



NJPH

The Journal of the
NEW JERSEY POSTAL HISTORY SOCIETY
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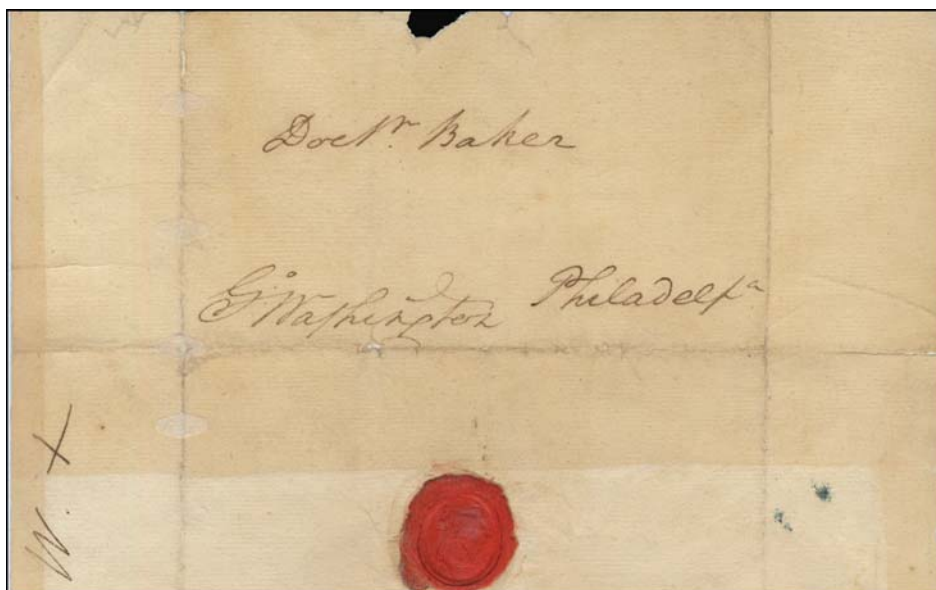
Vol. 40

No. 3

Whole Number 187

August 2012

A letter from George Washington to his dentist, 1781



How did this letter from George Washington in New Windsor, NY in May 1781 to his dentist in Philadelphia end up in the Papers of the British General Clinton in the Clements Library? For a strange tale, see the story about James Moody ([Page 154](#)).

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PRESIDENT’S MESSAGE

Over the last ten years, during which time I have had the pleasure of working with Jean Walton in getting *NJPH* into your hands on a timely basis, this issue is one of few instances in which we missed by a couple of weeks. A combination of summer vacations and travel, then the press of business and a couple of late arriving articles slowed us down. I expect we’ll be back on track with the November issue. That said, this summer really flew by. I had the opportunity of visiting with family in California in August and used it as a spring board to visit StampShow in Sacramento. And what a show it was! The Champion of Champions exhibits were really spectacular. I made the rounds of the dealers at the Show, but was unable to find any covers to add to my New Jersey stampless cover collection. I did enjoy the company of several Society members who made it to the Show.

This issue of *NJPH* contains a number of articles that cover a wide range of interests in our State’s postal history. Of special interest to me is the article on New Jersey government perfins. In the early 1990’s I was in frequent communication with the State Attorney General’s Office and saved a number of covers with stamps punched with “NJ” perfins. I was pleased to learn the background to the perfin process and to contribute a couple of illustrations to the article. Jim Walker’s Hadley Field gives a nice look into early airmail in New Jersey, Don Chafetz reminds us to keep treasure-hunting on Ebay, and Ed Siskin continues his census of early NJ covers. Check out Gene Frick’s Seabrook for a glimpse into an NJ WWII internment camp, and Doug D’Avino’s Hometown feature on Bridgeton. Then drift back into the Revolution and see how it looked from the Tory side, and what problems there were carrying the mail in that difficult period.

Finally, we are always looking for new authors and articles on subjects that our Journal has not touched upon. We are “user friendly.” You need not be an accomplished writer to contribute. All you need do is put together a few paragraphs describing your particular area of collecting interest related to New Jersey’s postal history, scan a couple of covers and email the text and the covers (separately) to Jean. We’ll do the rest. Please give it a try.

Enjoy the autumn leaves!

ROBERT G. ROSE

HADLEY AIR FIELD, NEW BRUNSWICK. NEW JERSEY

By Jim Walker

Early air mail service in the New York area used an assortment of air fields on Long Island. Hazlehurst Field was the one in use at the commencement of Transcontinental Air Mail Service in 1924 and was deemed inadequate due to smoke from city industries and ocean fog.

A new location was found at John R. Hadley's seventy-seven acre farm five miles from New Brunswick, New Jersey. Located at what is now Route 529 and Hadley Road in South Plainfield, this grass field became the Eastern Terminus of the new Transcontinental Air service. On July 1, 1924, Hadley became the official air field for all New York Metropolitan air service. It remained such until September 8, 1930, when the Eastern Terminus was transferred to Newark Airport and all air mail routes serving New York City began using this facility. Hadley was abandoned as an air mail dispatch center.

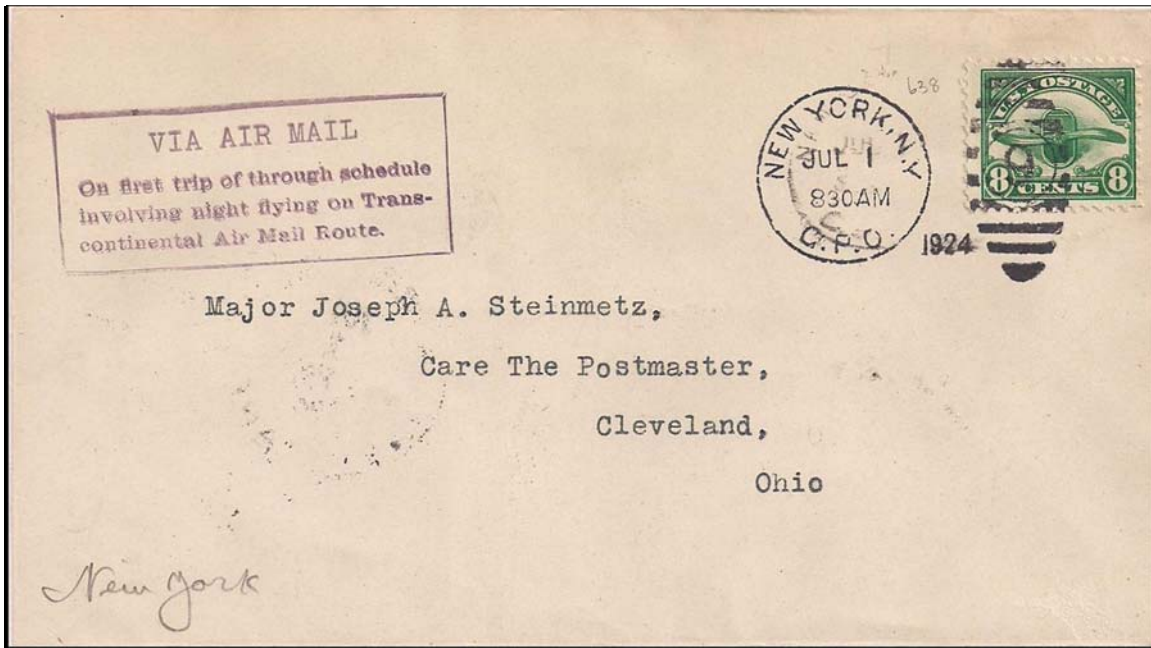


Fig. 1: U.S. Gov. Flight #166, July 1, 1924.

This cover was flown on the first day of service of the Transcontinental route. The Scott's #C4 eight cents stamp pays the single zone rate New York – Cleveland; it carries a boxed cachet marking the occasion. It was mailed at a New York post office at 8:30AM on July 1, 1924. All air mail was trucked to Hadley in time to make the flight. It is back-stamped at the Cleveland Air field upon arrival, 4PM July 1st.

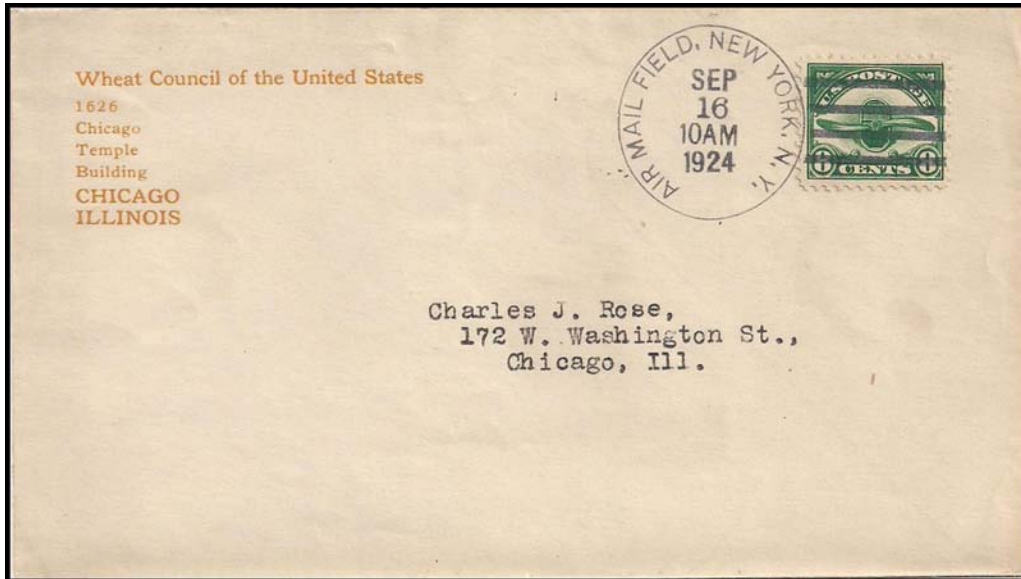


Fig. 2: This commercial air mail cover addressed to Chicago and franked with #C4 is postmarked with AAMC¹ cancel NYC #1. Type 1 was in use exclusively at Hadley Field. The listing of this cancel and NYC #2 Type R4a , (discussed later) has caused some confusion among collectors.



Fig. 3: U.S. Gov. Flight #176, posted in Brooklyn, NY at 2AM July 1, 1925. It arrived in Chicago at 7AM on July 2.

On July 1, 1925, the Air Mail Service began an additional service on the eastern leg of its Transcontinental route, overnight service between New York and Chicago with intermediate stops at Bellefonte, PA, Bryan, OH, and Cleveland, OH. This overnight service required two cents extra, as the postage on this cover illustrates. On the first day of service, covers also received the three-line cachet at the upper left. This cover was posted at Brooklyn at 2AM on July 1 and, as noted on the cover, it was receiver at 10AM on July 2. It is also back-stamped Chicago 7AM on the 2nd. It's not email but not bad for the day!



Smithsonian National Air and Space Museum

Fig. 4: U.S. Air Mail workers transfer Chicago-bound mailbags into a de Havilland DH-4 at Hadley Field, New Jersey ca. 1925.



Smithsonian National Air and Space Museum

Fig. 5: Sorting air mail at Hadley Field, New Jersey ca. 1926.



Fig. 6: New York to Boston service began July 1, 1926, a part of the Contract Air Mail service using private carriers. This cover was mailed on July 15, with the addition of Hartford to the route.

Private carriers, Contract Air Mail (CAM for short) began flying the mail on February 15, 1926. CAM Route #1 New York - Boston began July 1st. This cover was mailed on the first day of service from Hartford, a stop along this route. Prepared by Rudolph Dinnebie, an active collector-dealer of air mail covers, this cover mentions Hadley Field prominently in both the cachet and the address. I believe Dinnebie's idea here was to pick up the covers at the air field where they would receive an air field back stamp and avoid having them forwarded to New York City with the commercial mail and risk an overstrike cancel.

The following information is from the U.S. Highway Post Office Cover Catalog by the Mobile Post Office Society March 2004.

EXPERIMENTAL HPO* ROUTES – PRIOR TO 1941²

9E. HADLEY FIELD AND NEW BRUNSWICK, N.J. February 1928 to February 1930. (By Bryant Alden Long) The Hadley Field & New Brunswick was established in February, 1928 (exact date unknown) a full year before the first German HPO began and 13 years before the Wash & Harris HPO No. 1 (the first permanent route, it still deserves that number). It was established and manned by Railway Mail Service personnel, just like later HPOs (unlike similar Post Office-operated Miami truck which sorted air-mail later) and not by officials, but by three farsighted clerks detailed to Hadley Field from the Penn Terminal RPO in New York. Normally, they sorted the incoming air-mail at the Field (designated the Transfer Office, New Brunswick) in the wee hours of dawn, for connection by ordinary truck to the N.Y. & Wash and N.Y. & Pittsburgh (PRR) RPOs at New Brunswick. But when trains were late, there was no time, so they set up a sorting-case on the truck-partition behind the driver, and sorted the mail enroute over their historic seven mile run on "late-plane" days.

*Highway Post Office – This "experimental" route served Hadley Field on "late train days," sorting mail en route to Hadley Field.

The HPO operated for two years and was discontinued in February, 1930, when the last of the commercial airlines were transferred to Newark Airport from Hadley Field.

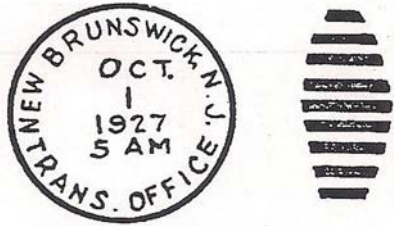
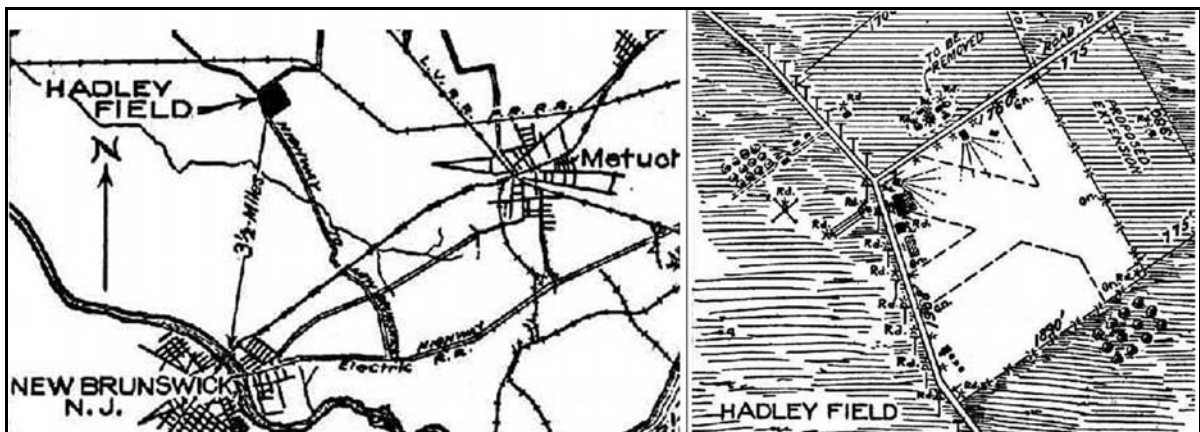


Fig. 7: Normally mail was sorted at Hadley Field, but when time was short (due to late trains), mail arriving for air mail service was sorted and cancelled en route in the truck transferring the mail.

The clerks -- W.D. Ugriss, M.A. Pence and E.J. Donnelly -- used the airfield postmarker on their HPO trips. This read, "NEW BRUNSWICK, N.J. TRANS. OFFICE," because the clerk distributing unit was originally a small transfer office in the baggage room, PRR Station, New Brunswick; as airmail increased it was moved to Hadley Field. The HPO truck left Hadley Field at 4:20 AM, and arrived at New Brunswick station around five, and was owned by Bradley & Peterson Co. No mails were sorted on the return trip. The letter case had twenty pigeonholes, while wire hooks were hung in the truck's mesh screen to hold open pouches; pouch mail was dumped on the floor for distribution. A small stool was nailed to the floor and used by the letter clerk!

Whenever one of the planes of those early days crashed in the general vicinity, the HPO was diverted from its route and rushed to the scene -- and the lengthy detour was put to good use, as the ill-fated craft's mail cargo was sorted on the way back. Once, hitting a bump in the wretched road, all mail was flung out of the case in a shower on the floor, and had to be resorted. Again, during a snowstorm which blocked roads, the mails had to be transferred to sleds commandeered from kids living near the airport. Even with all their ingenuity they could not manage to set up distribution facilities on the Flexible Flyers; but Donnelly is rumored to have enjoyed a record belly-whopper down one hill. Sorting in the truck was continued after arrival, if trains were late.

Police of New Brunswick and Raritan Township helped speed the truck through to the station, little dreaming it was our first HPO. Even the clerks didn't know it was -- the phrase had not been invented. Of the crew, Mr. Pence became Assistant General Superintendent, PTS, (Air) at New York, while the others became clerks in New York AMF.



Courtesy of David Brooks on "Abandoned and Little Known Airfields: NE New Jersey" web site³

Fig. 8: Location and layout of Hadley Field, from a 1927 Commerce Department Airway Bulletin.



Fig. 9: A press photo of National Air Transport hanger and planes September 1, 1927 at Hadley Air Field promoting Air Express service.



Fig. 10: Hadley Airport Air Show November 16, 1929. #C11 five cent "beacon" stamp tied by the new air field cancel # NYC#2 Type R4a used at Hadley beginning in 1928.



Fig. 11: Used a day after the above cover, this cover bears #NBR #1 Type 1.

This cover carries the same cachet as the previous cover with a date changed to the 17th, franked with C11 and canceled with the elusive Air Mail Field, New Brunswick, N.J. #NBR #1 Type 1. Little is known of this cancel. AAMC lists this cancel as used between 1928 and 1930 but examples are known as early as September 1926 used on CAM 13 New York - Philadelphia.



Fig. 12: On August 20, 1930, Greenfield, N.C. was added as a stop on CAM #19. This cover #R19N18 to Greenfield by southbound plane was canceled at Newark Air Field. However, Hadley Field was still the terminus for New York.

HADLEY AIR FIELD, NEW BRUNSWICK, NJ ~ Jim Walker



Fig. 13: September 7, 1930 saw the last official air mail flight of CAM #17 leave Hadley canceled with NYC #2 Type R4a.



Fig. 14: Newark Municipal Airport became the terminus for all Air Mail Routes serving the New York area as of September 8, 1930. Hadley Field was abandoned as an Air Mail dispatch point.

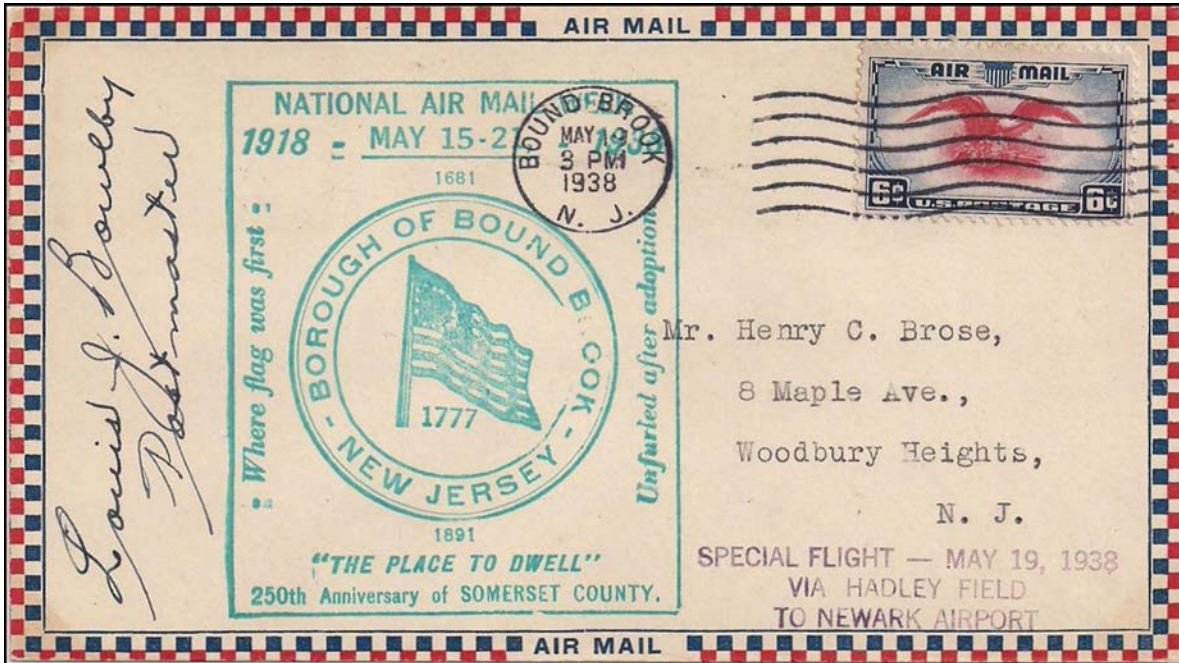


Fig. 15: An Air Mail Week cover from 1938, using Hadley Field.

Hadley Air Field assumed the status of a small local airport. As Figure 15 (above) shows, the airfield was pressed into service again in 1938 for National Air Mail Week

Today's Problems Licked Today

HADLEY
Airport

SOUTH PLAINFIELD, NEW JERSEY

Phone **DU nellen 2-5678**

December 1952

SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

Phone **DU nellen 2-5678**

Cut Travel Time - Save Hours
Emergency Pick-Up and Delivery of Packages and Parcels

© SHAW-BARTON, COSHOCTON, OHIO PRINTED IN U.S.A.

Fig. 16: A December 1952 blotter advertising the services at Hadley Field.

This blotter advertises air taxi and package delivery service in December 1952. The Airport was closed in 1968 after forty-four years of service. The property was sold and developed and all that's left at the intersection of Route 529 & Hadley Road is an engraved memorial shown in Figure 17.



2007 photo by Jack McKillop at the site of Hadley Airport.⁴

Fig. 17. Hadley Airfield Memorial at intersection of Route 529 and Hadley Road, in South Plainfield.

ENDNOTES & REFERENCES:

¹ *American Air Mail Catalog* 5th Edition Volume 1,2,& 5 1974-77, 6th Edition Volume 1, 1998

² *United States Highway Post Office Cover Catalog*, 2nd printing March 2004, published by the Mobile Post Office Society, <http://www.eskimo.com/~rkunz/mposhome.html>

³ Web site: Abandoned and little known airfields: Northeastern NJ at http://www.airfields-freeman.com/NJ/Airfields_NJ_NE.htm#hadley

⁴ Web site: Abandoned and little known airfields: Northeastern NJ, op cit. Jack McKillop reported in 2007 that “part of the old airport is now a Holiday Inn.”

Additional references:

New Jersey Aeronautical Heritage... A Concise Chronology by H.V. Pat Reilly 1982

See also: <http://www.airmailpioneers.org/history/HadleyField.htm>

SEABROOK, NEW JERSEY (08302)

By Gene Fricks

Kay and Smith¹ tell us that the Seabrook post office was established on June 14, 1924 and lasted about a year, to September 30, 1925 when mail service was provided from Bridgeton. The Post Office Department authorized a branch of the Bridgeton post office on April 1, 1945, which remained in operation in 1976. The Seabrook office is included in Bridgeton's 08302 zip code.

Wikipedia² provides information that the first activity at Seabrook was a frozen food processing facility run by Charles F. Seabrook and his sons. Faced with labor shortages in late 1943, the Seabrooks recruited interned Japanese-Americans for employment.

Jeffrey Shapiro, in an article last year in the Prexie Era Newsletter (No. 53, Spring 2011),³ shows a card addressed to an internee at "Seabrook Dorm," and says the following:

Seeking relief, late in 1943 Seabrook Farm's management approached the War Relocation Authority to see if incarcerated Japanese residents at the ten relocation centers established in the aftermath of President Roosevelt's 1942 Executive Order 9066 could be "paroled" to work at the Seabrook Farms, facilities.

In mid-1944 about 1,000 workers had relocated to Seabrook and almost 3,000 residents had resettled in this part of Upper Deerfield township in Cumberland County.

Latin Americans (chiefly Peruvians) of Japanese ancestry who also had been interred were offered a "parole" relocation to Seabrook. Many eventually became naturalized citizens.

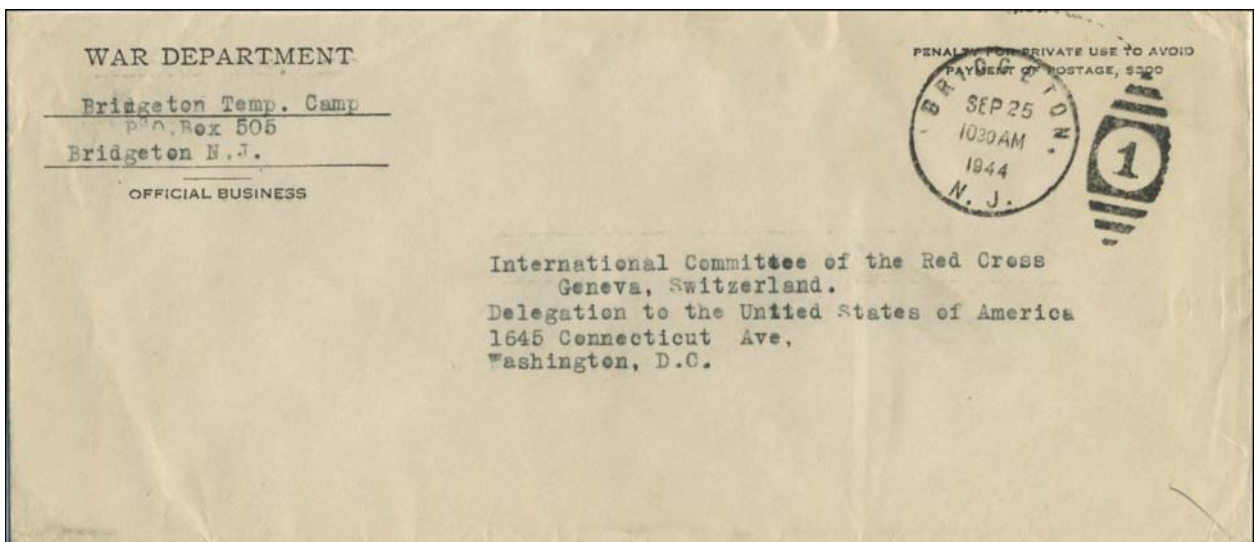


Fig. 1: This Temporary Camp at Bridgeton may represent a cancel used from the Seabrook camp. It is dated Sept. 25, 1944 and addressed to the Red Cross in Washington, D.C.

Wikipedia indicates that former workers at Seabrook Farms opened a small museum in Seabrook in October 1994 to tell the story of the workers and their lives.

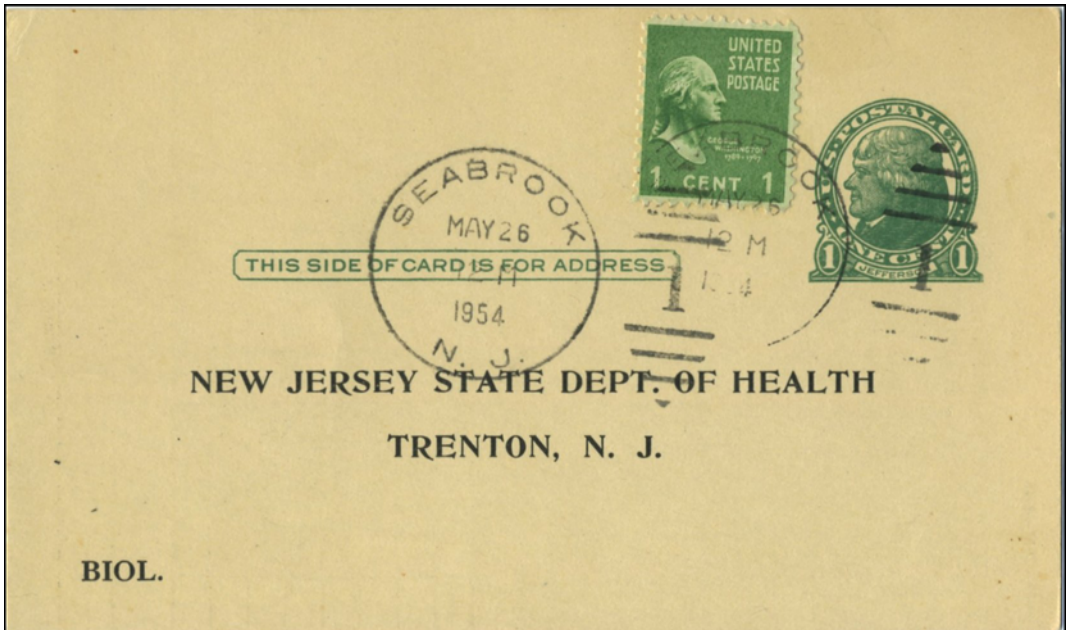


Fig. 2a: Seabrook cancel May 28, 1954 on a post card addressed to the NJ State Health Dept.

The postal card illustrated in Figure 2a & b displays a steel duplex handstamp marking dated May 26 1954. The card is a report to the State Health Department of treatment for a case of Rocky Mountain Spotted Fever, a tick-borne disease, not commonly found in New Jersey.

Fig. 2b: Report for a Bridgeton resident with Rocky Mountain spotted fever, on reverse of card above.

ENDNOTES:

- ¹ Kay, John L. and Chester M. Smith, Jr., *New Jersey Postal History: The Post Offices and First Postmasters 1776-1976* (Lawrence MA: Quarterman Publications Inc): 1976 (56).
- ² Wikipedia. Seabrook New Jersey. Accessed May 26 2012.
- ³ *Prexie Era Newsletter* (No. 53, Spring 2011).

659-20M-8-48

TO THE NEW JERSEY STATE
DEPARTMENT OF HEALTH:

This is to certify that I have administered immunizing biologicals furnished free by the N. J. State Department of Health to:-

Lascelles G. Atkins
(Name)

35 *M* *C*
(Age) (Sex) (Color)

Rt 4 5
(Address)

Bridgeton, N. J.
(Residence)*

*IMPORTANT: Give name of township or municipality in which child lives, not post office used.

CHECK BELOW MATERIAL USED AND GIVE DATES AND NUMBER OF DOSES

Ck.	Material Used	Dates	Total Doses
	Diphtheria Toxoid, alum precipitated		
	Smallpox Vaccine		
	Pertussis-Diphtheria-Tetanus (fluid)	<i>Jan 29 - 26</i>	<i>2</i>
	Pertussis-Diphtheria-Tetanus (alum refined)		
	Typhoid Vaccine		
	Measles Globulin		
	<i>Rocky M. Spotted Fever</i>		
	<i>S. V. Dulake DC</i> (Name of Physician)		
	<i>Bridgeton</i> (Address)		



Google map overlaid on photo from Seabrook Educational And Cultural Center web site.*
Fig. 3: Photo of Seabrook farms, with map showing its location in Cumberland County.

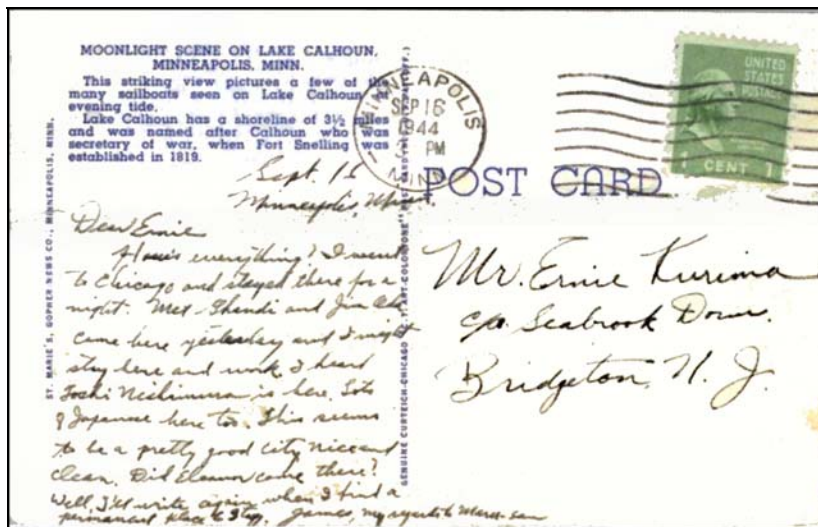


Illustration courtesy Jeffrey Shapiro & the *Prexie Era Newsletter*, USSS**
Fig. 4: Post card to a Japanese internee at "Seabrook Dorm, Bridgeton, New Jersey, dated Sept. 18, 1944.
 * SECC <http://www.seabrookeducation.org/about.html> (8/25/2012).
 ** *Prexie Era Committee* web site: <http://prexie-era.org/> *Prexie Era Newsletter* (No. 53, Spring 2011, *Japanese American Farm Workers At Seabrook Farms* by Jeffrey Shapiro).

1944 PHOTOS FROM SEABROOK FARMS:

UC Berkeley, Bancroft Library, at <http://content.cdlib.org/ark:/13030/ft567nb2wf/>



Dorms and housing at Seabrook



A flag ceremony



Grading lima beans



Working in the cold storage unit



A Naturalization ceremony. At the end of WWII, many internees chose to become naturalized Americans, and continued to live in the area. The 1951 school class continues to show the diversity of residents of Seabrook.

CENSUS OF EARLY NEW JERSEY COVERS – Part 4

By Ed & Jean Siskin
jeananded@comcast.net

We continue here the census of all New Jersey covers dated before June 1, 1792 with domestic town postal markings. This includes covers handled by the parliamentary post (to 1777), its American successors (1775-1792) and by independent services. Previous sections have covered covers from Trenton (May 2011 Issue of *NJPH*, Vol. 39, No. 2, Whole No. [182](#)), New Brunswick, (August 2011 Issue of *NJPH*, Vol. 39, No. 3, Whole No. [183](#)) and Princeton (February 2012 Issue of *NJPH*, Vol. 40, No. 1, Whole No. [185](#)). The census of Bordentown & New York Stage covers was compiled by Robert G. Rose and is included in the February 2011 Issue of *NJPH*, Vol. 39, No. 1, Whole No. [181](#).

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

Amboy¹

(This was the first Post Office established in New Jersey, probably about 1693. It was renamed Perth Amboy January 1, 1842.)

1745.06.07

"Am 2dwt 16grs" Manuscript postmark and rate (2dwt plus 16gr ship fee) on folded cover to John Reynell in Philadelphia, manuscript "p ye John & Wilim., Capt. N. Budde, Q.D.C." Receipt docketing "From Horne Mitchell & Co., recd 6 mon: 7 1745 p Post" Colonial port-of-entry postal marking. (Siegel #944, Lot 2606)

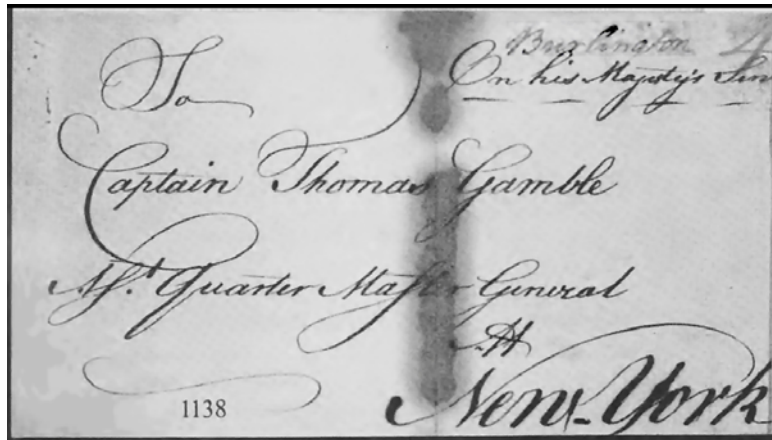


Burlington¹

(Post office first established about 1693)

1774.08

Burlington magenta ms pmk and "4" rate on August, 1774 folded letter, "On his Majesty's Service" to Captain Gamble at New York, black cds on reverse. (Frajola #26, Lot 1138)

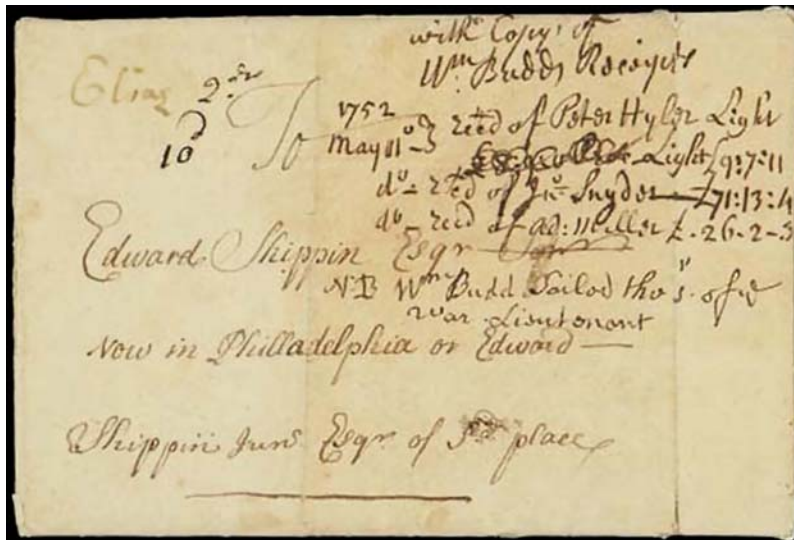


Elizabethtown

(Post Office known to exist by 1757. Name changed to Elizabeth May 23, 1855.)

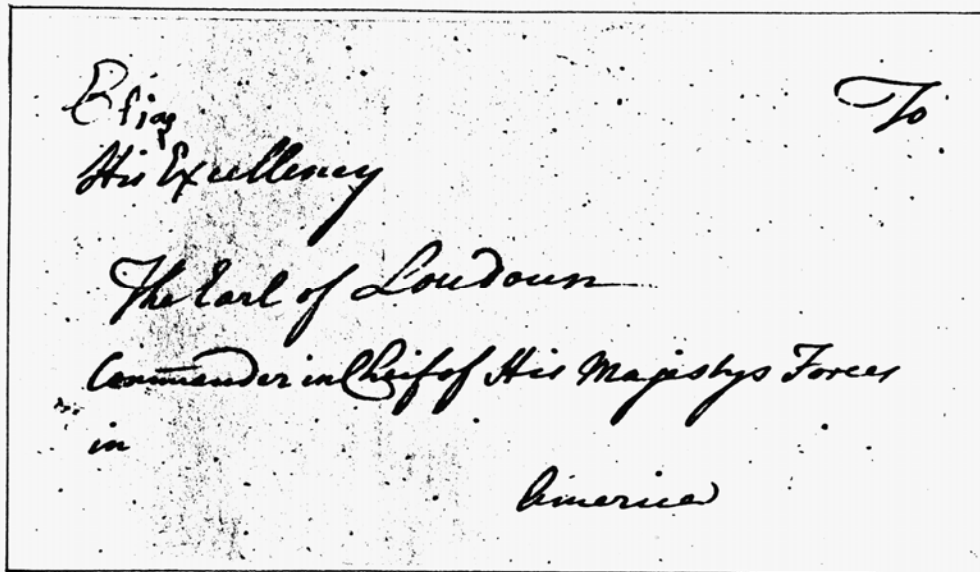
1757.04.19^{2,3}

Hanover, NJ to Philadelphia, PA via Elizabeth Town, folded letter datelined at Hanover, hand carried and posted at Elizabeth Town, N.J. with manuscript "Eliz" postmark and "2 Draper, Welsh & Co." "10d" ratings, manuscript notes on front. Fine. The rate was 2 dwt for 60 to 100 miles, which was 10 pence in local currency. (ex-Carson, ex-Siskin)(ter Braake² PA-1³)



1757.09.07

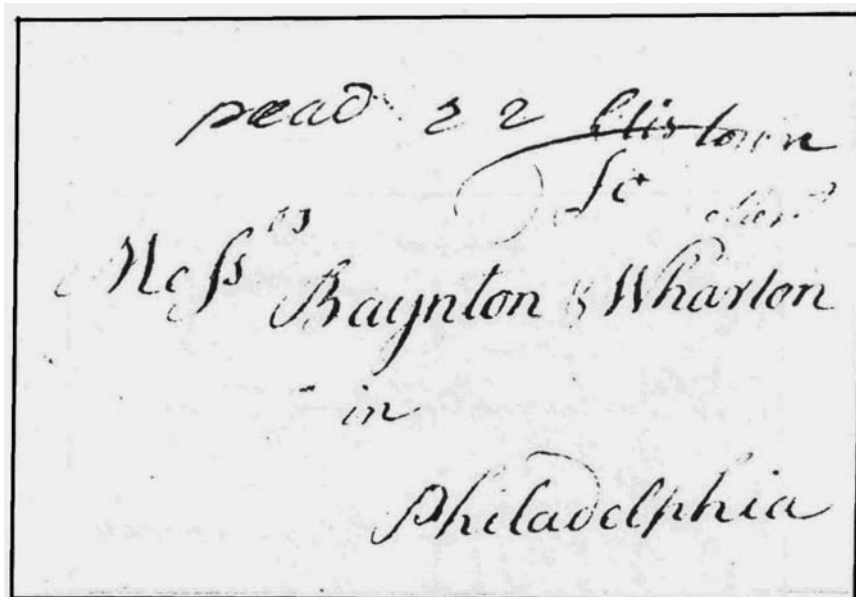
Black "Eliza" manuscript postmark on cover to New York City (Huntington Library, San Marino) (ter Braake² PA-1³).



Eliza
His Excellency
The Earl of Loudoun
Commander in Chief of His Majesty's Forces
in
America

1768.04.25

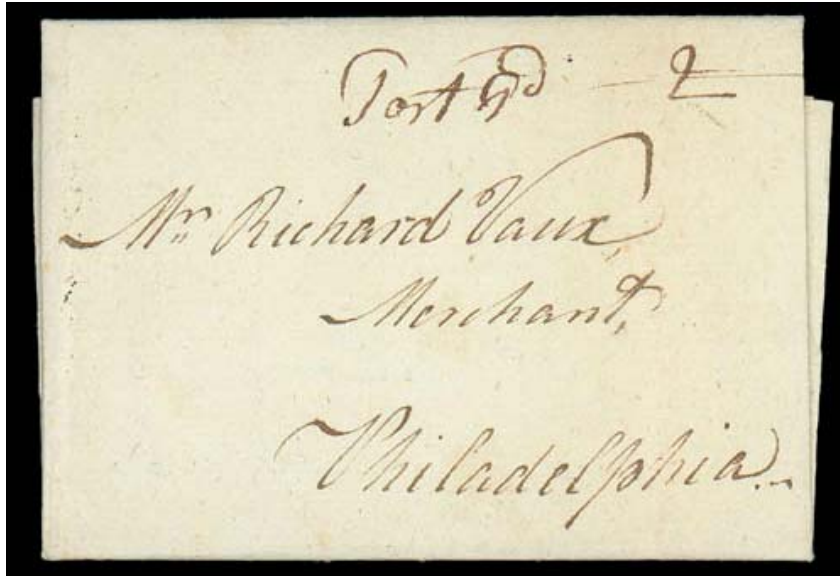
Elisabethtown to Philadelphia. Paid 2 dwts. (Pennsylvania State Archives)(ter Braake² NJ-1).



read 22 Eliza
to
Mess^{rs} Baynton & Wharton
in
Philadelphia

1787.01.22

Elizabeth Town NJ to Philadelphia PA, datelined folded letter bearing manuscript "Post Pd 2" postal rating, Very Fine, prepaid the 2 dwt rate for 60-100 miles.(ex-Siskin)



Newark

(Post Office known to exist by 1766)

1771.01.26

Black manuscript "New", to New York, rated 1 dwt 8 gr, equivalent to 8 pence local currency. This cover was described in detail by Robert G. Rose in the November 2004 *NJPH*.⁴ (Siegel #1002, Lot 3049)

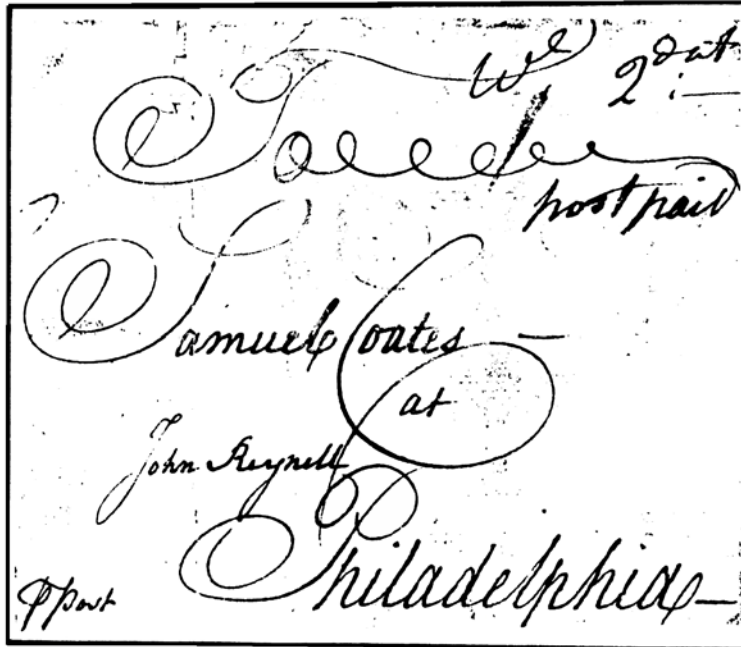


Woodbridge

(Post Office known to exist by 1754)

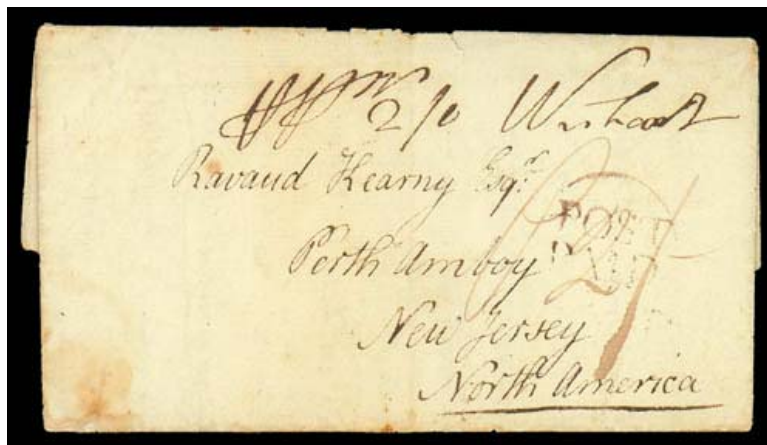
1771.10.10

We, 2 dwt, (Woodbridge) ms. pmk., matching "Post Paid" on FL headed "Perth Amboy, Oct. 10, 1771 to Philadelphia, "p post" at lower left. (ex-Faulstich⁵)(ter Braake²NJ11)



1786.11.01

P2/- (Letter mentions enclosure), 1 NO Franklin Mark, Post Paid in circle, PPW 2/0 (Post Paid Woodbridge), to Perth Amboy. (ex-Siskin)



Please send all new reports to Jean and Ed Siskin at jeananded@comcast.net. We are eager to make this database as complete as possible, so if you have unreported covers in your collection, or have seen others in other sources – catalogues, web sites, etc., we would like to include them.

ENDNOTES:

¹ Amboy was the Capital of East Jersey and Burlington was the Capital of West Jersey. The proprietors established post offices to handle incoming and outgoing ship mail.

² ter Braake, Alex L., Coord., *The Posted Letter in Colonial and Revolutionary American 1628-1790*, published by APRL, State College, PA, 1975.

³ ter Braake mistakenly attributes this cover to Elizabeth PA, which did not exist at this time.

⁴ *NJPH*, Nov. 2004 <http://njpostalhistory.org/media/archive/156-nov04njph.pdf>.

⁵ Edith M. Faulstich Collection, Siegel #440, November 19-21, 1973.

WHAT YEAR WAS IT POSTED?

Have you ever come across a folded letter with a dateline, but no year date? Or where you can tell from the text that it was mailed, for instance, on Wednesday the 3rd of July, and you want to know what years had Wednesday on the 3rd? Here is a web site that can help, with a perpetual calendar:

<http://archives.nd.edu/research/perpetual.htm>

Maintained by the University of Notre Dame, it helps find those elusive years, and also contains information on different calendars and how to correlate them.

EBAY DISCOVERIES – SOME NICE NJ FINDS!

By Don Chafetz

Living in Southern California, specifically San Diego, the environment is not the most conducive for collecting New Jersey items, and even more specifically Morris County. While there are stamp shows in the area, SANDICAL (San Diego) and SESCAL (Los Angeles), the dealers who attend the shows do not have New Jersey material. Fortunately, I discovered eBay a few years ago and find I am exposed to more New Jersey material than if I attended a stamp show in New Jersey! That is good for me, but bad for any dealers who are not on the Internet.

I have been surprised to find on eBay the following three items which I would not have discovered otherwise.

Discovery Stampless Cover: Walnut Grove (Morris County), NJ

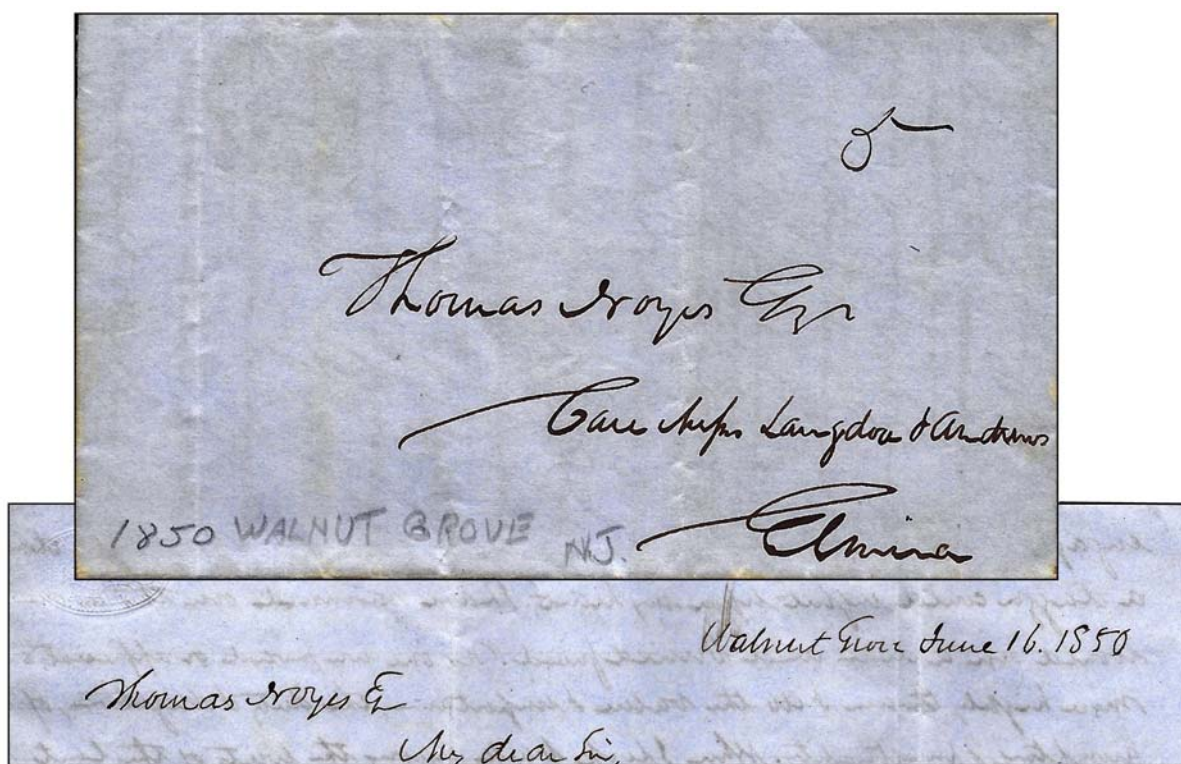


Fig. 1: A stampless cover with a manuscript 5 cents postal charge. There are no post office manuscript or hand cancels but the letter is datelined Walnut Grove, June 16, 1850 and was sent to Elmira (NY?). There is a receipt notation on the inside flap and a date of June 16, 1850. No postmarks are known from this post office.

(The lists of postmasters are from the book New Jersey Postal History¹ and my research in the Post Offices List of Postmasters (microfilm).²)

Established March 14, 1839

Walnut Grove Postmasters:

John H. Davis - March 14, 1839

Silas C. Clarke - July 6, 1843

Eliphalet, Drake - July 19, 1845

Alpheus Pierson - November 21, 1849

Abraham S. Minerly - April 14, 1853

EBAY DISCOVERIES – SOME NICE FINDS ~ Don Chafetz

Nelson Hughson - December 13, 1854

Nelson Hulbert - June 23, 1863

Transferred to Mount Freedom October 23, 1871

Munsell's 1882 *History of Morris County New Jersey 1739-1882*³ describes Walnut Grove as follows.

Mount Freedom and Walnut Grove may be grouped together and regarded as one settlement. The Presbyterian church is the proper center of Mount Freedom, and the tavern half a mile east of the Presbyterian church the center of Walnut Grove. These two places embrace about fifty dwellings and a population of 300. At Mount Freedom there is a church, a post office, a store and twenty-five dwelling houses. At Walnut Grove there are a tavern, a school house, a church, a blacksmith shop and twenty-five dwellings.

Manuscript Date: Bloomingdale (Passaic Cty>Morris Cty, to Passaic Cty Jan. 7, 1881), NJ



Fig. 2: A cover sent from Bloomingdale on January 31, 1881 with the date written in, to Chester, NJ. On the back is a New York transit postmark dated January 31, 1 pm and a Chester, NJ receipt postmark dated January 31.

This is the only manuscript-dated cancellation I have seen from Bloomingdale. I know I am stretching the dates a little to include Bloomingdale in Morris County, but oh the date is so close I could not resist!

Transferred from Passaic County November 22, 1880

Bloomingdale Postmaster:

James Tintle November 22, 1880

Transferred to Passaic County January 7, 1881

Discovery Postmark: Woodport (Morris County), NJ



Fig. 3: A cover with a target postmark of Woodport, NJ, January 29, 1884. It has a Dover, NJ backstamp dated January 29, 1884., and was sent to Blairtown (Warren County).

Transferred from Hurdtown post office - December 5, 1854

Postmasters Woodport:

William A. Wood - December 5, 1854

Henry Lumsden - June 28, 1865

John F. Wood - June 19, 1868

Thomas Bright - December 20, 1869

Transferred to Hurdtown post office - March 24, 1870

Transferred from Hurdtown post office - July 22, 1872

Postmaster: Thomas Bright July 22, 1872

As a sub-station Wharton post office - January 31, 1908

ENDNOTES:

¹ Kay, John L., and Smith, Chester M., Jr., *New Jersey Postal History*, published by Quarterman Publications, Lawrence MA, 1977.

² National Archives Post Office files (microfilm), Postmaster appointments 1832-1971, M841, Roll 83.

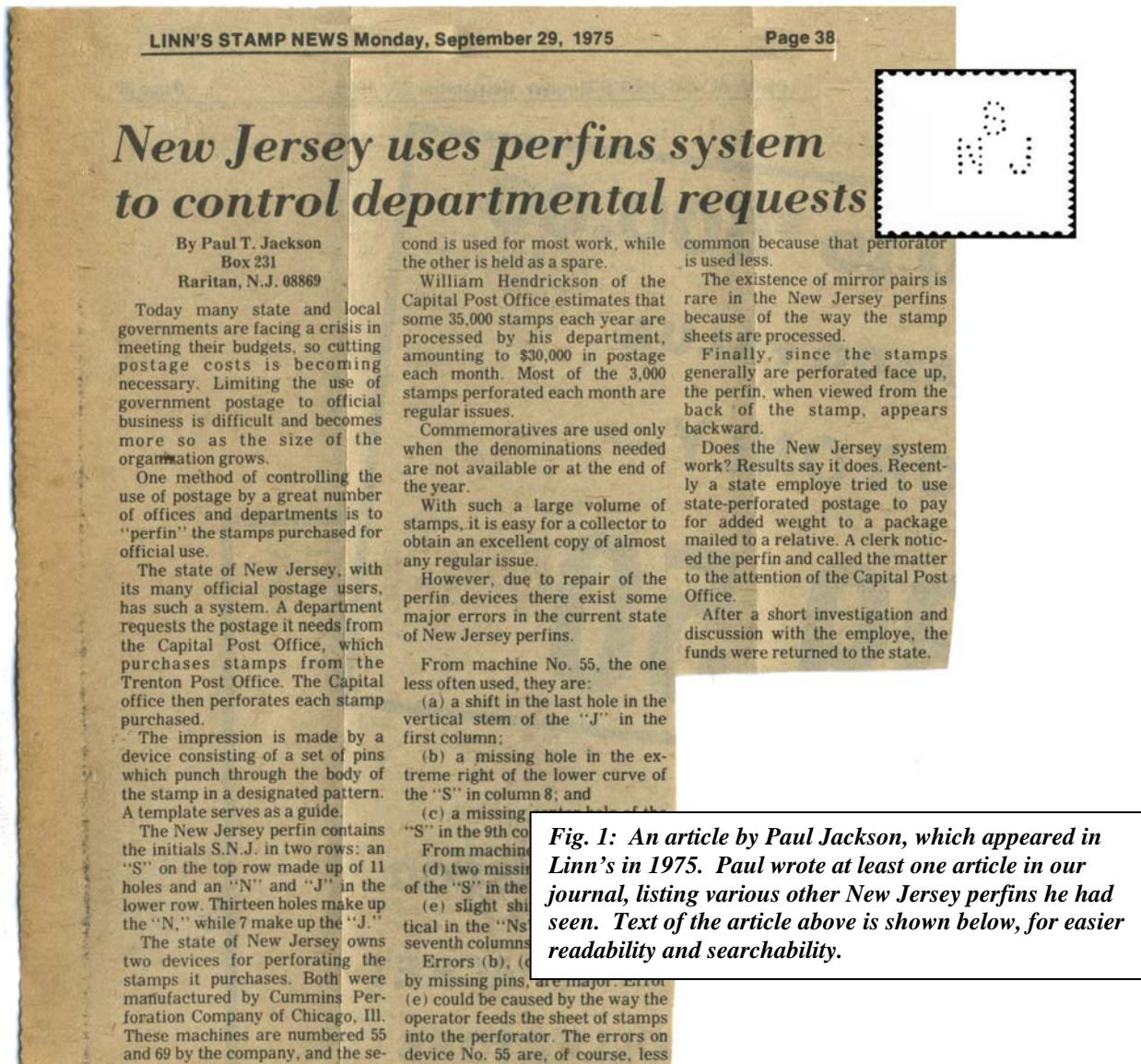
³ Munsell, W. W., *History of Morris County New Jersey 1739-1882*, published by W.W. Munsell & CO., New York: 1882. <http://www.rootsweb.ancestry.com/~njmorris/munsellhistory/> 7/28/2012.

PERFINS FOR THE STATE OF NJ – A REVIEW

By Gene Fricks, Robert G. Rose, Paul Jackson, and Scott Hoppis

[A number of pieces of the perfin puzzle have crossed my desk lately, from various contributors, and it seemed to indicate that it was time to draw these together into one article. Hence the following: ed].

“Perfin” is short for “perforated initials” or “perforated insignia,” and was a control used by companies to prevent theft from the mail room. The State of New Jersey used these to prevent the pilfering of stamps. Gene Fricks sent along an article by Paul Jackson, a former member now deceased, which appeared in the pages of Linn’s on September 29, 1975. with information not previously published in our own pages. Along with it, he sent a State of New Jersey perfin that was not included in Paul’s article. For the benefit of members, that 1975 article is shown below:



New Jersey uses perfin system to control departmental requests

By Paul T. Jackson, Linn's, Sept. 29. 1975

Today many state and local governments are facing a crisis in meeting their budgets, so cutting postage costs is becoming necessary. Limiting the use of government postage to official business is difficult and becomes more so as the size of the organization grows.

One method of controlling the use of postage by a great number of offices and departments is to "perfin" the stamps purchased for official use.

The State of New Jersey, with its many official postage users, has such a system. A department requests the postage it needs from the Capital Post Office, which purchases stamps from the Trenton Post Office. The Capital office then perforates each stamp purchased.

The impression is made by a device consisting of a set of pins which punch through the body of the stamp in a designated pattern. A template serves as a guide.

The New Jersey perfin contains the initials S.N.J. in two rows: an "S" on the top row made up of 11 holes and an "N" and "J" in the lower row. Thirteen holes make up the "N," while 7 make up the "J."

The State of New Jersey owns two devices for perforating the stamps it purchases. Both were manufactured by Cummins Perforation Company of Chicago. Ill. These machines are numbered 55 and 69 by the company, and the second is used for most work, while the other is held as a spare.¹

William Hendrickson of the Capital Post Office estimates that some 35,000 stamps each year are processed by his department, amounting to \$30,000 in postage each month. Most of the 3,000 stamps perforated each month are regular issues.

Commemoratives are used only when the denominations needed are not available or at the end of the year.

With such a large volume of stamps, it is easy for a collector to obtain an excellent copy of almost any regular issue.

However, due to repair of the perfin devices there exist some major errors² in the current State of New Jersey perfins.

From machine No. 55, the one less often used, they are:

- a. a shift in the last hole in the vertical stem of the "J" in the first column;
- b. a missing hole in the extreme right of the lower curve of the "S" in column 8; and
- c. a missing center hole of the "S" in the 9th column.

From machine No. 69 they are:

- d. two missing holes at the end of the "S" in the first column, and
- e. slight shifts from the vertical in the "Ns" of the sixth and seventh columns.

Errors (b), (c) and (d), caused by missing pins, are major. Error (e) could be caused by the way the operator feeds the sheet of stamps into the perforator. The errors on device No. 55 are, of course, less common because that perforator is used less.

The existence of mirror pairs is rare in the New Jersey perfins because of the way the stamp sheets are processed.

Finally, since the stamps generally are perforated face up, the perfin, when viewed from the back of the stamp, appears backward.

Does the New Jersey system work? Results say it does. Recently a state employee tried to use state-perforated postage to pay for added weight to a package mailed to a relative. A clerk noticed the perfin and called the matter to the attention of the Capital Post Office.

After a short investigation and discussion with the employee, the funds were returned to the state.



Figure 2 shows Cummins Model Number 52, of which 55 and 69 are serial numbers:¹

New York **THE B. F. CUMMINS CO.** Chicago

Cummins' Postage Stamp Perforator

No. 52 (Five dies)

Under the Postmaster General's ruling, dated May 4, 1908, it is lawful to perforate U. S. Postage Stamps with letters, numerals or other marks or devices, for identification purposes. This has been found the only effective method of preventing the stealing of stamps by office boys, mailing clerks, etc.

THE PERFORATIONS MADE BY THIS MACHINE CONFORM TO THE REQUIREMENTS OF THE POST OFFICE DEPARTMENT; i. e., HOLES NOT OVER $\frac{1}{16}$ INCH IN DIAMETER, TOTAL SPACE NOT OVER $\frac{1}{2}$ INCH SQUARE.

The stamps are perforated without being separated from the sheet. They lie flat on a plate flush with the die and are pushed forward by the operator one row at a time. An adjustable marginal guide properly locates the perforation on each stamp. The handle is raised by a spring and its stroke is short---suitable for rapid work.

PRICES and CAPACITIES

Perforating:	Price
3 or less initials on each stamp <small>(20 stamps each stroke. Row of 5, four sheets thick.)</small>	\$27.50
4 initials on each stamp <small>(15 stamps each stroke. Row of 5, three sheets thick.)</small>	\$31.25
5 initials on each stamp <small>(10 stamps each stroke. Row of 5, two sheets thick.)</small>	\$35.00
6 initials on each stamp <small>(10 stamps each stroke. Row of 5, two sheets thick.)</small>	\$38.75

SPECIFICATIONS---Weight, net 23 lbs., boxed 28 lbs. Base 5 x 11 inches. Height 10½ inches. Length of handle, 11 inches. Finished in black enamel and nickel.

38 C

Fig. 2: A 1909 Cummins catalogue page showing a stamp perfin machine from the B.F. Cummins Co. of Chicago & NY, Model #52; of which 55 & 69 are serial numbers. It is interesting to note that this is not a large-scale operation. Perfins are done in small groups, and by folding the stamp sheets, more can be done at one time, creating originals and reverses (and occasional doubling). Cummins advertisement courtesy Jon Johnson.



Photo courtesy "BNAPS Perfins Handbook"³, Fig. 2a: Photo of the Cummins Model #52.

The Perfins Club, in describing this Cummins model says:

*It should be noted that a certain few dies are arranged so that the letters normally read diagonally across the stamp, but most read horizontally when they are properly fed into the machine. It is obvious that the handiest way to put stamps through the small, five-die machine is to fold the sheet lengthwise in the middle. The result is that half of the punches will read face up and the other half face down with the center two columns facing each other.*⁴

Missing holes represent damage to a pin so it no longer cuts the postage stamp. These are referred to as “damaged dies,” or possibly “varieties” but not errors. Damaged dies are constant if they are not fixed. Fixing the machine, however, is simple, by replacing the broken pin with a new one. Thus a fully working die cannot be assumed to be the original die – it may have been repaired along its period of use.



Fig. 3a: Jackson’s die varieties on the no. 55 machine. Fig. 3b: Jackson’s die varieties on the no. 69 machine.

A perfin cover, used by the State Board of Architects, was shown in *NJPH* with the S/NJ perfin on the Postal Employees set (Scott 489-98, April 1973), so likely used in the ‘70s. Gene’s cover, which he sent along with this article, is an entirely different perfin and is shown below:

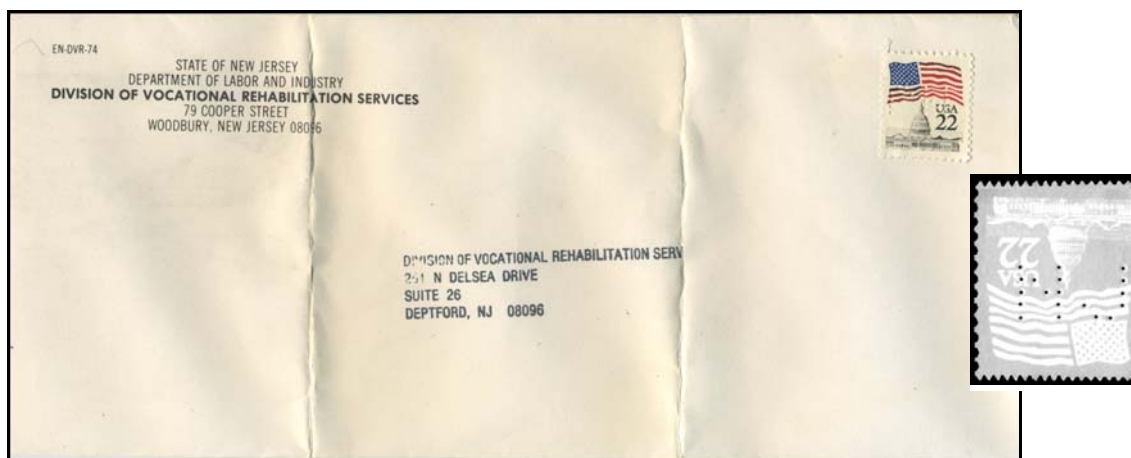


Fig. 4: The newer N J only perfin for the State of New Jersey, used from the Department of Labor and Industry. Although the form date on the envelope is from 1974, the stamp used was not issued until 1985, so this cover likely hails from that period. We have shown the perfin upright, but it is upside down and inverted when viewed from the front.

One other N J only cover, shown in a 1989 *NJPH*,⁵ was used February 1988 on a commemorative stamp for the New Jersey Waterfront Marathon, trials for the 1988 Olympics, but the cover in *Figure 4* is possibly earlier.

In an effort to see just how long the State of New Jersey continued to use perfins, Bob Rose contributed three covers from the 1992, still using this N J perfin: A closeup shows these perfins are all of different orientations – the first is doubled and the 2nd is reversed and punched vertically on the stamp. The 3rd is hard to read here, but is inverted.



Fig. 5 & 5a: Three perfin covers from 1992. No specific date is yet know for their discontinuance.

The variety of impressions has often led collectors to presume that some are of greater value than others, but a little understanding of the way perfins are created makes it clear that almost any combination, even within one sheet can occur, depending on how the sheet is folded before being put into the perforator. Scott Hoppis contributed these scans of a full sheet of perfins, where he has deduced how the sheet was folded before perfining. (See Figures 6 & 7 below.)

The Perfins Club, in their *New Member Q&A* document⁴ mentions a 5 x 3 arrangement of 15 dies which was used in recent years by the States of Illinois, Iowa and New Jersey. Perhaps this is the machine used to print this NJ only perfin. We are not experts, and more information is necessary. If other members can contribute, we would welcome additional information about this State of New Jersey perfin.

Perfins are a fascinating field of philately, and worthy of specialized study – and there are a number of different societies directed towards these studies. Here we have dealt only with two New Jersey perfins – those for the State of New Jersey. Many other New Jersey perfins are listed, both in Jackson’s article in our [Vol. 36 No. 2 Whole number 170](#) May 2008 issue, and in the US Perfin Catalogue.⁶

Our thanks to the contributors to this article. Please send additional information to Secretary@NJPostalHistory.org.

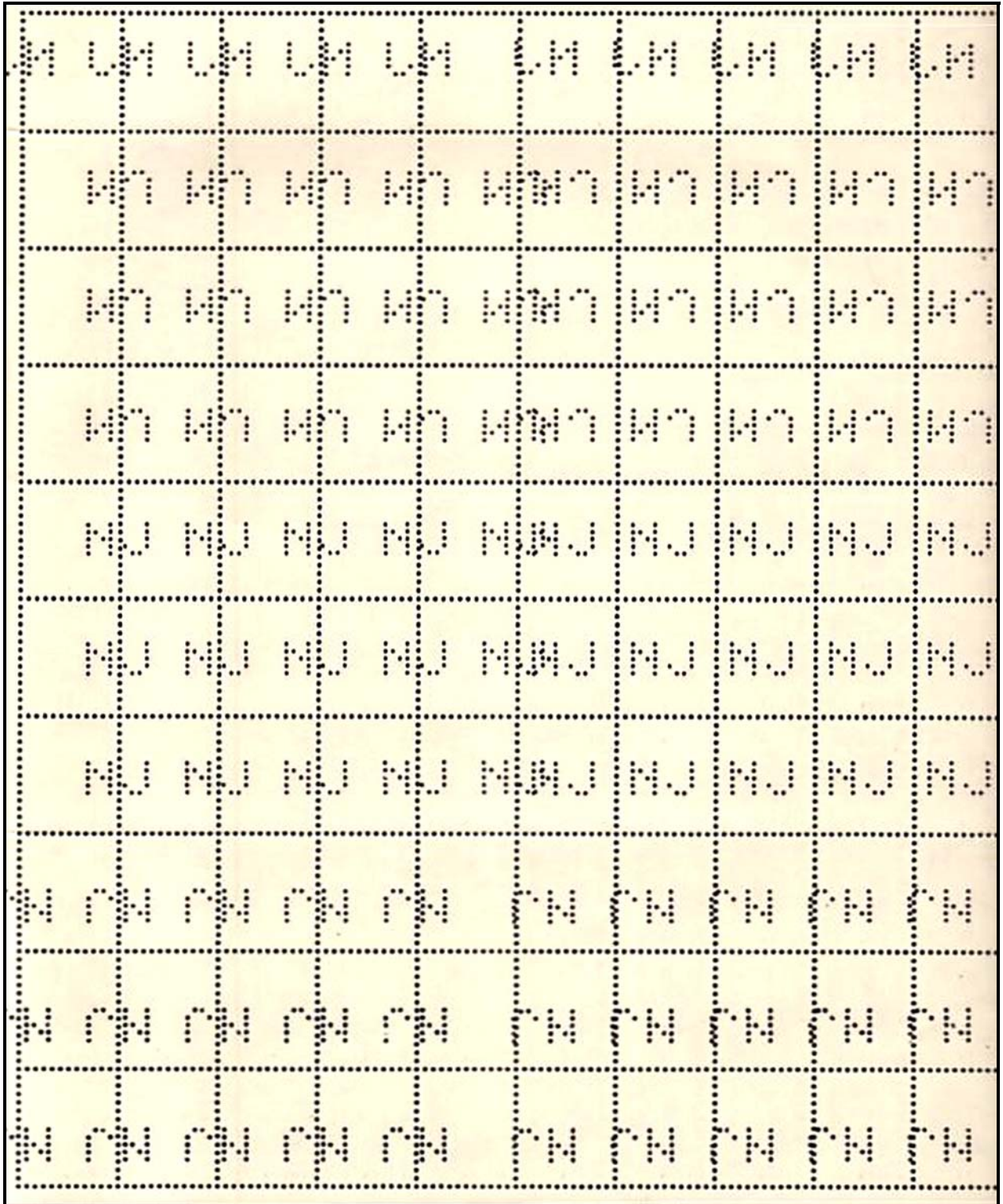


Illustration courtesy Scott Hoppis

Fig. 6: Full sheet of N J perfins on the 10¢ Red Cloud stamp from 1987. Note that there are a variety of positions, including inverted, upright, reversed, and doubled.

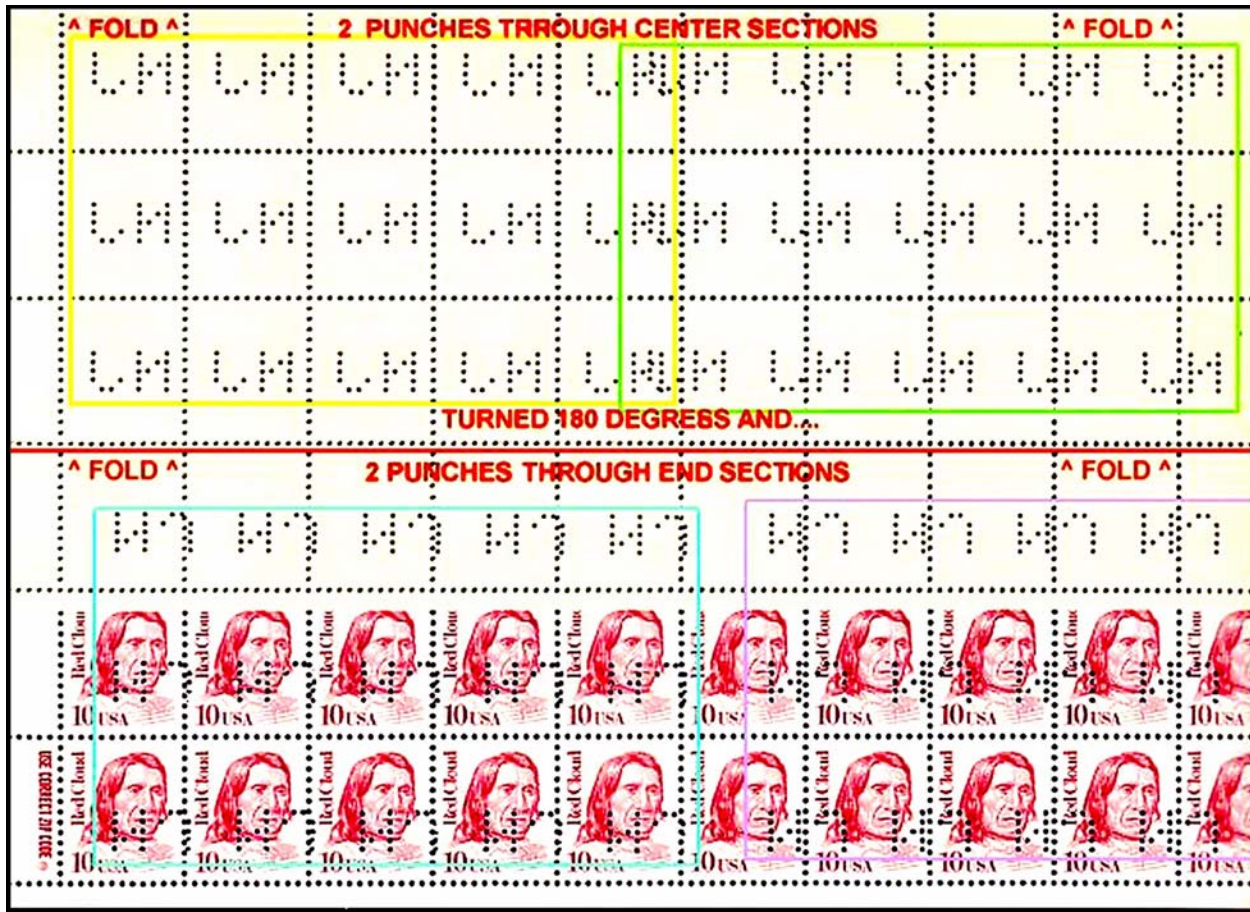


Illustration courtesy Scott Hoppis

Fig. 7: Another view of the same sheet, showing where it was folded – along the lines indicated before the perfins were punched. It would be incorrect to presume that those not oriented to be read correctly from the face of the stamp are “errors;” they are simply the product of the way perfins are created.

ENDNOTES:

- ¹ In conversations with Jon Johnson, we have learned that in fact the machine used for New Jersey perfins is Model #52, and that 55 and 69 are serial numbers of that model.
- ² Paul Jackson used the word “error” in his article, but these are properly called “die varieties” in perfin terminology.
- ³ *BNAPS Perfin Handbook*, published online at <http://www.bnaps.org/PerfinHandbook/PerfinHandbook.htm>, updated Aug. 25, 2012, & *Catalogue of The BF Cummins Co Perforating Machines*, Chicago, New York, 1909, The Perfins Club library.
- ⁴ New Members Q&A at http://www.perfins.org/wordpress/wp-content/uploads/2011/12/New-Members-Q_A-120511.pdf.
- ⁵ *NJPH*, September 1989, Whole No. 84, <http://njpostalhistory.org/media/archive/084-sep89njph.pdf>.
- ⁶ *Catalog Of United States Perfins By Location*, published by the Perfins Club, Long Beach, NY, 1999.

PHILATELIC SHORTS: BIRMINGHAM, NJ

By Gene Fricks

Smith and Kay record establishment of the Birmingham post office on February 11, 1868 with Charles Antrim as initial postmaster. Birmingham is an unincorporated village in Pemberton Township, Burlington County and is situated between Smithville and Pemberton borough. When the Postal Service introduced Zip codes in the mid-1960s, Birmingham received 08011.

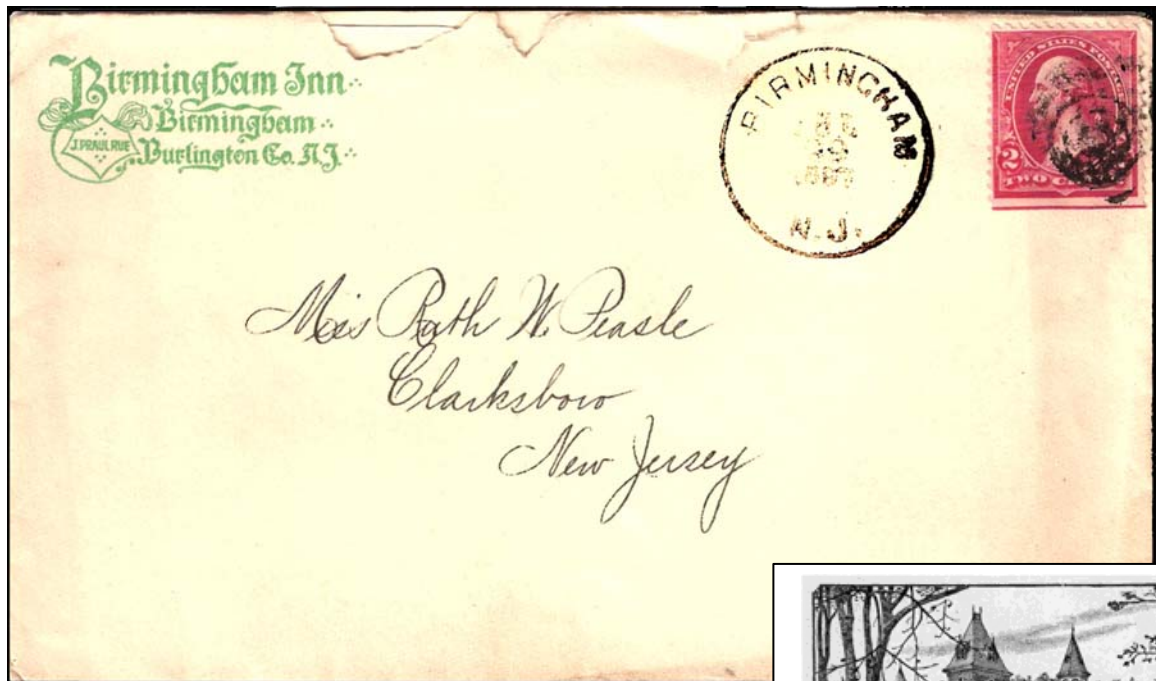
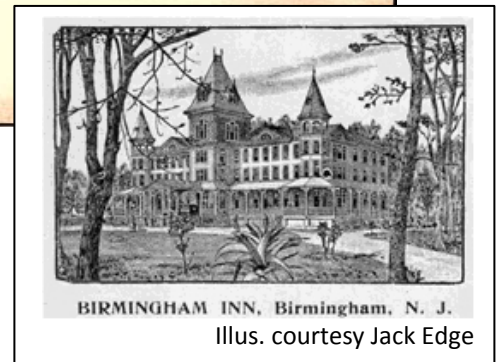


Fig. 1: A Birmingham, NJ cover from 1897, sent to Clarksboro. The corner card is for the Birmingham Inn, shown in the inset.



The largest business in Birmingham in the late 1860s was the inn or hotel whose corner card is recorded on the cover illustrated here. A rail spur from Pemberton served to bring vacationers, mostly from Philadelphia, to the area. A rail-trail preserves the roadbed today and ends about at the former station location. The current post office is situated adjacent to this location.

Today the area hosts such businesses as Sybron Chemicals, the well-known manufacturer of water treatments and softeners, and Photon Technology International.

JAMES MOODY, AN AMERICAN LOYALIST & His Interceptions of Washington's Communications with Philadelphia

By Jean R. Walton

For many years, this picture in Barber & Howe¹ has fascinated me, and set me on the trail of the man General Washington called “*that Villain Moody.*”



Fig. 1: Moody's Rock, just south of Newton, NJ in Sussex County, as shown in Barber & Howe, 1846. It was a hideout for Tory James Moody during the Revolution.

The story included there as a footnote which runs several pages tells of this “cave” (really an indentation in a cliff under an overhang of rocks), and the infamous Tory who used it as his hiding place during the American Revolution, James Moody of Knowlton Township, Sussex County. Moody's Rock is located just south of Newton, not far off Route 206, in an area known as Muckshaw Ponds. The description from Barber & Howe follows:

Two miles out of the village of Newton, and half a mile west of the stage-road leading to New York, are two adjacent bodies of water, known as the Big and Little Muckshaw; the former lying immediately south of the latter, with which, in high water, it forms a communication of several yards in width. Below these two ponds, to the south and east, a marsh extends, for quite a distance, in many places abounding in stagnant pools, and noxious weeds, or foul swampy shrubs, very difficult, if not totally impossible to be traversed. On the west of this marsh, a point of land juts forward, bounded northward by the southern most margin of the Big Muckshaw, eastward by the marsh itself, upon which it abruptly fronts, and on the west, for considerable distance, by an inlet of the pond, and a piece of marshy ground below; while to the southward it runs off into a ridge of irregular rocks, thickly shaded by a dense growth of trees, which for many a long year have concealed the gloomy haunts within. .

This is one of the numerous spots in New Jersey, around which [during the Revolution].. an instrument of foreign tyranny found shelter for himself and his loyal followers, in those days of peril. Hence, like a band of hungry wolves, they broke loose from their den, in the darkness of midnight, to commit their depredations upon those who rallied around the standard of liberty, and bade defiance to the wrath of the oppressor. To this wild and secure retreat, when danger threatened, did the Tory leader, and his company of active associates resort; and the political hypocrites of those times nourished them there, and kept them advised of what was going on among the friends of the colonists.¹

Who was James Moody and of what possible interest is he to students of postal history? Born in Little Egg Harbor in 1744 of parents who had recently emigrated from England, he spent his youth in the forested wilderness and fruitful coastlands of southern New Jersey. He was extraordinarily tall for this era, 6'2" and of full build. In or around 1766, James set out on his own, to establish a farm of some 500 acres in west Jersey, along the Delaware in Knowlton Township, then in Sussex County.² He married Elizabeth Britain, whose family were from this part of the county, and by 1775, he had three small children, a number of livestock, and a successful agricultural enterprise. He was an American in every sense, and nothing would yet suggest the path he was to take in the Revolution ahead.

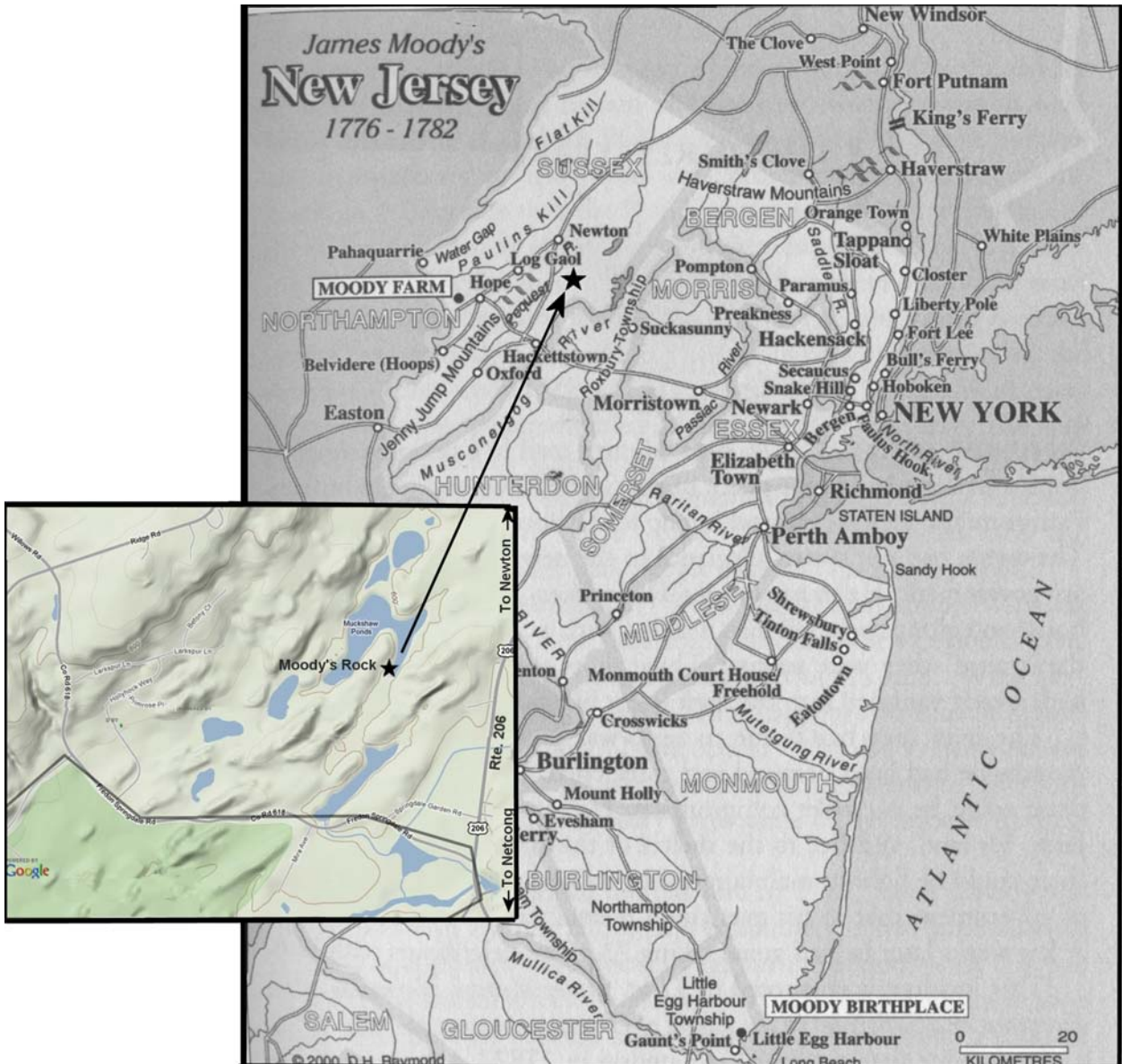


Fig. 2: Map of “Moody’s New Jersey,” from *So Obstensibly Loyal*³, with an overlay of a Google map showing the location of Moody’s Rock, and a tentative location of Moody’s farm in Knowlton Twp., Sussex County.

Cartographer David Raymond, in *So Obstensibly Loyal*.



Fig. 3: James Moody, American Loyalist³

strong proponent of the Crown, and when the forces for Independence took over, his conscience led him to choose the side of the Loyalists. Happily for us, Moody wrote his own narrative (written in the third person) of his thoughts and exploits, so we have some view into his feelings in his own words:

When the present ill-fated Rebellion first broke out, he was... a happy farmer, without a wish or an idea of any other enjoyment, than that of making happy, and being happy with, a beloved wife, and three promising children. He loved his neighbours, and hopes they were not whole without regard for him. Clear of debt, and at ease in his possessions, he had seldom thought much of political or state questions; but he felt and knew he had every possible reason to be grateful for, and attached to, that glorious Constitution to which he owed his security. The first great uneasiness he ever felt, on account of the Public, was when, after the proceedings of the first Congress were known, he foresaw the imminent danger to which the Constitution was exposed; but he was completely miserable when, not long after, he saw it totally overturned.

The situation of a man, who, in such a dilemma, wishes to do right, is trying and difficult. In following the multitude, he was sure of popular applause: this is always pleasing; and it is too dearly bought only when a man gives up for it the approbation of his own conscience. He foresaw, in its fullest force, that torrent of reproach, insults, and injury, which he was sure to draw down on himself and his family, by a contrary conduct; nor does he wish to deny, that, for some time, these overawed and staggered him. For himself he felt but little, but he had either too much or too little of the man about him, to bear the seeing of his nearest and dearest relatives disgraced and ruined. Of the points of debate between the parent-state and his native country, he pretended not to be a competent judge: ... he could come to no other conclusion, than that, however real or great the grievances of the Americans might be, rebellion was not the way to redress them. It required moreover little skill to know, that rebellion was the foulest of all crimes; and that what was begun in wickedness must end in ruin. With this conviction strong upon his mind, he resolved that there was no difficulty, danger, or distress, which, as an honest man he ought not to undergo, rather than see his country thus disgraced and undone. In spite even of concern for his family – with the most ardent love for his country, and the warmest attachment to his countrymen, he resolved to do anything, and to be any thing, not inconsistent with integrity – to fight, to bleed, to die – rather than live to see the venerable Constitution of his country totally lost, and his countrymen enslaved.⁴

James Moody, 1782

With this point of view as his banner, Moody nevertheless sought to keep his peace and not expose himself and his family because of his Loyalist views. In Sussex County, he was not alone, with ardent Loyalists (including his in-laws, and many others in Knowlton Township) outnumbering Patriots. The Patriots had the upper hand, as they were the activists, and eager to set up an alternative government. The Committees of Safety were established to extract oaths of allegiance, and to harass those who would not submit. Moody talks of being threatened and insulted, and on March 28, 1777, the Patriot militia arrived at his home with the intention of arresting him, firing several shots.⁵ Moody escaped, and realized he was no longer safe except behind British lines.

Thus began the career of a Loyalist, whose first efforts were enlisting others of like mind, and bringing them within the British lines. This he did on numerous occasions. He contributed much in the area of intelligence to the British, assessing the stores and provisions of the Patriots, their troop numbers, quietly observing what he could and passing it on to the British. It was the hope of the New Jersey Loyalists that the British, camped at New Brunswick, would sweep the State of its denouncers of the Crown, and they were ready and eager to do their part. It was a great disappointment to their movement when Howe moved his troops to the Chesapeake instead, squandering, from their point of view, a golden opportunity to nip the Revolution in its bud.

The American War for Independence had three, not just two armed forces. The Patriots and the British were the obvious opponents, but a third force – the American Loyalist movement – constituted a third, hated by the Patriots as traitors to the American cause, and often dismissed by the British as they were not trained soldiers and were viewed as untrustworthy.

So began a period of years when James Moody was recruiting Loyalists for the British forces, conducting raids, collecting information, releasing prisoners from jail – and in general doing anything he could to aid the British cause and foul the efforts of the Patriots. One of these skirmishes even resulted in Moody's imprisonment in Morristown, and then at West Point, from which he escaped. But the alarm that "Moody is out and about" raised fear in the hearts of many from Perth Amboy to Easton and points north – but especially in the area of Newton and Moody's hideout at what became known as Moody's Rock. This area he knew like the back of his hand, including who would help conceal him and who were his enemies.

This however is not the heart of this story – this story covers only the last year of fighting in the War for Independence, 1781, when Washington was headquartered at New Windsor, near West Point, and Moody, now an Ensign and later a Lieutenant with the British Army irregulars, was tasked with capturing the mails between New Windsor on the Hudson and Philadelphia, the seat of the American government, on the Delaware. This inevitably involved New Jersey.

GEORGE WASHINGTON'S New Jersey 1776-1781



From Cockpit of the Revolution, Cartographer Larry Tumlinson, 1966.⁶

Fig. 4: This map, similar to the one in Fig. 2, shows Washington's New Jersey during the Revolution. It was inevitable that the Moody and Washington would cross paths.

CAPTURING THE MAILS.....

Our story deals with 1781 --- when Washington's headquarters were located in New Windsor, NY, just south of what is now Newburgh, and above West Point on the Hudson. Washington sought to keep General Clinton and the British occupied with the defense of New York City, and in the dark as to whether the Continental Army would attack at New York or in the Chesapeake.

Rochambeau arrived in the Colonies on July 10, 1780, and with a section of the French fleet, lay off Rhode Island. A plan had yet to be determined, whether they would sail for New York City, or for the Chesapeake Bay, to join Washington in support of the Continental Army.

Washington and Rochambeau were connected by a Chain of Expresses which had been established in July 1780, first along the coast from Rhode Island to Stamford, where communications with Headquarters were already established.⁷ Riders were stationed every 15 miles, and employed Dragoons and civilian riders to stand at the ready, with horses, and to ride by day or night. As there were some attempts at interception on these dispatches, the line was moved further inland in late August, to King's Ferry, near Peekskill. It proved difficult to maintain, however, because of its cost in men and money, and this chain was discontinued in December 1780, as seen in this letter from Washington to the Chevalier de la Luzerne on the 14th:

*Your Excellency's dispatches for Rhode Island, accompanying your letter to me, came to hand at the instant the Post was setting out, and was committed to his care. It is the only means of conveyance now left me, since **the Chain of Expresses which was formed by the Dragoon Horses (and worn down) have been discontinued. The Quarter Master General has it not in his power, for want of money, to furnish an Express upon the most urgent occasion.***⁸

They were reestablished in 1781 on a different route, and manned by Dragoons and French hussars.

Communications with the Continental Government in Philadelphia and communicating with forces of the Marquis de Lafayette further south now become very important to Washington, and a good deal more problematic.

In February 1781, Washington wanted to establish another Chain of Expresses between New Windsor and Philadelphia, but it is unlikely this was ever done, as reflected in his letter to Benjamin Harrison on March 27 (see below), so whether he was relying on the regular post or his own riders when Moody captured the first mail in March is unclear. Washington maintained a few messengers of his own at Fishkill,⁹ one of whom was Benjamin Montanye (or Montaigne), a blacksmith and Baptist minister who wished to serve, but did not want to bear arms.¹⁰

James Moody, who had been captured and imprisoned at West Point, had managed to escape and had rejoined the British forces in New York City by late 1780. The British were in need of intelligence, and Colonel Delancey, the Adjutant General, aware of Moody's knowledge of the area, requested, on March 6, 1781, that he arrange a sortie to capture Washington's dispatches between New Windsor and Philadelphia. Moody – then an Ensign with Brigadier General Skinner's New Jersey Volunteers – accepted this mission, and wrote the following proposal to the British General at New York, Sir Henry Clinton:

149.44

Sir

I beg leave to mention to your Excellency what I humbly conceive necessary to undertake the enterprize against the Rebel mail

1. to have an order from your Excellency to execute the business; with two men armed in a light manner as the Artillery men are, a good fuzee for my self; and, to be landed in Jersey; also some Cash in order to defray Expenses I have the honour to be with great respect

New York
the
march 16th 1781

your Excellency's most obedient and
very humble servant

James Moody

his Excellency Sir
Henry Clinton

Mr Moody
16th March 1781
Propoal

Image from the Clements Library, Papers of Sir Henry Clinton¹¹

Fig. 5: (Misdated March 16)¹² In Moody's own hand, addressed to General Clinton, he proposes the terms under which he will undertake this risky mission. Text is below.

Sir –

I beg leave to mention to your Excellency what I humbly conceive necessary to undertake the enterprise against the Rebel mail.

I to have an order from your Excellency to Execute the business with two men armed in a light manner as the Artillery men are, a good Fuzé [musket] for myself, and to be landed in Jersey. Also some cash in order to defray Expenses. I have the honor to be with great respect

*Your Excellency's most obedient and
Very Humble Servant,*

*New York
March 16, 1781*

James Moody

His Excellency Sir Henry Clinton

[This document appears to have been carried within the British detachment in New York, and not through the mail. The note on the back may not be contemporaneous.]¹³

Moody first left New York on the night of the 7th of March, with a small party and a guide. Travelling by night, they concealed themselves in a swamp by day. On the second day, their guide refused to go any further. While Moody's first thought was to execute the man on the spot for dereliction of duty, he decided instead on the side of mercy, and was forced to return to New York with him, sequestering him from any others so their plan could not be betrayed.

Once the guide was isolated and secured in New York, they set out again with a new guide, which Moody describes (as always in the 3rd person) in his own *Narrative*:¹⁴

He set out a second time, and on the night of the 10th, he reached Haverstraw mountains. On his march, he was informed that the post had gone by that day. On the 11th, the weather became very inclement, and he, with his party, suffered exceedingly from a heavy fall of snow; notwithstanding, they pushed forward, hoping, by rapid marches, to get ahead of the rider. These efforts, though excessively fatiguing, were as yet all in vain, but on the 15th, they were successful, and got possession of their prize, and after some equally and distressing marches on their return, they at length arrived safe with it in New York. The inexpressible hardships which the party underwent in the adventure, both from hunger and cold, were fatal to the health of most of them. James Moody, 1782

Additional sources also mention this capture of the mail. The guide on this second foray, Benjamin Kelly, notes that on the first night they reached Paramus, making only five miles on the following day. The other members of the party were Jonathan Gage and Steven Roblin, members of Skinner's Battalion. They slept five nights in the swamp, waylaying the postrider Benjamin Montanye, on the 15th. They returned with the mail and the postrider to New York.

Montanye's description (told and recorded by a third party, so perhaps apocryphal only), adds the interesting details of his dispatch – that when first given his orders, he hesitated, knowing that the route he was to take – through the Clove or Ramapo Pass – would result in his capture, and when Washington saw Montanye was still present, uncertain whether to voice his concerns, said “What? Not gone, sir?” Montanye replied, “Why, General, I shall surely be taken, if I go through the Clove!” to which Washington replied, “Your duty is not to talk, but to obey!”¹⁵ Montanye places the capture as just beyond the Ramapo Pass, on the road to Sloatsburg.

JAMES MOODY, AN AMERICAN LOYALIST ~ Jean R. Walton

The mail taken contained a number of dispatches, but was not as useful to the British as they had hoped. Washington's Papers however contained several mentions of letters taken in this event, and copied and resent later, such as this one below from General Washington to Benjamin Harrison on March 27, 1781:

Head Quarters, New Windsor, March 27, 1781.

Dear Sir:

On my return from Newport, I found your favor of the 16th: February, with its inclosures, at Head Quarters. I exceedingly regret that I could not have the pleasure of seeing you... because I could have entered upon the subject of your mission in a much more and full free manner, than is proper to be committed to paper....

*By the expiration of the times of service of the old troops, by the discharge of the Levies engaged for the Campaign only, and by the unfortunate dissolution of the pennsylvania line, I was left, previous to the late detachment under the Marquis de la Fayette, with a Garrison barely sufficient for the security of West point, and **two Regiments in Jersey to support the communication between the Delaware and North River.....***

Our Stock of Ammunition, tho' competent to the defensive, is, by a late estimate of the commanding Officer of Artillery, vastly short of an offensive operation of any consequence....

Of Cloathing we are in a manner exhausted. We have not enough for the few Recruits which may be expected...

Nothing which is within the compass of my power shall be wanting to give support to the southern States, but you may readily conceive, how irksome a thing it must be to me to be called upon for assistance, when I have not the means of affording it. I am etc.

Duplicate. It is feared that the original miscarried with last Weeks Mail, which is missing and is supposed to have been taken and carried into New York. ¹⁶

This first mail, taken on March 15, 1781 was captured along the post route from New Windsor and Morristown, but although Moody's movements were largely in New Jersey, he encountered the post rider just north of the New Jersey border, as shown below by the star:

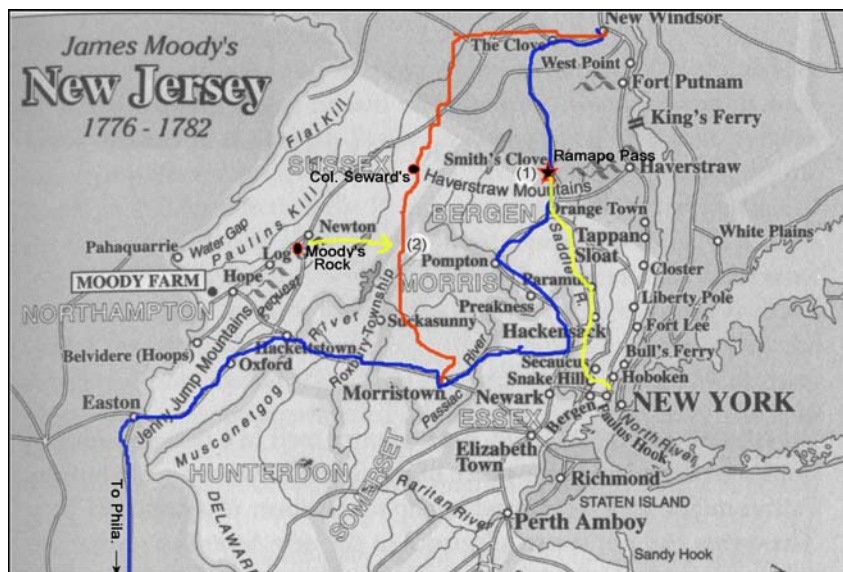


Fig. 6: Map showing the points of capture. The first (1) is shown by a star at the intersection of the yellow line (Moody) and the post route (blue), just north of the New Jersey line. The "back route" (2) used unsuccessfully in the second capture is shown in red, and the interception point is not known.

After this first capture of the mail, Washington changed the route for the mail between New Windsor and Morristown, as this letter to Postmaster General Ebenezer Hazard indicates:

Head Quarters, New Windsor, May 9, 1781.

*Sir: I have received your favor of the 24th. of April. I immediately **after the accident happened to the post in the Clove, I changed the Route, and he now travels by the way of Warwick to Morris Town, which is but a few Miles further about, and upon a Road which is as safe as any in this part of the Country can be.***

*It would be impossible for me, was the occasion ever so urgent, to send escorts of Horse with the Mails as you propose. In the first place, I have not the Horse, and if I had, I could not find them subsistence. It is with difficulty I keep two orderly Dragoons at Head Quarters. I am etc.*¹⁷

[Note: To Postmaster General of the United States, then at Jamaica Plains, near Boston.]

Shortly after the first expedition, Moody was made a lieutenant in Skinner's Brigade. Sir Henry Clinton, still eager for intelligence, sent out a second expedition in May. The British Adjutant General again used Moody for this task. On the 15th of May, they set out again, but it was soon clear that they had been betrayed by intelligence out of New York to the Continental Army. Twenty-five miles from the City, they were discovered, but escaped unharmed. There seemed no recourse but to return to New York. However, figuring the enemy would not be expecting a second attempt so soon after the first, they set out again on the 18th. Moody again, in his own words:

On that night, with his small party of four men, he got as far as Secaucus. The next night they crossed the Hackensack river, by means of a canoe which Lieutenant Moody always kept there for such purposes, and which after crossing, he concealed till his return. He then proceeded on, till, coming to the edge of a marsh, he fell in with a party of Rebels, who were patrolling that quarter....

This patrol at first allowed Moody to pass, but then halted them – at which point the patrol discharged their weapons. Moody convinced the patrol there was a larger force behind them, and the Patriots dispersed.

Marching on about four miles farther, he came to Saddle River, which it was necessary to cross, but apprehensive that there might be a guard stationed there, he waded, for several yards, through a considerable depth of water, till he got close to the bridge, where he saw, as he feared, a regular guard. On this he retreated with all possible speed and caution; and was obliged to wade through the river, about half a mile farther up, without much difficulty and danger.

The country being now much alarmed with rumours of Moody's being out, occasioned by this little rencontre, the mail, instead of being sent by Pompton, as it usually had been, and where it was expected to be met with, was now sent by the back road, with a guard to secure it.¹⁸ Discovering this, the Lieutenant dispatched a trusty Loyalist to a distant part of the province, with letters to his friends; and particular directing one of them whose person, figure, and voice most resembled his own, to pass for him but a single hour: which he readily did. James Moody, 1782¹⁹

This device apparently worked, and drew the militia away from where Moody actually was. However five days of lying in wait were still needed, apparently in the area of Newton²⁰ (and perhaps at Moody's Rock), "until the opportunity presented itself. This mail contained all the dispatches that were sent in consequence of the interview between General Washington and Count Rochambeau in Connecticut."²¹ The mail was taken on June 1; Moody returned to New York on June 4 with it in hand.

The exact location of this second capture of the mail is not clear, and Moody does not elaborate on this point. Shelstone reports these days were spent in the area of Newton, so it is likely that the mail was taken somewhere between the New York border and Morristown. The red line on the map in *Figure 6* for this back route is generally correct, but the interception line is only approximated.

Clinton was delighted with his prize, and boasted about it, even publishing parts of these letters in the Loyalist press in New York, and in the London *Political Magazine*. This letter from Washington to Colonel Elias Dayton on May 28, 1781.

Head Quarters, New Windsor, May 28, 1781.

Dear Sir: The late accounts from New York are mysterious and perplexing, but they at any rate demand that we should be in readiness to move. ... The parties at the Clove are not to be immediately called in, but the Officers commanding them warned to be in readiness. Should an evacuation of New York take place, as many strongly suspect, the troops under your command will be next in order for detachment....

As I am very anxious to learn what they are really doing in New York; you will oblige me by obtaining and sending me as accurate intelligence as possible. I am &c.

P.S. You will be pleased to forward the Letter to Genl Knyphausen by a flag.

[Note: The draft is in the writing of Tench Tilghman. The P.S. is in the writing of David Humphreys, who has added the note that this letter was taken by the British "in last Week's Mail." A duplicate was forwarded to Dayton on June 4.²²]

Many letters in Washington's letterbooks are followed by similar notes. It is interesting to note that almost all of these letters appear to indicate that New York will be the combined target of Washington and Rochambeau, following their conference in Wethersfield.

In George Washington's Papers, a letter to John Sullivan, May 29, 1781:

Dear Sir: I have been favoured with your two letters of the 2d. and 17th. of May; the former reached me at Weathersfield after I had met the Count de Rochambeau at that place; from which time to the present moment, my whole attention has been so occupied by a variety of concerns, that I have been hitherto involuntarily prevented from doing myself the pleasure of writing to you.....

And I must inform you, there is yet another obstacle, which makes the attempt you have suggested, absolutely impracticable with the means you propose, but which I dare not commit to paper, for fear of the same misfortune which has already happened to some of my letters.

You will have seen, before the receipt of this, by my public letter to Congress of the 27th. Inst., the result of the deliberations of the Count de Rochambeau and myself at Weathers field. That plan, upon the maturest consideration, and after combining all the present circumstances and future prospects, appeared (though precarious) far the most eligible of any we could possibly devise whilst we are inferior at Sea. The object was considered to be, of greater magnitude, and more within our reach than any other. The weakness of the Garrison of New York, the central position for drawing together Men and Supplies; and the spur, which an attempt against that place, wd. give to every exertion, were among the reasons which prompted to that undertaking, and which promised the fairest prospect of success, unless the enemy should recall a considerable part of their force from the Southward. And even in this case, the same measure which might produce disappointment in one quarter, would certainly in the event afford the greatest relief in another.

With the highest Sentiments of regard etc.²³

[*Note: The draft, which is in the writing of David Humphreys, with several changes by Washington, has this note: “June 4th Duplicate. The original in my own handwriting, supposed to be taken and carried into New York.”*]

To the Marquis de Lafayette he wrote on May 31, 1781:

New Windsor, May 31, 1781.

My dear Marqs: I have just returned from Weathers field at which I expected to have met the Count de Rochambeau and Count de Barras, but the British fleet having made its appearance off Block Island, the Admiral did not think it prudent to leave Newport. Count Rochambeau was only attended by Chevr. Chattellux; Generals Knox and Duportail were with me.

Upon a full consideration of our affairs in every point of view, an attempt upon New York with its present Garrison (which by estimation is reduced to 4500 regular Troops and about 3000 irregulars) was deemed preferable to a Southern operation.....

We have rumours, but I cannot say they are well founded, that the enemy are about to quit New Yk. altogether. ...

I take it for granted that your last dispatches inform you fully of European Affairs and that you can judge from them of the probability of such an event as I have mentioned taking place. As you have no cypher by which I can write to you in safety, and my letters have been frequently intercepted of late I restrain myself from mentioning many matters I wish to communicate to you.²⁴

From George Washington to Nathaniel Greene on June 1, 1781:

*I have lately had an interview with Count De Rochambeau at Weathersfield. Our affairs were very attentively considered in every point of view, and it was finally determined to make an attempt upon New York with its present garrison, in preference to a southern operation, as we had not the decided command of the water. You will readily suppose the reasons, which induced this determination, were the inevitable loss of men from so long a march, more especially in the approaching hot season, and the difficulty, I may say impossibility, of transporting the necessary baggage, artillery, and stores by land..... I can only give you the outlines of our plan. **The dangers, to which letters are exposed, make it improper to commit to paper the particulars; but as matters ripen I will keep you as well informed as circumstances will allow.**²⁵*

And another to Lafayette on June 4, 1781:

New Windsor, June 4, 1781

My dear Marqs:

I have this moment received information that the letters, of which the inclosed are copies, with other dispatches and the Southern Mail, were taken between this and Morristown and carried, it is supposed, into New York. It is unhappy that the communication is so insecure! and that corrispondencies (sic) from one part of the Country to another are liable to such accidents!²⁶

And finally from George Washington to the President of Congress in Philadelphia:

Head Quarters, New Windsor, June 6, 1781

Sir: I have been honored with your Excellency's favors of the 28th May, with their several inclosures. I have written to the Board of War on the subject of the removal of the Convention troops, and have given it as my opinion, with my reasons, that they had, best for the present, be halted in Pennsylvania.....

I send your Excellency by this Conveyance duplicate of my letters of the 30th: May. The original was taken in the last Weeks Mail. The Communication by the post from hence to Philada. has become so dangerous, that I cannot, in future, trust any dispatches of importance by him, and I beg you will observe the same Rule. The parties which are sent out know the exact time at which he

may be expected and cannot fail of securing him. They have not the same opportunity of intercepting Expresses, as their times of riding are uncertain. I have the honor etc.

Not all letters were militarily significant, and the following is an example – a letter from George Washington in New Windsor to his dentist in Philadelphia regarding instruments to clean his famous false teeth, also taken in this mail capture, and hence now included in the Clinton Collection at the Clements Library in Ann Arbor:

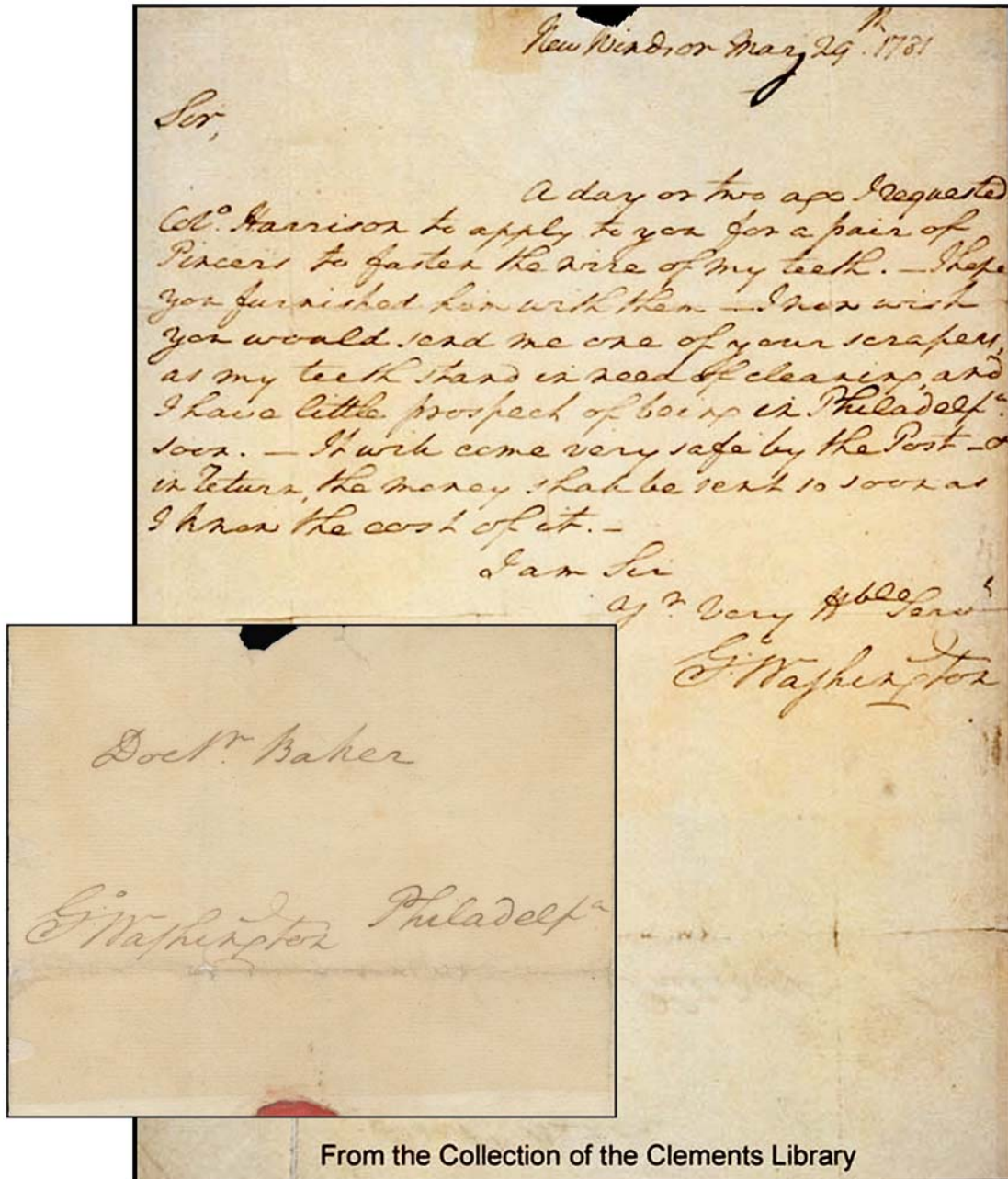


Fig. 7: Letter from Gen. Washington to his dentist in Philadelphia, May 29, 1781, taken in the mail capture on June 1, and currently with Sir Henry Clinton's papers in the Clements Library.¹¹

Many of the letters captured seem to indicate the Washington was considering most seriously an attack on New York City. Since in fact the last thrust was at Yorktown, it must give pause – was Washington using the mail to belie his real plans? Washington maintained an intricate spy network, and it is not beyond the realm of possibility that some of these letters were intended to be captured, in order to confuse the British towards his real intentions, and keep Sir Henry Clinton from sending relief to Cornwallis.

Five years after the end of the war, George Washington wrote:

It was determined by me, nearly twelve months before hand, at all hazards, to give out, and cause it to be believed by the highest military as well as civil officers, that New York was the destined place of attack, for the important purpose of inducing the eastern and middle States to make greater exertions in furnishing specific supplies, than they otherwise would have done, as well as for the interesting purpose of rendering the enemy less prepared elsewhere. It never was in contemplation to attack New York, unless the Garrison should first have been so far degarnished to carry on the southern operations as to render our success in the siege of that place, as infallible as any future military can ever be made. That much trouble was taken and finesse used to misguide and bewilder Sir Henry Clinton, in regard to the real object, by fictitious communications, as well as by making a deceptive provision of ovens, forage, and boats, in the neighborhood, is certain; Nor were less pains taken to deceive our own army; for I had always conceived, where the imposition does not completely take place at home, it would never sufficiently succeed abroad.... Many circumstances will unavoidably be misconceived, and misrepresented. Notwithstanding most of the papers, which may properly be deemed official, are preserved; yet the knowledge of innumerable things, of a more delicate and secret nature is confined to the perishable remembrance of some few of the present generation.²⁷

So was it all a ploy? Did Washington intend in fact that these messages would be taken? Washington's remarks – and the planning necessary to position the French fleet so as to bottle up Cornwallis at Yorktown – strongly suggest this was the case. It worth noting that the Yorktown campaign was in fact planned at the conference with Rochambeau in Wethersfield.

James Moody arranged for two other expeditions to capture the mail, but did not personally participate in them; both occurred in Pennsylvania, and were attempts to take papers of the Continental Congress. One, in August of 1781, involved his younger brother John. In this raid, John was captured in Little Egg Harbour, and sentenced to death. He died by hanging at the age of 23 in November of 1781.

Washington certainly showed vexation towards Moody, and his continued efforts against the Patriots. He wrote from Philadelphia to Governor Livingston in January of 1782:

Dear Sir:

*It is a pity but **that Villain Moody** could be apprehended lurking in the Country, in a manner which would bring him under the description of a Spie. When he was taken before, he was in Arms in his proper Uniform with a party, and had his Commission in his pocket. It was therefore a matter of great doubt whether he could have been considered otherwise than a prisoner of War. It was said he had been inlisting Men in the Country but no proof of the kind ever appeared. I have the honor etc.*

JAMES MOODY, AN AMERICAN LOYALIST ~ Jean R. Walton

One last letter from Washington to PMG Ebenezer Hazard in October of 1782 shows that protecting the mail continued to be a problem:

Head Quarters, October 24, 1782.

Sir: The Secretary at War has been consulted on the subject of your Letter and it is concluded for the present that the Dragoons shall continue to carry' the Mail as they have done for some time past.

The Head Quarters of the Army will move in a day or two to Newburg; I desire therefore that the Mail may in future be sent by Morris Town, from thence by the most direct road to Colonel Swards, then thro' Warwick and Chester to Newburg except the Route thro' Hackers town to Sussex, Warwick &c. which would be inconvenient to the People of Jersey, the one now proposed is the most direct and the safest that can be taken; it has been proposed before, but has always been opposed by the different Post Masters on account of distributing their News papers. If however it should not be thought proper now to take that Route I cannot nor shall I confide in the Post for any Dispatches coming to or going from Head Quarters; nor can the Dragoons be furnished as an Escort.²⁸

Moody was busy with his personal affairs in 1782. His wife Elizabeth and his three children had apparently remained in Sussex County during all this time, until she was killed by a fall from a horse in early 1782. He remarried soon after, and his new wife Jane and his three children lived in New York City, until the evacuation of the British in 1783, when she followed him to England and the children went to live with their paternal grandfather in Little Egg Harbor. James and Jane returned to this side of the ocean to settle in Nova Scotia in 1786, where the children rejoined him. He died in 1809 and was buried in Sissiboo – now Weymouth – Nova Scotia.

Nothing marks the spot today where Moody's Rock once served to hide Moody and his Tory cohorts. Even finding the spot is not easy – the land where it is located is part of the New Jersey Nature Conservancy. It is most easily accessed by crossing private property, but for this permission is needed. The large overhanging rock which once provided cover in the cold and rain is now gone – blasted away some 70 to 80 years ago, for fear it would fall. But it is there, and for those who believe, its ghosts still roam the land.

My sincere thanks to Susan Shelstone for her excellent study of Moody's life, to the Clements Library and their archive of Sir Henry Clinton's papers, for the various archives of Washington's letters, to Moody himself for recording his own adventures, and to the Nature Conservancy in New Jersey²⁹ (and the adjacent property owner) for a pleasant walk in the woods and back through history.



Fig. 8: Moody's Rock, November 2011 – barely an indentation in the cliff, without its long overhanging rock.

ENDNOTES:

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- ¹ Barber, John & Howe, Henry W., *Historical Collections of the State of New Jersey*, published by S. Tuttle, New York, 1846. pp. 474-477. Some of Barber & Howe's best tidbits are located in their addended stories, included in the text in smaller print. B&H's facts are not totally correct: They call Moody "Bonnell" and report he was from Kingwood Township in Hunterdon County, and that he was hanged in Morristown – all incorrect.
- ² Knowlton Township is now in Warren County, established from parts of Sussex in 1824.
- ³ Shenstone, Susan Burgess, *So ObstinateLY Loyal, James Moody 1744-1809*, published by McGill-Queen's University Press, Montreal & Kingston, Canada, 2000.
- ⁴ Moody, James, Lieut. *James Moody's narrative of his exertions and sufferings in the cause of government, since the year 1776, 2nd edition*, pub. in London by Richardson and Urquhart; Wilkie; Faulder; and S. Hayes, 1783.
- ⁵ Moody, op cit; Shelstone, op cit.
- ⁶ *Cockpit of the Revolution*, Adapted from Encyclopedia of the American Revolution, by Mark Mayo Boatner III, (New York: David McKay Company, Inc., 1966, 1974)., Cartographer, Larry N. Tumlinson.. Reproduced on The Papers Of George Washington web site at <http://gwpapers.virginia.edu/maps/miscellaneous/newjersey.html>.
- ⁷ Olenkiewicz, John S., *George Washington's Chain of Expresses*, <http://www.rfrajola.com/mercury/jo2.pdf>, 9/8/2012.
- ⁸ Olenkiewicz, John S. ob cit., quoting from Washington, George, *Writings 1745-1799*, John C Fitzpatrick, ed. (39 Vol's. Washington, 1932 1944).
- ⁹ Olenkiewicz, op cit.
- ¹⁰ The Montanye spelling seems preferred by the Descendents of Jean Mousnier de la Montagne; see <http://wc.rootsweb.ancestry.com/cgi-bin/igm.cgi?op=GET&db=delamontagne&id=I00504> 10/11/2011
- ¹¹ The William L. Clements Library, at the University of Michigan in Ann Arbor, Michigan, houses many excellent primary resources of American History, one of which is the Sir Henry Clinton Collection. They maintain an interesting online exhibit entitled "Spy Letters of the American Revolution" at: <http://www.clements.umich.edu/exhibits/online/spies/>.
- ¹² On March 16, Moody was, by his own telling, on his return from capturing the mail. This was written before that, and the note on the back is perhaps not contemporary.
- ¹³ What Moody did receive for this mission was 100 guineas, which he divided equally between his three associates. See Moody, *James Moody's Narrative*, op cit.
- ¹⁴ Moody, James, *James Moody's Narrative*, op cit.
- ¹⁵ Shelstone, ob cit.
- ¹⁶ From *The Writings of George Washington*, from the Original Manuscript Sources 1745 – 1799. Prepared under the direction of the United States George Washington Bicentennial Commission and published by authority of Congress, John C. Fitzpatrick, *Editor*, Volume 21, December 22, 1780 -- April 26, 1781, United States Government Printing Office, Washington, D.C. Electronic Text Center, University of Virginia Library at <http://etext.virginia.edu/washington/fitzpatrick/> : Charlottesville, Va., University of Virginia Library, 2001.
- ¹⁷ *Writings of Washington*, op cit, Vol. 22.
- ¹⁸ This appears to have been the back route described by Washington – to Chester and Warwick in New York, then by Col Seward's (near Snufftown, or current day Stockholm, NJ), and thence to Morristown. (mentioned in Vol. 25, *Writings of Washington*, op cit.)
- ¹⁹ *Moody's Narrative*, op cit.
- ²⁰ Shelstone, op cit.
- ²¹ *Moody's Narrative*, op cit.
- ²² *Writings of Washington*, op cit., Vol 22.
- ²³ George Washington Papers, (letterbooks), LOC, <http://memory.loc.gov/cgi-bin/ampage?collId=mgw3&fileName=mgw3b/gwpage013.db&recNum=396>;
- ²⁴ George Washington Papers at the Library of Congress, <http://memory.loc.gov/cgi-bin/ampage?collId=mgw3&fileName=mgw3b/gwpage013.db&recNum=398>
- ²⁵ Family Tales website at http://www.familytales.org/dbDisplay.php?id=ltr_gwa4480
- ²⁶ *Writings of Washington*, op cit, Vol. 22. This misspelling no doubt because the rider to Philadelphia was waiting.
- ²⁷ Shelstone, op cit, quoting from Morton Pennypacker, *General Washington's Spies on Long Island and in New York* (Brooklyn: Long Island Historical Society, 1939), 212-13.
- ²⁸ *Writings of Washington*, op cit., Vol. 25,
- ²⁹ The Nature Conservancy in New Jersey is located at 200 Pottersville Road, Chester, NJ 07930 and can be contacted by phone at 908/ 879-7262 or email at newjersey@tnc.org. My special thanks to both Scott and Erik.

HOMETOWN POST OFFICES: Bridgeton, NJ

By Doug D'Avino

Henry Graham was the Bridgeton, Cumberland County, postmaster from January 31, 1901 until he was succeeded by Morris Davis on June 16, 1909. Graham's post office, shown in *Figure 1*, was located on Laurel Street North, adjacent to the Pioneer building. The Pioneer building contained the offices of the Daily Pioneer newspaper, the Arnold clothing establishment, law office of Walter H. Bacon, and the hall of Bridgeton Castle, No. 13, Knights of the Golden Eagle. During his first two years as postmaster, among Graham's hires were Miss Ida B. Claypoole and Mr. Walter Smith Watson.

In *Figure 2* (enlarged 2x from the post card in *Figure 1*), Ida Claypoole marked the post office in which she worked as a postal clerk with a blue 'x.' Her message, addressed to Mrs. Charles R. Rose in Salem, NJ, in August 1905, beyond the work reference, was cryptic:

This is where I work. Is he still fond of a variety and has he found "Isaac." With love, Ida



Fig. 1: Postmarked Bridgeton on August 24, 1905, and stamped REC'D by the Salem post office.



Figure 2. Postal clerk Ida B. Claypoole marked the post office with a blue 'x'.

Can anyone decipher the meaning of the second sentence? By July 1907, Claypoole had left her position at the post office.

The mail carrier shown in *Figure 3*, in his RFD #2 wagon, was Walter S. Watson. Rural route (RR) #2, initially served by Calvin Watson, was instituted for rural residents near Bridgeton on April 1, 1902, and covered 25.6 miles, according to a report in the Bridgeton Evening News (April 3, 1913). Nineteen year old Walter was initially a substitute, but soon took over RR #2 when his father, Calvin, returned to farming. On October 19, 1902, the newspaper reported that “Rural free delivery wagon number two is in the shop, getting a new coat of paint. This is one of the first wagons on the routes and is driven by Walter Watson.” There’s a good chance that the picture in *Figure 3* was taken just after the wagon was repainted.

Once again the message (*Figure 4*) on the 1908 postcard is a bit mysterious, from a woman named May to a Miss Della Johnson in California:

Dear Della: Do you recognize the bride even though it was taken several years ago. May

The “bride” reference is not to May, it’s to Walter. He is her bride and she is sending the postcard! They had recently married and were living with his parents in Hopewell Township.

HOMETOWN POs: BRIDGETON, NJ ~ Doug D'Avino

This postcard, in effect, was a marriage announcement, despite just showing Walter and the horse in the photo on the front of the postcard.

By 1913, Walter had abandoned the horse and wagon for a “Flying Myrkle motorcycle” to cover RR #2 more quickly. The 1920 census found him employed as a milk carrier, and the couple was still living with his parents. The 1930 census found Watson divorced, a lodger in Arnold Bauer's home, and a clerk at Bauer's Repair Shop. A February 1924 advertising cover for Bauer's shop is shown in *Figure 5*.

Based on these two postcards, with the message exposed to anyone who cared to read it, secrecy was essential, especially if you mailed the postcard from the office where you were employed!

Before completing his second four year term, postmaster Graham appropriated the funding for and began construction on a new federal building on East Commerce Street, shown in *Figure 6*. Graham's successor, Morris Davis, was able to move postal operations into the new building in 1910.



Figure 3. Bridgeton mail carrier Walter S. Watson and RFD #2 Wagon.



Fig. 4. "Do you recognize the bride...." Postmarked April 4, 1908 in Bridgeton, NJ, and received in Alhambra, CA just 4 days later.



Figure 5. A February 18, 1924 advertising cover for Arnold M. Bauer's shop, located on Laurel Street South, where Walter Watson worked as a clerk. This was just a block away from the location of the Laurel Street North post office that Watson had worked out of for eight years under postmaster Henry Graham.

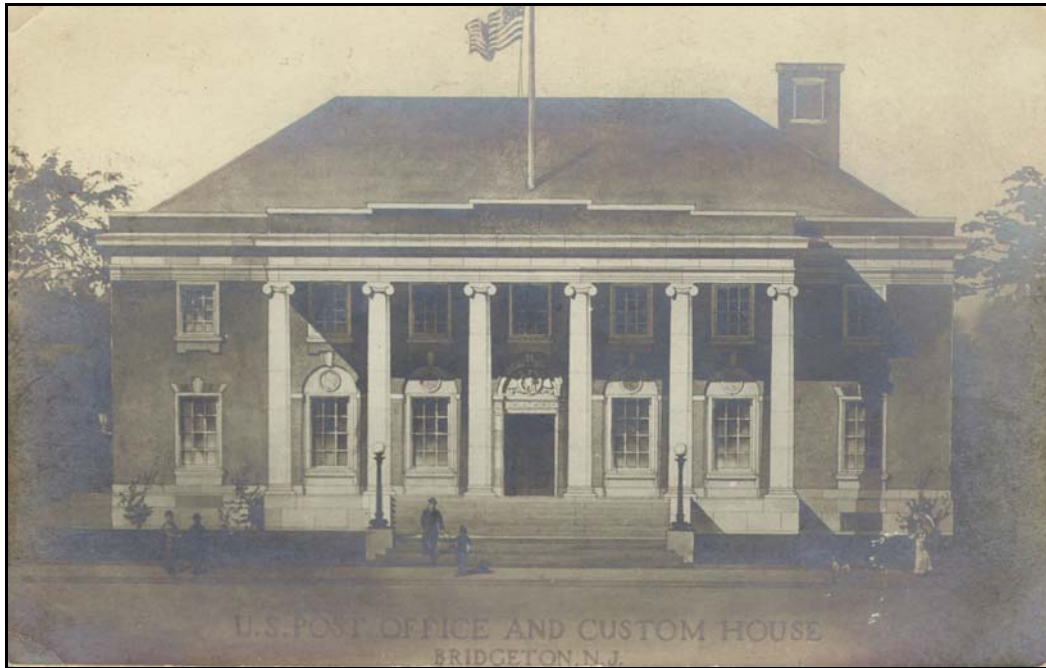


Fig. 6. This federal building served as the local post office and customs house for the Port of Bridgeton. Federal Port of Entry status was lost in 1913, and the post office left the site in 1970

REFERENCES:

1. *Official Register of the United States*, 1903 (1905, 1907, 1911), Volume II, "The Postal Service," Government Printing Office, Washington, D.C.
2. New Jersey Federal Population Census Schedules - Cumberland County, 1910, 1920, 1930.

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

New Jersey postal history are always welcome.

PLEASE submit these to your Editor: Robert G. Rose

at One Jefferson Road
Parsippany, NJ 07054-2891
or rrose@daypitney.com

MEMBER NEWS:



ANNUAL NJPHS MEETING AT NOJEX

Sunday, May 27, 2012

The Annual meeting of the New Jersey Postal History Society was held this year on Sunday May, at noon. This is the 40th Anniversary of the founding of the New Jersey Postal History Society.

No business meeting was held this year at NOJEX, so there are no minutes to report. Robert G. Rose however presented a very enjoyable talk on Fakes & Forgeries from the *Philatelic Foundation*, with the aid of a PowerPoint presentation. Bob is now Chairman of the Philatelic Foundation – we congratulate him on this new position.

Present were: officers Robert G. Rose, Gene Fricks, Arne Englund and Jean Walton, members John Trosky, Nathan Zankel, Jim Walker, Elliott Idoff, Gianluigi Soldati, and Nate Zankel, as well as visitors Owen Chun & Rene Chun, Cathy Daniels, Janice Englund and Doris Soldati.

PHILATELIC RESEARCH RESOURCES ON THE WEB:

Perhaps you have not yet been introduced to the [Digital Postal Bulletins](http://www.usstamps.org/digitized-postal-bulletins.html) site – a site where you can access the bulletins of the post office from 1880 to 1971 in digital form. It is an exceptional site for information of openings and closings of post offices, and is easy to use and search. this has been covered by Linn’s and the United States Stamp Society, which maintains an easy link to the web site: <http://www.usstamps.org/digitized-postal-bulletins.html>. With a little practice, you will find you can now access information that was not formerly available to you. The USPS also maintains a site to more recent Bulletins at <http://about.usps.com/postal-bulletin/welcome.htm> but this is not the same thing. If you are doing research, give it a try.

Another excellent resource is the [Global Philatelic Library](http://www.globalphilateliclibrary.org/), a combination of many philatelic resources in one place. It is located at <http://www.globalphilateliclibrary.org/> and supported by the APRL, the Smithsonian Philatelic library, and the Royal Philatelic Library in one place. An excellent research aid.

WELCOME TO NEW MEMBERS:
Elliott Idoff, 332 Bleecker St., #G-20, New York, NY 10014, county & postmaster cancels, stampless to 1900
Richard Makse, 410 Bogert Ave., Ridgewood, NJ 07450, rfm@twinney.com
CHANGES OF ADDRESS:
Mike Schwartz from 44 Union St., Morrisville. PA 19067 to 143 E. Franklin Street, Morrisville, Pa. 19067. Email tmsnj5@aol.com
Matt Stoll from Matthew Stoll, 2474 Walnut St. # 192, Cary, NC 27518 to 1121 Military Cutoff Road, Suite C # 192, Wilmington, NC 28405. Email stoll57@yahoo.com
Email change: Al Iancone from aianacone@arcessex.org to acianacone@gmail.com
GOODBYE TO OLD FRIENDS:
Fred D. MacDonald, Winter Park, Florida (see obituary on following page)

OBITUARY: Fred D. MacDonald, Longtime NJPHS member



Fred MacDonald 1941-2012

Fred MacDonald, Mobile Post Office Society Past President and tireless RPO catalogue editor, passed away March 6, 2012.

Frederick Duncan MacDonald, a scion of railway postal history collecting, passed away March 6, 2012 in Winter Park, Florida.

He was born March 15, 1941 in South Amboy, New Jersey to Alex and Florence MacDonald and attended Rutgers University. After a period working as a heavy machinery operator he took over management of the family businesses; D. & M. Excavating, Inc., Lessex Equipment Rental, Inc., and Charmac Realty. His work with Levitt & Sons developments amounted to about 20 years of his career. Among the achievements during this time was building runways at Newark Airport and earth moving for McDonald's restaurants all over NJ.

Fred was married nearly fifty years to Carol Ann (Pederson) MacDonald. He is survived by her, two daughters - Janice MacDonald of Clearwater, FL and Jean Nordahl of Las Vegas, NV and a son, John MacDonald of Sayreville, NJ. He was preceded in death by a son, James MacDonald.

Fred was a 50 year member of St. Stephens Masonic Lodge #63, founded the James Gominger Chapter Order of DeMolay, and was an 11 time Worthy Patron in Amboy #151 Chapter, Order of the Eastern Star, South Amboy NJ. He was awarded the Degree of Chevalier from Aberdeen Chapter Order of DeMolay in 1961

He was a past President (1992-2001) and past Treasurer of the Mobile Post Office Society (2001-2006.) He maintained the Railway Post Office cataloging effort on the death of Charles Towle and was author of the *Catalog of New Jersey Railway Postal Markings*, with the inclusion of John Kay's route markings, in 1984. He was the author of *Postal Markings of United States Waterway Routes, 1839-1997* in 1997 and *The United States Railway Post Office Postmark Catalog* with Charles L. Towle with the revision completed in 2004.

He was awarded the United States Philatelic Classics Society's Stanley B. Ashbrook Cup in 1998 and was inducted into the Writer's Unit Number 30 Hall of Fame in 2003.

Fred was among the most generous individuals in philately. As former Railway Postal Clerk Sidney Fingerhood put it, "Whenever I went to pay for a drink or a meal, he acted as though I had fish hooks in my pocket, never allowing the check to go to anyone else."

A memorial was held in New Jersey in April, presented by St Stephens Lodge #63 F & AM at their Lodge.

Obit courtesy Mobile Post Office Society: <http://www.eskimo.com/~rkunz/mposhome.html> and written by Nancy B. Clark.

MEMBER ADS ~ YOUR AD MISSING? LET US KNOW AT

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

STAMPLESS MANUSCRIPTS WANTED –
New Jersey and Maine only –Please send copies with prices to J. Haynes, Box 358, Allendale, NJ 07401

LOOKING FOR LOCAL PICTURE POST CARDS OF OLD NJ GENERAL STORES & POST OFFICES, particularly with post office signs, Contact Doug D'Avino at davinod@earthlink.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@gmail.com

WANTED: STAMPLESS THROUGH PRESIDENTS. For the following New Jersey towns: Allendale, Hohokus, Manasquan, Point Pleasant, Point Pleasant Beach, Ridgewood and Wyckoff. PLS send copies with prices to J. Haynes, Box 358, Allendale, NJ 07401.

STAMPLESS COVERS OF N.J. WANTED: Please e-mail scans or mail photo copies with prices. Bill Bauerband, PO Box 736, Cedarburg, WI 53012 or e-mail: mydogwatty@gmail.com.

WANTED: COVERS to and from **CALDWELL, N.J.,** Also **CALDWELL POST CARDS & NEWTON POST CARDS BY RYERSON.** Contact Les Byrnes, P.O. Box 765, Kinderhook, N.Y. 12106 or call 518/758-7581.

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.

WANTED: JERSEY CITY POSTAL HISTORY, advertising covers, post cards of Jersey City, street scenes and unusual usages or cancellations prior to 1940. Contact John A. Trosky, 2 St. Clair Ave., Rutherford. NJ 07070-1136/201-896-8846/email JTJersey@verizon.net.

ALWAYS DESIRED: FISH HOUSE, COVERS, BURLINGTON COUNTY ADVERTISING COVERS AND CORNER CARDS; BURLINGTON COUNTY DPOs. Email Paul W. Schopp at pwschopp@comcast.net.

WANTED: Port Murray, Anderson, Changewater, Port Colden, Karrsville, Rockport, Beatyestown, Pleasant Grove, Stephensburg, Anthony, Woodglen. Arne Englund, P.O. Box 57, Port Murray, NJ 07865-3012 or alenglund@aol.com.

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

WANTED: Calno, Brotzmanville, Millbrook, Pahaquarry, Dunnfield, Delaware Gap, Flatbrookville, Wallpack Centre, Bevans, Layton, Hainesville, Montague. Arne Englund, P.O. Box 57, Port Murray, NJ 07865-3012 or alenglund@aol.com

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

WANTED. SCOTT #205 BROWN GARFIELD. Stamps, archival material, multiples, covers, etc. Working on exhibit and can use pretty much anything. Send scans to Ed Andrews via email: afacinc@yahoo.com or call 919-942-6730.

MEMBER ADS

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

WANTED: Clear handstamps on New Jersey stampless covers for exhibition collection. Send copies and prices to Robert G. Rose, One Jefferson Road, Parsippany, NJ 07054 or e-mail at rose@daypitney.com.

WANTED: WASHINGTON FRANKLIN with SIDEROGRAPHER OR PLATE FINISHER INITIALS, on or off cover, used or unused. Contact Doug D'Avino at davinod@earthlink.net.

N.J. NATIONAL BANK CHECKS: Checks from the late 1800's. Please e-mail scans or mail photo copies with prices. Contact: Bill Bauerband, PO Box 736, Cedarburg, WI 53012 or e-mail: mydogwatty@gmail.com

WANTED: Any letter between Phila., and the UK which is endorsed for conveyance by stage. Your price paid, with no whining. Contact Dr. John Barwis, PO Box 8035, Holland, MI 49422, jbarwis@charter.net, 616/399-9299.

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

WANTED: 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.

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, POB 559, Woodbury 08096, 856/229-1458, webmaster@NJPostalHistory.org.

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

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: 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: 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.

CIVIL WAR PATRIOTICS: Buy, Sell, Or Trade. Contact Richard Micchelli At micchelli@optonline.net

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

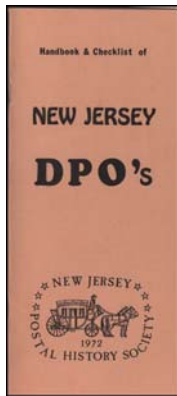
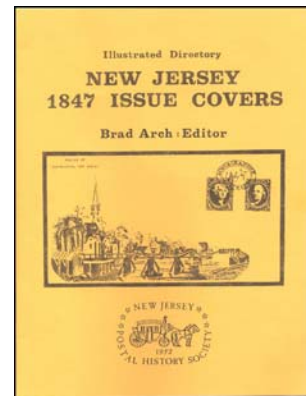
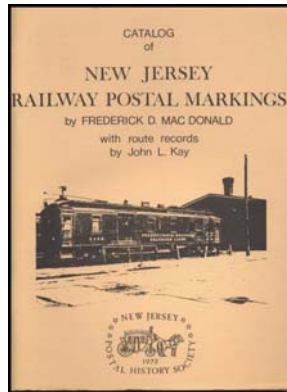
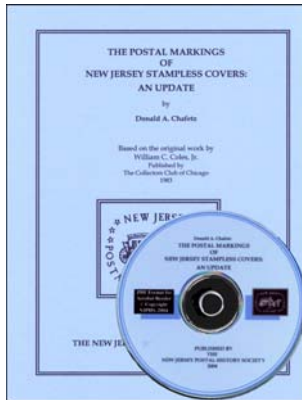
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CD or hard copy: <i>The Postal Markings Of New Jersey Stampless Covers: An Update</i> by Donald A. Chafetz (2004) hardcopy, 28pp. or available on CD in .PDF format Updates the extensive work of William C. Coles, with new markings and dates since that original work was published in 1983 Also available to members free as a downloadable file	\$10.00	\$15.00
CD only: <i>Washington Organ Manufacturers</i> on CD, by Len Frank - 3 articles + many many illustrations not in <i>NJPH</i> , in Acrobat Reader [.PDF] format..... <ul style="list-style-type: none"> • A series of 3 articles on the advertising covers and history of the organ manufacturers of Washington, NJ, • Adds a picture gallery of many covers not illustrated in those articles. • Includes much paper ephemera as well. An impressive collection. 	\$7.50	\$10.00
Hard copy: <i>Catalog of New Jersey Railway Postal Markings</i> , 1984, Frederick D. MacDonald, 136pp. <ul style="list-style-type: none"> • Still the "bible" of New Jersey railway postmarks. • A must for any RPO collector. • Routes and cancels shown..... • Terminal markings 	\$7.50	\$10.00
Hard copy: <i>Illustrated Directory of New Jersey 1847 Issue Covers</i> , Brad Arch, ed., 1987, 44pp & Supplements <ul style="list-style-type: none"> • For the collector of the 1847 Issue, this book by Brad Arch is the comprehensive work on New Jersey covers • 5¢ and 10¢ covers in separate sections • Detailed descriptions of each cover, arranged by office of origin. 	\$4.00	\$7.50
Hard copy: <i>New Jersey DPO's</i> , Brad Arch, ed., 1981, 22pp, pocket sized Checklist of Discontinued Post Offices THE pocket manual of New Jersey discontinued post offices, easy to transport and an excellent checklist Also available to members free as a downloadable file	\$3.00	\$4.00
Hard copy: <i>New Jersey's Foreign Mail</i> , 1997, Gerard J. Neufeld, 76pp. <ul style="list-style-type: none"> • A fine monograph on foreign mail to and from New Jersey in the 19th Cent. • Profusely illustrated • Each cover explained 	\$8.00	\$10.00
CD: Mosher's NJ Private Express Companies <ul style="list-style-type: none"> • 10 compiled articles by Bruce Mosher on many aspects of private express mail in New Jersey with many color illustrations • Previously unpublished material in lengthy postscript plus index 	\$10.00	\$15.00
CDs: Back issues of the NJPH Journal are available on CD for 2003 to 2010 at <ul style="list-style-type: none"> • Each CD includes the 4 quarterly journals for one year, in color, pdf format CD: 2011 <i>NJ PH</i> Issues on CD in PDF format, may color illustrations Members only: 2 back issue CDs, \$8.00, 3 back issue CDs \$12.00, 4 back issue CDs \$15.00, 5 CDs \$18, 6 CDs \$22, 7 CDs, \$25, 8 CDs, \$28, all 9 CDs (including 2011) \$32 (Also available to members free as a downloadable files) Non-members: 2 back issue CDs, \$12.00, 3 back issue CDs \$15.00, 4 back issue CDs \$18.00, 5 CDs \$22, 6 CDs \$26. 7 CDs, \$30 8 CDs \$32, all 9 back issue CDs (including 2011 CD), \$38.	\$5.00 each	\$7.50 each
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Edge, Jack, <i>Post Towns of Burlington County</i> . All of Jack's Burlington series, as published in the pages of <i>NJPH</i> , compiled into one document, in PDF format.	FREE	7.99
Edge, Jack, <i>Postmasters of Burlington County</i> . List of Burlington County postmasters from in Jack's Burlington series, in PDF format.	FREE	4.99
Englund, Arne, <i>New Jersey Summer Post Offices</i> – seasonal POs of NJ, in PDF.	FREE	
Law, Mary E., <i>The Postal History of Cape May County, NJ</i> including postmaster list, published in <i>NJPH</i> between March 1993 through May 1994, PDF format.	FREE	8.99
Walker, Jim, <i>Hunterdon County Postal History</i> , serialized articles 2007-2010, pdf	FREE	
Peck, Len, <i>Essays on Sussex County & New Jersey Postal History</i> , articles 2004-10, pdf	FREE	9.95

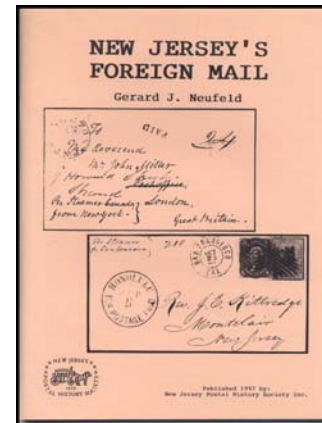
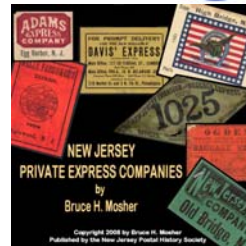
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CD: Bruce Mosher's <i>NJ Private Express Companies</i> <ul style="list-style-type: none"> • 10 compiled articles by Bruce Mosher on many aspects of private express mail in New Jersey • Many color illustrations • Previously unpublished material in lengthy postscript • Alphabetical index 	\$10.00	\$15.00
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