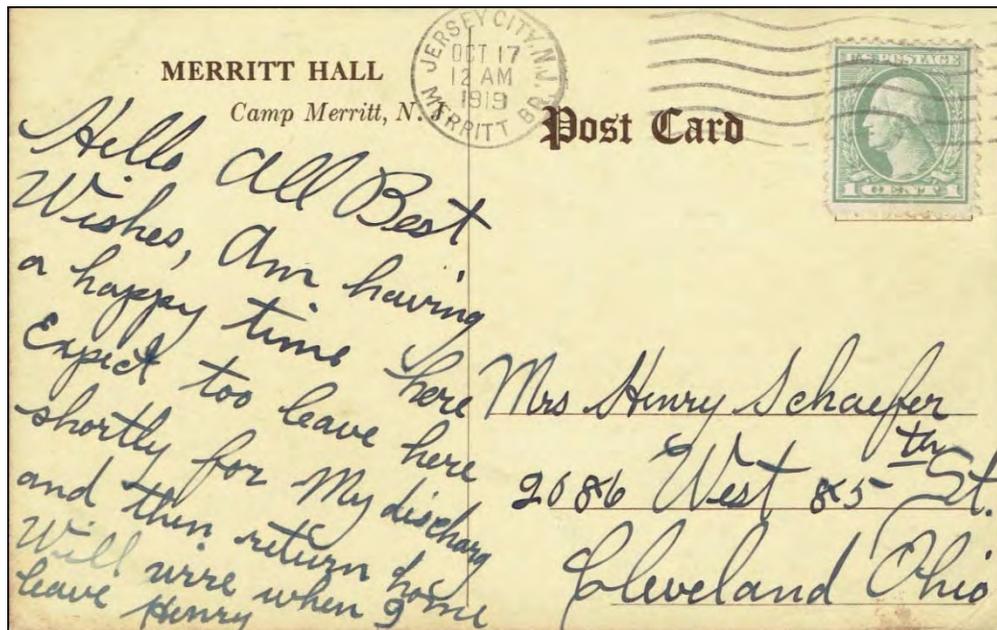


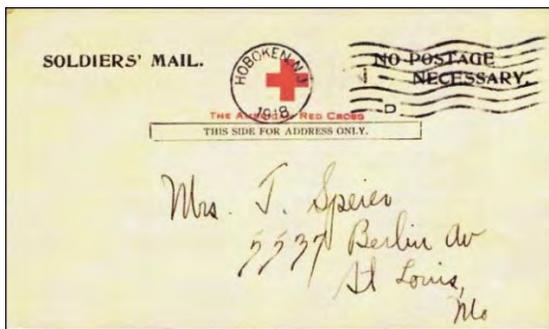
Fig. 10: Universal Machine postmark with six wavy lines cancel, second dial die, type DSB-300, October 17, 1919, on one cent reduced post card rate effective July 1, 1919. With abbreviation: "Merritt Br." This cancel is reported to have been in use from June 20, 1919 to December 20, 1919.

Hoboken

On April 19, 1917, less than two weeks after the United States entered the war, German shipping company properties along the Hudson River in Hoboken were seized by the federal government. These included the docks belonging to the North American Lloyd Line and the Hamburg-America Line. The *Vaterland*, at that time the largest passenger ship in the world, was seized, renamed the *U.S.S. Leviathan*, and converted into a troop transport.²¹

Hoboken was officially designated as a Port of Embarkation for the troops heading to war, including the hundreds of thousands passing through Camp Merritt. Initially, soldiers mailed “Have Arrived Safely Overseas” postcards upon arriving in France or elsewhere in Europe. Given the significant delay in these cards arriving home to be delivered to loved ones, safe arrival cards were printed in advance and distributed to the troops in Hoboken who filled them in before they boarded their transport ships. Upon arrival in France, a cable notified authorities in Hoboken who then placed the cards in the mail.²²

Initially, these cards, distributed by the Red Cross, the Salvation Army and other social service and religious organizations, were postmarked with a mute Hoboken, N.J. postmark with only a year date as seen in *Figure 11*. The month and day were not included in the postmark to avoid providing specific information on troop movements. Because these “safe arrival” cards were deemed to have been mailed by soldiers while on duty overseas, they were sent free of postage, effective October 3, 1917.



*Fig. 11: Red Cross Soldier's Mail with Hoboken, N.J. postmark and 1918 year date.*²³

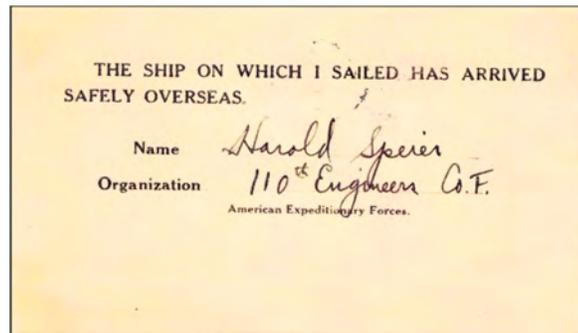


Fig. 12: Reverse side of post card confirming safe arrival overseas.

At some point in 1918, Hoboken began the use of what postal historians call the “Hoboken Eagle and Wavy Box cancel.”²⁴ This International Machine Die 1 cancel in black ink, as shown in *Figure 13*, depicts a war eagle with its wings spread and its talons clutching arrows, eight stars above, and a flag-like set of boxed wavy lines interspersed with three lines of text: “MILITARY, POST OFFICE, SOLDIERS MAIL.” For further security, “Hoboken” and the year date is additionally omitted from this cancel.



Fig. 13: Tracing of Hoboken Eagle and Wavy Box, Die 1 cancel.

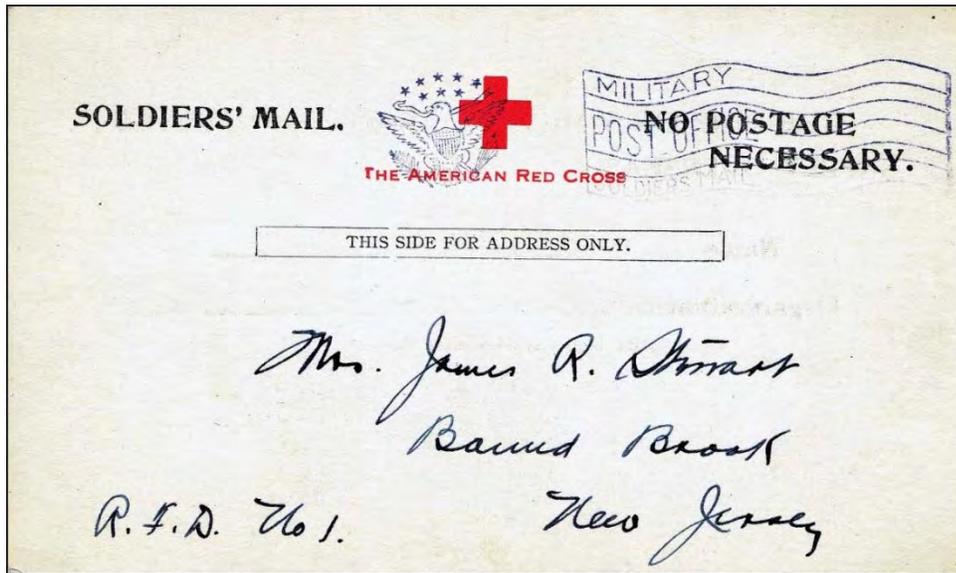


Fig. 14: Hoboken Eagle and Wavy Box, Die 1 cancel on Red Cross Safe Arrival post card.

Following the armistice in November 1918, large numbers of troops began returning to the United States through Hoboken. Once again, the service organizations working with the post office established a procedure to insure the prompt notification of the “doughboys” safe return to American soil. Using a slightly different International Machine cancel, designated as Die 2, this postmark was applied in red ink to post cards captioned “Department For Reception Of Returning Troops” as seen in *Figure 15*.²⁵

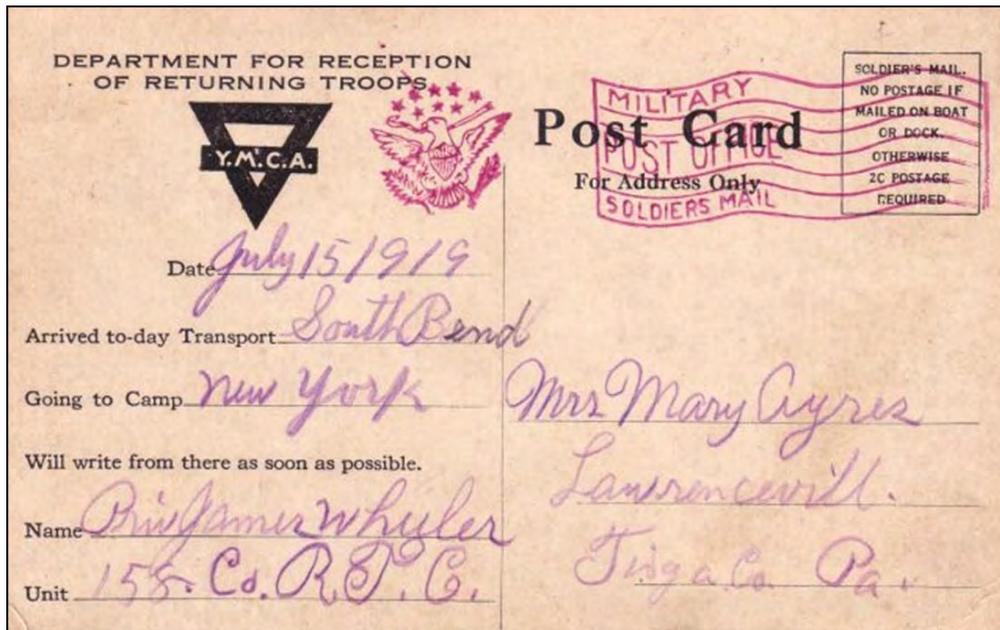


Fig. 15: Hoboken Eagle and Wavy Box, Die 2 red cancel on YMCA Safe Arrival Home post card, July 15, 1919.

Camp Alfred Vail

With the United States entry into the war in April 1917, it was recognized that the Signal Corps' strength of less than 1,750 officers and enlisted men would not be able to provide the American Expeditionary Force with necessary communications support.²⁶ Establishment of the camp was thus authorized by the Adjunct General of the Army on May 16, 1917.²⁷ The Signal Corps established a training camp at Little Silver on a portion of the site of the defunct Monmouth Park Race Track. This site included 468 acres of leased land and offered a nearby port of embarkation, and paved roads.²⁸ The New York & Long Branch Railroad ran along the easterly side of the camp and provided a siding for the camp.²⁹ The first soldiers arrived at Camp Little Silver to oversee construction on June 4, 1917, with troops arriving for training on July 20, 1917.³⁰ The camp was constructed to accommodate 2,795 enlisted men and 188 officers.³¹

The installation was renamed Camp Alfred Vail on September 15, 1917 in honor of New Jersey inventor Alfred Lewis Vail, the inventor credited with having developed the telegraph code along with Samuel Morse, known as the Morse Code.³² In August 1925 the installation was granted permanent status and was renamed Fort Monmouth in honor of the soldiers of the American Revolutionary War who died at the Battle of Monmouth.³³

A postal facility was established at Camp Vail on August 6, 1917 as a branch of the Long Branch post office and was discontinued on February 15, 1920. The mail from the camp was postmarked "LONG BRANCH, N.J." with the designation "SIGNAL BR." appearing at the bottom of the postmark. Both a duplex and a Universal Machine, type DSB-300 cancel, have been reported.

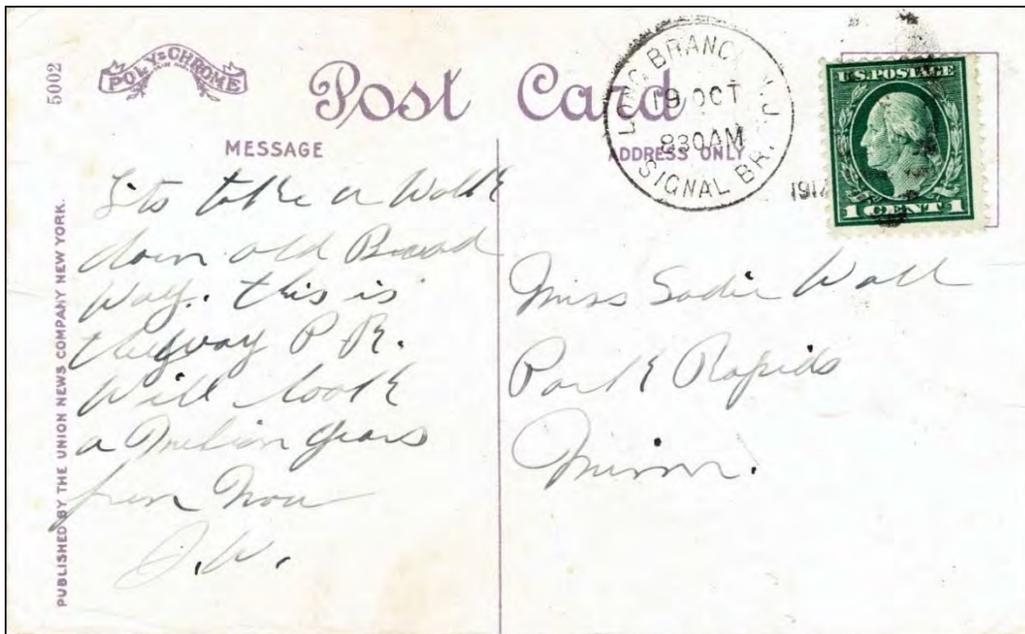


Fig. 16: Duplex handstamp postmark, October 19, 1917, one cent post card rate.



Fig. 17: Duplex handstamp postmark, November 14, 1917. Paying two cent post card war rate, effective November 1, 1917. Examples of the duplex handstamp are reported from November 13, 1917 through July, 1919.



Fig. 18: Universal Machine cancel, type DSB-300, December 26, 1918. Paying two cent post card war rate. Examples of this machine cancel are reported from August 17, 1918 to March 21, 1919.

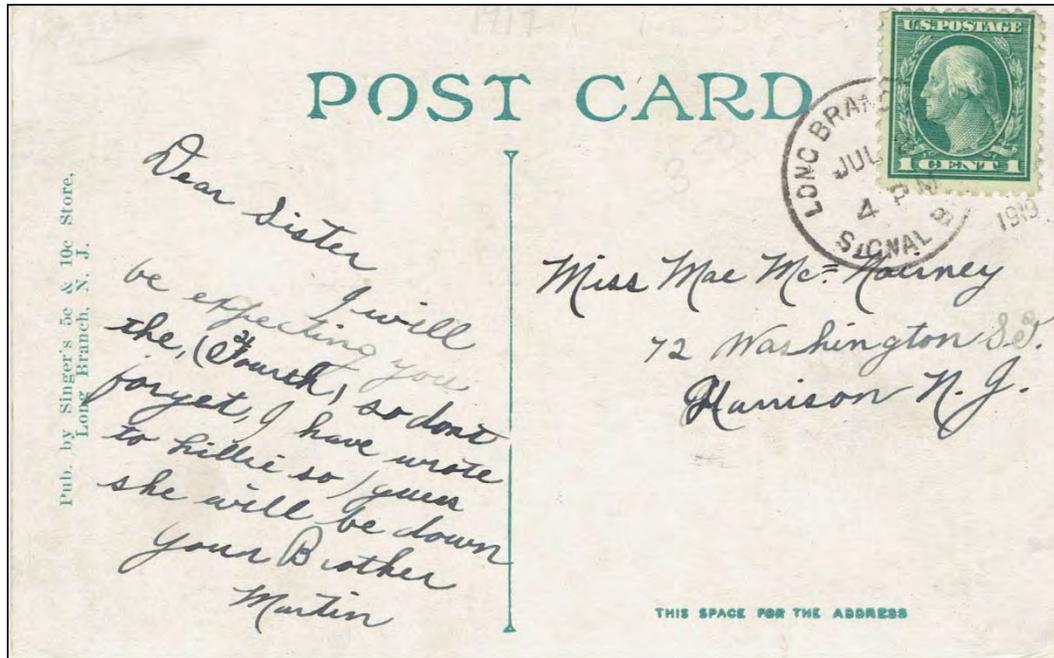


Fig. 19: Duplex handstamp postmark, July 2, 1919. Paying one cent reduced post card rate, effective July 1, 1919.

Fort Hancock

Established well before WW I, Fort Hancock had long played a significant role in the protection and defense of New York Harbor, given its strategic position on Sandy Hook. In 1895, this army installation was officially named Fort Hancock in honor of Major General Winfield Scott Hancock, of Civil War fame.³⁴ Construction of extensive supporting facilities was undertaken between 1898 and 1910.³⁵ In 1915, Fort Hancock became the headquarters of the Coast Defenses of Sandy Hook. In 1917, prior to America's entry into WW I, Fort Hancock's peace time population consisted of about 600 regular army soldiers, performing garrison and artillery duties.³⁶

Following the Declaration of War on April 6, 1917, the garrison at Fort Hancock grew rapidly as new army units were organized at the fort.³⁷ In addition to maintaining the fort's defenses, a "Camp of Instruction" provided training for new army units who would be sent overseas, together with the latest technology in artillery which had been tested at the proving ground adjacent to Fort Hancock.³⁸ By mid-April, 1918, the Fort Hancock garrison grew to 4,043 officers and soldiers, who continued to train and maintain the coastal fortifications and man its newly installed anti-aircraft defenses.³⁹ After the end of the war on November 11, 1918 and the rapid demobilization of American forces that followed, there were only 30 officers and 656 enlisted soldiers on duty at the fort by February 28, 1919.⁴⁰

A post office was established at Fort Hancock on December 10, 1897 located in the telegraph building. Mail was carried on a railroad spur to the Highlands station, connecting there with the mainline of the Central Railroad of New Jersey. During World War I, only a single duplex handstamp postmark has been reported from this facility, with dates between July 9, 1918 and November 1, 1918.

Fig. 20: Duplex handstamp postmark, August 6, 1918. Paying two cent post card war rate.



Raritan Arsenal

Raritan Arsenal opened on January 17, 1918. It was located on over 2,000 acres of low lying vacant land along the north side of the Raritan River in what was then Woodbridge and Raritan Townships.⁴¹ It provided the army with a major storage and shipping terminal for military supplies, equipment and munitions headed overseas. An army ordinance training school and assembly plant were also established at the arsenal.⁴² During WW I, as many as 6,768 personnel were stationed at the arsenal.⁴³

A post office at the arsenal was established on July 15, 1918 as a branch of the New Brunswick post office. It was discontinued on June 30, 1919. The arsenal branch post office used both a machine and a duplex postmark. A Universal Machine cancel, type DT-400, with the words “RARITAN ARSENAL BRANCH” in the rectangular killer has been seen reported from September 11, 1918 to February 27, 1919. The duplex handstamp from this branch, reading “NEW BRUNSWICK, N.J. RARITAN ARSENAL,” is reported from August 30, 1918 to September 13, 1918.



Fig. 21: Universal Machine postmark, type DT-400, November 13, 1917, on 2 cents war rate post card.



Fig. 22: Universal Machine postmark, type DT-400, November, 1918, paying three cents war rate on first class mail.



Fig. 23: Duplex handstamp postmark, September 3, 1918, on 2 cents war rate post card.

General Hospital No. 3, Rahway

The location of this hospital, operated by the Army Medical Corps, is frequently referred to by postal historians as being situated in Rahway because of its postmark and address, when in fact it is was located in Colonia and is officially named as such.⁴⁴ Construction of this hospital began in February 2, 1918. It grew rapidly to 110 buildings located on 200 acres with 2,000 beds. A railroad spur was built to connect it with the main line of the Pennsylvania Railroad, about 1.5 miles away.⁴⁵ The first patients were admitted on July 5, 1918. The first overseas casualties were received on August 1, 1918.⁴⁶ The hospital was known for its expertise in reconstructive and orthopedic surgery.⁴⁷ The hospital treated more than 6,000 soldiers prior to its closing on October 15, 1919.⁴⁸

A post office at the hospital was established as a branch of the Rahway post office on June 17, 1918, and was discontinued on October 31, 1919.⁴⁹ Only a single duplex handstamp postmark, reading "RAHWAY, N.J. HOSPITAL NO. 3 BR." has been recorded, with uses from October 7, 1918 to July 22, 1919.

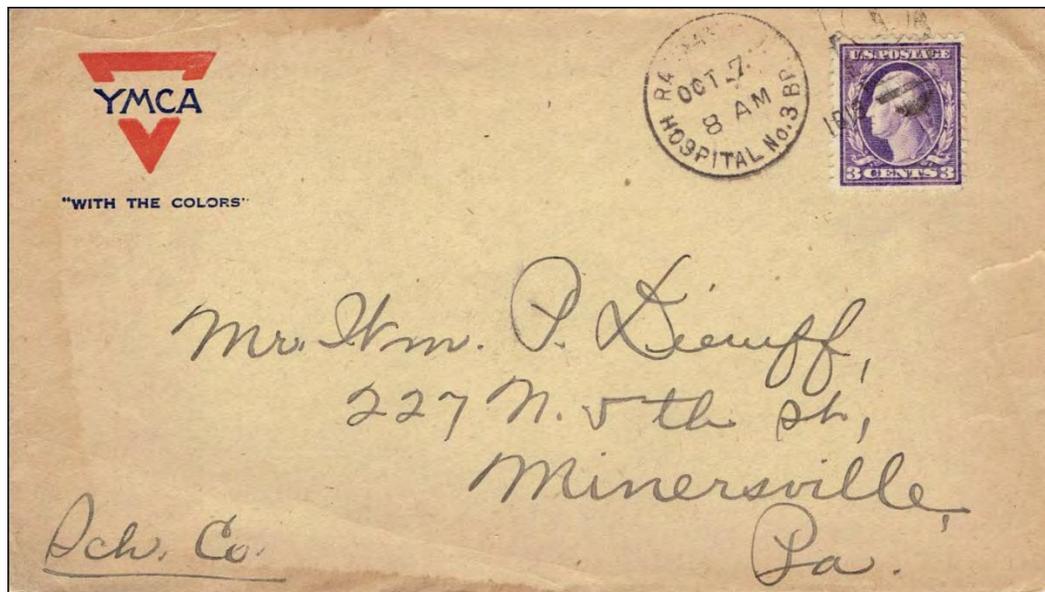


Fig. 24: Duplex handstamp postmark, October 7, 1918, on three cents war rate first class mail.

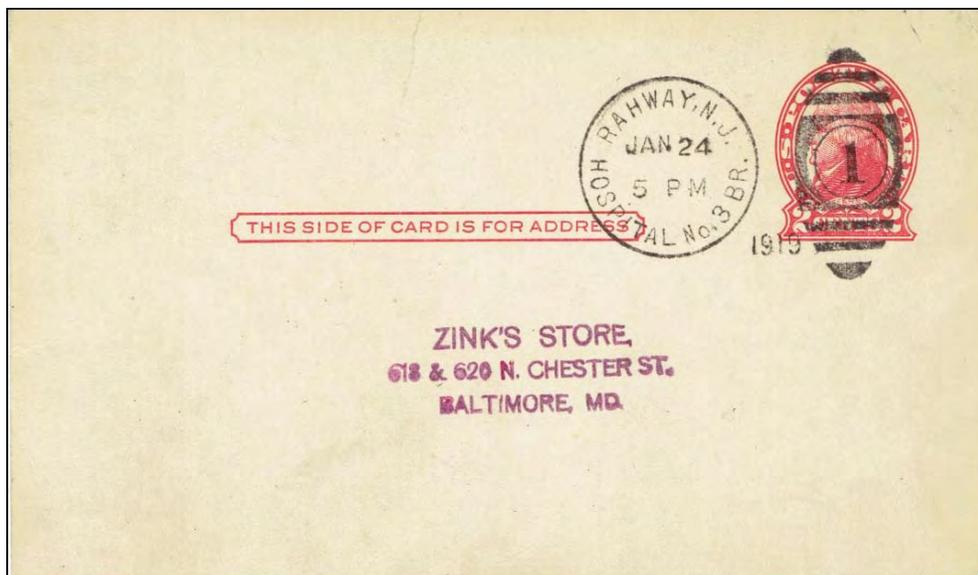


Fig. 25: Duplex handstamp postmark, January 24, 1919, on two cent war rate postal card.

WORLD WAR I: Postmarked NJ ~ Robert G. Rose



Fig. 26: Duplex handstamp postmark, January 11, 1919, on three cent postal stationery envelope paying war rate with additional 10c special delivery stamp, total rate of 13 cents.

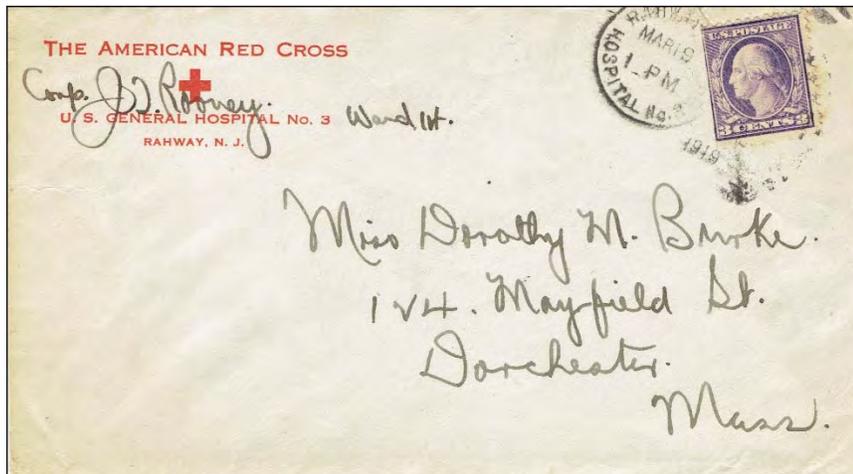


Fig. 27: Duplex handstamp postmark, March 19, 1919, on three cents war rate first class mail. American Red Cross, General Hospital No. 3 corner card.

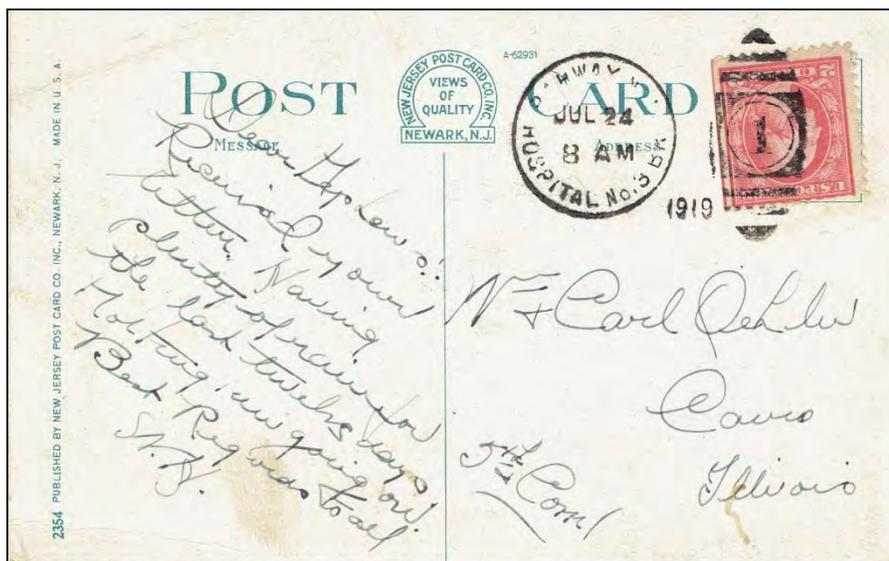


Fig. 28: Duplex handstamp postmark, July 24, 1919, on two cent war rate post card.

General Hospital No. 9, Lakewood

The Lakewood Hotel was initially leased by the War Department in late 1917, and two additional adjoining hotel properties were also later acquired by lease.⁵⁰ The Lakewood Hotel was converted into a 500-bed hospital for operation by the Army Medical Corps. It was officially opened on February 1, 1918.⁵¹ With additional construction and expansion, the hospital's capacity grew to 1,000 beds.⁵² The hospital was accessible to both New York and Philadelphia via the Central Railroad of New Jersey.⁵³ The first patients arrived on February 14, 1918, consisting of 139 soldiers with scarlet fever transferred from Camp Merritt.⁵⁴ The hospital was discontinued on May 31, 1919.⁵⁵

A post office at the hospital was established on October 1, 1918 as a branch of the Lakewood post office, and was discontinued on June 7, 1919.⁵⁶

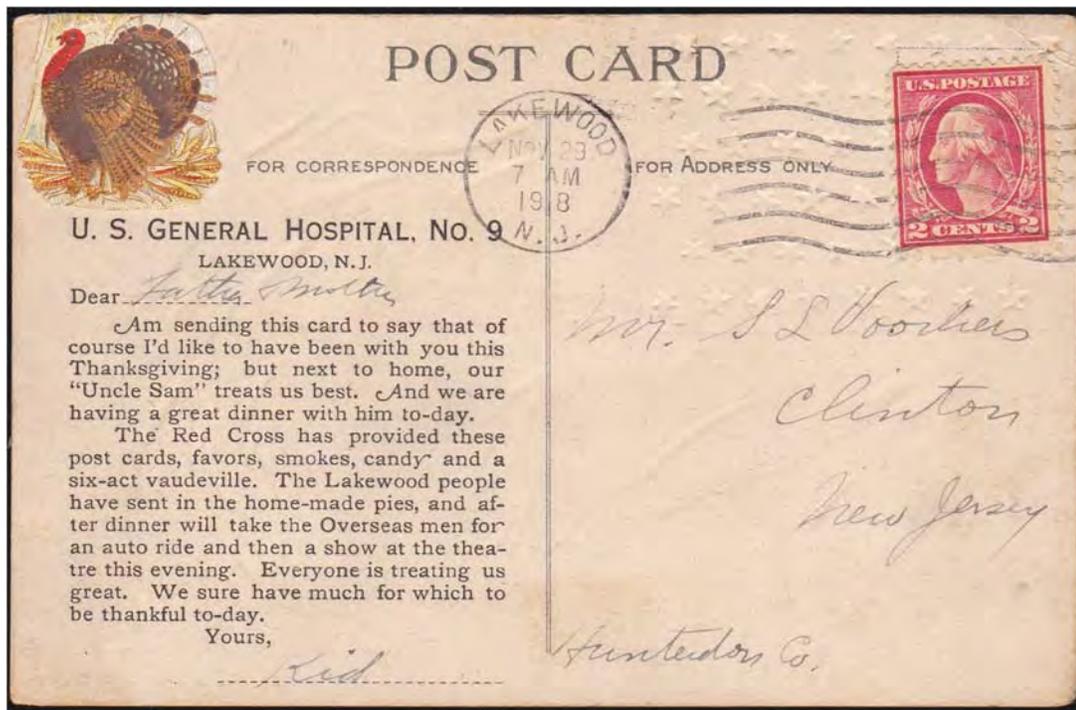


Fig. 29: A Lakewood machine cancel used November 29, 1918, on two cent war rate post card, before a special postmark was available. Card created by the Red Cross for soldiers under their care at Lakewood.

Only a single duplex handstamp postmark, reading “Lakewood, N.J. HOSP. NO. 9 BR.” has been reported,⁵⁷ with examples dated between December 9, 1918 and March 22, 1919.

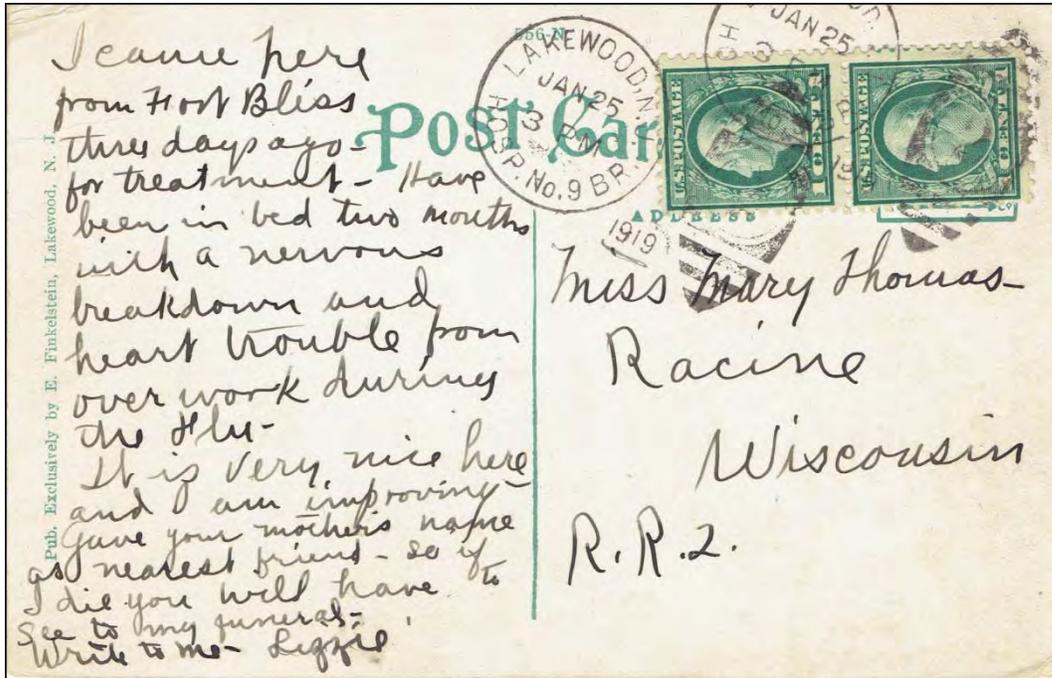


Fig. 30: Duplex handstamp postmark, January 25, 1919, on two cent war rate post card.

A poignant message from “Lizzie,” an apparent army nurse, is written on this post card:

I came here from Fort Bliss three days ago for treatment. Have been in bed two months with a nervous breakdown and heart trouble from overwork during the flu.

It is very nice here and I am improving. Gave your mother's name as nearest friend, so if I die you will have to see to my funeral.

Write to me. Lizzie

There were a number of other installations in New Jersey that operated during World War I. However, none of them were identified as military locations by the use of their own postmarks.⁵⁸ Instead, letters and post cards were placed into the mail at the nearest post office and may be identified as having come from a military post solely by a return address or a printed corner card.

By any measure, World War I has provided collectors with a wealth of New Jersey postal history, now 100 years old!

ENDNOTES:

¹ Anon., *New Jersey and the AEF, NJPH*, Vol. 8, Whole No. 39, September 1980, pp. 36-38. Brad Arch & Gene Fricks, *Update on New Jersey Military Mail, NJPH*, Vol. 21, No. 101, January 1993, pp. 3-14; Brad Arch, *New Jersey Military and War Covers, NJPH*, Vol. 27, No. 132, March 1999, pp. 34-61; Doug D'Avino, *Some New Jersey Closed Base Post Offices, NJPH*, Vol. 37, No. 176, November 2009, pp. 206-207. These articles illustrate a number of WW I covers and post cards and assisted the author in dating the periods of use for each of the reported postmarks.

- ² *The History of Fort Dix 1917-1959* (U.S. Army Training Center Infantry, 1959) pp. 5-6. This publication and a number of others that are referenced in this article were made available to the author at the New Jersey Historical Society's reference library in Newark and the Newark Public Library's New Jersey research room.
- ³ *Ibid*, pp. 8-12.
- ⁴ *Ibid*, p. 4.
- ⁵ *Ibid*, p. 13.
- ⁶ *Ibid*, p. 6.
- ⁷ *Ibid*, p. 15,
- ⁸ *Ibid*, p. 21.
- ⁹ *Ibid*, pp. 25-26.
- ¹⁰ *Ibid*, p. 27.
- ¹¹ Gene Fricks, *More New Jersey Military Bases*, *NJPH*, Vol. 38, Whole No. [177](#), February 2010, pp. 8, 15-16; Robert Swanson, *First World War Domestic Military Facilities of the United States 1917-1919, A Postal History* (Second ed. 2015)(available for purchase on-line at <http://swansongrp.com/bob.html>) (hereinafter *Swanson Book*). This 465-page study is an indispensable source of WW I postal history. Arranged by state, it provides a brief description of each installation, the dates of operation for each of the post offices, and illustrates examples of their postmarks and reported dates of usage. The dates of usage of each postmark in this article are based on Swanson's research as supplemented by those from the articles previously published in *NJPH* and referenced herein, as well as those confirmed by the author.
- ¹² John Trosky, *Heaven Hell or Cresskill? A Jersey City Connection to the A.E.F. in World War I*, *NJPH*, Vol. 41, Whole No. [190](#), May 2013, pp. 83-94. For a brief history of this camp which includes additional illustrations of several post cards and letters, see Gene Fricks, *op. cit.* pp. 9-10.
- ¹³ Howard W. Rose, ed., *Camp Merritt* (Harrington Park, N.J. Historical Society, 1984) p. 2.
- ¹⁴ *Ibid*, p. 9.
- ¹⁵ *Ibid*, p. 6.
- ¹⁶ *Ibid*, p. 36.
- ¹⁷ *Ibid*, pp. 36-37.
- ¹⁸ *Ibid*, p. 31.
- ¹⁹ *Ibid*, p. 85.
- ²⁰ *Ibid*, p. 87.
- ²¹ *Ibid*, p. 83.
- ²² Paul Jackson, *World War One New Jersey Covers*, *NJPH*, Vol. 33, Whole No. [160](#), November 2005, pp. 185-188.
- ²³ *Ibid*, p. 185.
- ²⁴ Robert J. Payne and A. J. Savkis, *More Information About the Hoboken Eagle and Wavy Box Cancel*, Machine Cancel Forum, Issue #207, January 2004 (retrieved March 7, 2017). The article describes this marking as a Universal machine cancel, Die 1 in black ink. See http://www.machinecancel.org/forum/hoboken_more/hoboken_more.html.
- ²⁵ Robert J. Payne and A. J. Savkis, *Hoboken Eagle and Wavy Box Cancel Found in Red Ink and a New Die*, Machine Cancel Forum, Issue #207 (retrieved March 7, 2017). Designated as Die 2, the article describes a number of slight differences between the two dies. This red cancel was used only on post cards from troops providing notice of their return to the United States. See http://www.machinecancel.org/forum/hoboken_more/hoboken_more.html.
- ²⁶ *Fort Monmouth History and Place Names 1917-1959* (Fort Monmouth, 1959) p.1.
- ²⁷ *Ibid*, p. 3.
- ²⁸ *Ibid* p. 2.
- ²⁹ *A History of Fort Monmouth 1917-1946* (Fort Monmouth 1947) p. 15.
- ³⁰ *Fort Monmouth History and Place Names 1917-1959, op cit.*, p. 4.
- ³¹ *Ibid*, p.10.
- ³² *Ibid*, p. 6.
- ³³ *Ibid*, p. 13.
- ³⁴ *History of Sandy Hook/Fort Hancock* (Fort Hancock, undated) pp. 23-24.
- ³⁵ *Ibid*, pp. 24-26.
- ³⁶ National Park Service, *Coastal Defense: Fort Hancock during World War I*" (retrieved March 7, 2017, <https://www.nps.gov/articles/fort-hancock-wwi.htm>).
- ³⁷ *History of Sandy Hook/Fort Hancock, op. cit.*, pp. 26-27.
- ³⁸ *Ibid*
- ³⁹ *Ibid*
- ⁴⁰ *Ibid*
- ⁴¹ Robert B. Roberts, *Encyclopedia of Historic Forts: The Military, Pioneer, and Trading Posts of the United States* (Macmillan, New York, 1988) p. 516.
- ⁴² *War Department, Annual Reports, 1918*, Vol. I (U.S. Government Printing Office, Wash. D.C., 1919) pp. 1067-68.

⁴³ *Swanson Book*, p. 178.

⁴⁴ Virginia Bergen Troger, *Colonia's WWI Hospital*, Issue No. 8, June 2010 (retrieved March 9, 2017), <http://gardenstatelegacy.com>).

⁴⁵ Office of the Surgeon General, *The Medical Department of the United States Army in the World War*, Chapter XXVIII, "General Hospital No. 3, Colonia, N.J." p. 375. (retrieved March 9, 2017, <http://history.amedd.army.mil/booksdocs/wwi/MilitaryhospitalsintheUS/chapter17.HTM>)

⁴⁶ *Ibid*

⁴⁷ Troger, *op cit.*, p. 4.

⁴⁸ *Ibid*, pp. 5 & 12.

⁴⁹ *Swanson Book*, p. 180.

⁵⁰ Office of the Surgeon General, *The Medical Department of the United States Army in the World War*, Chapter XXVI, "General Hospital No. 9, Lakewood, N.J." p. 520, (retrieved March 9, 2017, <http://history.amedd.army.mil/booksdocs/wwi/MilitaryhospitalsintheUS/chapter26.HTM>)

⁵¹ *Ibid*, p. 521.

⁵² *Ibid*, pp. 520-21.

⁵³ *Ibid*, p. 521.

⁵⁴ *Ibid*

⁵⁵ *Ibid*

⁵⁶ *Swanson Book*, p. 176.

⁵⁷ *Ibid*

⁵⁸ *Swanson Book*, pp. 168-184.

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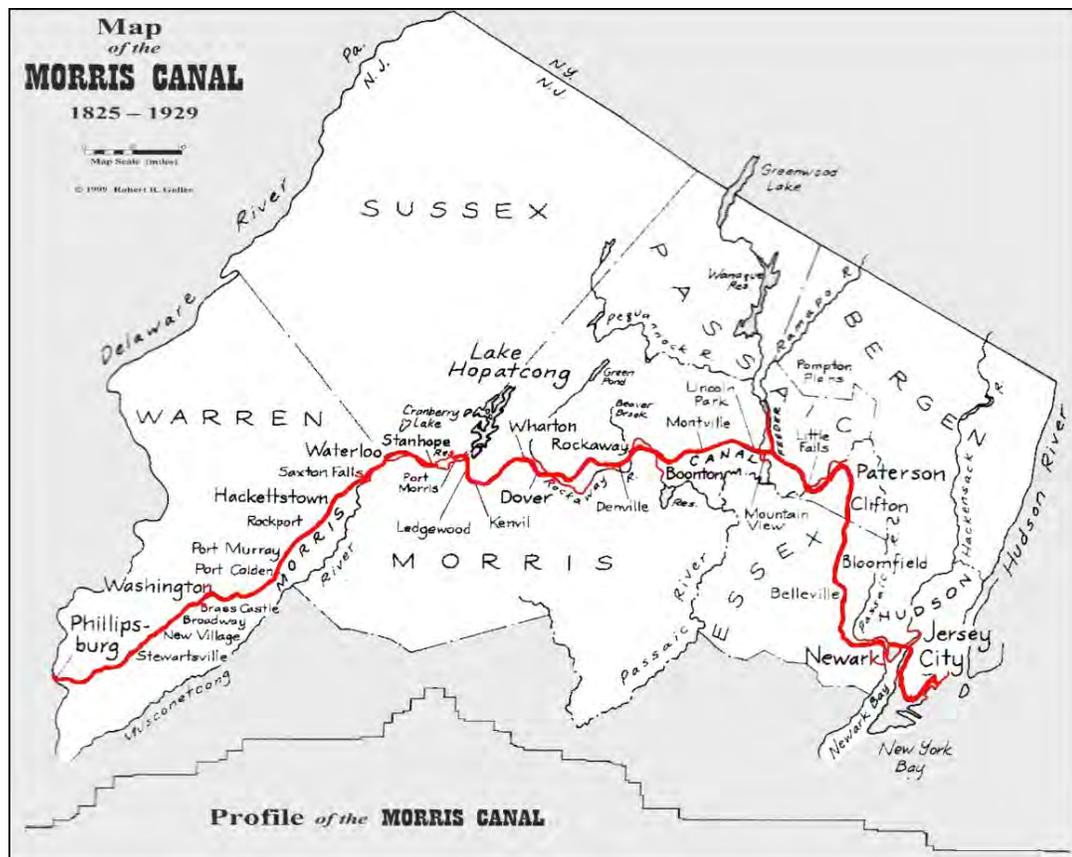
or robertrose25@comcast.net

MORRIS CANAL USAGE – A FIRST?

By Don Bowe

The Morris Canal had a history of 100 years, from 1825 to 1929, and during that time tons of goods were carried across the State of New Jersey – much of it Pennsylvania coal for New York markets. James Lee has memorialized much of this history in his various books.¹

The Morris Canal was particularly noteworthy from an engineering standpoint, in that for higher elevations, inclined planes were used instead of locks to carry canal boats up and down the changes of height across the state. Carries on the planes were accomplished by loading the fully loaded canal boats (built in two sections for that reason) into a cradle on rails. These were then lifted or lowered by water power and huge turbines as much as 100 feet, from one level of the canal to another.² At its beginning on the Delaware River (elevation 154 feet) to the New York Harbor at sea level (elevation 0 feet), the canal reached a height of 914 feet at Lake Hopatcong (see the profile of the canal on the map in *Figure 1*). Completed by 1831, it remained an important thoroughfare across the state through the 1860s for the transport of goods, when rail overtook the state for that purpose.



Map adapted from Robert Goller's map, itself an adaptation of an 1827 map of the proposed canal.³

Fig. 1: A map of the Morris Canal across the northern section of the state, originally to Newark and finally to Jersey City – a total of 100 plus miles. The “profile” below the map shows the levels it traversed – a total of 27 locks and 27 planes, from the Delaware River to the Hudson River.

MORRIS CANAL USAGE – A First? ~ Don Bowe

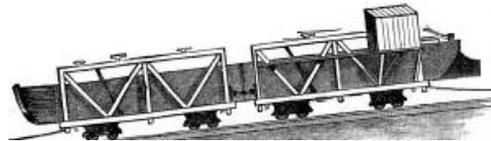
Hundreds of people built and maintained the canal, manned the boats, the locks and the planes, and were involved in businesses that arose across the State to transport goods, and yet, for all that time, no mail is known to have (for certain) travelled on the canal. There were no mail contracts awarded to the boat captains – while the Morris Canal served the heavy industries of



Fig. 2: A plane on the Morris Canal.⁴

New Jersey, there were faster ways to travel in New Jersey. Our first turnpikes were established 20 years before, and mail routes were established along them as quickly as they appeared. A letter sent by canal boat would take a plodding five-day route across the State, and the Post Office favored the fastest routes when possible.

Yet the simple convenience of handing a letter to a friendly boat captain and asking it to be delivered to someone down the line – “outside the mail” – would seem too easy not to have occurred from time to time. And for short distances, a letter sent by canal boat would have been received perhaps the same day, or the next.



It was my good fortune to acquire the pair of covers shown below from a dealer some years ago. The two are written in the same hand and appear to be to the same person. One travelled by post, as witness the Bloomfield cancel. The other is inscribed “by the Canal Boat.” As they seem to be part of the same correspondence, it is reasonably safe to assume that both letters traveled from Bloomfield to Newark, a distance of just under 15 miles. The only canal following that route was the Morris Canal.



Fig. 3: Postmarked Bloomfield in red to Newark, addressed in care of T.V. Johnson, and rated with probably “5.”

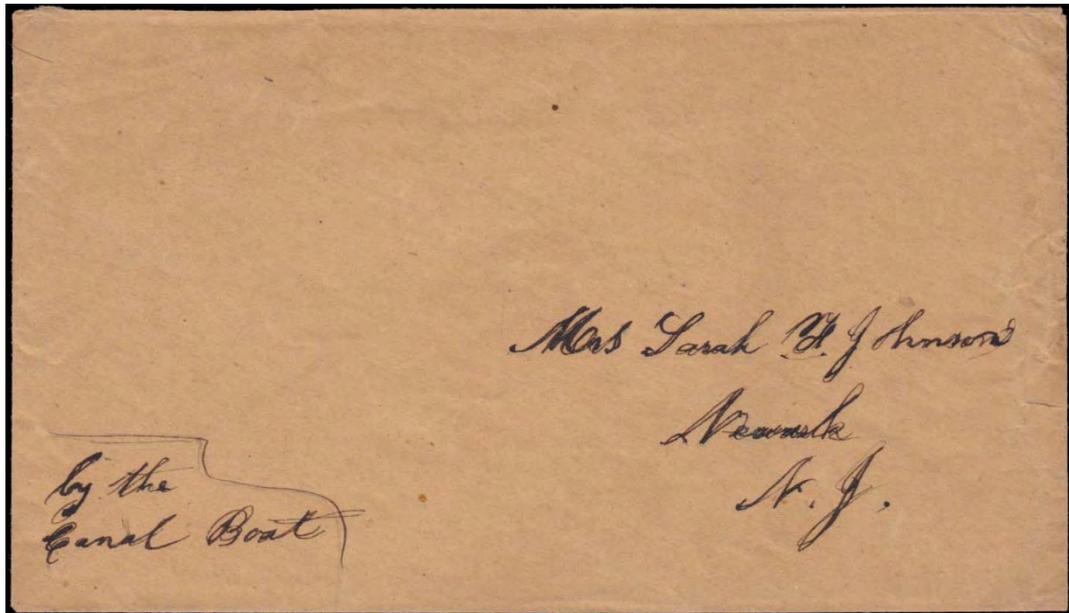


Fig. 4: From the same correspondence to Newark, sent with no postage and inscribed “by the Canal Boat.”

This Bloomfield postmark in red was used as late as 1850, according to Coles.⁵ The use of envelopes (as opposed to folded letters) was not common until about 1850-51, when stationery stores began producing hand-folded envelopes.⁶ By 1855, machine-folded and side-gummed envelopes came into use. These seem to be the former, as an adhesive was needed at the tip of the flap, and the label affixed on the flap on one may have been used to seal it, or at least reinforce the seal (it reads “Forget and Forgive”).

To encourage the prepayment of postage, by the Act of March 3, 1851, effective June 30, 1851, the rate for a half-ounce letter under 3,000 miles was reduced to three cents, while unpaid postage for the same distance remained at five cents. The penciled rate marking on the Bloomfield postmarked cover is less than clear. It can be read as either a “3” or a “5.” If read as a “3,” its manuscript “March 5” date would place the cover’s earliest possible use in 1852, making it the latest reported usage of this postmark in red. More likely, the rate marking, if read as five cents, would indicate that the cover was mailed unpaid in 1850 under the Act of March 3, 1845, which established a five cents rate for a half-ounce letter under 300 miles whether paid or unpaid.

These facts combined suggest a most likely use of these covers in 1850 which coincides with some of the highest traffic on the Morris Canal. Checking Newark City directories for 1850 and 1851, we find a T.V. Johnson (see the postmarked envelope, sent in care of T.V. Johnson) who operated a commercial dock in Newark, at the foot of Market Street, located at Corey’s Basin, where he dealt both in heavy goods such as coal and lumber, and as a wholesale grocer.⁷ So this cover travelled from Bloomfield to Newark, to the Passaic River where a tide lock connected it to the river.

So did the sender choose to save 5¢ by handing a letter to a boat captain, to be dropped off at the T.V Johnson dock in Newark? It seems highly possible that this was the case, and that what we have here is a genuine canal usage. Does anyone have others? I would appreciate hearing – write the editor at njpostalhistory@aol.com.

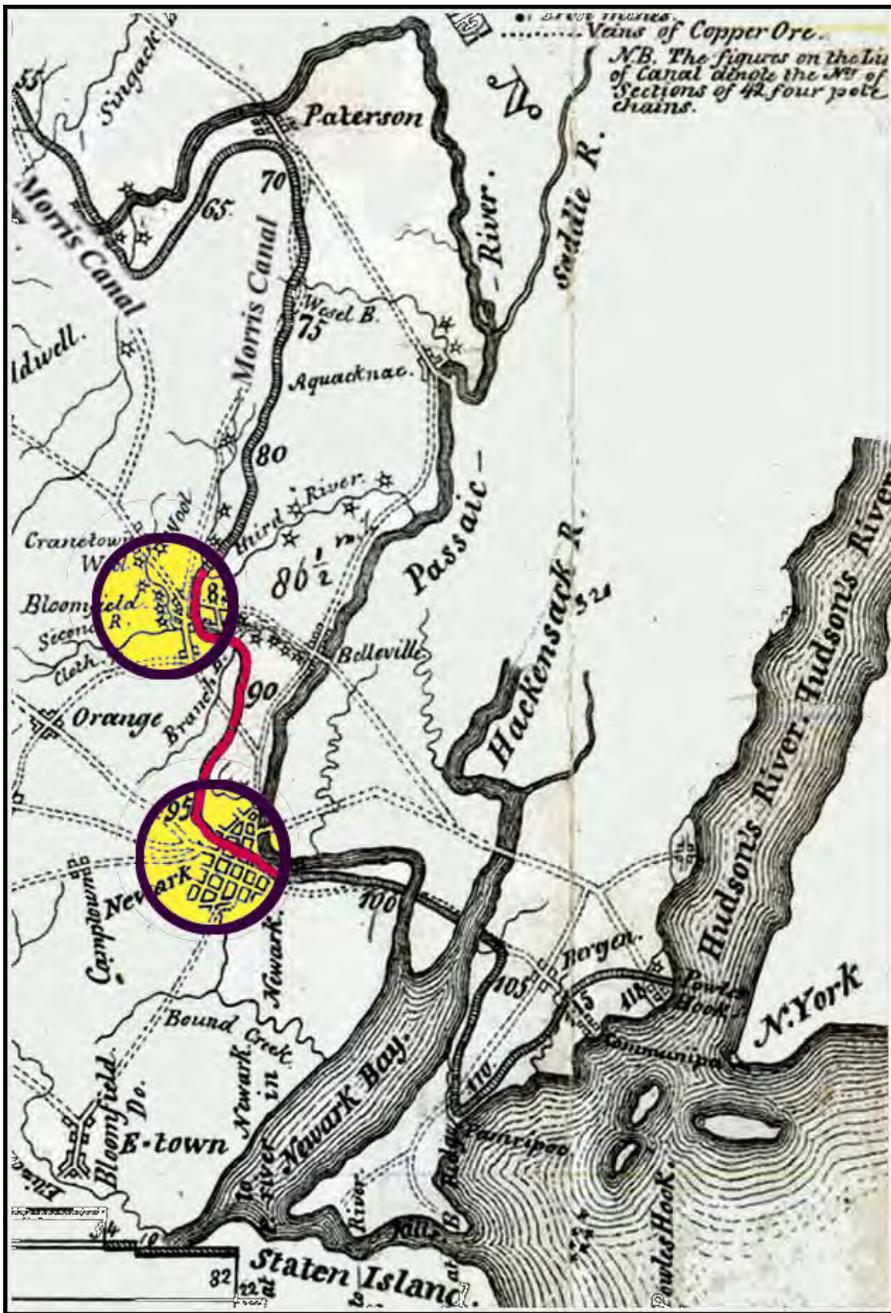


Fig. 5: An enlarged map shows the section between Bloomfield and Newark, a distance of hardly 10 miles, but in that short distance the canal travels through 4 locks and 2 planes, with an elevation change of 120 feet, as it approaches tidewater in Newark.⁸

From Bloomfield to Newark, the canal passed through 2 planes (Planes 11 & 12 E) with a lift of 54 feet and 70 feet, plus 4 locks (locks 14-18E, with lifts of 10 feet, 10 feet, 20 feet. and 10 feet) and the Passaic River Tide lock – all between mile markers 83.58 and 92.89 – a distance of 9.31 miles.



Fig. 6: Plane 11E in Bloomfield, showing a boat going up the plane in its “cradle” with a distance in elevation of 54 feet.

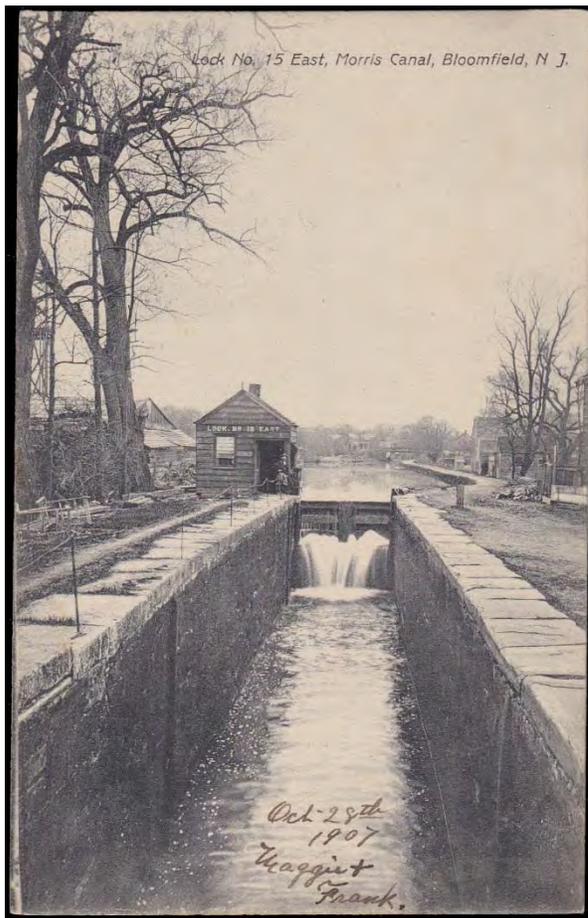


Fig. 7: Lock 15E in Bloomfield, a drop of 10 feet.

MORRIS CANAL USAGE – A First? ~ Don Bowe

After passing through another lock of 10 feet, it approached a second plane (12E) which took the boat down another 70 feet into Newark. It entered the city at the northwest, near what is now Branch Brook Park, and travelled across the city, passing under the market. No mules were used in that section – boats depended on poles pushing against the sides of the canal, or steam tugs, to bring it to another lock, where it dropped another 20 feet.

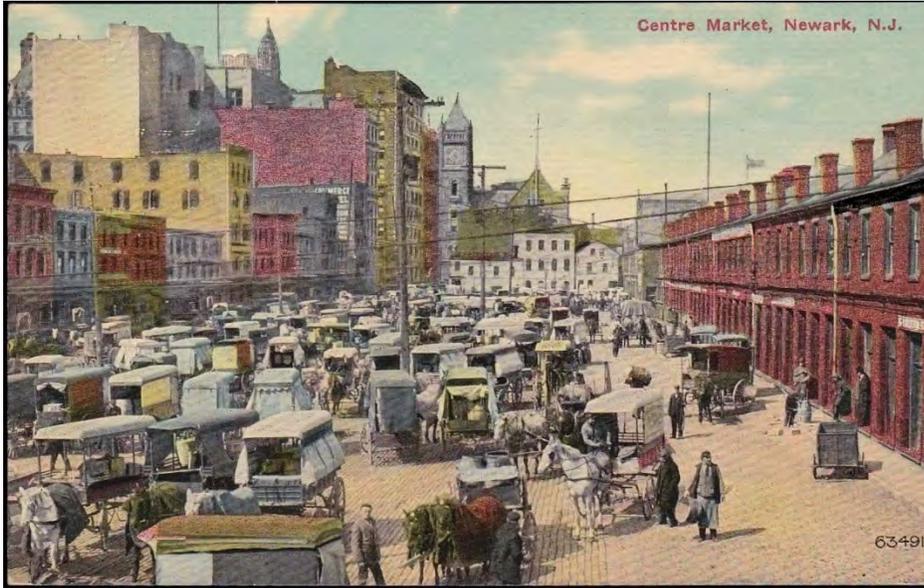
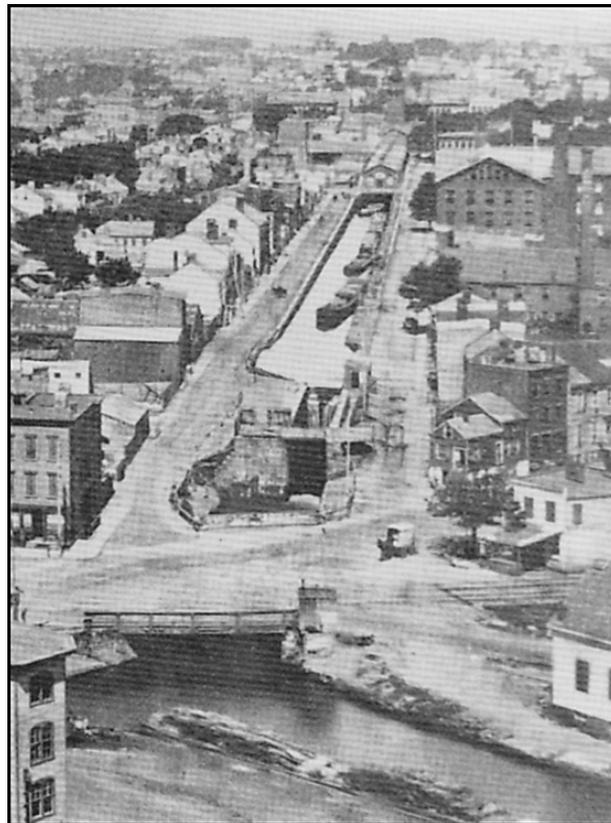


Fig. 8: Newark Market – the canal runs beneath it.

From there it emerged to another lock before tidewater, and from there into the Passaic. The extension built would later take boats down what is now Raymond Boulevard, across the river to Bayonne, where the canal circled the southern section to eventually arrive at the Hudson River, next to where the Central New Jersey RR terminal still stands.

Fig. 9: The canal emerged from under the Newark market to a lock, and then splits (in foreground) one branch running to the right to the Passaic River, and the other continues along what is now Raymond Boulevard to Jersey City (barely visible here).⁹



Then and Now photos from the Canal Society website, done by Bob Hofmann:¹⁰

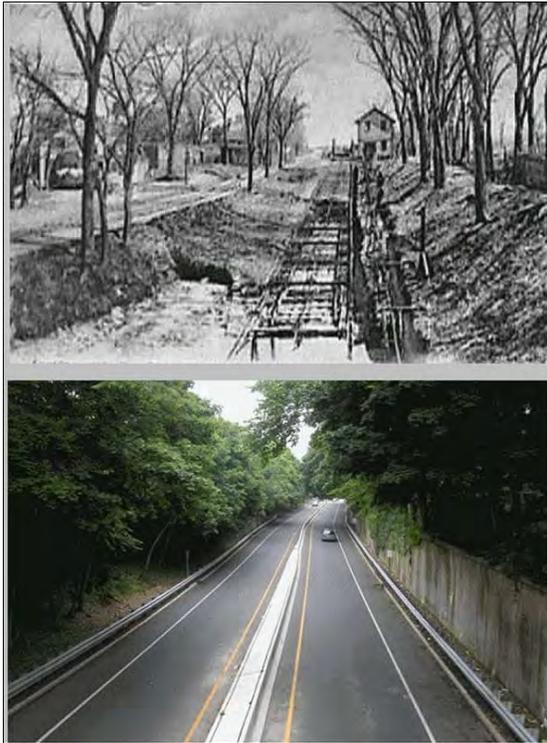


Fig. 10: Bloomfield Plane 11E showing as it was and how it now appears.



Fig. 11: Newark Lock 16E showing as it was and how it now appears.

ENDNOTES:

¹ Some of this history is available in good detail by James Lee at www.morriscanal.org.

² Those interested in the technology of the canal will find an excellent explanation on further pages of the site mentioned above at <http://www.morriscanal.org/tech.htm>.

³ Goller, Robert, *The Morris Canal, Across New Jersey by Water and Rail*, Arcadia Press, Charleston, NC 1999

⁴ *Artist-Life in the Highlands, and Among the Nail-Makers*, reprinted from Harper's New Monthly Magazine, No. CXXII, July 1860, Vol XXI, published by The Canal Society of New Jersey, 1994

⁵ Coles, Jr., William C., *The Postal Markings of New Jersey Stampless Covers*, published by The Collectors Club of Chicago, 1983, type B29, p. 145.

⁶ Benjamin, Maynard H. *The History of Envelopes*, at https://postalmuseum.si.edu/research/pdfs/EMA_History.pdf.

⁷ *Directory of the City of Newark for 1850*, and same for 1851-1852 at

https://archive.org/stream/directoryofcityo00pieriala/directoryofcityo00pieriala_djvu.txt.

⁸ List of planes and locks on the Morris Canal, numbered west to east, mile marker 1 at Philipsburg, and 92.89 at the Passaic tidewater lock, noting heights and mile markers, at <http://canalsocietynj.org/mcdata.htm>. Locks and planes are numbered from the height of land at Lake Hopatcong, beginning 1E and 1W from that point, descending west to the Delaware River at Philipsburg, and east to the Passaic River at Newark.

⁹ Goller, *The Morris Canal*, ob cit.

¹⁰ Comparison photos by Bob Hofmann of the Canal Society website. Go to <http://www.canalsocietynj.org/CSNJ/index.html> and choose Then and Now photos.

MAIL SENT ABROAD TO AND FROM MORRIS COUNTY Part 4: Tortola, British West Indies

By Donald A. Chafetz

INTRODUCTION

I enjoy collecting stampless covers for two reasons – for the philatelic aspect of understanding and interpreting the rates, routes and markings and secondly for the human aspect that can be found in the attached letter if the cover/letter is still intact. When I find an interesting Morris County stampless cover, I check the cover's rates and markings and then consider the routing of the cover either into or out of the county.

For covers sent within the United States, the rates and markings are well documented in numerous philatelic publications. On the other hand, when I have transatlantic covers they can prove to be a challenge in trying to read the scribbled rate and route markings. There is the additional problem of understanding the currency, postal rate and the various treaties prior to the formation of the Universal Postal Union (UPU). This challenge is part of the joy of collecting stampless covers and philately.

A number of years ago, I acquired three stampless covers sent from Tortola, the British Virgin Islands to Morris County. The covers were sent between 1788 – 1802. My initial challenge was to determine where Tortola was and what was its history during the 14-year span of the covers.

Thanks to a Google search of the Internet I was able to locate a map of the islands and a brief history.



Fig. 1: Google map showing location of Tortola in in the British West Indies.

Tortola is the largest and most populated of the British Virgin Islands (a group of islands that forms part of the archipelago of the Virgin Islands) and has a surface area of 55.7 square kilometers (21.5 square miles). It currently has a total population of 23,908, with 9400 residents in Road Town. Mount Sage is its highest point at 530 meters (1,740 feet) above the sea.

In the late 16th century, the English, who had successfully usurped control of the area from the Dutch, established a permanent plantation colony on Tortola and the surrounding islands. Settlers developed the islands for the sugarcane industry, with large plantations dependent on the slave labor of Africans transported across the Atlantic Ocean. The majority of early settlers came in the late eighteenth century: Loyalists from the Thirteen Colonies after the American Revolutionary War were given land grants by the Crown to encourage development. They brought their slaves with them, who outnumbered the British colonists. The sugar industry dominated Tortola economic history for more than a century.¹

COVER #1

The first cover is dated June 14, 1788 and was sent by John Braithwaite to John Sharpenstine, Dutch Valley. Question: Where is Dutch Valley? The Washington Township, Morris County website tell us the following:



Fig. 2: Washington Township outlined
Location of Dutch Valley (Morris County)

- Originally known as Long Valley
- Name changed to Dutch Valley, then German Valley, before again becoming Long Valley
- Currently Long Valley²

Washington Township is the most westerly township in Morris County. It was one of the six townships into which the county was divided in 1798. Prior to that, Washington Township was part of Roxbury.

The first settlers of this township set foot on the shores of the New World in 1707. They were German Protestants from Saxony, Germany, who left their native land in search of a place where they could worship God in the way they thought right without fear of persecution.

They sailed to Holland and formed many acquaintances with the Dutch. When they decided to travel to America, their destination was New York to settle among the Dutch. They traveled in the general direction of New York, until they arrived in the region now known as German Valley. According to tradition, when these early settlers saw the beautiful country spread out before them, they believed that this was the promised land which the Lord designed for them before they left their homes. They gave up their project of going to New York and agreed to settle down and make their homes in the peaceful valley.

Washington Township was incorporated on February 12, 1798.³

The writer indicates he has recently arrived on the island. The contents indicate he is a gentleman who had lived in Dutch Valley and was acquainted with several families in the Valley. The letter's contents mention an estate and a mortgage, but no details about what his interest was in either. He also inquires about the clearing of a meadow and recommends some workers presumably to help with the meadow work.

He indicates that he is staying with his uncle the Honorable and Rev. Thomas Braithwaite.



Fig. 3a: 1788 cover carried by favor of M^r. Rapalje to John Shapenstone in Dutch Valley.

Postage and Route

Dateline June 14, 1788 Tortola, British Virgin Islands
 Transits Ship to Philadelphia, PA
 To: Dutch Valley, NJ (west Morris County, NJ)
 Carried by: favor by M^r. Rapalje
 Excerpt: ...write to me by getting Mr. Rapalje to forward them by Captain Godwise who is in the west (sic) India trade...



Fig. 3b: Reverse of 1788 cover marked way 3/4 and noted "pleas to forward this morrow if you pleas."

Ship letter	16 gr
60-80 miles	2 dwt 00 gr
Carrier way fee	20 gr
Postage and way fee:	3 dwt 4 gr (i.e. 3/4)

Possible Explanation of Way Fee 3/4:

Way fee (upper right corner) – Cover was given to a carrier (i.e. Mr. Rapalje) on his way from one location (probably Philadelphia) to another (Dutch Valley). It was rated from the point of pickup with an amount added to compensate the rider.

COVER #2

The second letter contents are very difficult to read due to staining. Generally, it begins with greeting and comments on the writer's health and hopes Mr. Sharp's family is in good health. It appears that Mr. Sharp has shortened his name from Sharpenstine to Sharp. It is possible Mr. Sharp is an attorney because of ESQ. after his name.

The parts of the letter I can read indicates that Honorable and Rev. Thomas Braithwaite's nephew, John Braithwaite, is the executor of his will, but has gone to North Carolina and has not been heard from. Mr. Sharp is asked to perform some duties, but I cannot read exactly what they are.



Fig. 4: 1794 cover sent from Tortola to John P. Sharp, Esq., Buds Valley, Morris County, New Jersey.

Postage and Route

Dateline November 7, 1794 Tortola, British Virgin Islands
Transits December 7, 1794 Ship to Philadelphia, PA
To: Buds Valley, NJ (west Morris County, NJ)

Ship fee	4 cents
60-100 miles	10 cents
Total	14 cents

COVER #3

This is a business letter that discusses some employees and their salaries who I assume are working in NJ. The writer is glad to hear that Sally, who had been brought to NJ as a slave, was free and doing well.

While the handwriting is not blocked by staining, the writing is very “tight” and small so it is very difficult to read and understand. The handwriting also appears to be different than the handwriting in the two previous letters. While the signature appears to be the same as in the first two letters, I wonder, based on the tone of the wording of the letters, if this letter was written by a secretary.

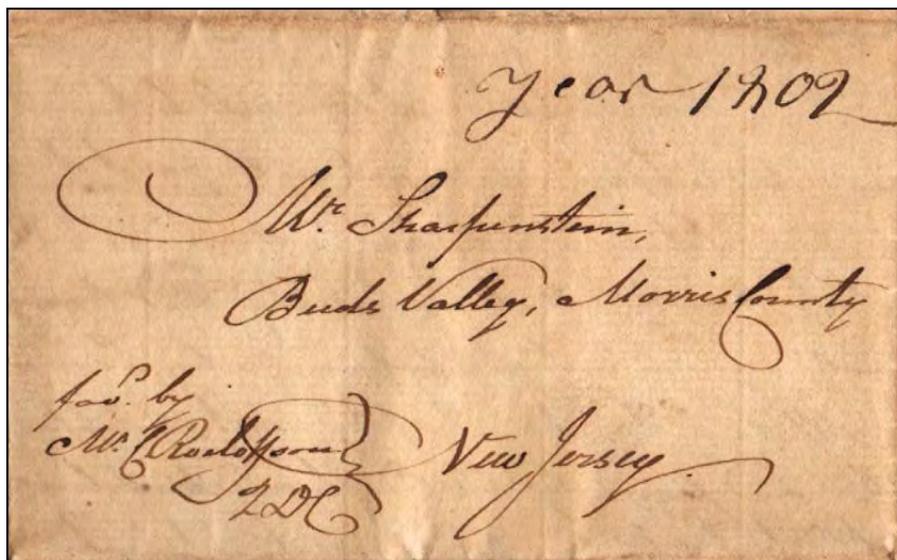


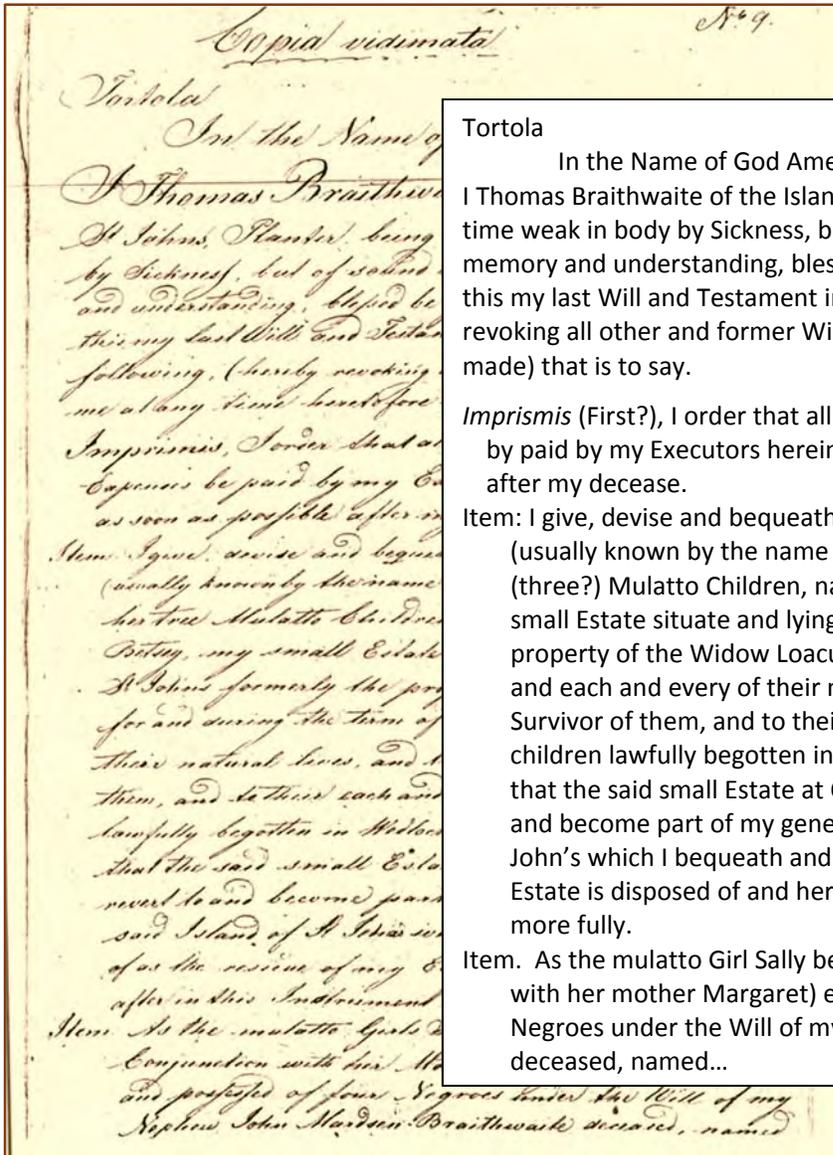
Fig. 5: 1802 cover sent from Tortola to Mr. Sharpentine, Buds Valley, Morris County, New Jersey, carried by favor of Mr. C. Rodolfson.

Postage and Route

Dateline June 2, 1802 Tortola, British Virgin Islands
 Carried outside the mail
To: Buds Valley, NJ (west Morris County, NJ)
Favor by Mr. C. Rodolfson

A further Internet search netted the following, a part of the last will and testament of the Reverend Thomas Braithwaite of Tortola and St. John (USVI) from the probate of Jane Braithwaite (VLA 35.41.3, Case # 13, 1827). It is included in a PowerPoint presentation by David W. Knight.⁴ From this it would appear that Reverend Thomas was predeceased by his nephew John.

Knight, an historian with the St. John (VI) Historical Society adds in a further article, that “According to the ‘1832 Register of the Free Colored Inhabitants of St. John,’ Margaret Braithwaite was born into slavery on the island of Tortola in 1762 (although the 1860 census of St. John gives her place of birth as “Africa”). In 1797 she was brought to St. John by the owner of Estate Bordeaux, Reverend Thomas Braithwaite, who had purchased her freedom on the 27th of May of that year. Over the course of their relationship Margaret produced three children with Thomas Braithwaite, all girls, who were left sizable ‘fortunes’ upon the good Reverend’s demise.”⁵



Tortola

In the Name of God Amen

I Thomas Braithwaite of the Island of St. Johns, Planter, being at this time weak in body by Sickness, but of sound and disposing mind, memory and understanding, blessed be God! Do make and publish this my last Will and Testament in manner and form following (hereby revoking all other and former Wills by me at any time heretofore made) that is to say.

Imprismis (First?), I order that all my just Debts and funeral expenses be paid by my Executors herein after mentioned as soon as possible after my decease.

Item: I give, devise and bequeath unto Margaret a free Woman, (usually known by the name Margaret Braithwaite) and her tree (three?) Mulatto Children, named Sally, Jenny, and Betsey, my small Estate situate and lying in Coralbay, St Johns formerly the property of the Widow Loacum, for and during the term of their and each and every of their natural lives, and the Survivors and Survivor of them, and to their each and every of their child or children lawfully begotten in wedlock, after which it is my Will that the said small Estate at Coralbay as aforesaid shall revert to and become part of my general Estate in the said Island of St. John's which I bequeath and dispose of as the residue of my Estate is disposed of and hereafter in this Instrument will appear more fully.

Item. As the mulatto Girl Sally beforementioned is (in Conjunction with her mother Margaret) entitled to and possessed of four Negroes under the Will of my Nephew John Mardsen Braithwaite deceased, named...

CONCLUSION

Stampless covers with their accompanying letters provide a glimpse into the lives of people long gone. It brings people alive – making them real, not just names on paper.

It is also amazing where the Internet can take us, and leaves us speculating about the fate of “Sally” mentioned in the letter above, who came to New Jersey as a slave (although she was freeborn on the Islands, and even a slave-owner herself). The combination of old letters and new resources makes research of this type even more exciting.

However, one final sad note: with the proliferation of these newer forms of communication such as the Internet, Twitter, Facebook, Instagram, etc., the art of letter writing is disappearing. In the future, there will be no covers with letters for philatelists or historians to study and learn from the past.

ENDNOTES:

- ¹ History from Wikipedia at <https://en.wikipedia.org/wiki/Tortola> (4/24/2017)
- ² From The New Jersey Historical Society's website page, New Jersey Place Names with Former Names and County. See http://www.jerseyhistory.org/place_names_and_counties.html#D. (4/25/2017).
- ³ Wash. Twp., Morris Cty at <http://www.wtmorris.org/index.php/2012-08-15-14-34-13/history.html> (5/19, 2017).
- ⁴ David W. Knight, Death and Taxes, copyright 2011, PowerPoint slide show on Rootsweb.ancestry.com. See www.rootsweb.ancestry.com/~vicgl/Probate/Death%20&%20Taxes%20DKLP2.ppsx.
- ⁵ An article by David Knight, Sr. on The St. John (US Virgin Island) Historical Society website at <http://stjohnhistoricalsociety.org/dear-judge-margaret-braithwaite/>

TRENTON POST OFFICE APPOINTMENTS SIGNED B FRANKLIN!

Siegel's 2016 Rarities of the World Auction showcased the following two items in one lot:

Fig. 1, at right, showing the October 1775 appointment of Abraham Hunt as Postmaster in Trenton, signed by B Franklin, Postmaster under the United Colonies.

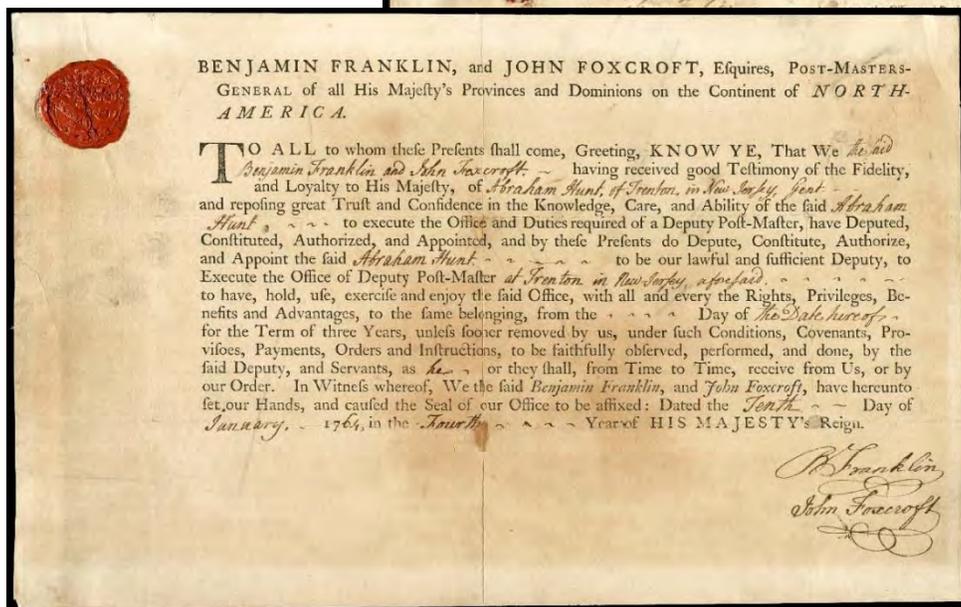
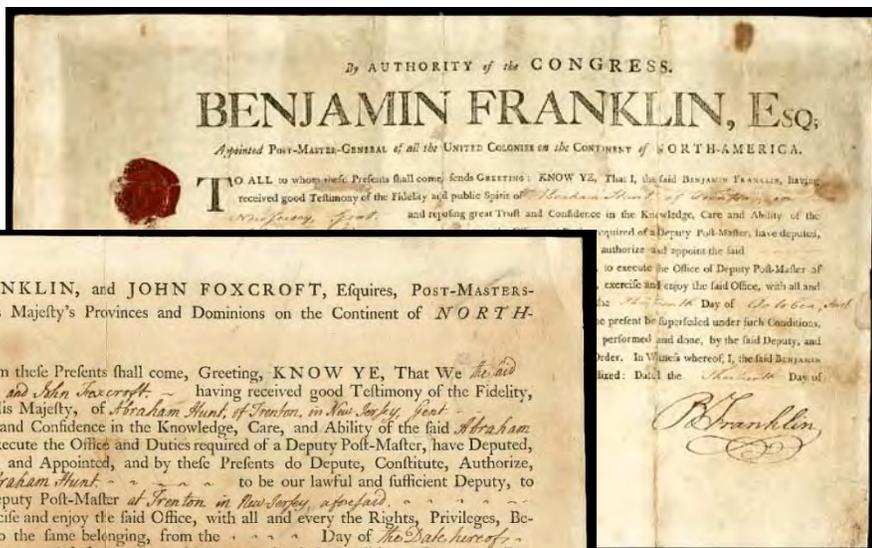


Fig. 2, at left, showing the earlier (1764) appointment of Hunt as Postmaster under the authority of the British Crown, signed by both Franklin and Foxcroft.¹

Abraham Hunt, the postmaster appointed here, is the same man at whose home Hessian General Rall partied on the night Washington crossed the Delaware and successfully surprised the British and Hessians on the morning of December 26, 1776, winning the Battle of Trenton. Hunt is sometimes cited as a Loyalist sympathizer, but history seems to bear out that his leanings were quite firmly on the side of the Patriots. Had Rall not been enjoying the evening so much, it is quite possible he would have paid more attention when a note warning him of the imminent threat was handed to him that evening, and history might have taken a very different turn.

This lot closed at \$25,000, against an estimate of \$30,000-\$40,000.

¹ Lot #301, Rarities of the World Sale Number 1129, May 31, 2016. Illustrations courtesy of Siegel Auctions.

ON THE AUCTION SCENE: NJ Stampless & 19th Century Covers

By Robert G. Rose

Two recent auctions sales conducted by Schuyler J. Rumsey Philatelic Auctions, Inc. featured an interesting array of 19th century postal history from New Jersey including covers from the stampless period through the Columbian Issue. Rumsey's "Gems of Philately" sale on March 21, 2017 included four noteworthy covers, including examples of New Jersey's two negative town postmarks. The first, the well-known Haddonfield negative, as illustrated in *Figure 1*, was represented by an 1841 folded letter with an August 6th postmark to Salem, New Jersey.¹ This folded letter was sent unpaid at the single letter rate of 10¢ for a distance of 30 to 80 miles. The cover, described as having some light staining with an estimate of \$1,000 to \$1,500, sold for \$850 hammer plus the 15% buyer's commission for a total of \$977.50.



Fig. 1. Haddonfield Negative Postmark, August 6, 1841 to Salem, N.J. Lot 45.

The second, and only other negative postmark used in New Jersey, was the much scarcer Lambertville marking, as illustrated in *Figure 2*.² This 1841 folded letter was apparently sent unpaid at the single letter rate of 10¢ for a distance of 30 to 80 miles (contrary to the auction description) and was then re-rated at the reduced fee of 6¢ because Allentown, located in Monmouth County, is less than 30 miles from Lambertville. The cover, described as having a minor edge flaw at the top center and some docketing at left, was estimated at \$1,000 to \$1,500. It sold for \$1,500 plus the 15% commission for a total of \$1,725.



Fig. 2. Lambertville Negative Postmark, March 2, 1841 to Allentown, N.J. Lot 46.

The sale included a significant rarity on cover, a 90¢ orange small banknote (Scott 229) in combination with singles of the 3¢ purple and 1¢ deep green small banknotes (Scott 268 & 279) on a small registered cover to St. John's, Newfoundland, illustrated in *Figure 3*. The stamps are all tied by "Hoboken, N.J., Dec 2, 1902" postmarks. In addition, the cover is handstamped with a purple "Registered, Hoboken, N.J., Dec 2, 1902" straight line date stamp. A New York registry etiquette was applied over the 1¢ and 3¢ stamps. Estimated optimistically at \$10,000 to \$15,000, it sold for \$7,250 plus a 15% buyer's commission for a total of \$8,337.50.³

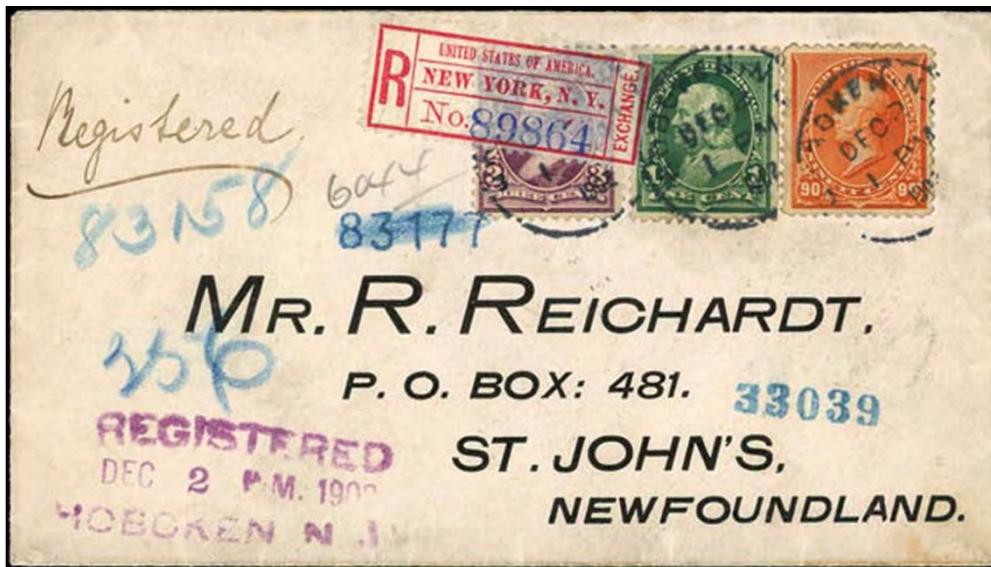


Fig. 3. 90¢ small banknote on 1902 registered cover to Newfoundland. Lot 128.

The sale included a \$1.00 Columbian on a registered cover to Stettin, Germany, the stamp tied by a Hoboken, N.J. postmark dated November 15, 1893, with a boxed purple registered handstamp and a New York registry etiquette, illustrated in *Figure 4*.⁴ With an estimate of \$1,500 to \$2,000, it sold for \$1,450 plus a 15% buyer's commission for a total of \$1,667.50. This cover, with the printed corner card of "John Pabst, Hoboken, N.J.," is one of a series of identical printed covers with single copies of the 50¢ through \$5.00 Columbians, all sent by registered mail to a printed address in Stettin, Germany, which have been the subject of previous coverage in these pages.⁵

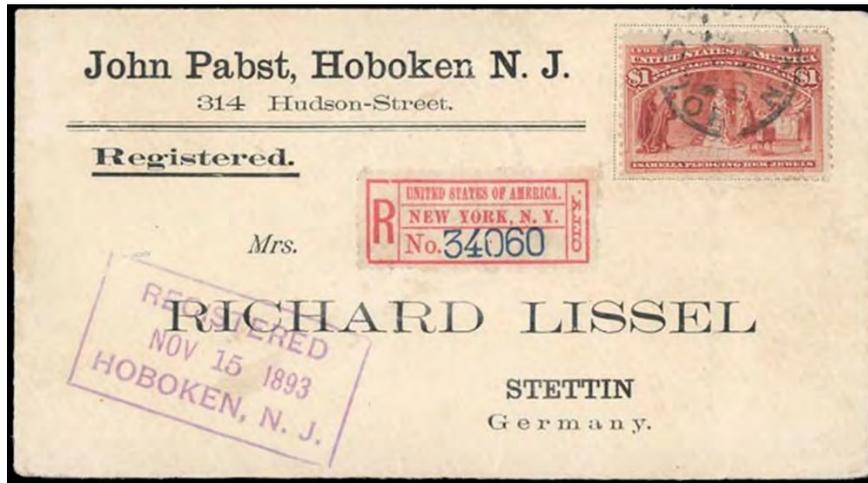


Fig. 4. \$1.00 Columbian on 1893 registered cover from Hoboken to Stettin, Germany. Lot 129.

The second Rumsey auction sale included over 20 lots of primarily 19th Century New Jersey trans-Atlantic mail covers.⁶ However, the highest price was brought by a stampless cover that travelled from Bridgeton to Canton, China (*Figure 5*).⁷ This 1835 folded letter is postmarked July 31 with a hand stamped double circle and matching "PAID" to Philadelphia, at the 10¢ single letter rate for 30 to 80 miles. From there it was carried outside the mail to a U.S. Navy physician aboard the U.S. *Peacock* in care of the American Consul at Canton. As noted in the catalog's description, even though carried outside the mails from the United States, this is an early letter to China. Against an estimate of \$500 to \$750, it sold for \$1,350 plus a 15% commission for a total of \$1,552.50.

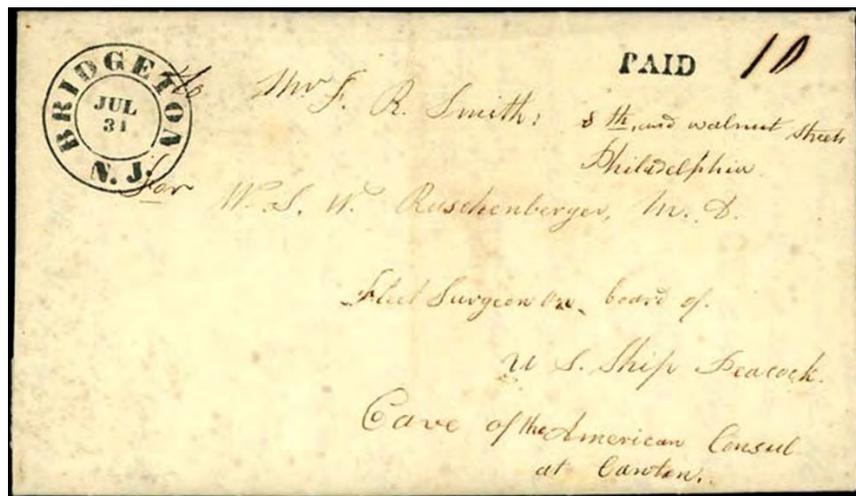


Fig. 5. Bridgeton 1835 stampless cover to Philadelphia, then carried outside the mails to Canton, China. Lot 46.

The 12¢ 1851 Issue (Scott 17) is a classic stamp with less than a handful of reported New Jersey usages.⁸ This 1856 cover from Mount Holly is the only reported cover from New Jersey to England, paid by four single stamps paying 48¢, the double 24¢ treaty rate pursuant to the Postal Convention of 1848 between the U.S. and the United Kingdom (*Figure 6*).⁹ The cover was marked in red with a “6” while in transit through New York, indicating a 6¢ credit to England for its inland postage at the double rate, a packet fee of 32¢ at the double rate, with the remaining 10¢ paying the double U.S. inland rate.¹⁰ Described with a top edge mend, small stamp flaws, and “mostly four margins” with an estimate of \$300 to \$400, the cover brought \$425 plus a 15% commission for a total of \$488.75.



Fig. 6. Mount Holly to England with four 12¢ stamps (Scott 12) paying double 24¢ rate. Lot 1426.

A 24¢ lilac 1861 Issue (Scott 78) was featured on an attractive 1867 cover from Moorestown to London, the stamp paying the 24¢ treaty rate to England (*Figure 7*).¹¹ Postmarked with a blue town postmark the cover was handstamped with a red Philadelphia exchange marking showing a 3¢ credit to England for its inland postage, and a red London “PAID” receiving mark. Estimated at \$200 to \$300, it sold for \$160 plus a 15% commission for a total of \$184.00.



Fig. 7. Moorestown to London with 24¢ lilac (Scott 78) paying 24¢ rate. Lot 1533.

An 1869 cover (Figure 8) with two singles of the 10¢ Green F Grill (Scott 96) with a printed address to the “Rev. James S. Dennis” in “Beirut Syria,” from this well-known missionary correspondence, was included in the sale.¹² A printed directive on the cover indicated that its routing was “via North German Union Closed Mail.” The two 10¢ stamps prepaid the 20¢ closed mail rate to Syria via Germany. The stamps are tied by donut cancels with a duplex “Newark N.J. Jun 8” postmark, a red “New York Paid All Br. Transit, May 9” exchange backstamp and matching “5” handstamp in a circle for the credit to the North German Union.



Fig. 8. Newark to Beirut, Syria franked with two single 10¢ green F grills. Lot 1549.

The catalog description states that the cover was carried by the Cunard Line *Java* from New York on June 9, arriving in Queenstown, England on June 18. From there it continued its routing in a closed mail bag via Belgium to Germany where the bag was opened at the German exchange office in Aachen.¹³ That office was aboard a train on the routing between Verviers, Belgium and Cologne.¹⁴ The exchange office clerk on the train marked the face of the cover with a four-line red orange datestamp, “Verviers. B., 20 6, Coeln, Franco,” showing the date as June 20 and that the letter was paid. The clerk also marked the letter in red pencil “Wfco 2” to show a credit for foreign postage, beyond Germany, or “weiterfranco” of 2 silbergroschen had also been paid. On the cover’s reverse there is a Trieste June 22 oval transit backstamp, and a brownish Beirut July 5 circular arrival handstamp. The catalog description states that the stamps are with faults and top edge repairs affecting the Newark postmark. With an estimate of \$500 to \$700 for this scarce destination, the cover sold for \$625.00 plus 15% commission for a total of \$718.75 despite the cover faults.

The final cover in this article is franked with a 12¢ Banknote (Scott 151) on an 1872 usage to Rostock, Germany (*Figure 9*).¹⁵ The stamp is tied by a “Hoboken N.J. Sep 27” duplex postmark with target cancel, and a partial red “New York Paid All” exchange marking.¹⁶ The cover was endorsed in manuscript by the sender “Per German Steamer.” The 12¢ franking paid the 6¢ double rate to Germany under the North German Union Mail Postal Convention of 1870.¹⁷ The New York exchange datestamp indicated that the cover was fully paid, and that it would be carried on a steamer directly to Germany.¹⁸ When the cover arrived at the Bremen exchange office on October 10, 1872, it was handstamped with a boxed red three-line exchange marking, confirming that the cover was fully paid and its 10/10/72 date of arrival in Germany.¹⁹ The cover reached Rostock on October 11 as evidenced by the arrival handstamp on the cover’s reverse. With an estimate of \$200 to \$300, it sold for \$200 plus 15% commission for a total of \$230.



Fig. 9. Hoboken to Germany, with 12¢ Banknote franking double rate cover. Lot 1560.

ENDNOTES:

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- ¹ Schuyler J. Rumsey Philatelic Auctions, Inc., *Gems of Philately*, Sale No. 72, March 21, 2017, lot 45. See <http://www.rumseyauctions.com/auctions/sale/72> for this item and those shown in *Figures 2-4*.
- ² *Ibid*, lot 46.
- ³ *Ibid*, lot 128. This cover was illustrated on the front page of *NJPH*, Vol. 30, Whole No. [145](#), March 2002. No history or information concerning its sale was included in the journal.
- ⁴ Schuyler J. Rumsey Philatelic Auctions, Inc., *op. cit.*, lot 129.
- ⁵ Robert G. Rose, *Columbian Dollar Values*, *NJPH*, Vol. 29, Whole No. [141](#), March 2001, pp. 13-14, reporting \$2.00, \$3.00 and \$5.00 Columbians, all postmarked from Hoboken on December 13, 1893; Robert G. Rose, *More Columbian Hoboken Covers*, *NJPH*, Vol. 30, Whole No. [145](#), March 2002, pp. 3-5, reporting 50¢ and \$4.00 Columbians postmarked on December 13, 1893 and a \$1.00 Columbian (the subject of the current article), all postmarked on November 15, 1893. This cover was sold previously at auction by Shreves Philatelic Galleries, Inc., Postal History Sale, September 26, 1996, lot 353. An endnote in the March 2002 article made reference to another \$2.00 Columbian on a registered Pabst cover from Hoboken to Germany, dated December 20, 1893 that had been sold in a Rumsey auction, Sale No. 4, May 12-14, 1998, lot 1064; Robert G. Rose, *Columbian Hoboken Covers*, *NJPH*, Vol. 34, Whole No. [164](#), November 2006, pp. 181-82, reporting 15¢ Columbian postmarked on November 10, 1893 and a 50¢ Columbian postmarked on December 13, 1893.
- ⁶ Schuyler J. Rumsey Philatelic Auctions, Inc., Sale No. 73, March 21-24, 2017. See <http://www.rumseyauctions.com/auctions/sale/73> for the covers illustrated in *Figures 5-9*.
- ⁷ *Ibid*, lot 1265.
- ⁸ *Ibid*, lot 1426. Including this cover, a total of only four covers with the 12¢ 1851 Issue have been reported. Three are franked with pairs of 12¢ stamps paying the 24¢ rate to England and postmarked from Burlington, Mount Holly and Morristown. The fourth is a bisect used together with a 3¢ 1851 Issue (Scott 11) on a cover from Trenton to Lancaster, Pennsylvania paying the triple letter rate. Robert G. Rose, *Twelve Cent 1851 Usage in New Jersey*, *NJPH*, Vol. 36, Whole No. [170](#), May 2008, pp. 91-92; Robert G. Rose, *Twelve Cent 1851 Issue Usage In New Jersey: Revisited*, *NJPH*, Vol. 41, Whole No. [190](#), May 2013, pp. 95-97; Don Chafetz, *Mail Sent Abroad to and From Morris County, Part 2, England*, *NJPH*, Vol. 44, Whole No. [204](#), November 2016, p. 227.
- The purported Morristown usage in the Chafetz article may be questioned in light of the Mount Holly postmark on the double rate cover which was sold in the Rumsey auction. Both covers are addressed in the same hand writing to an attorney in Scarborough, England. The partial postmark on the Chafetz cover shows only the complete letters “MO” which are likely a portion of a Mount Holly postmark, rather than a Morristown postmark.
- ⁹ Richard F. Winter, *Understanding Transatlantic Mail*, Vol. 1 (American Philatelic Society, Bellefonte, Pennsylvania 2006), pp. 104-105.
- ¹⁰ *Ibid*, p. 105.
- ¹¹ Schuyler J. Rumsey Philatelic Auctions, Inc., Sale No. 73, *op. cit.*, lot 1538.
- ¹² The Brad Arch collection included four printed covers from the Dennis correspondence to Beirut. All were franked with the 10¢ 1869 Issue. Three have printed directives for routing “via North German Union Closed Mail,” and the fourth, by “French Mail via Marseilles.” Robert A. Siegel Auction Galleries, Inc., Sale No. 825, June 27-29, 2000, lots 1226-1229.
- ¹³ Richard F. Winter, *Understanding Transatlantic Mail*, Vol. 2, (American Philatelic Society, Bellefonte, Pennsylvania 2009), pp. 765-767.
- ¹⁴ *Ibid*
- ¹⁵ Schuyler J. Rumsey Philatelic Auctions, Inc., Sale No. 73, *op. cit.*, lot 1549.
- ¹⁶ *Ibid*, lot 1560.
- ¹⁷ Richard F. Winter, Vol. 2, *op. cit.*, p. 793.
- ¹⁸ *Ibid*, pp. 801-802.
- ¹⁹ *Ibid*, p. 802.

LAKEHURST MAIL ON ZEPPELIN *HINDENBURG*

By Cheryl R. Ganz

Most United States mail flown by Germany's zeppelin LZ-129 *Hindenburg* to Europe in 1936 was processed in New York City. Mail sent under cover to the Postmaster of New York received a New York City postmark. On the first flight, a special rubber stamp cachet was also applied in New York. Then postal clerks sorted letters and cards into mailbags for dispatch to the Lakehurst Naval Air Station, New Jersey, and loading onto the zeppelin. The Lakehurst post office dispatched a small percentage of mail for the ten flights from Lakehurst to Germany that year.

The Post Office Department announced information about rates and regulations for mail prepared for "Flights of the German Airship "Hindenburg" on April 2, 1936:

All articles to be carried by the Hindenburg will be sent to New York, which exchange office will prepare them for dispatch by the airship. Such articles should be mailed in time to reach New York not later than the day previous to the scheduled sailing of the airship.



Fig. 1: Zeppelin LZ 129 Hindenburg on arrival at Lakehurst, New Jersey (USA), after its inaugural flight from Friedrichshafen, Germany, on the early morning of 9 May 1936, escorted by U.S. Coast Guard Douglas RD-4 Spica (s/n V-125). The decommissioned U.S. Navy airship USS Los Angeles (ZR-3) is visible in the background.

US Coast Guard Photo

Most collectors preparing mail followed these procedures.

Nonetheless, some collectors sent their mail directly to the Lakehurst post office, where the Lakehurst postmaster accommodated their requests. The mail received a Lakehurst postmark before delivery to the naval station, where, together with the New York dispatches, it was loaded aboard. Lakehurst Postmaster T.F. Curtis was even kind enough to notify collectors when mail arrived too late for dispatch and offered to hold it for the next flight.

Visitors to Lakehurst Naval Air Station as well as navy personnel, airship crew, and officials could post mail at the naval air station hours before the take off. This was ideal for last minute messages since mail to New York City must arrive the day before departure. Further, senders on site could request either a Lakehurst or New York postmark! If the sender requested the New York postmark, it was applied at the base. These are incredibly rare and difficult to find because often the only clue is the time of the postmark and the message written by the sender that proves it was postmarked at the naval station. Unfortunately, no photograph has surfaced that shows the post office receiving window on the day of departure at the naval base or a document that outlines this on-the-spot policy.



Fig. 2: July 3, 1936, 5 p.m. dispatch from Lakehurst, New Jersey, flown on Hindenburg's eastbound Fourth North America flight, which departed July 4 at 2:41 a.m.

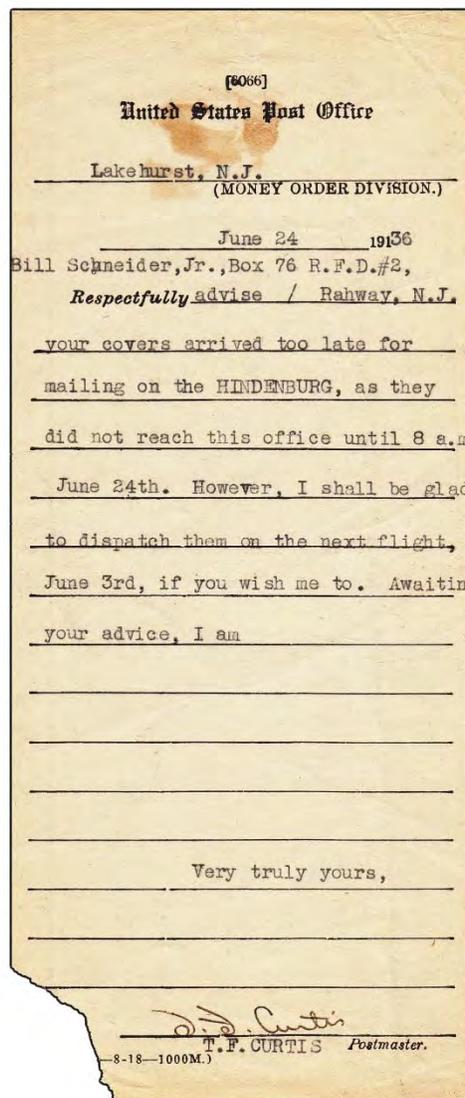


Fig. 3: Note from Lakehurst Postmaster T.F. Curtis to Bill Schneider, a collector and postal clerk in Rahway, New Jersey, regarding mail that arrived too late on the morning of June 24, 1936. Schneider's covers arrived at 8 a.m., but Hindenburg had already left at 3:25 a.m. on its eastbound Third North America flight.



Fig. 4: September 21, 1936, 10 p.m. dispatch from the Lakehurst Naval Air Station cancelled with a New York G.P.O. postmark.

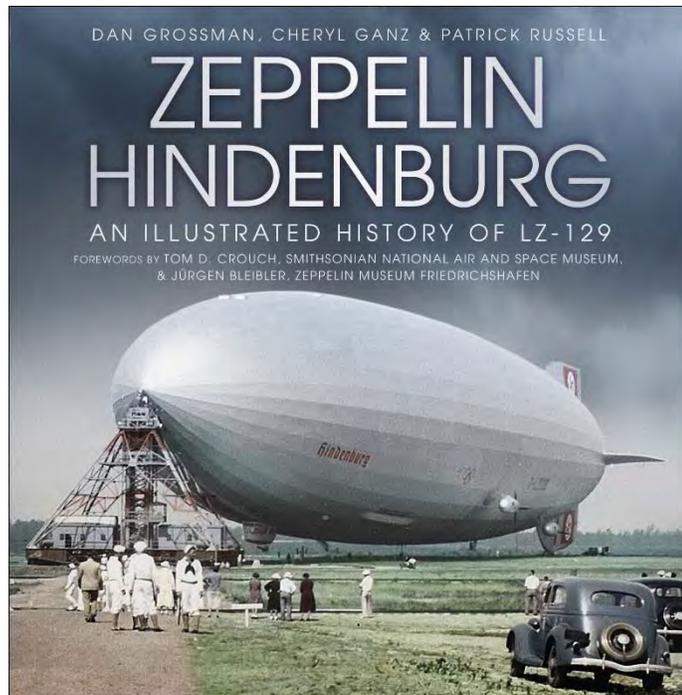
The evidence that this was posted in or near the hangar is found in the sender’s message, which translates, “We are today here in Lakehurst, the zeppelin is leaving tonight.” *Hindenburg* departed Lakehurst that night, September 22, at 3:05 a.m.

Our thanks to Cheryl Ganz, Smithsonian Institution curator emerita



following her retirement as chief curator of philately at the Smithsonian’s National Postal Museum, for contributing a piece of LZ-129 history from her personal interest

in Zeppelin history. She has authored a new book, with Dan Grossman and Patrick Russell, titled *Zeppelin Hindenburg: An Illustrated History of LZ-129*, which is now available on Amazon.com, on this 80th Anniversary of the Hindenburg’s last flight.



(See page 118. ed.)

SOUTHARD NOTEBOOKS: Friends in High Places

By Jean Walton

For those not familiar with the long-running series of Samuel L. Southard letters published in the pages of NJPH, a brief synopsis:

The vast collection of some 25,000 letters were a lucky find by William Coles, when he bought a trunk found in an attic, sight unseen, hoping for stamps. Not stamps, but instead, the life correspondence of New Jersey statesman and senator, Samuel L. Southard, was inside, and Coles, already interested in stampless letters and their marking, found he had a treasure trove. It became integral to his work, The Postal Makings of New Jersey Stampless Covers,¹ one of the two bibles of New Jersey postal history.

Coles kept some of these letters for himself,² and provided the philatelic community with some as well, but the vast majority were acquired by Princeton University, where they remain. An excellent Finding Aid³ is available for those wishing to search the collection, but so far as I am aware, no NJPHS member has availed themselves of this resource.

The purpose of our transcriptions was to make available to historians and researchers – both philatelic and otherwise -- material now held privately. These letters are available in the pages of NJPH in our Free Online Library,⁴ and a list of pertinent issues is included here.⁵

* * *

Many wonderful letters are available which are outside the reach of most collectors, offered at large sums of money, and Southard items are sometimes among them because of the nature of his correspondence with well-known figures. I have looked longingly at items in the thousands of dollars, and am happy only that the auction houses often show full images of these, allowing researchers to see items not normally available to them. And, I might add, giving us the opportunity to add them to material that will once again pass into private hands. Some of these have no outer address portion, or were carried outside the mail, and are offered for their autograph signatures, but they are still of interest.

Samuel L. Southard was born in 1787, and grew up in an agrarian society in Basking Ridge, New Jersey, attending the Classical School there with friends who would be fellow politicians later in his life. He then entered Princeton, where he graduated at the age of 17. Following that, he became a tutor in Mendham, in the hometown of his closest Princeton friend, David Thompson.

From this point in time, Southard's life took a very different turn. His father, Henry Southard, was a Representative in Congress, and had developed a close friendship with a Representative from Virginia, Col. John Taliaferro. Taliaferro offered the younger Southard an opportunity to become the tutor to his children and nephews at the Taliaferro plantation in Virginia. For the next five years, Southard lived in the Taliaferro home as a member of the family, and taught

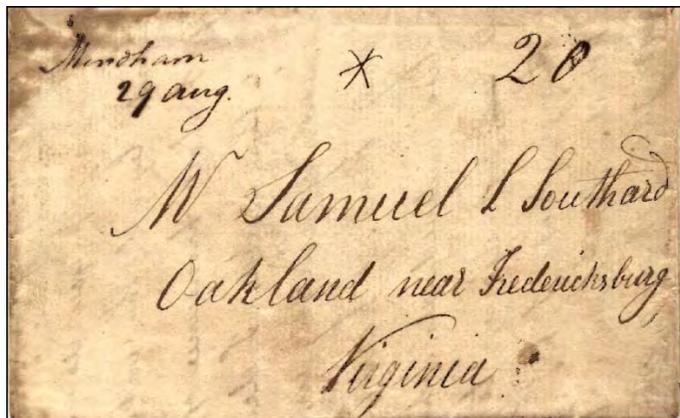


Fig. 1: Letter from David Thompson in Mendham in 1807 to Samuel Southard, now living in Virginia.⁶

SOUTHARD NOTEBOOKS: Friends in High Places ~ Jean Walton

the children of the household, but in addition, he travelled in some of the most elite circles in Virginia, which included James Monroe, and studied law under Judges Brooks and Williams. By 1809, he was admitted to the bar.

Southard began his career in Flemington, where he set up law offices and moved with his new wife, Rebecca Harrow from Virginia. He was soon the prosecutor for Sussex and Hunterdon counties, and following a significant and well-publicized trial where he played a major role, when a position on New Jersey's Supreme Court became available, he was appointed to fill the place of Mahlon Dickerson. Ambition was a part of his nature, and his eye turned towards following in his father's footsteps to Washington. That chance came in 1820, when he was appointed to finish the term of retiring U.S. Senator James J. Wilson. His loyal friends from Virginia were happy to renew their acquaintance, and James Monroe, then President, chose Samuel L. Southard to serve in his cabinet as Secretary of the Navy – certainly not on his experience or naval merits, but because New Jersey had been overlooked for a cabinet position for some time. He was surprisingly good in that position, being “instrumental in the establishment of the first naval hospitals and endorsed the formation of a naval academy, a naval criminal code, the intelligent location of navy yards and the reorganization and growth of the Marine Corps.”⁷

That position covered a host of duties, some of which were seen in Andy Kupersmit's article on the USS *Spermo* in our last issue,⁸ but many were more mundane. Southard's acquaintances had often turned to him for favors as a US Senator, and that did not change as Secretary of the Navy. Appointments for positions in the Navy came through him, as witness the letter below, urging the appointment of a Pennsylvanian as Chaplain in the Navy.

In March last I had the honor of soliciting from you the appointment of the Rev. Mr. Greer (sic) as a chaplain in the Navy. You then had the goodness to inform me, that there was at that time no vacancy, but you daily expected one; & then, you would appoint Mr. Greer (sic) unless the President should interfere in favor of some other person.

This conversation was communicated to Mr. Greer immediately after it took place. A few days ago, he called upon me & informed me that a vacancy had occurred. He is very anxious to know whether he will receive the appointment or not. It would therefore confer a favor upon me if you would drop me a few lines upon the subject.

From your friend with respect
James Buchanan

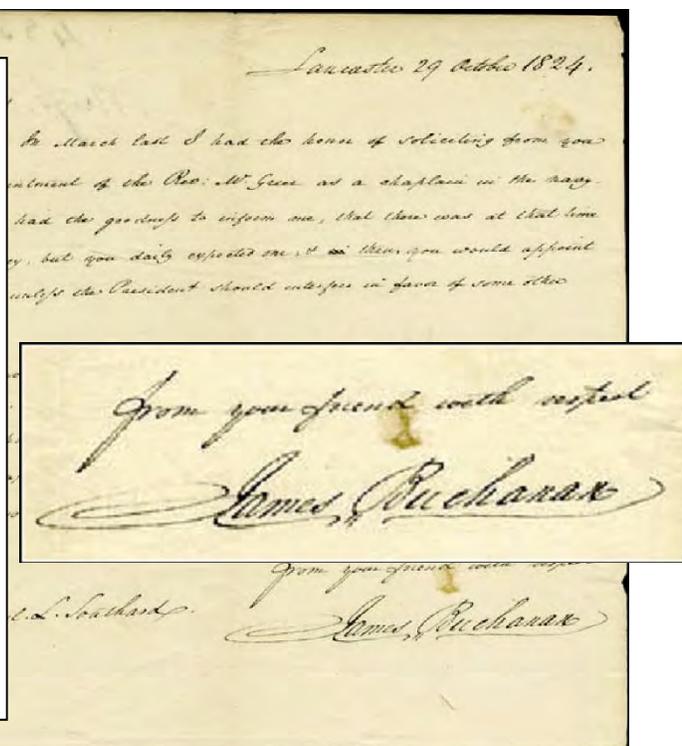


Fig. 2: October 29, 1824 letter from future President James Buchanan, soliciting his help in obtaining the position of Chaplain for one of his constituents. The seller of this item listed it in an Ebay live auction for \$11,999 (for its Buchanan signature) – it did not sell. I saw it later listed on Ebay at \$3,500.⁹

Another letter advised Southard to make preparations for the benefit of the visiting King of the Netherlands:

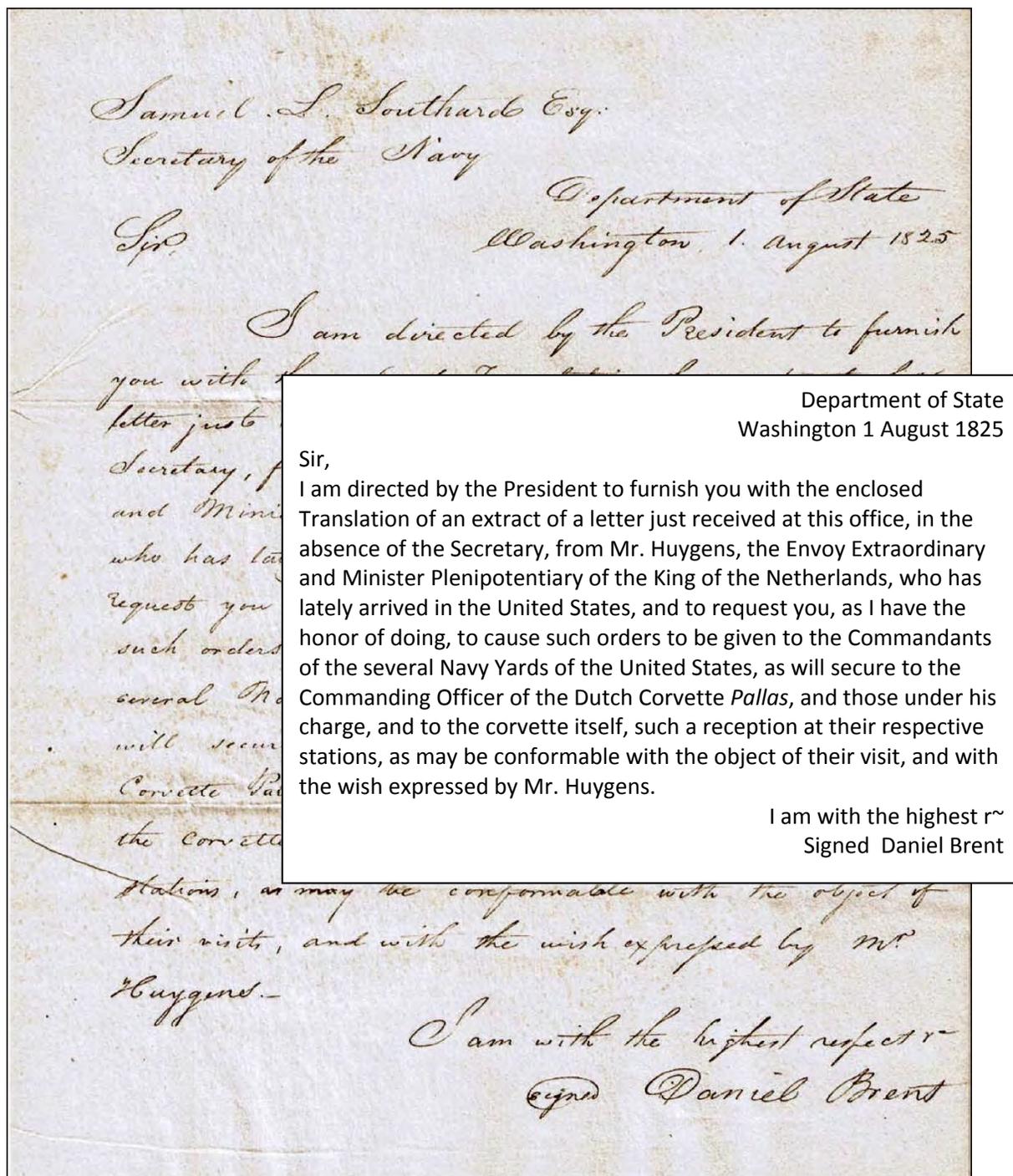


Fig. 3: An August 1825 letter from David Brent, the Undersecretary of State, advising Southard on activities expected to honor the visiting King of the Netherlands. Again, no postal markings and it most likely traveled from one department to the other by internal messenger.¹⁰

SOUTHARD NOTEBOOKS: Friends in High Places ~ Jean Walton

On the return visit of the Marquis de Lafayette to the U.S. in 1825, Southard was also one of those chosen to escort the General to various places in the United States, and a warm bond of friendship seems to have resulted from this contact, as evidenced by this letter written in English from the Marquis de Lafayette to Samuel Southard in 1829.

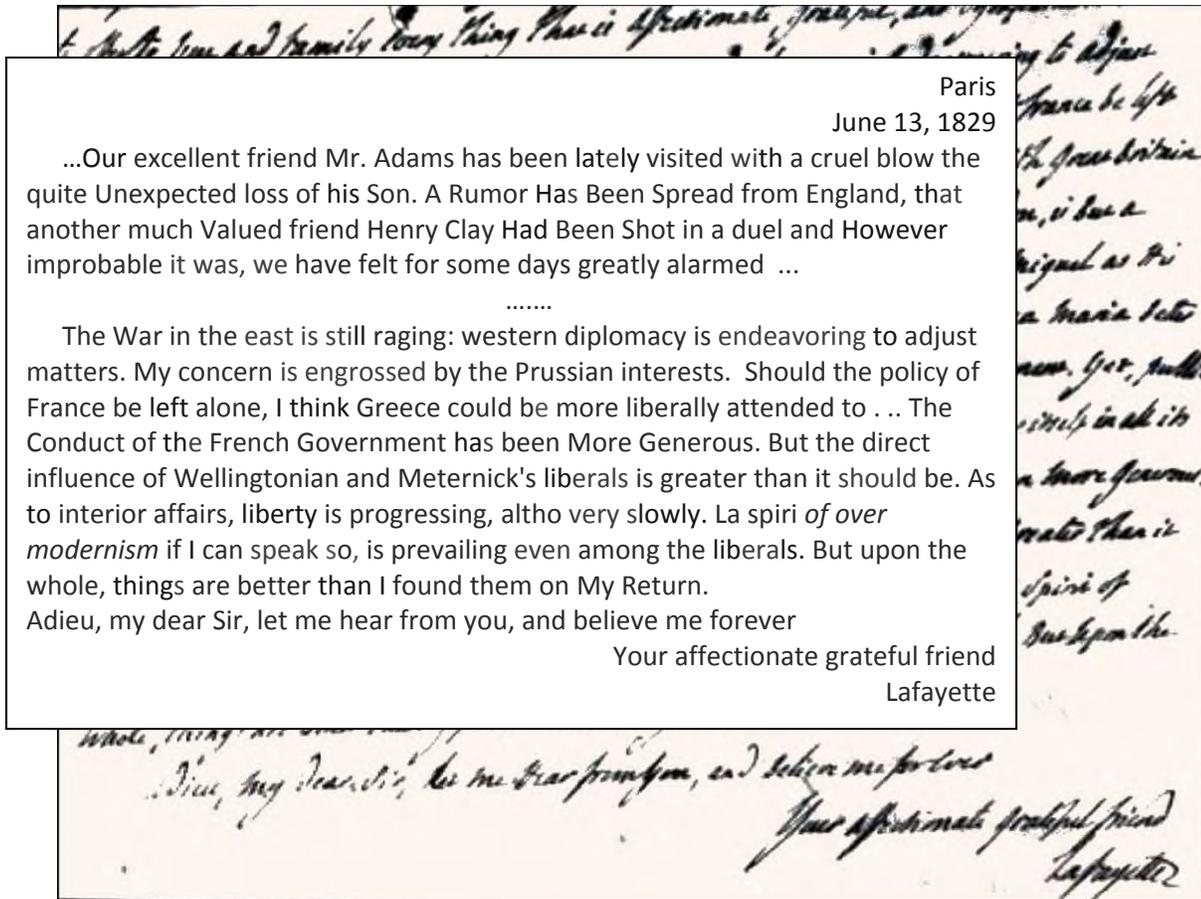


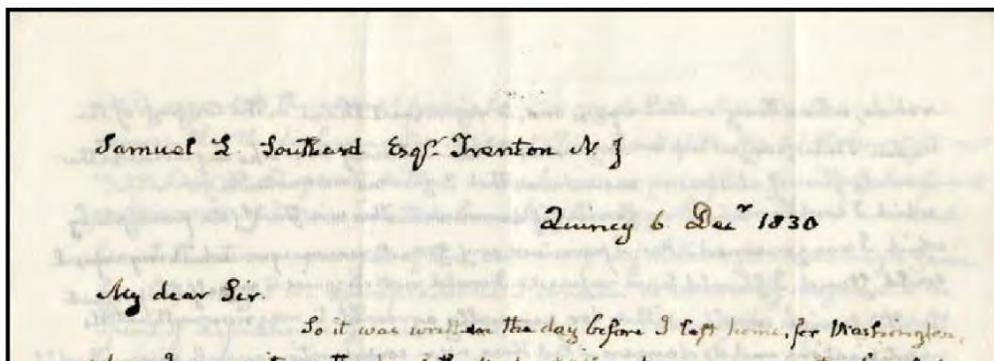
Image Courtesy Siegel Auctions¹¹

Fig. 4: A 1994 scan of a letter from the Marquis de Lafayette to Samuel Southard, showing a great deal of fondness between the two. This item was sold in a Siegel Auction, Sale 764A, Lot 27, December 1994, and closed at \$2,100.

The rumor of a duel mentioned by Lafayette may in fact have been the result of a continued debate between Southard himself (not Clay) and Andrew Jackson over a perceived insult relating to the Battle of New Orleans, when the possibilities of a duel were mentioned in the press in 1827.

John Quincy Adams, defeated for the Presidency in 1828, went through a period of depression, and found himself looking for a new purpose in life. It seems that during this time, he was in touch with his friend Samuel Southard, as this long letter on the eve of his return to Washington to serve in Congress shows. He is, to this date, the only past President to return to Congress after serving as President.

This item was listed in another Ebay live auction, by Profiles in History, a Calabasas, California auction house, with an estimate of \$40,000-\$60,000. A fine description of this piece and a transcription of the letter was included along with scans of all four pages. It did not sell.



My dear Sir:

So it was written the day before I left home for Washington, where I now write on the day of the Winter Solstice. My purpose was to acknowledge the receipt of your kind Letter, and to assure you of the day's concern with which I had learnt your recent severe and long continued illness – called away by the bustle of preparations for departure upon a Journey, not yet short in winter. I was unable to return that day to my paper – and to foreclose the chances of final disappointment in the intention of inviting to you, brought it with me – The pleasure which I have enjoyed in the interval of meeting you at Philadelphia, ought not to deprive me of that of reciprocating the friendship of your letter. Your reasons for declining to be inserted in the ticket of New Jersey, for Representatives in the next Congress, are amply sufficient for your justification. Intending to take the Seat which the People of my District have thought proper to assign to me in that body, no person can more sincerely lament than I shall, the necessity under which you have excluded yourself from it. In your case, I should have done the same – We were so long fellow labourers in the service of the public, and my confidence both in your personal and political character, was so deeply rooted, and unbounded, that in another career of public duty, I cannot but often miss the able coadjutor, and faithful friend which I always found in you – ---

With regard to the general principle, it is my deliberate and well considered opinion that the discharge of the Office of President of the United States ought not in our Country to operate either as exclusion or exemption from the subsequent performance of service in either branch of the Legislature. There has indeed been hitherto no example of this, and one of my motives for consenting to serve has been, to get the example which I consider so eminently congenial to the Spirit of Republican Government, and which I cherish the hope will be followed by results signally useful to our Country – Washington accepted a military commission from his successor – Jefferson while he lived was the Rector of his own University – my father, Madison, and Monroe, served in Convention of fundamental legislation in their respective States – Had every one of them after the termination of their functions in the first executive office of the Union, gone through a term of Service in either house of Congress, the Country might now be reaping a harvest of their labour... chiefly upon the troubles which my return to public life may bring upon myself, a consideration which however unworthy it might be of me to entertain, is not the less deserving of my gratitude as entertained by them – It is a source of high gratification to me that the approbation of your judgment is among those which have sanctioned the determination of your friend J.Q. Adams

acknowledge
with which I
way by the
winter, I was
of final dis-
The pleasure
ought not to
Journey, for
justification.
ought proper to
in I shall,
your case, I
in service of
character, was
the duty, I can-
I always found
my - yet I will
a source of high gratification
those which have sanctioned
J. Q. Adams.

Fig. 5: A letter written from John Quincy Adams to Samuel Southard, then serving as the NJ Attorney General, following his two terms as Secretary of the Navy. Letter abridged.¹²

SOUTHARD NOTEBOOKS: Friends in High Places ~ Jean Walton

The auction house provided this valuable background information:

Following the bitter election of 1828, in which populist Andrew Jackson swept into office, John Quincy Adams left Washington and returned to his native Quincy, Massachusetts, a defeated politician. Half-hearted attempts at gardening and studying the classics did not ameliorate the growing depression he felt after leaving the seat of government. It wasn't until the autumn of 1829 that certain friends of Adams urged him to run for Congress... .. The prospect of a seat in Congress – from where he could voice his opposition to the new Jackson Administration – had re-ignited his political fire.

On 7 November 1830, John Quincy Adams was announced the winner of the election. ... he called his election an answer to prayer, claiming that it brought a place of dignity from which he could once again strive to serve mankind. However, the election's highest importance to the former President was that it signaled his political vindication.

John Quincy Adams departed for Washington on 8 December 1830, just two days after the date of the present letter.... Adams spent the next seventeen years of his life in Congress, the only former President to serve as a member of the House of Representatives. Though he often found himself in the minority, he made a number of important addresses before that body in support of Abolition, in addition to the questions of Texas annexation and the declaration of war with Mexico, both of which he vehemently opposed. ...

An excellent letter from Adams regarding his return to public service.

Another short letter from JQ Adams in November 1832 to Southard, congratulates him on his election as Governor of New Jersey, and includes with it a small book written by Adams.¹³

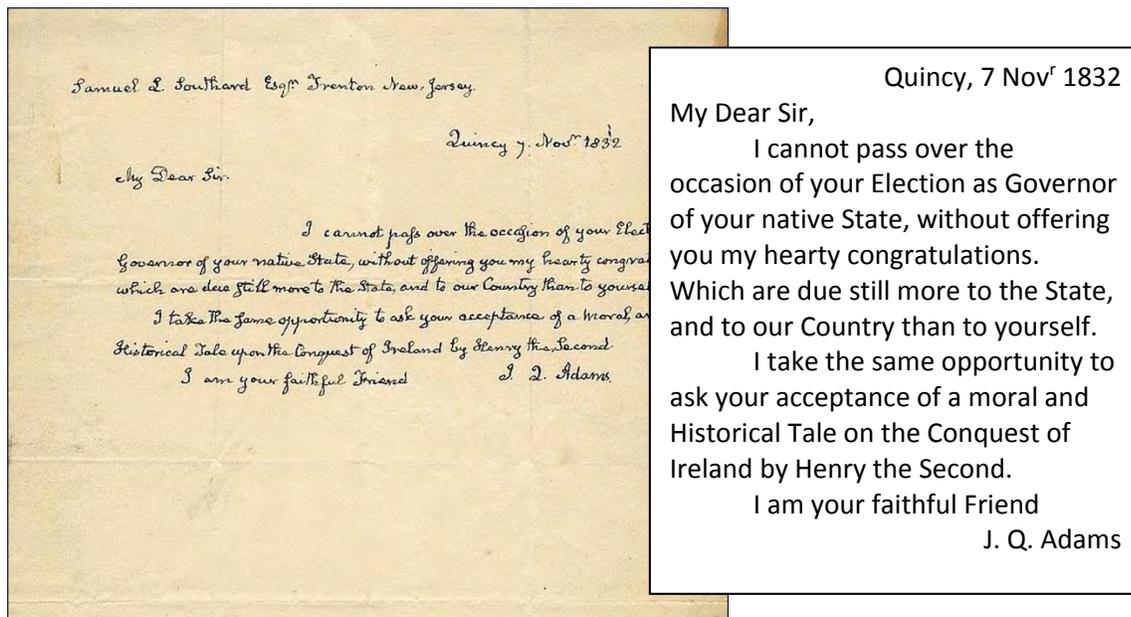
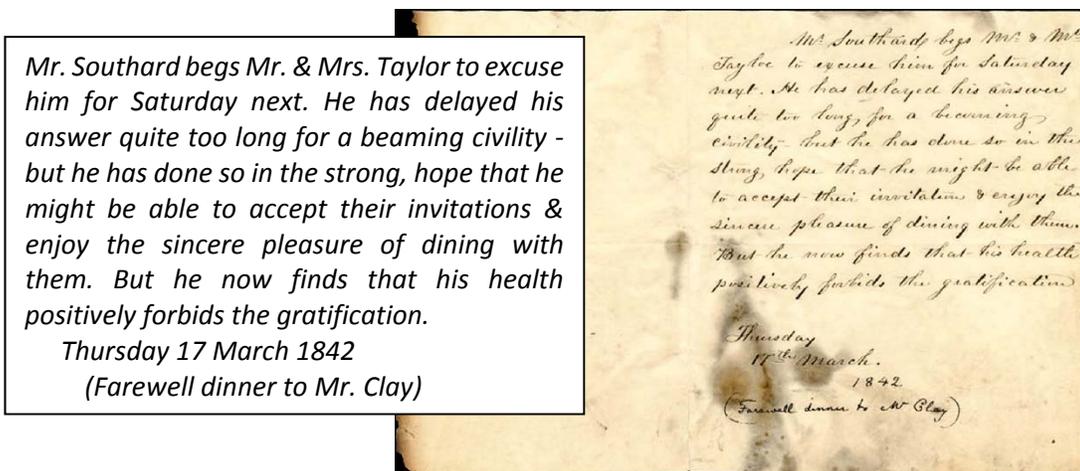


Fig. 6: This little note to Southard sold in another online live auction for \$975. The sellers were Larry & Ira Goldberg Coins and Collectibles. It was later relisted on Ebay for \$2100 but did not sell at that time.

One last piece is a short letter of regret, written when Samuel Southard was very ill, by his secretary and not signed by him, dated 17th March 1842:



Mr. Southard begs Mr. & Mrs. Taylor to excuse him for Saturday next. He has delayed his answer quite too long for a beaming civility - but he has done so in the strong, hope that he might be able to accept their invitations & enjoy the sincere pleasure of dining with them. But he now finds that his health positively forbids the gratification.

Thursday 17 March 1842
(Farewell dinner to Mr. Clay)

Mr. Southard begs Mr. & Mrs. Taylor to excuse him for Saturday next. He has delayed his answer quite too long for a beaming civility - but he has done so in the strong, hope that he might be able to accept their invitations & enjoy the sincere pleasure of dining with them. But he now finds that his health positively forbids the gratification.

Thursday
17th March.
1842.
(Farewell dinner to Mr. Clay)

Fig. 7: Southard would himself resign his position as President pro tem in the Senate on May 31. His death occurred on June 26, 1842. This letter was first offered on Ebay at \$950, and later at \$475. While it did not sell, it is noted as “no longer available” – a private sale at some lower price?

While these live auctions on Ebay seem to ask what many would consider high prices, for items that do not include postal markings, some of their material is historically significant, and contributes to the whole picture – in this case of Samuel Southard, who, from a modest background in Basking Ridge, found himself in the company of Presidents, generals, and kings.

ENDNOTES:

- ¹ Coles, William C., Jr., *The Postal Makings of New Jersey Stampless Covers*, Collectors Club of Chicago, 1983.
- ² Sold in 1984 by Robert G. Kaufmann, Public Sale 33, March 8, 1984.
- ³ Finding Aid available at <https://findingaids.princeton.edu/collections/C0250?view=onepage>
- ⁴ Issues available online at <http://www.njpostalhistory.org/journal-access.html>
- ⁵ The many member covers with New Jersey postmarks addressed to (and from) Samuel Southard are illustrated, and their contents transcribed, in this long running series. NOTE: Other articles are included in these issues:

109*	Sep 1994	117	Mar 1996	144	Nov 2001	180	Nov 2010
110	Nov 1994	121	Jan 1997	145	Mar 2002	182	May 2011
111	Jan 1995	122	Mar 1997	146	Jul 2002	191	Aug 2013
114	Sep 1995	123	May 1997	147	Sep 2002	193	Feb 2014
115	Nov 1995	142	Jun 2001	148	Nov 2002	205	Feb 2017
116	Jan 1996	143	Sep 2001	169	Feb 2008	206	May 2017

- ⁶ This is the earliest of the Southard letters in members’ collection. This letter was published in the November 2010 issue of *NJPH*, Whole No. [110](#).
- ⁷ History Direct lot description, Mr. Southard regrets...
- ⁸ See Issue Whole No. [205](#) for an Article which includes a letter to Southard as Secretary of the Navy.
- ⁹ History for Sale, Live auction on Ebay (#370084920737 5/20/2016) and later relisted on Ebay at \$3500. See [History For Sale \(http://stores.ebay.com/History-For-Sale? dmd=2& nkw=\)](#), Ebay seller [historydirect](#). Nice items, often no address portions (seller deals in autographs, but has some interesting free franks), and a buyer’s premium of 28%. An opportunity to see some well-described pretty items, including transcriptions such as this one.
- ¹⁰ An Ebay Auction piece from 2011, where I have failed to keep pricing or seller information.
- ¹¹ Siegel Auctions, December 1994, Sale 764A, Lot 27.
- ¹² Description and transcription provided with the lot give a great deal of background for the researcher. Profiles in History, Calabasas, CA, <https://profilesinhistory.com/>.
- ¹³ Adams, J. Quincy. *Dermot MacMorrogh, or the conquest of Ireland: an historical tale of the twelfth century. In four cantos*. Boston: Carter, Hendee and Co., 1832. Available online at Online at Hathi Trust <http://babel.hathitrust.org/cgi/pt?id=nyp.33433076031412>.

IN MEMORIAM: Richard Micchelli 1937-2017

I only recently learned of the passing of Society member Richard J. Micchelli on September 29, 2016, at the age of 79. I last saw Richard at the NY2016 Show where we had an opportunity to catch up with each other, both of us having become recent retirees. He told me of the sale of his successful perfume business in 2015 which he had operated for over 40 years. Richard talked about the then upcoming auction sale of his collection of New Jersey postmarked Civil War patriotic covers of which he was so proud. Those covers were featured in a series of articles in these pages that appeared in 2011 and 2012.

We reminisced about his days as a part-time dealer in postal history. He had purchased a significant collection of New Jersey stampless covers in the late 1970s which he advertised in these pages and elsewhere, and unfortunately for me, just a couple of years before I began to seriously collect them. We talked about my visit to his home in the mid-'80s when he photographed a wide variety of New Jersey postal history owned by Brad Arch and myself which he made into color slides for our Society and Club presentations. He was always on the lookout for stampless covers for my collection, and I was fortunate to purchase a number of them from him over the years. Apart from philately, for many years he was a competitive ballroom dancer. Richard, you will be missed. God Bless.

Robert G. Rose

CONGRATULATIONS TO EXHIBITING MEMBERS:

Medal Winners since December 2016

FLOREX, December 2-4, Orlando, Florida, December 2-4, 2016.

Nick Lombardi, Gold Medal and Grand award for "The 1903 Two Cent Washington Shield Issue."

Sarasota National, February 3-5, 2017, Sarasota, Florida.

George Kramer, Large Vermeil Medal for "The Transcontinental Railroad."

TEXPEX, February 24-26, 2017 Grapevine, Texas.

John Barwis, Grand Award and Large Gold Medal for "Philadelphia-Great Britain Mails."

APS Winter Show 2017, Reno, Nevada, March 2-5, 2017, annual single frame competition.

Gordon Eubanks, Large Vermeil Medal for "Uses of the 'Humble' ½ Cent Benjamin Franklin Stamp of 1938."

Garfield-Perry March Party, March 23-25, 2017, Cleveland, Ohio.

Roger Brody, Gold Medal for "Prominent Americans Series: Inspiration-Innovation-Inflation"

WESTPEX, April 28-30, 2017, Burlingame, California.

Robert G. Rose, Large Gold Medal for "New Jersey Stampless Covers: Handstamp Postal Markings 1775-1855."

George Kramer, Large Vermeil Medal for "The Telegraph in America"



MEMBER NEWS:

IMPORTANT REMINDER: NOJEX 2017: AGAIN PLEASE NOTE that **NOJEX** has been moved to September. The show is no longer in Secaucus, but 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.

MANY THANKS FOR DONATIONS SENT WITH 2017 DUES:

Our Grateful Thanks to Donors Since Our Last Issue:

- Capt. Lawrence B. Brennan, Ret. USN
- William Brown
- Patricia E. Byrnes
- Donald A. Chafetz
- Joseph Geraci
- Hugh Merritt
- Alan Parsons
- Paul W. Schopp
- Mike Yannotta

MEMBER CHANGES & GOODBYE TO AN OLD FRIEND:

New Member: John C. Kozimbo, 633 South Ave. West, floor 2, Westfield NJ 07090-1408, jckoz@msn.com
Address changes: Edward Gimmi., change email from tbeep@verizon.net to ergcomm@verizon.net .
Mike Yannotta: change email from michaely@gpsinj.com to mikey218@verizon.net
Matthew Stoll: change address from 1121 Military Cutoff Road, Suite C # 192, Wilmington, NC 28405 to Matt Stoll, 26 Pinecrest Plaza # 272 Southern Pines, NC 28387, email unchanged (stoll57@yahoo.com).
Goodbye to an old friend: Richard Micchelli, P.O. Box 248, Mountain Lakes NJ 07046, deceased September 29, 2016.

NOTE: Cheryl Ganz’s book *Zeppelin Hindenburg: An Illustrated History of LZ-129*, is still available on Amazon, but no longer at a pre-publication price (see page 118). Here is the link for purchase: https://www.amazon.com/gp/product/0750969954/ref=od_aui_detailpages01?ie=UTF8&psc=1. Note it is available from several different sellers at varying prices.

FREE ONLINE LIBRARY: If you have missed easy access to older issues of *NJPH* online, they are back! Go to www.njpostalhistory.org and in the top banner, choose [NJPHS Library](#). In the sub-directories, choose [Journal Access](#). It will bring to a page with access to all journals up to November 2012 (Whole No. 188). The Table of Contents link on that page will show you the contents of all issues from 2000 on; an Index for all issues to 2016 (Whole number 204) is available to search more fully. Newer issues are available to members only through our Members Only link sheet – available on request from your secretary at njpostalhistory@aol.com.



PHILATELIC SHORTS: 1776 HACKENSACK LETTER in Dutch –

In Bob Rose’s previous “On the Auction Scene” (February 2017, Whole No. [205](#)), he covered a number of nice early New Jersey items in Siegel Auction #1146. One item not covered was an 18th Century letter from Hackensack to New York City, written in Dutch.¹

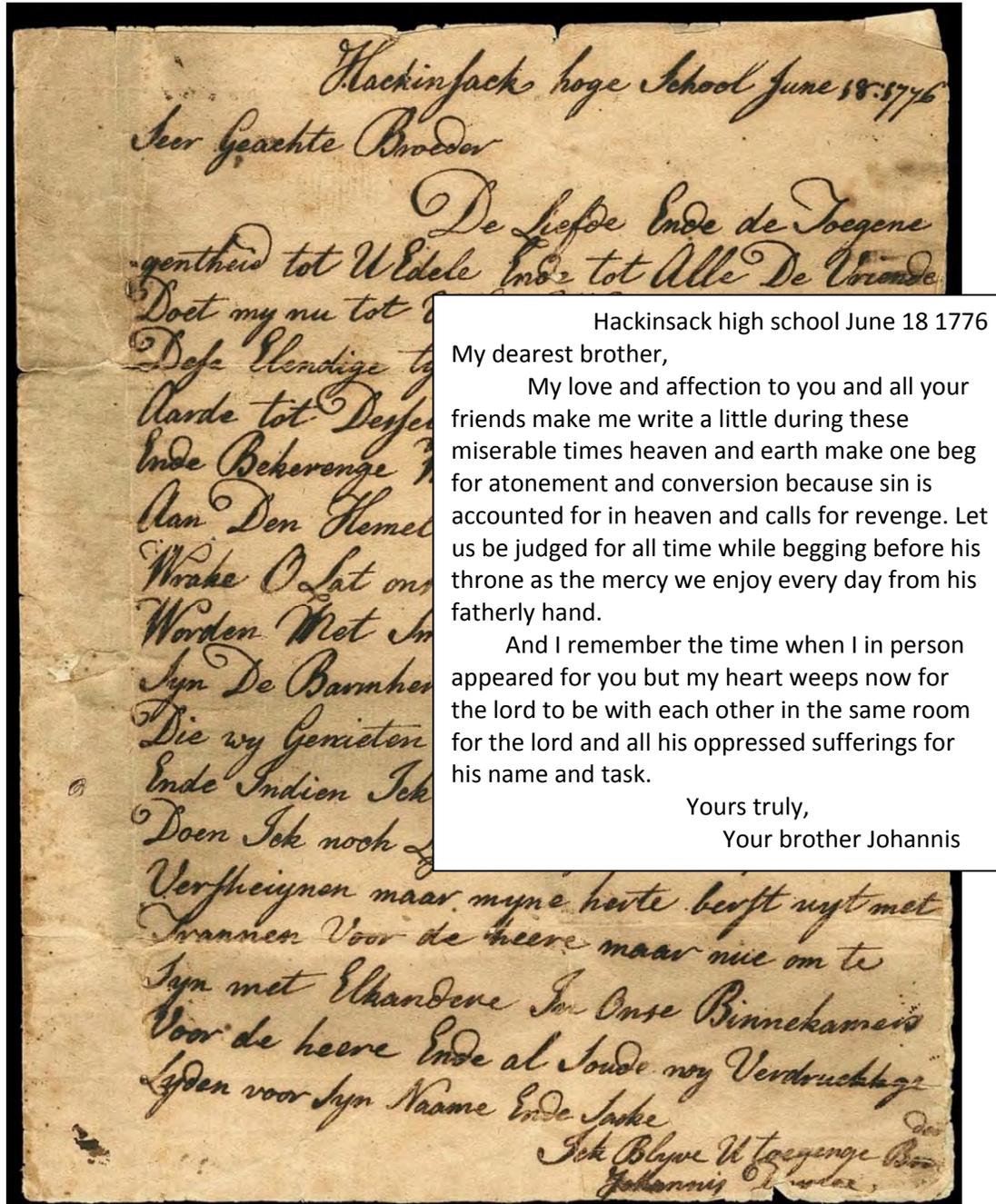


Image courtesy Siegel Auctions, Sale 1146, Lot 1135., Translation help: Adri Veenstra
Fig. 1: Letter written in 1776 (pre-Declaration of Independence) from Johannis Duryee to his brother Abraham, addressed to him “at the Narrows” (between the boroughs of Staten Island and Brooklyn).

The lot description is as follows:

(Hackensack N.J., 1776). Folded letter written in Dutch, datelined “*Hackinsack hoge School June 18, 1776*” (literally “high school” but more likely referring to a school of higher learning), from Johannes Duryee to his brother Abraham Duryee “*at the Narrows*” (near the tidal strait separating the modern day boroughs of Staten Island and Brooklyn), heavily religious letter includes “*during these miserable times heaven and earth make one beg for atonement and conversion because sin is accounted for in heaven and calls for revenge. Let us be judged for all time while begging before his throne...*”. Overall age toning, still Very Fine and interesting letter between Hackensack and New York, sent weeks before the signing of the Declaration of Independence. Abraham Duryee was from a prominent Dutch Huguenot family, was a member of the first Colonial Council, the Sons of Liberty and one of the famous Committee of One Hundred, accompanied by biographical information and letter translation.

Although the outer address sheet shows only that it was sent to Abraham Duryee “*at the Narrows,*” it is a fascinating piece of history. Odd that we see so few letters in Dutch from this period; although perhaps with intermixing by marriage occurring fairly often, the Dutch language passed out of use fairly quickly.

Johannes Duryee, born on Long Island in 1752, would have been 24 at the time this letter was written, and would go on to fight in the Revolution. As this letter shows, he was of religious bent, and in fact studied theology, and served as a pastor over his lifetime at a number of New Jersey churches, the first of which was the Dutch Reformed Church in Somerville in 1784. He died in 1836 at the age of 76, not far from the Notch near Little Falls, in Essex County, and is buried in Caldwell, NJ.

Estimated at a price of \$750-\$100, this nice piece sold for only \$375 to some lucky buyer. If it happens to be some member of the New Jersey Postal History Society who would care to share further information with us, please contact your editors at NJPostalHistory@aol.com.

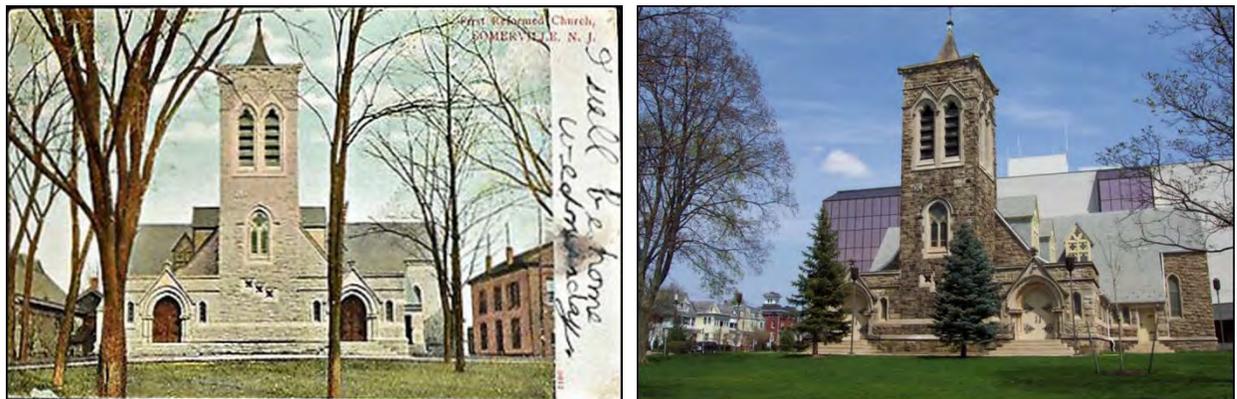
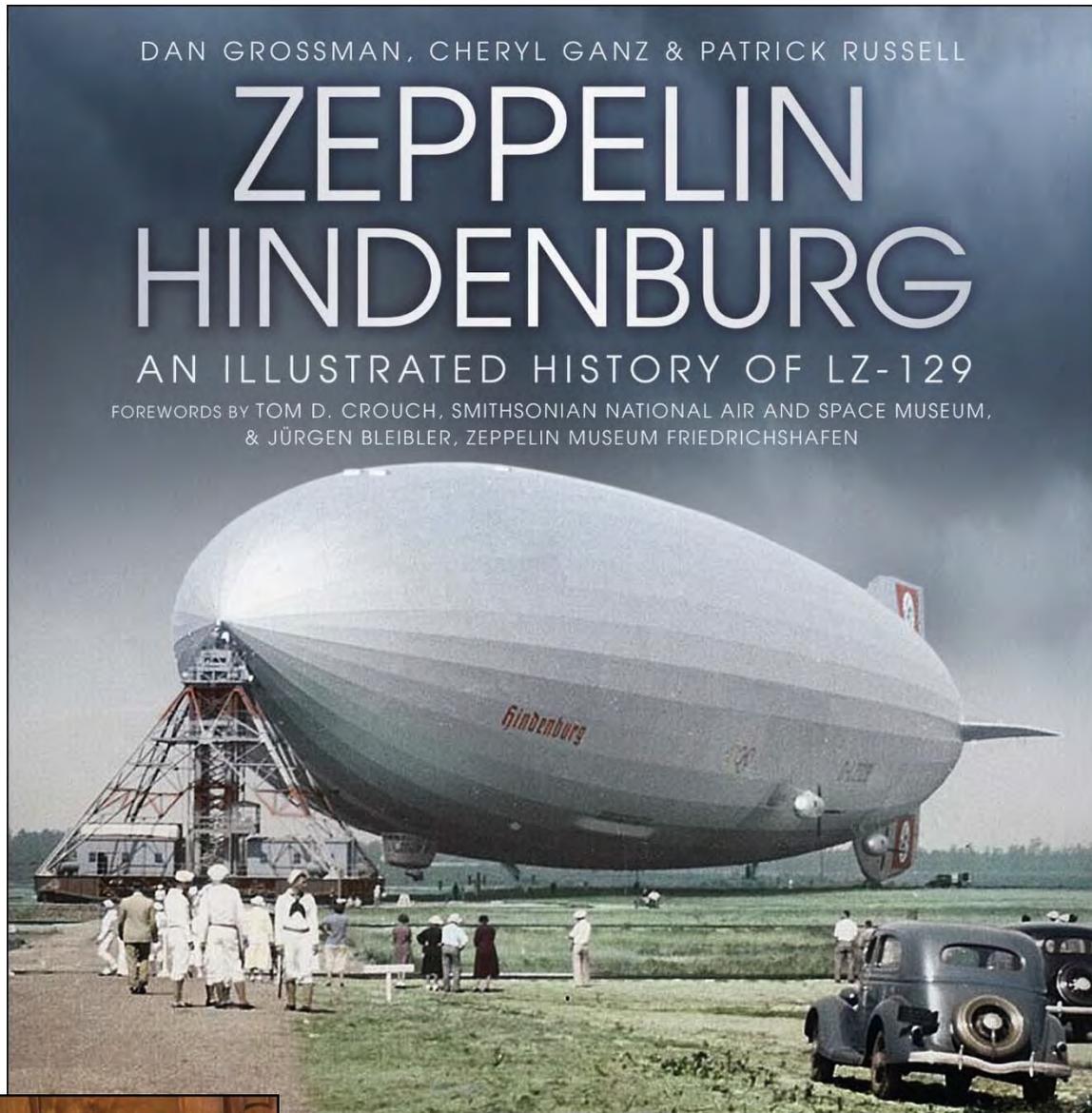


Fig. 2: The First Dutch Reformed Church of Somerville, NJ, on a 1908 post card view, and as seen today.

¹ Robert A. Siegel Auction Galleries, Inc., Sale No. 1146, December 15, 2016. See https://siegelauctions.com/lots.php?year=2016&sale_no=1146&page_no=11



Author Cheryl Ganz

ZEPPELIN HINDENBURG: An Illustrated History of LZ-129
by Dan Grossman, Cheryl Ganz, & Patrick Russell

LZ129 Hindenburg was intended as the first of many German airships built for passenger, freight, and mail service between Europe and North and South America. Although most famous for her fiery crash on May 6, 1937, Hindenburg had completed 62 successful flights before the ship's hydrogen lifting gas ignited while landing at Lakehurst, New Jersey. Here three world-renowned Hindenburg experts have collaborated to create the definitive photographic history of the zeppelin. Gripping historical research is combined with a vivid selection of rare ephemera, rare photographs, and a fold-out section showcasing the ship's plans.

Currently available on Amazon.com at

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

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

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

WANTED: 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.

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

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

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

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

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, 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.

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

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

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

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

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

PATERSON, NJ WANTED INTERESTING COVERS. Contact George Kramer, P.O. Box 2189 Clifton, NJ 07015, or email 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

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

WANTED: UNUSUAL PICTURE POST 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

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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: BURLINGTON CTY (Whitesbog, Batsto, Woodland & Washington Townships, etc.): Historical information/images of old POs/mail from Pine Barrens towns. Plus old Atco PO & any RPO information/images from NJ service. Contact George Martin at canoethepines@comcast.net.

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

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

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

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.

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

NJPHS LITERATURE AVAILABLE POSTPAID from Robert G. Rose, NJPHS, 18 Balbrook Drive, Mendham, NJ 07945 or email Secretary@NJPostalHistory.org for a Paypal invoice.	Member price	Non-members
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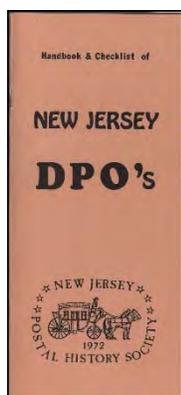
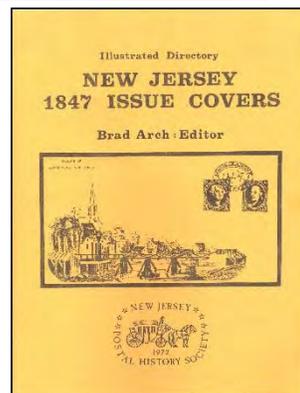
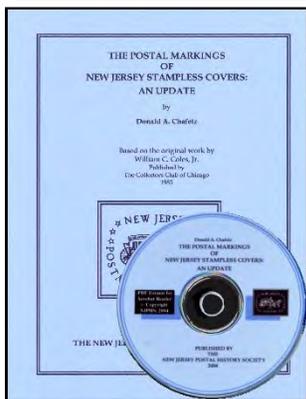
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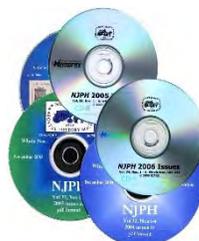
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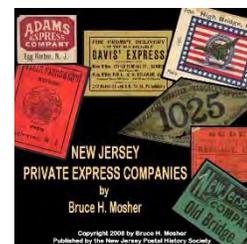


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