



NJPH

The Journal of the
NEW JERSEY POSTAL HISTORY SOCIETY
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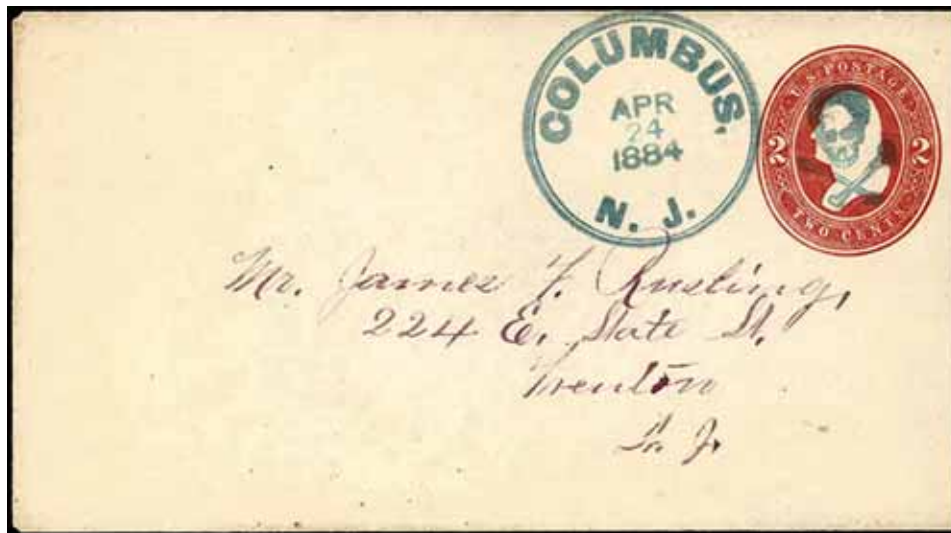
Vol. 42

No. 2

Whole Number 194

May 2014

Columbus NJ Skull & Crossbones Cancel



A nice example of the Skull & Crossbones cancel which appeared in our August 2009 issue sold at a Rumsey Auction (lot 1347) at Westpex this year, realizing \$450. Rumsey's description: "This cancel was commercially prepared from rubber and was struck showing the excellent detail. One of only two recorded examples used from Columbus N.J." For further information see Vol. 37, No. 3 NJPH, Whole No. 175.

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NEW JERSEY POSTAL HISTORY SOCIETY, INC.

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FINAL DUES REMINDER

Thanks to so many members for their dues payment and – in many cases – donations to NJPHS. A few members are still outstanding and if a dues reminder is included with this issue of *NJPH*, it means that your dues payment for 2014 has not yet been received. If you receive one, please mail this now, so it is not forgotten. Dues are still \$15 a year. Again this year you have the option of paying your dues online by Paypal (no extra fee), by going to our web site [www.NJPostalHistory.org/] where you will find a link for membership renewal in the column at left. We are happy however to accept your dues and donations in whatever form you find comfortable paying – we just don't want to lose you as a member.

PRESIDENT'S MESSAGE

This issue of *NJPH* covers a broad range of topics related to New Jersey's postal history. Bruce Mosher adds to his long-running history of express delivery. Larry Lyons, a leading authority and collector of local posts has contributed the first in what will be a series, on New Jersey's local posts, this article detailing with the Jenkins Camden Dispatch. For stampless cover buffs, I have contributed an article on New Jersey's two negative-styled handstamps from Haddonfield and Lambertville. Richard Micchelli and Jean Walton have contributed an article on illustrated Presidential campaign covers related to Lincoln's 1864 race against George McClellan. As recounted in the article, Lincoln lost the election in New Jersey to McClellan who had become a resident of New Jersey at the time of the election. Jean also has contributed a detailed update on the postal history of the post offices in Long Valley in Morris County. Doug D'Avino's Hometown article is on Cape May City. This is Doug's last entry, as he must discontinue for health reasons. Thanks, Doug, for your excellent and conscientious service!

The Society will hold its annual meeting at NOJEX 2014 on Sunday, June 1 at noon. We will again have a table near the entrance to the Show, so stop by and be sure to say hello, and buy some literature or CD's that will be available for purchase. Last year's Show and Tell was so popular, we've decided to do it again at this year's meeting. Please bring one or two of your favorite covers and spend a few minutes in an informal discussion about your particular interest in collecting them. I have enclosed a free pass for the Show. Complete Show information can be found at www.nojex.org.

This issue of *NJPH* also records the passing of Leonard Peck, a longtime Society member and contributor to these pages, who passed away at the age of 104. I fondly recall Len's program at an annual NOJEX meeting several years ago in which he recounted the development of the post offices in his beloved Sussex County, replete with a showing of wonderful covers and postal documents. He will be missed.

Enjoy the warm weather!

ROBERT G. ROSE

**Come to the
New Jersey Postal History Society
Annual Meeting**

Sunday, JUNE 1 - 12:00 noon

SHOW AND TELL!

**Bring along something you'd like to
share with others!**



NOJEX

Annual Exhibit of the North New Jersey Federated Stamp Clubs, Inc.

APS Chapter 508

51th ANNUAL STAMP EXHIBITION

A World Series of Philately Exhibition

FRIDAY MAY 30 – SUNDAY JUNE 1, 2014

This year commemorating New Jersey's 350th Anniversary



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New Jersey Postal History Society

REGIONAL MEETINGS

Canal Zone Study Group

British North America Philatelic Society

Palestine Study Group

NEW JERSEY'S NEGATIVE LETTERED STAMPLESS POSTMARKS

Robert G. Rose

During the period that domestic stampless mail was permitted ending in 1855, two New Jersey post offices employed negative lettered handstamped postmarks. As a branch of postal history known as "marcophily," these markings are avidly collected for their eye-catching appearance.



Fig. 1: Haddonfield negative cancel, in use 1840-1853.



Fig. 2: Lambertville negative cancel, in use 1835-1841.

Haddonfield used its negative postmark from 1840 until 1853, including a few covers used with the 3 cent 1851 Issue. William C. Coles, Jr., writing in *The Postal Markings of New Jersey Stampless Covers*,¹ described this postmark as "one of the most sought after circular strikes, not only in New Jersey but of all stampless covers."²



Fig. 3: Single letter rate 30-80 miles on 1841 cover to Salem, paid by sender.



Fig. 4: Single letter rate 80-150 miles on 1842 cover to Baltimore, sent unpaid.

Lambertville was the second of the New Jersey towns to use a negative lettered postmark, from 1835 to 1841. Although Coles recorded “not over five” covers with this handstamp,³ auction sales in the years following publication of his study record a few additional examples.



Fig. 5: Single letter rate 30-80 miles on 1841 cover to Philadelphia, sent paid.

Lambertville has the further distinction of having used a negative letter handstamped marking for mail sent both “FREE” and “PAID.” Only two covers with each of these markings have been recorded. The use of the franking privilege was often abused as seen in the cover

NJ's NEGATIVE LETTERED STAMPLESS POSTMARKS ~Robert G. Rose

below in which Lambertville postmaster John Murray sends a letter with both a manuscript and handstamped negative “FREE” marking to his son Thomas Murray, who was a student attending Brown University. A second cover with the “FREE” negative handstamp is illustrated in the *Coles Book*,⁴ on an 1839 cover to Senator Southard at Jersey City.



Fig. 6: Negative “FREE” handstamp on 1839 cover to Providence, Rhode Island.



Fig. 7: Negative “PAID” handstamp, single letter rate not over 30 miles on 1840 cover to Allentown, New Jersey.

A second cover with the “PAID” negative handstamp is recorded on a March 6, 1840 cover to Flemington.

ENDNOTES:

¹ William C. Coles, Jr., *The Postal Markings of New Jersey Stampless Covers* (The Collectors Club of Chicago 1983).

² *Ibid.* at p.43.

³ *Ibid.*

⁴ *Ibid.* at p.46, Figure 64.

**RECENTLY DISCOVERED PRIVATE EXPRESS MEMORABILIA
USED IN NEW JERSEY: Part III (C to H)**

By Bruce H. Mosher

A significant quantity of mostly paper artifacts and relevant historical information has been recorded in previous *NJPH* issues, all of which involve the numerous private express companies that operated in New Jersey between 1842 and 1918.¹ Since those *NJPH* articles were published, many additional express items have surfaced that will be documented in this and related reports. This installment covers the recent express memorabilia attributable to some of the lesser-known railroad-express companies of that era that operated within New Jersey. Subsequent articles will cover other interesting express items from additional New Jersey hosted express companies.

Camden and Atlantic Express Company

The Camden and Atlantic Express Company is believed to have started as early as 1870 and continued in business through 1896 as previously reported.² An early consignment receipt from this company is shown in *Figure 1*. It documents that on May 18, 1874, A. Doughty, Esq. expressed a valise from Absecon, N. J. to Capt. A. H. Doughty aboard the Schooner *S. W. Kay* docked at Alexandria, Virginia. The Camden and Atlantic Express Co. operated on the Camden and Atlantic Railroad whose rails crossed the southern portion of New Jersey (see *Figure 2* for the route). We suspect that the valise’s journey went northwestward from Absecon (“Absecum” in *Figure 2*) via the Express Company to its Philadelphia office at the Ferry Building (foot of Vine Street) from which it was transported to the nearest Adams Express (or maybe a different express) office for final travel and delivery in Alexandria, Va. Pertinent charges for all involved expresses were to be collected from the Captain upon delivery aboard the Schooner.

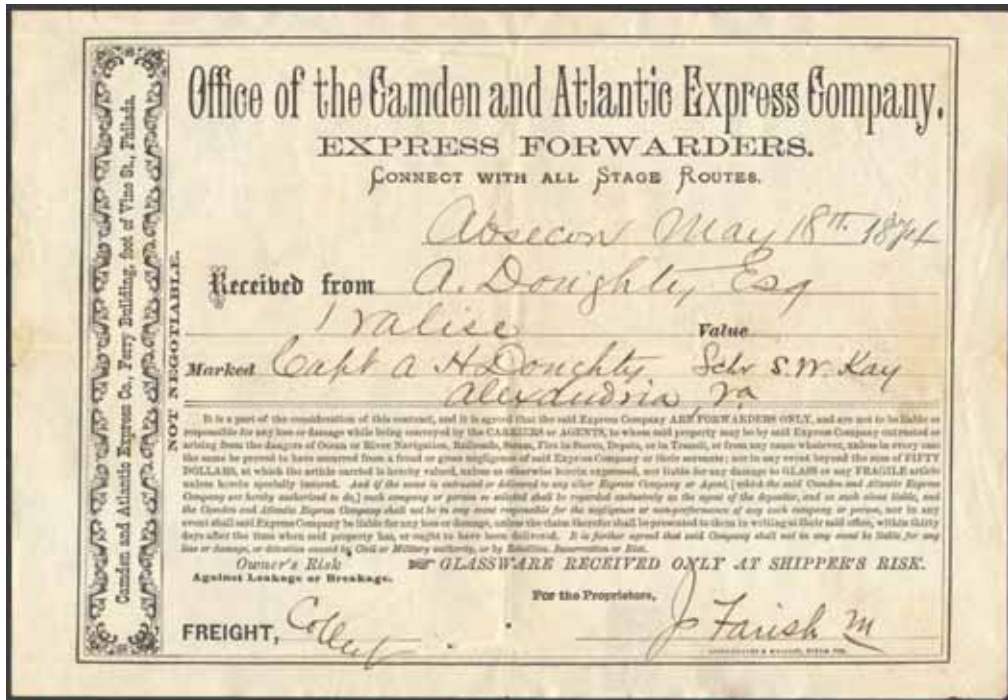


Fig. 1: May 1874 express consignment receipt initiated in Absecon, N. J.

It is interesting to note that the name of this Express was changed to “Camden and Atlantic Railroad Company’s Express” on a later November 1888 consignment receipt (Form 1001) that was also used in Absecon.³ The Camden and Atlantic Railroad merged with the West Jersey Railroad to form the West Jersey Seashore Railroad in 1896 and most likely the Camden and Atlantic Railroad Company’s Express ended with that merger.



Fig. 2: Camden & Atlantic Railroad route in New Jersey (ca. 1863).⁴

Central Express Company

“The Central Express Company was organized Feb. 1, 1858 Its routes are in Pennsylvania and New Jersey.” was stated by Alexander Stimson in his 1858 Express History on page 194. The first mention of this Express in a New York City directory is in the 1859-60 edition of Trow’s Directory. The initial Philadelphia listing is found in Gopsill’s 1869 Business Directory. The last Philadelphia directory listing is in Gopsill’s 1887 Directory. Central Express records or dated artifacts since 1887 are presently unknown.

This express was a department of the Central Railroad of New Jersey (a.k.a. Jersey Central). An 1878 map of the Central Railroad of New Jersey’s routes within New Jersey is depicted in *Figure 3*. Its mainline ran between New York City and Phillipsburg, N. J., then continued westward into central Pennsylvania.

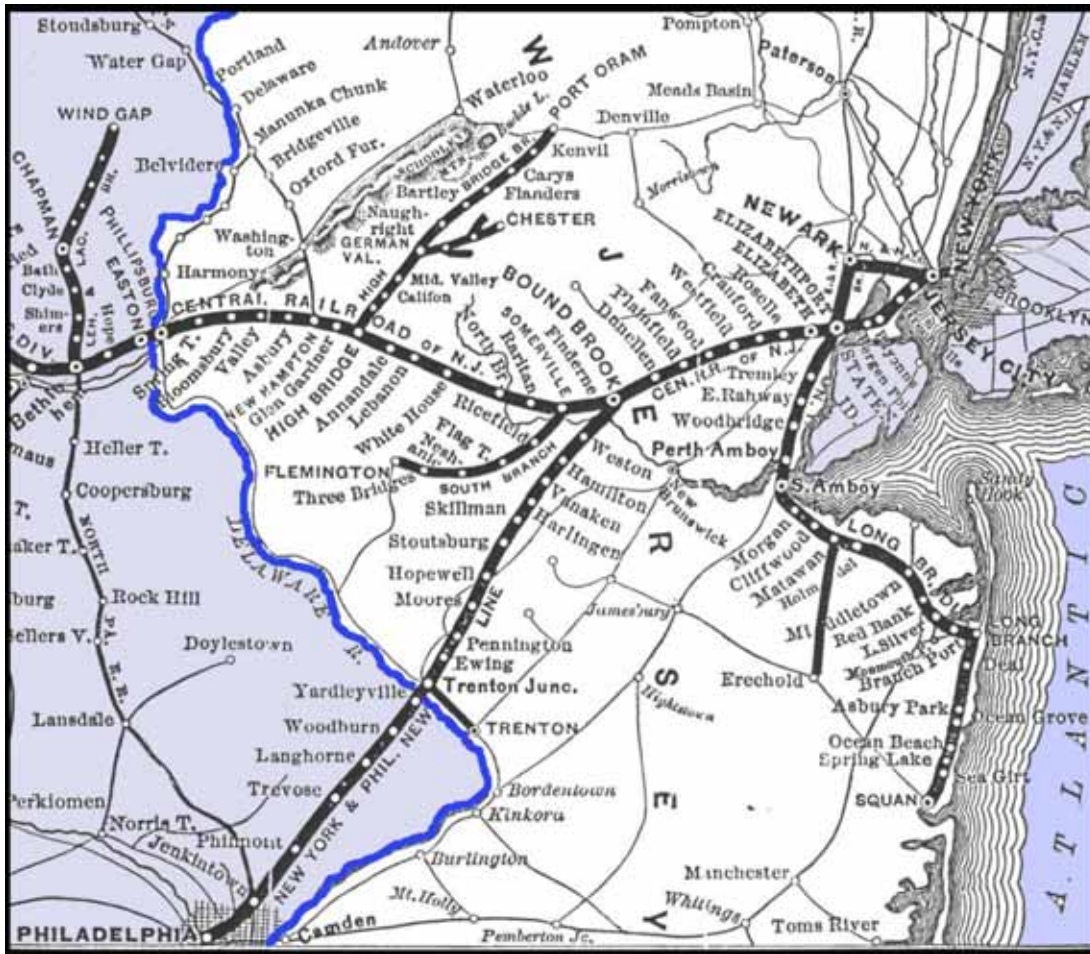


Fig. 3: Central Railroad of New Jersey lines in northern New Jersey (July 18, 1878).

Central Express issued many office labels (an example is shown in *Figure 4*) that were printed in different sizes with various town names corresponding to rail stations along its New Jersey (and Pennsylvania) routes. Other known Jersey town names on Central Express labels include: Asbury, Belvidere, Flemington, High Bridge, Plainfield, Raritan, Roselle, Spruce Run and Titusville.⁵

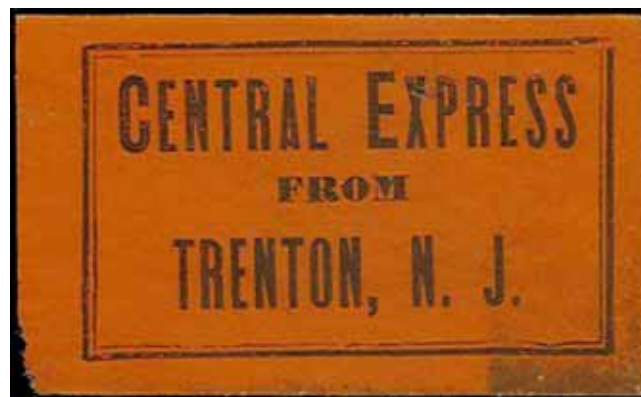


Fig. 4: Black on orange, 55x33 mm office label.

Consolidated Express Company

In 1878 three Newark express companies joined operations under the name Consolidated Express Company with headquarters at No. 5 Fair Street in Newark. The Company's general offices were maintained at No. 7 New Church Street in New York City. The Newark Union Express Company, the Newark Express Company and Day's Express were the uniting organizations. This Company expressed consigned goods twice per day to and from New York via passenger trains over the Newark and New York Railroad. The only reference to this Company that has been found so far was published in 1882 (reproduced in *Figure 5*). No additional information or paper artifacts are known at this time.

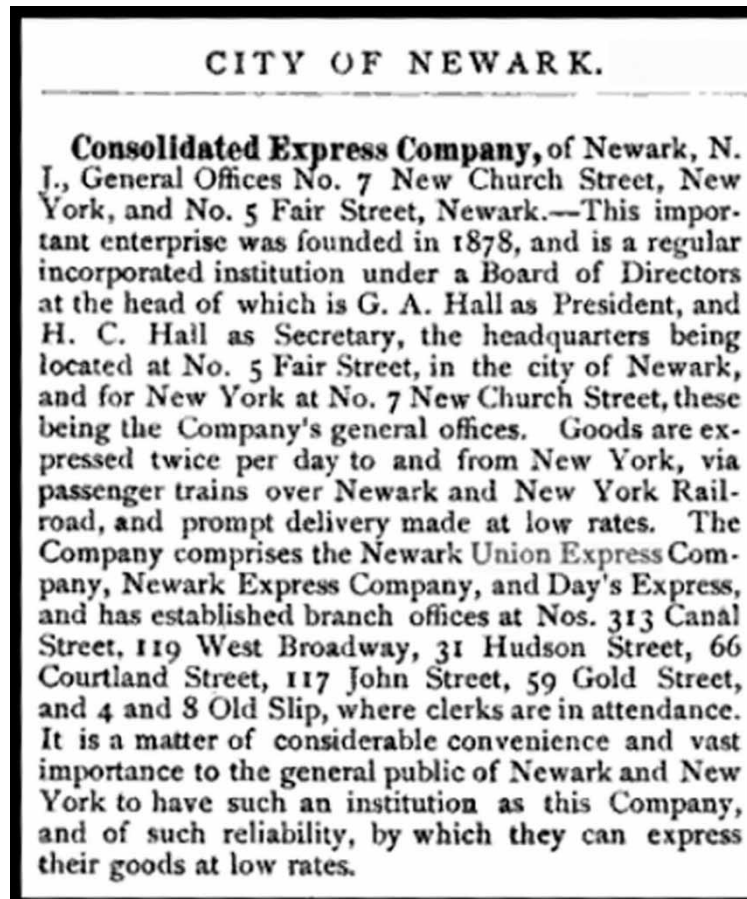


Fig. 5: 1882 summary of the Consolidated Express Company's operations in Newark and New York.⁶

Davis' Express

Davis' Express maintained offices in both Philadelphia and Camden and probably serviced many suburban areas surrounding these cities. This organization was established in 1888 and was previously known to operate through 1918.⁷ The cover shown in *Figure 6* is postmarked March 17, 1921 which shows this Company was still in business at that date. The "127-129 Federal Street" address on the cover's corner card is the identical Camden office location that was used by this Company late in the previous century.

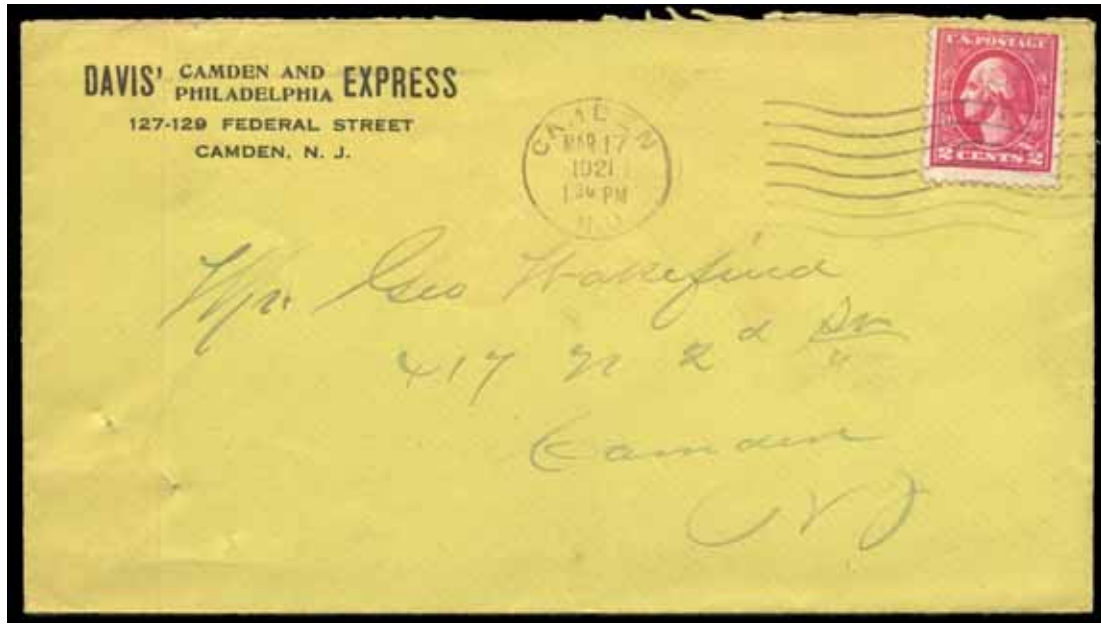


Fig. 6: March 17, 1921 postmarked express cover.

Delaware, Lackawanna and Western Express Company

The Delaware, Lackawanna & Western Express Company probably began Pennsylvania operations in the late 1860's and migrated onto the northern New Jersey portion of its hosting railroad about 1871. This Company issued many office labels with New Jersey town names on them, such as the Boonton example illustrated in *Figure 7*. Other known town names on DL&W Express labels include: Bloomfield, N. J.; Madison, N. J.; Morristown, N. J.; Newark, N. J. and Orange, N. J.⁸ The DL&W Express closed on May 15, 1886 when the United States Express Company took over the Delaware, Lackawanna & Western Railroad's express business.



Fig. 7: Black on orange, 98x65 mm office label.

Dodd & Childs Express Company

Dodd & Childs Express operated from its principal office in Jersey City, N. J., since its establishment in 1875 by Charles A. Childs. This express serviced a number of northern Jersey towns that are enumerated in the 1898 advertisement shown in *Figure 8*. It also transported trunks, chests, valises, bags, boxes, parcels, etc., between the cited New Jersey towns and various destinations within New York City.

DODD & CHILDS EXPRESS,
 Baggage Express and
 General Forwarders.

A General Express Business conducted between the following places :

Jersey City,	Hoboken,	West Hoboken,
Union Hill,	Weehawken,	West New York,
Guttenburg,	Bayonne and	New York.

Particular attention given to Baggage Calls for Railroads and Steamers.

TRUCKING IN ALL BRANCHES.

PRINCIPAL OFFICE:
 10 Exchange Place, - - - JERSEY CITY.

BRANCH OFFICES:
 191 First Street. 135 Monticello Avenue.

NEW YORK OFFICE:
 1 Lispenard Street, - Cor. West Broadway.

Fig. 8: 1898 Express Advertisement.⁹

Read this Contract, limiting Carrier's Liability to One Hundred Dollars.

<p>DODD & CHILDS EXPRESS COMPANY. PRINCIPAL OFFICE, No. 10 EXCHANGE PLACE, JERSEY CITY, N. J.</p>	<p style="text-align: right;">Form 1.</p> <p style="text-align: center;">BRANCH OFFICES.</p> <p>JERSEY CITY: 189, 191, 193, 195 1st Street. Do. 135 Monticello Ave. HOBOKEN: 509 Washington Street.</p>
---	---

DOMESTIC BILL OF LADING.

Received of _____ the articles, numbered as in margin _____

hereof (contents unknown) to be delivered at _____ *Hartley Hotel*

subject, to this Bill of Lading, for which this Company's charges are based upon a gross valuation, as stated by the owner, of not exceeding **ONE HUNDRED DOLLARS** upon any Trunk, Chest, Valise, Bag, Box or Parcel, including the contents thereof, always excepting Merchandise, Money or Jewelry contained in Baggage, for which this Company will not become liable in any event.

Marks or Check Numbers. *229184*

It is mutually agreed, and it is part of the consideration of this Contract, that the **DODD & CHILDS EXPRESS COMPANY** shall not be liable for Merchandise, Money or Jewelry contained in Baggage, nor for loss by Fire, nor, in case of loss, or damage or detention by reason of negligence or otherwise, for an amount exceeding One Hundred Dollars upon any Trunk, Chest, Valise, Bag, Box or Parcel, including the contents thereof, unless specially agreed for in writing and noted hereon, and the extra risk paid therefor. And it is further agreed that said Company shall not be liable for Baggage to Railroad, Steamboat or Steamship Lines, after the same has been left at the usual place of delivery to such lines, and that said Company shall not be liable for loss or damage unless the claim therefor be made in writing, with this Contract annexed, at their Principal Office, within thirty days after such loss or damage. And the owner hereby agrees that said Company shall be liable as above.

The **DODD & CHILDS EXPRESS COMPANY** hereby accepts an additional risk of _____ Dollars upon the property in this Bill of Lading. Agent. Rates for Extra Value, 10 cts. per \$100. All articles left over 48 hours will be stored at owner's risk and expense.

For the Company _____ Agent. Charges _____

Fig. 9: Dodd & Childs, September 1906 Bill of Lading.

A 1906 Bill of Lading form from Dodd & Childs Express is shown in *Figure 9*. It records an “article” that was consigned on September 21st for delivery to the Hartley Hall dormitory at Columbia University in New York and incurring collect express charges. We can only speculate that this “article” may have been a trunk or chest that belonged to a student enrolled at the University in the fall of 1906 and it may have been picked up in New Jersey or at a local railroad depot or steamer dock in New York. Several Company branch offices in Jersey City and Hoboken are listed on this Bill of Lading form. Dodd & Childs Express is known to have continued in business until at least 1912, but no subsequent cessation date has been identified for this Company.

Dodds Express

Dodds Express was a large baggage express company with offices in New York City, Brooklyn and Long Branch, N. J. Various references indicate this Company was in business from at least 1867 through 1921 and possibly later. The cover in *Figure 10* bears a blue Company handstamp affixed at its Long Branch office on September 10, 1869. This cover is addressed to New Providence, N. J.



Fig. 10: Dodds Express canceled cover from the Philatelic Foundation's Certificate Archive.

By 1875, the New York Transfer Company had become the proprietor for Dodds Express. The 1899 Bill of Lading illustrated in *Figure 11* was issued under this proprietorship. The New Jersey relevancy of this Bill of Lading form appears on the reverse where seven Company offices in northern Jersey are listed (see *Figure 12*). We note that two express offices in Newark had been added since publishing the listed agencies printed on a similar Bill of Lading used by this Company in June 1890.¹⁰



Fig. 11: June 21, 1899 Dodds Express Bill of Lading.

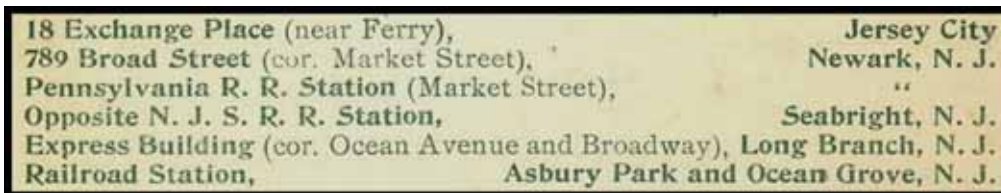
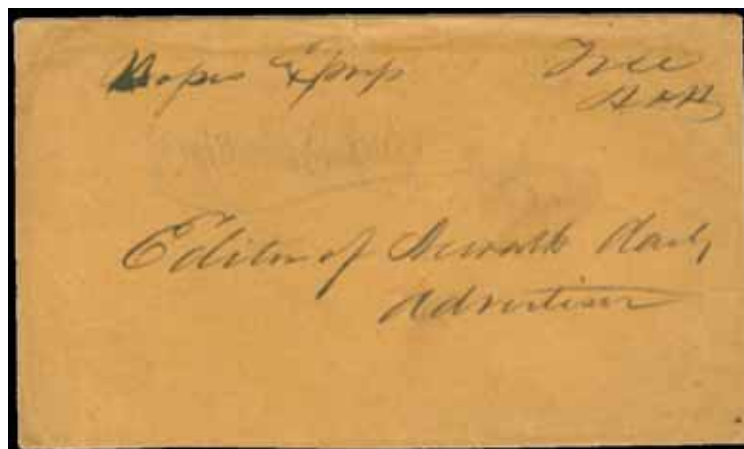


Fig. 12: New Jersey express offices listed on reverse of the above BOL.

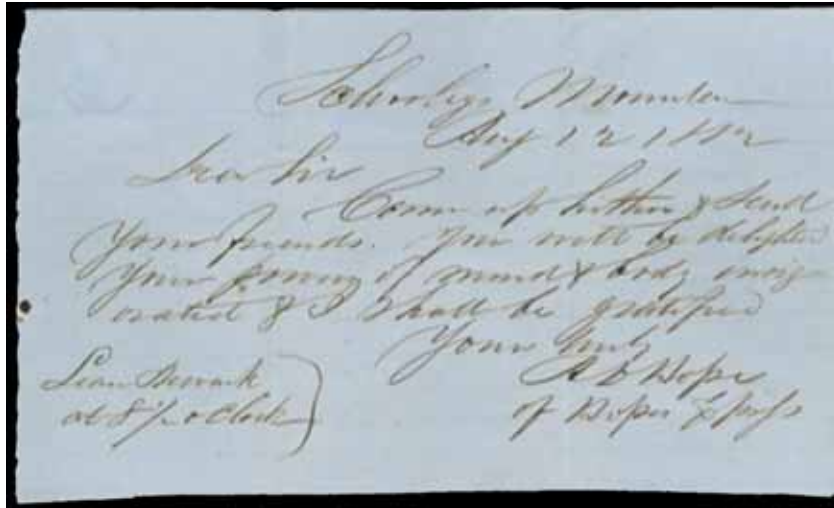
Hope Express Company

Hope Express was organized by A.D. Hope around 1852 and stayed in business until approximately 1868 or '69.¹¹ Its routes mainly utilized the Morris & Essex Railroad plus the Central Railroad of New Jersey. The note shown in *Figure 13B* was written by A.D. Hope on August 12, 1852 at Schooleys Mountain (Morris County), N. J. It was transported to Newark by Hope Express in the illustrated cover (*13A*) (note the "Free/A.D.H" manuscript notation at upper right).¹²



(Courtesy William Sammis)

Fig. 13A: September 1852 cover from A. D. Hope.



(Courtesy William Sammis)

Fig. 13B: September 1852 note included from A. D. Hope.

The Hope Express consignment receipt depicted in *Figure 14* was issued on March 6, 1865 in Beach Haven, N. J. The sender expressed \$196.61 to the Wyoming Insurance Co., in Wilkes Barre, Pa. Two revenue stamps (Sc. R2 and R9) were affixed to pay the three cents government tax on this document. Ten New Jersey towns serviced by Hope Express are listed as follows at lower left on this receipt: Belvidere, Bound Brook, Clinton, Elizabeth, Flemington, New Germantown, New Hampton, Plainfield, Somerville and White House.

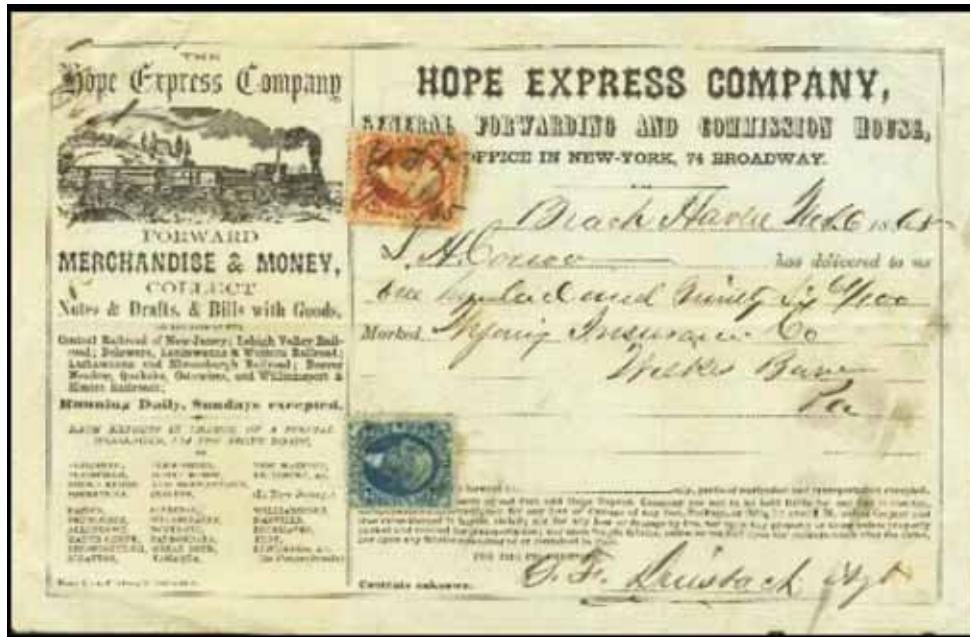


Fig. 14: March 6, 1865 money consignment receipt.

In 1865 the principal conveyance used by Hope Express messengers was the Central Railroad of New Jersey and the Delaware, Lackawanna & Western Railroad. The northern New Jersey routes of those lines are shown in *Figure 15*, as well as location of the Company's agencies at many of the pertinent railroad stations.

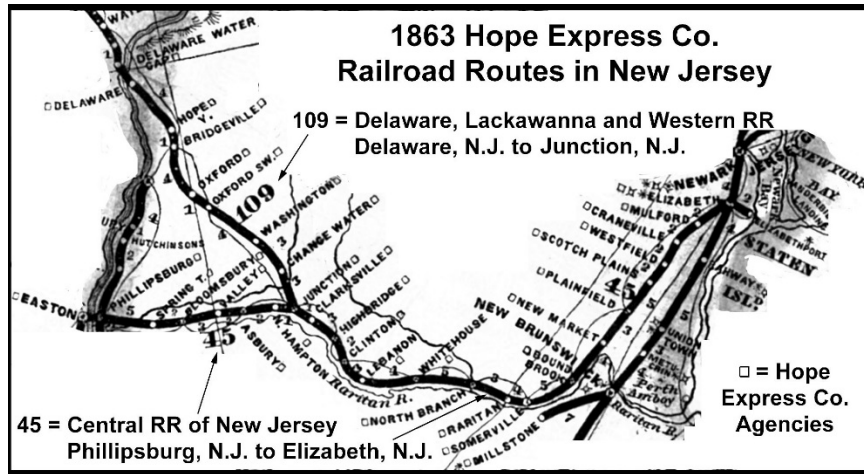


Fig. 15: 1863 Hope Express Agencies in northern New Jersey.

Howard Express Company

The Howard Express Company was probably established around 1860 or shortly before that, and went out of business around 1869. The primary New Jersey routes used by this express were via the Central of New Jersey Railroad lines and the Belvidere & Delaware Railroad lines. A November 1866 receipt from this Company is shown in Figure 16. It documents the consignment of two trunks from B. Marsh in Wyoming, Pennsylvania that were to be shipped to himself in Newark, N. J. Since no definitive delivery address was cited in Newark, perhaps the Express Company was going to hold the two trunks at its Newark agency until B. Marsh called for them and paid the expressing fee.



Fig. 16: November 19, 1866 consignment receipt for shipment to Newark, N. J.

TO BE CONTINUED

ENDNOTES:

-
- ¹ Bruce Mosher, "New Jersey Private Express Companies, Part 1 through Part 10B," *NJPH*, May 2003 through May 2007.
- ² Mosher, "New Jersey Private Express Companies: Part 2," *NJPH*, August 2003, p. 104.
- ³ *ibid*, p. 105.
- ⁴ W. Barrington, *New Railway Guide Containing the Rail Roads in Pennsylvania & N. Jersey etc.*, 1863.
- ⁵ Mosher, *New Jersey Private Express Companies*, 2008, CD produced by NJPHS, pp 214–16.
- ⁶ Richard Edwards, *Industries of New Jersey: Essex County including City of Newark*, 1882, p. 695.
- ⁷ Mosher, "New Jersey Private Express Companies: Part 2," *NJPH*, August 2003, p. 106.
- ⁸ Mosher, "New Jersey Private Express Companies: Part 1," *NJPH*, May 2003, p. 46.
- ⁹ Edwin W. Bullinger, *Bullinger's Postal and Shipping Guide for the United States and Canada, etc.*, January 1898, p. 49.
- ¹⁰ Mosher, "New Jersey Private Express Companies: Part 8A," *NJPH*, February 2006, p. 20.
- ¹¹ Mosher, "New Jersey Private Express Companies: Part 3," *NJPH*, February 2004, pp 30–37.
- ¹² This cover was previously illustrated on the 2008 NJPHS produced CD, *New Jersey Private Express Companies*, on page 221.

WE NEED ARTICLES NOW!

**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

NEW JERSEY AND LINCOLN'S RE-ELECTION IN 1864

By Richard Micchelli and Jean Walton

[This continues our articles relating to Civil War postal history, in commemoration of the 150th anniversary of this event. See our articles: New Jersey Civil War Covers, (Vol. 39 No. 2 Whole number [182](#), May 2011), New Jersey Civil War Covers: The Wyman Correspondence (Vol. 39 No. 4 Whole number [184](#) November 2011), and Civil War Patriotics: The Story of the Beverly Hospital (Vol. 40 No. 1 Whole number [185](#), February 2012, and two featuring Soldier's Letters from Camp Ruff in Vol. 41. No. 2, Whole Number [190](#), May 2013, and Vol41, No. 3, Whole Number [191](#), August 2013), all illustrated with covers from the Micchelli collection. His award-winning exhibit of Civil War Patriotic Covers can be seen in our [Free Online Library at http://www.njpostalhistory.org/media/pdf/NJCWPats.pdf](http://www.njpostalhistory.org/media/pdf/NJCWPats.pdf).]

The Micchelli collection of Civil War Patriotic covers contains a few which do not relate specifically to the Civil War. Several of these were created for the Election of 1864, when Lincoln faced an election campaign in the middle of the Civil War. No President had succeeded in gaining a second term in office since Andrew Jackson in 1832.



Micchelli Collection

Fig. 1: An 1864 cover prepared for the election campaign of 1864, picturing Lincoln for President and Andrew Johnson for Vice-President, sent from Phillipsburg, NJ in January, to Newark.

Even Lincoln himself was not confident of his re-election, as the war in early 1864 was not going well, with losses at the Battle of Mansfield, the Battle of the Crater, and The Battle of Cold Harbor. The prospect of a long and bloody war was fodder for the Democrats, and "Peace at all cost" was a familiar theme. They sought a strong candidate, and found it in George B. McClellan, still a popular figure despite being relieved of his command of the Army of the Potomac by a disillusioned Lincoln in 1862. He was removed to Trenton to await further command – which never came.¹ With his wife Mary Ellen (Marcy), he established a residence on Mountain Ridge in West Orange, in Essex, and in 1864 ran as a Democratic Presidential candidate from New Jersey.



Fig. 2: Lincoln-Johnson 1864 Election poster, with slogan “Liberty, Union, and Victory.”



Fig. 3: McClellan-Pendleton 1864 Election poster, with slogan “Peace, Union, and Victory.”

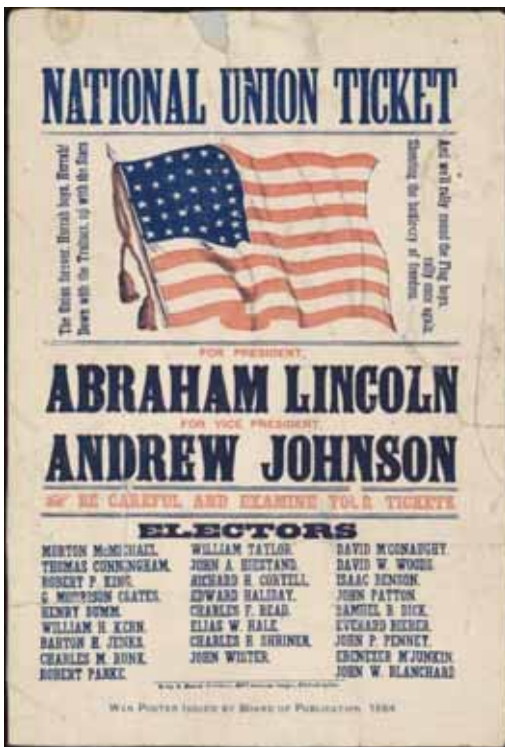


Fig. 4: A Republican Party poster, 1864, printed by King & Baird of Philadelphia.²

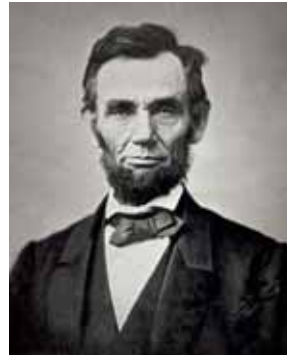
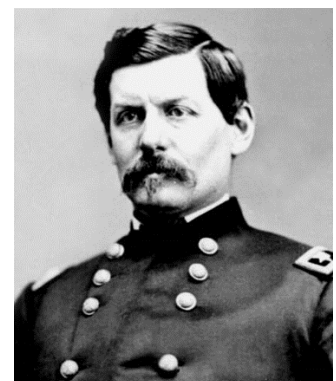


Fig. 5: Abraham Lincoln, in a daguerreotype done by photographer Alexander Gardner in 1863.

Credit: Library of Congress, Washington, D.C. (Digital File Number: cph.3a53289)

Fig. 6: George B. McClellan, retouched version of photograph by Matthew Brady, 1861.

Credit: National Archives Identifier 528744.



NJ & LINCOLN'S RE-ELECTION IN 1864 ~ Michelli & Walton

Today Abraham Lincoln is universally recognized as one of our greatest Presidents. It is, therefore, surprising and a little unsettling to look back at the election of 1864, and realize that New Jersey was one of very few states which did not support Lincoln in his bid for re-election. The map below shows the votes across the nation in this election, and New Jersey stands out (along with Delaware) against a background of support for the President across the Union States – one of three states which did not cast their electoral votes for Lincoln. Lincoln lost the popular vote in New Jersey to his former general, by 60,724 votes for Lincoln to 68,020 for General George B. McClellan.³

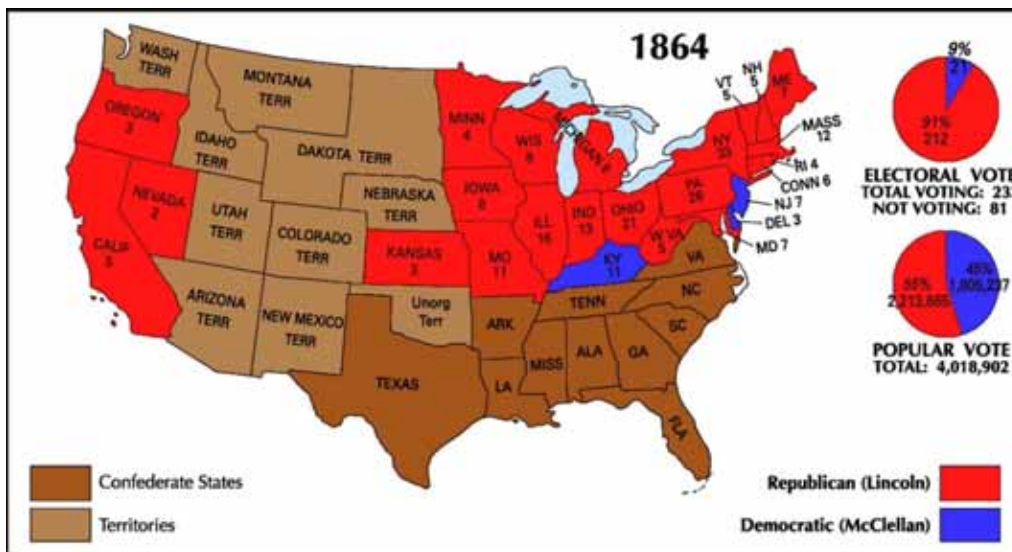


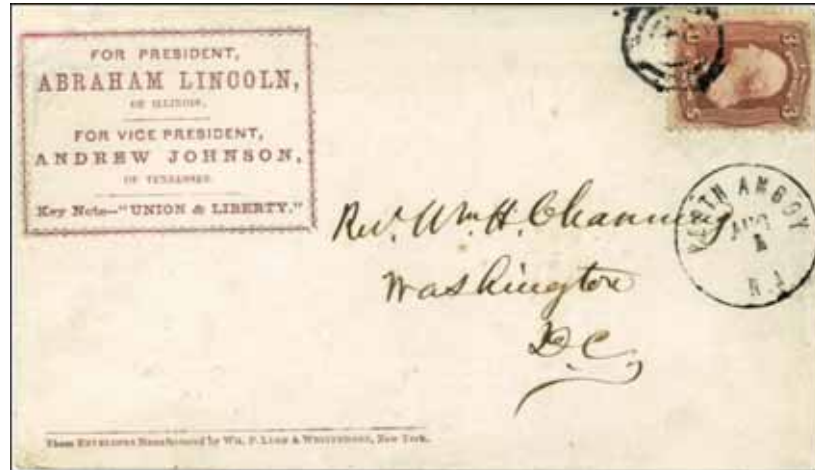
Fig. 7: Electoral Map, election of 1864.⁴

In Lincoln's first bid for the Presidency, he also did not receive strong support from New Jersey, with many voters supporting Douglas. The reasons then, however, were different, relating more to economic ties to the South (particularly in Newark) and views on states' rights:

Having many economic and social ties with the South, many New Jerseyans sympathized with the southern states on deeply divisive issues such as slavery and state's rights. Lincoln thus lost the popular vote in the election, as the electorate favored Democrat Stephen A. Douglas and other minor party candidates. However, due to how New Jersey's members of the Electoral College were selected, Lincoln won four of New Jersey's seven electoral votes⁵

The 1864 election revolved more around the war, with many Democrats supporting a "peace at all cost" ticket, but there was a strong division in the party. McClellan was chosen as a candidate who would unify the party, and although his views were to continue the war and restore the Union, his vice-presidential candidate (Pendleton) was anti-war. This ticket was popular in New Jersey, and combined with the fact that McClellan was running as a candidate from New Jersey, won the state, but not the country.

The story of Lincoln is well-known. McClellan resigned from the army, returned to New Jersey, and engaged in a number of civil engineering projects. In 1877 he was unanimously chosen as Democratic candidate for Governor of New Jersey, and served in that position from 1878-1881. He died at age 58 on Oct. 29, 1885 and is buried with his wife in Riverview Cemetery in Trenton, NJ.⁶



Micchelli Collection

Fig. 8: Another Election of 1864 cover, mailed from Perth Amboy in 1864 to Washington, DC.



Micchelli Collection

Fig. 9: A Civil War Patriotic cover showing McClellan while General in charge of the Army of the Potomac, sent from Beverly, NJ to Tuckerton.

ENDNOTES:

- ¹ History of the Oranges, Biography of George B. McClellan Excerpt from "History of the Oranges" by David Lawrence Pierson, Volume 4 (1922) at <http://www.eohistory.info/Biographies/GenMcClellan.htm> (May 9, 2014).
- ² Library of Congress Prints and Photographs Division Washington, D.C. 20540 USA, for both posters. ID#s 17561 & 17562: (ppmsca.17562 & [17561](http://loc.gov/pictures/resource/ppmsca.17561/): <http://loc.gov/pictures/resource/ppmsca.17561/>), and sourced from Wikimedia Commons. Both are Currier & Ives prints. Republican ticket poster at <http://hdl.loc.gov/loc/rbc/lprbcsmscsm0744>.
- ³ The US Presidential election, 1864, http://en.wikipedia.org/wiki/United_States_presidential_election_1864, (May 8, 2014).
- ⁴ Wikipedia Commons: Electoral Map 1864 at: http://upload.wikimedia.org/wikipedia/commons/1/17/1864_Electoral_Map.png (May 8, 2014).
- ⁵ Lincoln & New Jersey at <http://www.nj.gov/state/archives/lincoln.html> (May 9, 2014).
- ⁶ Find-A-Grave, at <http://www.findagrave.com/cgi-bin/fg.cgi?page=gr&GRid=2765> (May 9, 2014).

JENKINS' CAMDEN DISPATCH

By Larry Lyons

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

Jenkins was a local post operating in Camden, New Jersey. The Jenkins' Camden Dispatch was established in 1853 by Samuel H. Jenkins to deliver mail within the city of Camden and pick up letters and bring them to the post office. Samuel Jenkins died in 1857 and the post was taken over and run by his brother William Henry Jenkins until early 1861. We know that Samuel Jenkins decided to issue adhesive stamps for the convenience of his customers like many local posts in the larger cities. We know from advertisements that the local post fee was two cents until February 1861 when Jenkins reduced the fee to one cent for his delivery service, probably to make his private fee competitive with the carrier fee which had been reduced from two cents to one cent by the Act of June 15, 1860. The fee for delivery to the post office was one cent for letters placed in his letter boxes. Jenkins stamps have never been found on letters with U.S. stamps addressed to Camden.

First Adhesive, Scott 89L3, Typeset

It is likely that the Jenkins typeset adhesive was his first stamp, probably issued in 1853 for use until his first portrait stamp was designed and issued. It had a very limited use and only four reported examples have survived, with two confirmed on cover. The fact that Jenkins is misspelled with an apostrophe before rather than after the "S" would suggest a hasty production. Also the error was probably noted and therefore did not appear on the other stamps Jenkins issued. A few students believe the 89L3 was the last Jenkins stamp issued after the rate reduction. The Jenkins crude portrait stamps do not have a rate written on the stamps and they could have been both before and after the rate reduction. This was true of the Swarts Zachary Taylor stamps which purposely did not have a rate on them so they could continue to be used after the rate reduction. This author believes Jenkins did the same thing.

There are position differences in the borders and lettering of each of the four recorded examples. See *Figure 1*.

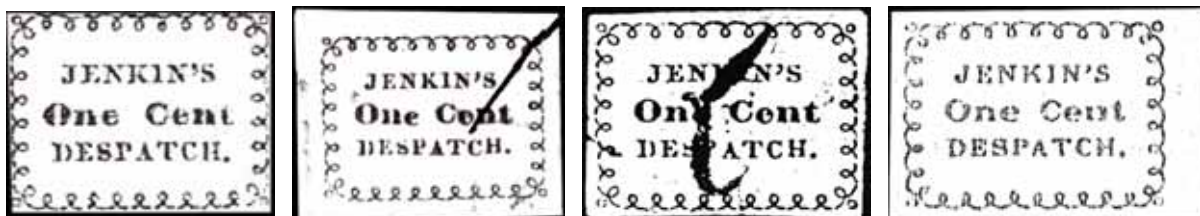


Fig. 1: The four recorded typeset examples of 89L3. There are variations in the lettering positions and the borders.

Second Adhesive, Scott 89L2, Typographed

It has been determined that the crude portrait typographed in black on yellow paper was Jenkins' first portrait stamp. This was determined by the existence of an August 1853 bill to Jenkins from Scattergood and Telfer for typographed stamps. These were Jenkins only typographed adhesives. The other crude portrait stamps were lithographed. The earliest recorded date of use of the black on yellow paper adhesive is January 1, 1854. The typographs were most probably made from a woodcut. There are two recorded examples genuinely used on cover and one example on a cover to which it did not originate. In addition there are only three off cover examples recorded. A very rare stamp missing from most collections. See *Figure 2*.



Fig. 2: An example of the black on yellow paper adhesive.

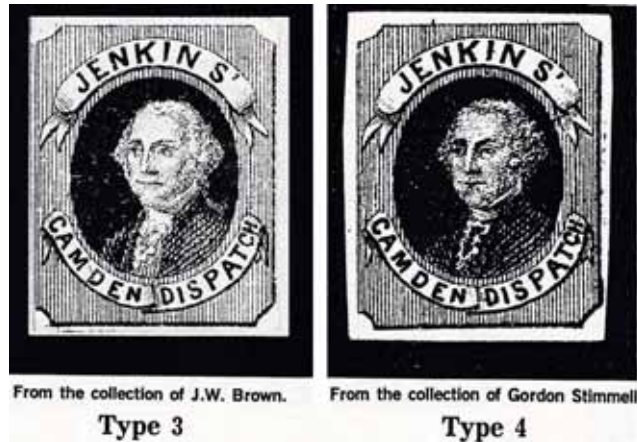
The impression used for the second adhesive, 89L2, can also be found impressed on the upper left corner of envelopes using either one of the electrotypes prepared for the adhesive or another electrotype made from the original engraving or woodcut. These were printed in black and bluish-black on white and buff envelopes. They are not listed in the Scott Catalogue. There are only three recorded examples plus a cut square. It is believed they were printed in June 1854. See *Figure 3*.



Fig. 3: A stamped corner card envelope using the same crude Jenkins image.

Adhesives Types 3 and 4, Scott 89L1, Lithographed

There are two distinctly different types of the third adhesive issued by Jenkins but only one type is pictured in the Scott Catalogue and there is no separate catalogue listing for each type. See *Figure 4*. The type 3 stamp is shown on the left and features a slightly more rounded face. The type 4 stamp shown on the right has a leaner, more angular face. The ascots are also different.



From the collection of J.W. Brown. From the collection of Gordon Stimmell.

Type 3

Type 4

Fig. 4: The type 3 and type 4 stamps. The Scott Catalogue does not differentiate and lumps them together.

The type 3 stamp is believed to be the first printed. There is a printer's receipt for 100,000 stamps. Researcher John Halstead opined that many of these had to be lost or destroyed by accident, fire or flood because another printing of 10,000 happened 31 months later and there is no way that many had been used. In addition a new stone had to be used and this accounts for the type 4 stamp. Halstead recorded five examples of the type 3 stamp on cover and six of the type 4. In 1991 Halstead recorded only five off cover examples of the type 3 stamp. A block of 8 of the type 4 stamp is recorded as well as at least 22 singles stamps. See *Figure 5*.



Fig. 5: A block of 8 of the type 4 stamp plus one single to appear as a block of 9.

Advertising Card

An advertising card for Jenkins' Dispatch is known on rose-colored card. See *Figure 6*.



Fig. 6: An advertising card for Jenkins' Camden Dispatch.

Forgeries

There are at least twelve different forgeries of the Jenkins adhesives. Type A is sometimes called a reprint but it is really an imitation of an original printed for William Jenkins in 1869. It can be found in a sheet of 50. See the "Lyons Identifier" for the forgery types.

Conclusion

The Jenkins' Camden Dispatch was a very viable local post which served the people of Camden well. This is an example of a collectible local post from New Jersey.

REFERENCES

1. Middendorf sale, Richard Frajola, May 1991, page 119.
2. Halstead, John P., "Jenkins' Camden Dispatch 1853-1861," *The Penny Post*, Volume 1, Number 1, January 1991, pages 4-21.
3. Lyons, Larry, *The Identifier for Carriers, Locals, Fakes, Forgeries and Bogus Posts of the United States*, Volume II, 1998, pages 696-703.

THE VALLEY: A Tale of Three Post Offices

By Jean R. Walton

I once saw a valley ...



42 years ago I first saw the Valley. Going west from Morristown, through Mendham and Chester on what was long ago the Washington Turnpike, the foothills rise that eventually culminate in New Jersey's section of the Appalachian Trail, in the Kittatinny Mountains. Leaving Chester on what is now Route 24, you cross one hill, then the narrow valley of the Black or Lamington River (but a creek at that point), to another rise. Once you crest that rise, spread before you lies a broad and lovely valley, approximately 8 miles long and a mile wide. It is easy to see why German settlers gave up plans of pushing onward, and chose this instead as their home in the 1730s. Settlers spread through what is now Long Valley and Middle Valley, and some of that agrarian culture still exists. A log church was built in the 1730s. A stone church, remnants of which stand in Long Valley, was built in 1774.¹

Schooley's Mountain bounds the valley to the northwest, and Fox Hill to the southeast. The Washington Turnpike, established in 1806, crossed Morris County to this point, turning north in the middle of the valley to the Schooley's Mountain Springs – a popular stopping place as early as the late 1700s – and then across the top of Schooley's Mountain to Easton, Pennsylvania. A spur went to Hackettstown.



Fig. 1: An 1802 map, modified to show the location of Long Valley.²

It has been almost 20 years since *NJPH* last published material on this area. At that time, Don Chafetz and Arne Englund collaborated to do an excellent two-part article on the Post Offices of Washington Township, Morris County.³ Those articles are available in our Free Online Library, and are very thorough, but since it was so long ago, some additional material might be enjoyed by our current members. For further study however, it is recommended that those articles should be read for the additional information they offer. Not all of those post offices are covered here.

and a river runs through it....

This valley is the valley of the South Branch of Raritan River, rising in Budd Lake to the north, and flowing circuitously southward and then eastward to empty in the Raritan Bay. It gave rise to many mills which grew up in the valley from early times. An easy fording place was just east of the center of what was known as Dutch or German Valley. The first post office of the valley however, was not at what is now known as Long Valley, but instead at Middle Valley – then known as Washington. David W. Miller was the postmaster, and the post office was located in his store, which was near Dufford’s store, putting it in the center of what is now Middle Valley.⁴

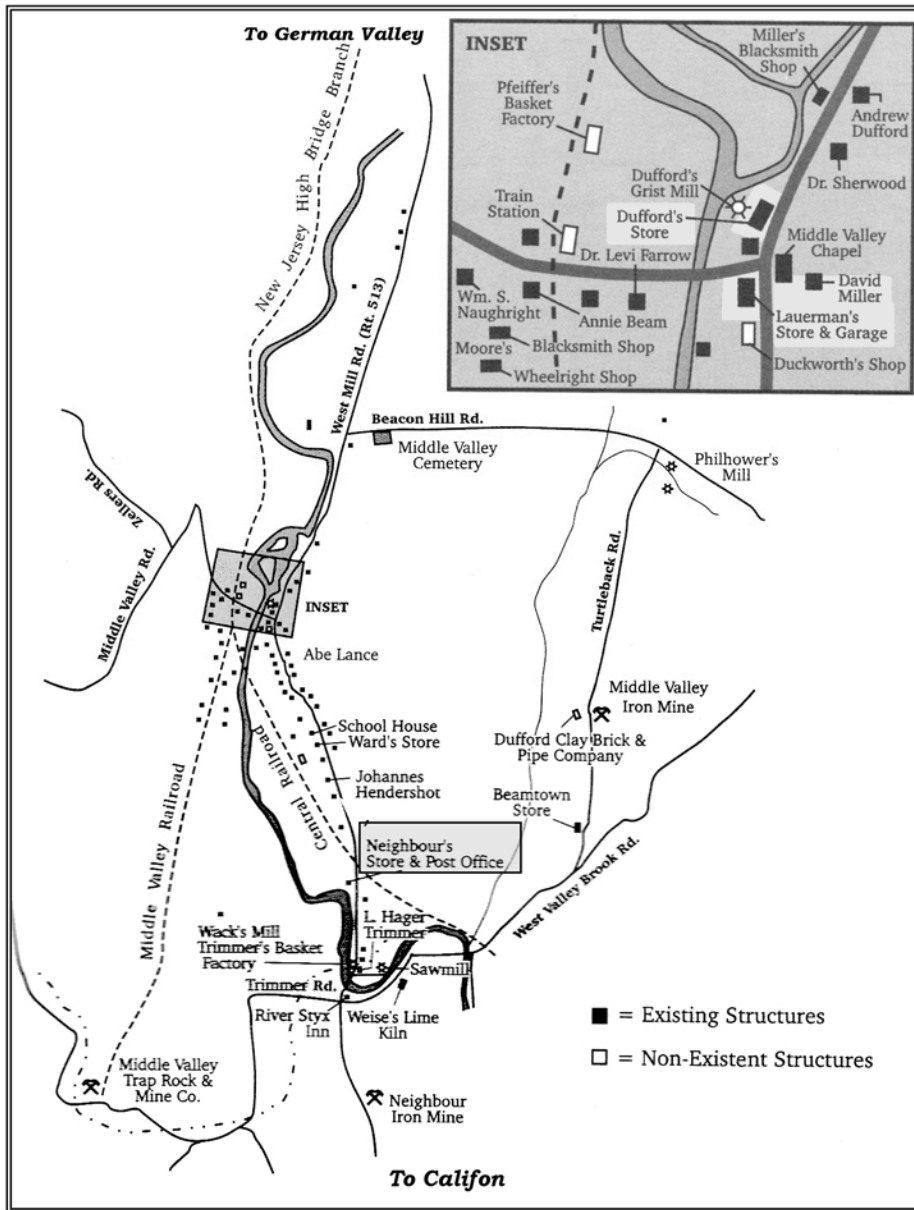


Fig. 2: A manuscript marking on a cover from Washington (in Morris County) to Morris Town, signed by Postmaster David W. Miller, and dated August 29, 1839. This David Miller is son to the founder of the Washington P.O., who took over his father’s store and business in in 1836⁵. An earlier cover (1834) from David Miller as postmaster to Samuel Southard is included in Chafetz’s “Additions to the Southard Letters.”⁶

The Washington Post Office existed from Sept. 7, 1802 to Oct. 23, 1840, and then was successfully reestablished on Sept. 5, 1848, still under the Washington name, with David Neighbour, Jr. as postmaster, and located in his store. The Neighbour store was located perhaps a mile west of the center of what is now Middle Valley, in an area known as Neighbourville - a stone’s throw from Hunterdon County. The name was changed to Neighbourville in 1852, on the same day as the Mansfield Post Office over the mountain in Warren County (June 23, 1852) changed its name to Washington. A Washington cancel from this period (1848-1852), and a Neighbourville cancel still elude me.

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Neighbourville store closed in 1860, and the post office was then moved to Welsh's Store⁷ back in the center of Middle Valley, and then Dufford's store nearby. On January 30, 1862, the name of this post office was again changed, this time to Middle Valley, which it remained until its final closing on January 27, 1967. When Dufford resigned as postmaster in 1926, it was moved again to the train station, and the stationmaster (James Crystell) also served as postmaster. The station closed in 1932, and by 1933, the post office was moved to Lauerman's Store, a building still standing at the corner of Middle Valley Road and West Mill Road (Route 513), with Hazel Fenton as postmaster.



Map of Historic Middle Valley. (Courtesy of Steven Firtko.)

Fig. 3: Map of Middle Valley, altered to show post office locations.⁸



Fig.4: A Middle Valley manuscript marking, Sept. 26, 1862 on a Patriotic envelope – used the first year of the Middle Valley name. It is addressed to Cokesburgh (now Cokesbury) in nearby Tewksbury Township, Hunterdon County.



Fig. 5: This badly stained government postal shows a late manuscript marking from Middle Valley, using only M.V., NJ and the date, Nov. 22, (18)77.

The post card below shows a view of this rural town. The cancel is a typical 4 bar, although there appears to be an additional killer on the stamp.



Fig. 6a: A view of Middle Valley, titled Main St. Middle Valley, NJ – used in 1911 to Oxford, NY.

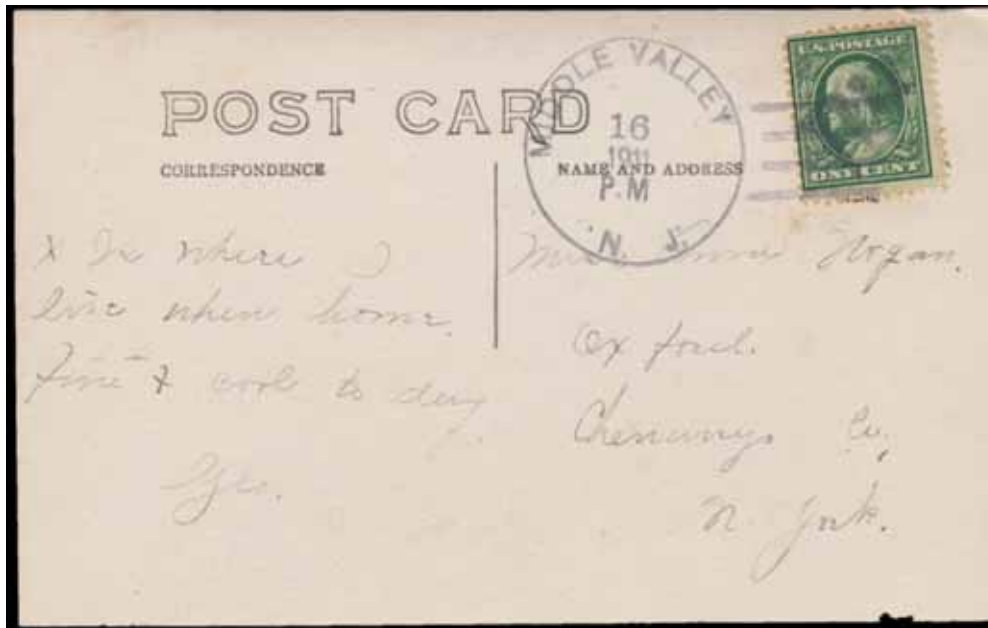


Fig. 6b: The address side, addressed to Oxford in New York State. A typical 4 bar cancel with added killer(?) The diagonal bars almost appear to be XIIX with serifs.

The Washington/Neighbourville/Middle Valley postmasters and their appointments are as follows:

Table No. 1		Washington/Neighbourville/Middle Valley	
Washington	1802/9/07		David Miller
			David W. Miller (his son) took over the store in 1836
	10/23/1840	closed	
	09/05/1848	reestablished	David Neighbour, Jr. (in his store)
Neighbourville	06/23/1852	renamed	
Middle Valley	01/30/1862	renamed	John C. Welsh
	06/06/1862		Elias M. Bartles
	07/14/1871		John C. Welsh
	05/04/1877		Jacob W. Welsh
	05/21/1885		William S. Naughtright
	10/19/1888		Henry P. Dufford
	08/09/1889		Joseph P. Apgar
	12/01/1893		Henry P. Dufford
	12/04/1897		George A. Lance
	5/28/1900		Joseph P. Apgar
	2/8/1906		John H. Moore
	11/19/1914		Frank Dufford
	4/26/1926		James T. Crystell
	1/11/1934		Hazel Fenton
	5/21/1965		Mabel L. Butler (acting)
	1/27/1967	closed	



Schooley's Mountain Spring House.

From Barber & Howe, 1844

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The next post office to be established was at Schooley’s Mount in 1812 – clearly not in the valley, but up on Schooley’s Mountain. It is closely tied to the valley post offices, so it needs to be included here. One older cover will show that early manuscript marking:

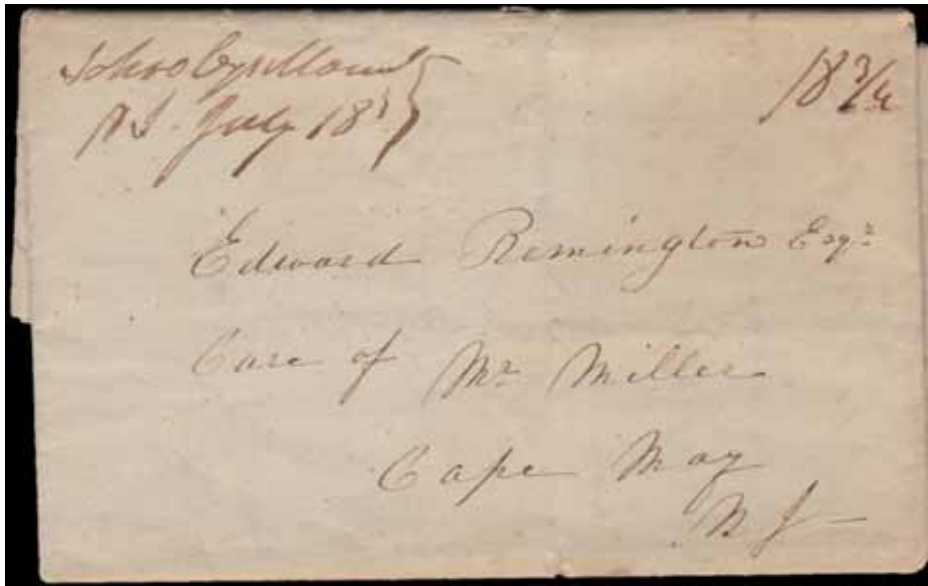


Fig. 7: A Schoolys Mount manuscript marking from July 18, 1825 – the 18¾ did not become effective until March 1825, and the post office name changed to Schooly’s Mountain in 1826.

In 1812 the Springs on Schooley’s Mountain was already a place of wide repute for its efficacious waters, and although not yet home to the large hotels it fostered as time went by, a boarding house established by Heath did exist as early as 1800. The first postmaster was William Dellicker who owned and ran a store in this vicinity, in an area known as Springtown – about a mile east from where the hotels were located.



Fig. 8: From an 1853 map, showing the route of the Washington Turnpike, with German Valley at the foot of the mountain, and Springtown at the top.

The Schoolys Mount post office was located in Dellicker's store in Springtown, but it later moved to the intersection with the spur to the north to Hackettstown. The store near this intersection of Route 24 and Pleasant Grove Road still stands. (See *Figure 11* below.)



Fig. 9: A Schooley's Mountain cds on a stampless folded letter from Nov 12, 1845 – sent to Madison, NJ.



Fig10: A cover from the Dorincourt Hotel on Schooley's Mountain, used Aug. 15 (1891) to New York.

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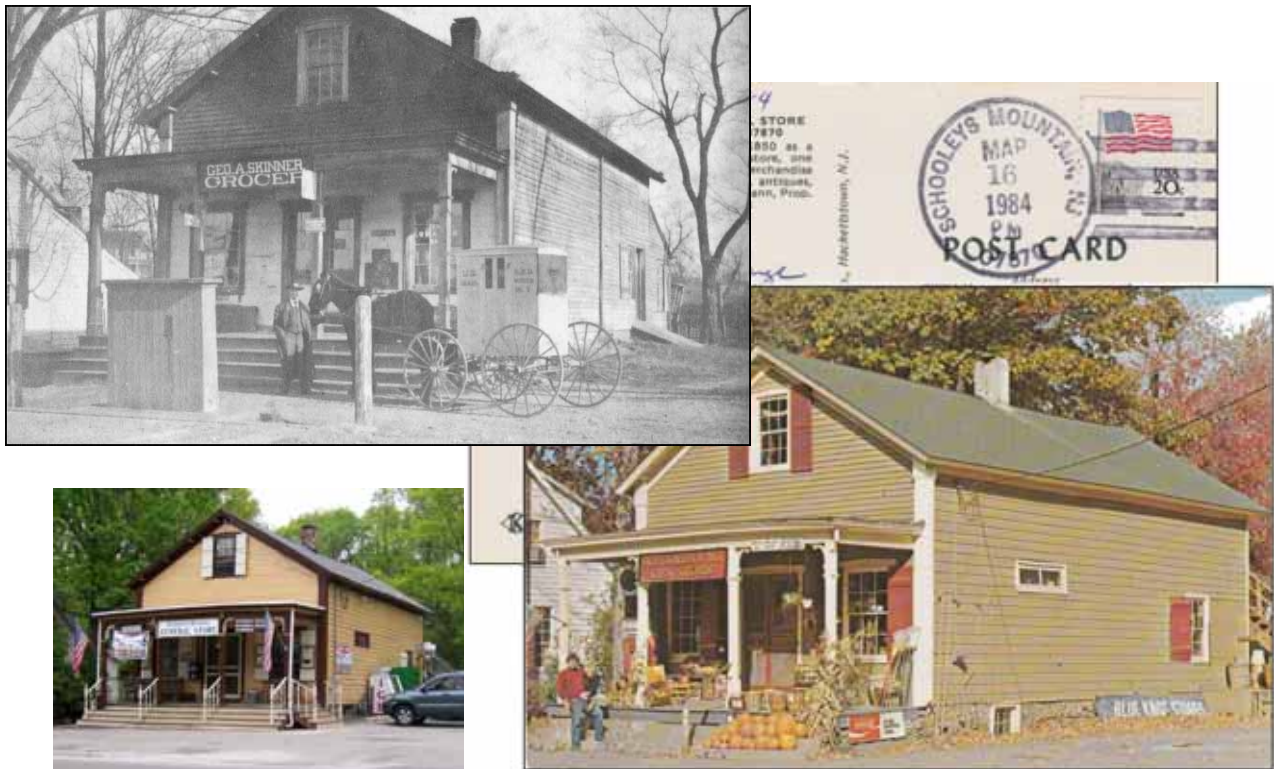
These postmasters have served at this post office under the various forms of the Schooley's Mountain name.⁹

Table No. 2	Schooly's Mount/Schooley's Mountain Post Office -		
Established January 20, 1812			
	1/20/1812		William Dellicker
	1/03/1823		Ephraim Marsh
	?/10/1823		William Dellicker
Name changed from Schooly's Mount to Schooly's Mountain - 1826			
	?/1826		William Dellicker
	?/09/1849		John Hunt
Name changed from Schooly's Mountain to Schooley's Mountain -4/10/1851			
	4/10/1851		Jacob Cole
	4/12/1852		Robert M Hockenberry
	5/24/1853		Daniel Budd
	Closed 11/30/1853		
	Springtown PO operated in this gap.		Wm. Delliker, Jr.
	Opened 4/23/1862		
	4/23/1862		Phillip Dufford
	2/021864		Joseph Healh
	Closed 8/31/1866		
	Springtown PO operated in this gap.		Wm. Delliker, Jr
	Opened 3/14/1867		
	3/14/1867		Joseph Healh
Name changed from Schooley's Mountain to Schooleys Mountain – 12/01/1894			
	11/1/1894		Joseph Heath
	12/23/1904		Clifford R. Heath
	3/30/1908		George A. Skinner
	5/17/1910		Clifford R. Heath
	11/17/1913		Samuel J. Corcoran
	10/15/1918		George A. Skirnner
Note*10	12/9/1941		Charles L. Skinner
	6/2/1973		Charlotte A. Townsend
	2/24/1990		Joanne Marie Bates
	5/1/1993		Gaetano R. Alario
	3/5/1994		Helen Giordano
	11/9/1996		John P. McGhee
	6/17/2000		Henry M. Radcliffe
	7/13/2002		Theresa Jones
	7/9/2005		Barbara A. (Gould) Sevek
	7/13/2013		Jilayne J. Bovil

A list of the Springtown postmasters will help explain the gaps: ¹¹

Table 3 Springtown post offices			
Established 4/10/1851			
	4/10/1851	William Dellicker	
Closed 12/20/1851			
Opened 11/30/1853			
	11/30/1853	William Dellicker	
Closed 4/23/1862			
Opened 8/31/1866			
	8/31/1866	William Dellicker	
Closed 3/14/1867			

There was only one brief period (between April & December 1851) when both Springtown and Schooley’s Mountain were open at the same time. Otherwise it appears whenever Dellicker (son of the original Schoolys Mount postmaster) was postmaster, the office moved to his store in Springtown. From 1867 on, the post office has been housed in the general store near the intersection of the Washington Turnpike and its spur to Hackettstown – now Schooley’s Mountain Road and Pleasant Grove Road. It still operates as a post office today.



*Fig. 11: The older view shows Skinner’s store, with Ira Sanderson and his RFD wagon out front, probably circa 1908.¹² Schooley’s Mountain store – on a postcard sent in 1984 –looks much the same today (see smallest view) as it did then. The post office is in operation today. Those old enough may remember a Maxwell House TV commercial, shot here with Margaret Hamilton (who also played the Wicked Witch in *The Wizard of Oz*), playing the storekeeper.*

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German Valley –also called Dutch (Deutsch) Valley and Budd’s Valley – next joined the valley post offices, establishing its first post office on December 18, 1821, with Zachariah Flammerfelt as its first postmaster.¹³ This was a short term – as Flammerfelt died. David Neighbour replaced him but the post office closed in 1824, and was not reestablished until 1836, with John McCarter as postmaster. It closed again in 1841 – leaving the valley with no post office (as the Washington post office had closed in 1840) for five months, even though it was a likely stop on the Washington Turnpike. The toll house was just east of the center of town.

It reopened in 1842, with the same David W. Miller who had been postmaster at Washington to the west by a few miles, now postmaster here. He served only a year, until 1843.



Fig. 12: A German Valley manuscript cancel from Sept. 28, 1844 on a folded letter written by David W. Miller who had served as the Washington (Middle Valley) postmaster until 1836, and then as German Valley’s postmaster from March 1842-July 1843.



Fig. 13: A German Valley cds noted in Coles (G2) as in use from 1850-1852, with the stamp pen cancelled.



Fig. 14: Two covers from the same correspondence, to Joseph Hazen in Hollowayville, Illinois. The top cover is undated, but the bottom one is dated Nov. 5, 1863. They appear to be in two different hands, so may be from two different German Valley postmasters.



Fig. 15: Another letter from the Hazen correspondence, cancelled Nov. 27, 1865, with a double-ring cds.

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The post office in German Valley moved from store to store over time, depending on the postmaster:

Always centrally located, the post office at one time was situated directly at the intersection where a parking area now stands, next to the general store. When the corner building was razed, a post office was established alternately in the frame building directly along the north side of the river, at the bridge, where it return after being located in half of the store housing the lumber business on Main Street.¹⁴

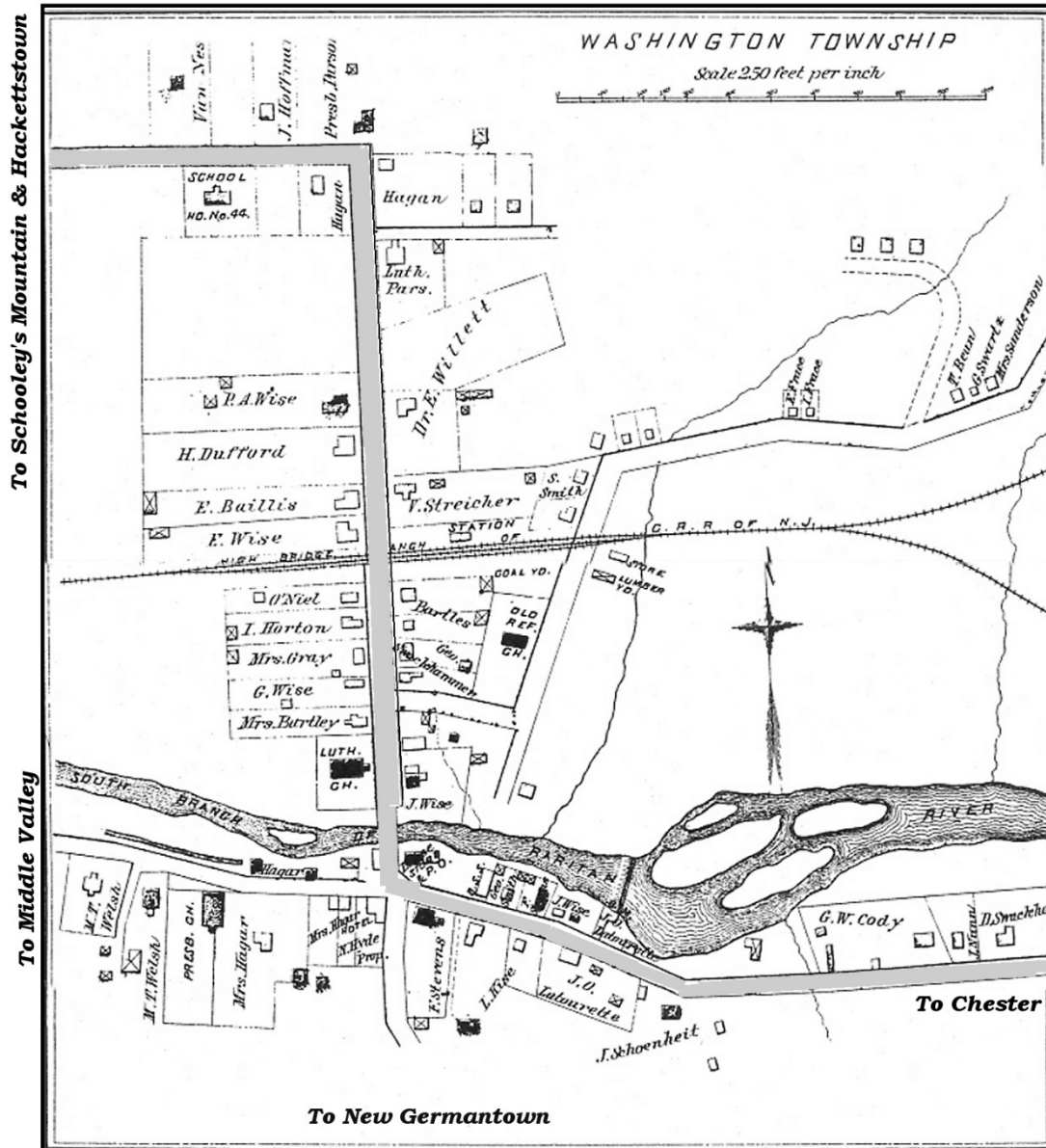


Fig. 16: An 1887 map showing the post office at the intersection of the Washington Turnpike where it makes the turn north to the Springs, and the road to Middle Valley.

and the sound of the train whistle echoed through the valley

In 1876, the Central Railroad of New Jersey came to the Valley, an arm of which wound its way up the hill from High Bridge, along the Raritan and on to Hopatcong Junction at the southern tip of Lake Hopatcong. This significantly changed the nature of the valley - - goods travelled to market by train, coal was delivered, iron ore and lime went out, children used it to go to school, and tourists and residents alike used it to reach the shores of Lake Hopatcong. Mail moved more swiftly along it, and towns in the valley from Middle Valley to Naughtright and Bartley each had a station. Middle Valley even had its own railroad, to bring traprock from the quarries to this new outlet. Several other spurs, including one to Chester, and others to the mines around Lake Hopatcong, also existed. Letters could be mailed in High Bridge in the morning and be received in German Valley that same morning. (See *Figure 19*). What had been the Neighbourville section of Middle Valley now had a new name: Crestmoor (a way stop on the railroad, but never a post office name). And a largely agrarian culture moved a bit more into the modern age.

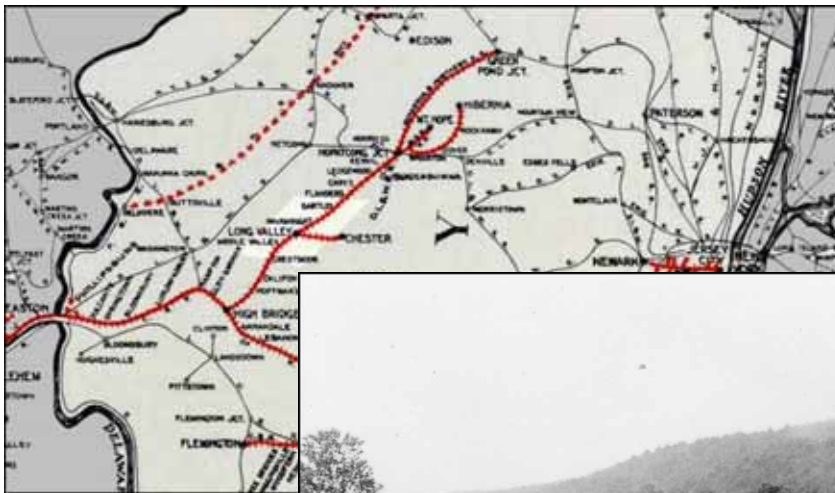


Fig. 17: *The Central RR of NJ followed the Raritan River through the Valley, opening doors for many new enterprises and happy excursions.*





Fig. 18: Two 2¢ U.S. postal stationery envelopes; the one behind matches the order placed by E.M. Bartles in 1886.¹⁵ The one in front has a clear 1890 date, both with a concentric circle killer on the stamp.



Fig. 19: A 1907 German Valley 4-Bar used as a receiver on a post card to Mrs. Ira Sanderson, wife of the RFD carrier shown in Figure 11. This card also has a High Bridge 9:30 AM cancel, and arrived in German Valley later the same morning.

After so many years celebrating its German heritage, German Valley, responding to the anti-German feeling aroused by World War I, decided to change its name. On July 2, 1918 it became Long Valley, during the term of Ernest Zeppelin as postmaster. Soldiers who left German Valley to fight in WWI, returned home to Long Valley. New Germantown, directly to the south in Hunterdon County, made a similar change in October 1918, when it became Oldwick.



Illustration courtesy Arne Englund

Fig. 18: A 1919 cover from Long Valley, with a Jesse Weise Long Valley corner card, used with a Long Valley machine cancel on Aug. 29, 1919.

On October 30, 1919 an incident occurred on Schooley's Mountain, which interrupted the mail service between Washington, D.C. and New York. John P. Charlton, flying the mail, encountered fog atop Schooley's Mountain, causing the plane to crash and resulting in his death:

John P. Charlton, Jr. was only on his fifth day of flying as an airmail pilot when he died in a crash near Long Valley, New Jersey. Charlton was flying the Washington, D.C. - New York route when at about 2 p.m., witnesses said they heard a plane approaching from the west. Although the valley was clear, there was fog on top of nearby Schuley mountains (sic) and along an elevated ridge north of town. The sound of an airplane engine passed to the east, north, then west before stopping suddenly. A search party found the airplane on top of the mountain, inverted, tail in the air and Charlton's body strapped in the cockpit.¹⁶

Fig. 19 & 20: Scenes from the crash site in 1919.



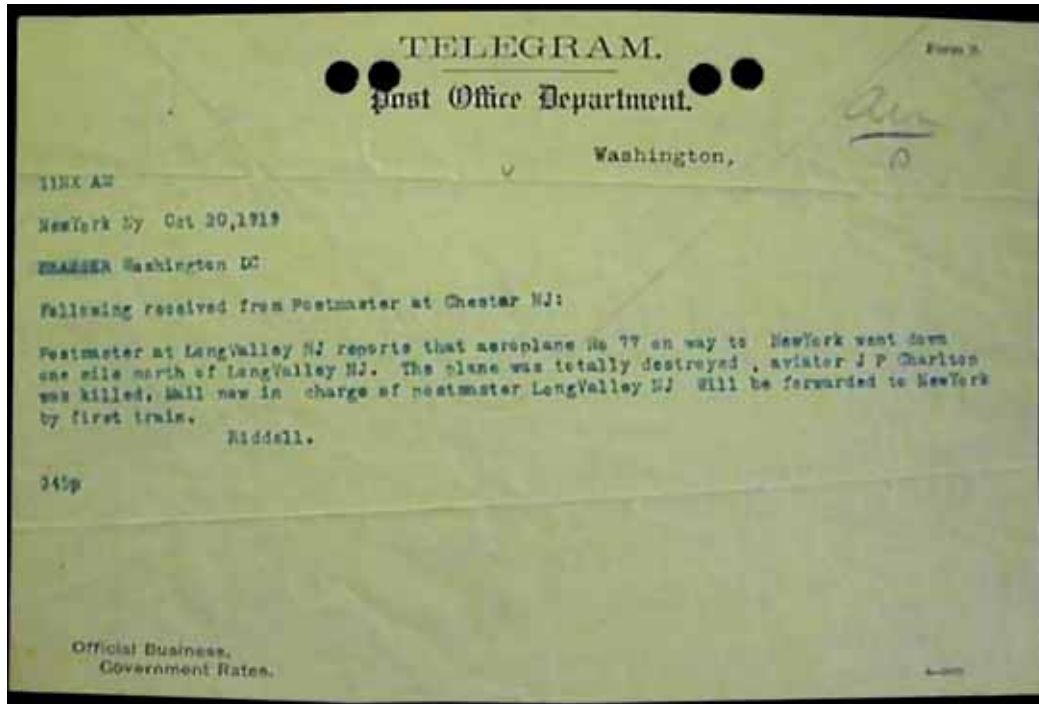


Fig. 21: Telegram sent to New York reporting this loss of plane and pilot, indicating that the mail will be forwarded to New York by the first train. ¹⁷

In 1958, the Long Valley post office received its first dedicated location, next to the railroad, in a small brick building which currently serves as the Somerset Hills Bank. This served as the post office for almost 20 years, when it moved again in 1976 to its present location on Old Farmer's Road, near the intersection with Route 24.



Photo courtesy Evan Kalish, PMCC

Fig. 22: The current Long Valley Post office, on Old Farmer's Road – no longer in the center of Long Valley. It became the current post office in 1976, 38 years ago. Note the lack of sign at the moment – it was removed during roof maintenance some time ago, and was never replaced. ¹⁸

Table 4		German Valley Postmasters	
From Chafetz/Englund	Established	12/26/1821	Z. Flammerfelt
		8/7/1823	David Neighbour
	Closed	10/28/1824	
	Restablished	2/3/1836	John McCarter
	Closed	10/27/1841	
	Restablished	3/31/1842	David W. Miller
From National Archives (1832-Sep 1971)		7/6/1843	Jacob M. Hagar
		8/18/1862	Samuel Welsh
		3/1/1865	Samuel Klotz
		1/12/1866	Cornelius S. Apgar
		3/21/1871	George T. Swackhammer
		9/21/188?	Lyman Kice
		5/1/1889	Fred D. Stephens
		6/30/1890	Lyman Kice
		7/1890	Ernest Zeppelin
		6/19/1897	Charles Hendershot
	5/15/1906	Jacob W. Welsh	
	12/4/1914	Ernest Zeppelin	
Changed to Long Valley		7/2/1918	
Long Valley Postmasters		1/1/1921	Ernest Zeppelin
		4/2/1930	William O. Schoenheit
		2/1/1933	Ira Sanderson
		8/17/1933	John D. Bunn
		10/1/1944	Clarence Frone
		3/31/1962	Miss H. Pearl Hinshaw
From US Postmaster Finder		10/30/1971	Doris M. DaKay (Mrs)
OICs removed		7/16/1988	Larry E. Morgan
		7/19/1997	Nancy K. Cameron
		5/6/2000	Barbara C. Azzarelli
		1/25/2003	Linda M. Brookins
		5/15/2014	" "

The post office at this location has been in existence for 180 year, 96 of them as Long Valley. It has enjoyed a run of 176 consecutive years, since 1842.

ENDNOTES:

- ¹ Firtko, Steven F., *History of Middle Valley, New Jersey*, published by the Middle Valley Community Center, 1995.
- ² Rutgers Cartography, Historic Maps of NJ, available at <http://mapmaker.rutgers.edu/MAPS.html>; this map courtesy of [Courtesy of the Geography and Map Division, Library of Congress](#).
- ³ Chafetz, Donald A. & Englund, Arne, *The Post Offices of Washington Township, Morris County*, NJPH, Vol. 23, No. 2 and 3, Whole numbers 112 & 113, March & May, 1995, online at <http://njpostalhistory.org/media/archive/112-mar95njph.pdf> and <http://njpostalhistory.org/media/archive/113-may95njph.pdf>. These articles include all the post office of Washington Township, and their postmasters and place changes
- ⁴ Firtko, Steven F., *op cit.*, p. 33.
- ⁵ Firtko, Steven F. *op cit.*, p. 18. The map on this page shows the Miller store opposite the intersection with Middle Valley Road in the center of Middle Valley.
- ⁶ Chafetz, Donald, Additions to the Southard Letters, Nov. 2010 *NJPH*, Vol 38, No. 4, NJPH Whole number 180, p. 221. This letter from David Jr. to Southard concerns the operation of the Washington post office, and an agreement to get from and deliver to mail to the Schooley's Mountain post office on the main postal route "once or twixt a week."
- ⁷ Firtko, *op cit.*, p. 38.
- ⁸ *Ibid*, p. 99.
- ⁹ Chafetz and Englund, *op cit.* The area was served by several post offices, and the office migrated between then, so none were open (except one) concurrently – See this source for an explanation of Springtown, Pleasant Grove, and Schooleys Mountain.
- ¹⁰ Earlier names from Chafetz/Englund, *op cit.* From this point names are from USPS PostmasterFinder at <https://about.usps.com/who-we-are/postmasterfinder/welcome.htm>.
- ¹¹ Chafetz/Englund, *op cit.*
- ¹² Illustration from *This is Washington Township, Morris County, New Jersey*, published 1976
- ¹³ Several local histories report that the first post office was located in Philip Neitzer's store as early as 1749 – but while mail may have been picked up by local stages at a tavern maintained by Neitzer, there is no indication in the National Archives that German Valley had a true post office before 1821, when Flammerfelt was appointed.
- ¹⁴ *This is Washington Township, op cit.*
- ¹⁵ Chafetz/Englund, *op cit.* In the 2nd of these two articles, they show an order placed for 250 No. 5 postal envelopes in 1886 when Lyman Kice was postmaster. This appears to be one of these envelopes.
- ¹⁶ From a Smithsonian Postal Museum online exhibit *Fad to Fundamental: Airmail in America* at http://www.postalmuseum.si.edu/airmail/pilot/pilot_rest/pilot_rest_charlton.html (May 17, 2014)
- ¹⁷ *Ibid.* http://www.postalmuseum.si.edu/airmail/pilot/pilot_rest/pilot_rest_charlton_photo_1.html.
- ¹⁸ From the PMCC collection of Post Office photos, Long Valley, NJ post office, Morris County. Photo by E Kalish, Dec. 2012. Part of the [Post Mark Collectors Club](#) (PMCC) collection.



HOMETOWN POST OFFICES: Cape May, NJ

By Doug D'Avino

In 1804, a post office was established in Cape May, Cape May County called Cape Island (which differentiated it from Cape May Court House, where a post office was established in 1802, and reflected this area's history as an island – bounded by the Atlantic Ocean on one side, Cape Island Creek on the other, an inlet at Cold Spring and another inlet that was filled in long ago¹). Ellis Hughes was selected as the first postmaster, and the post office was located in the Atlantic Hotel, where he was the proprietor.² Mary Law reports in her Postal History of Cape May county:

Perhaps this post office is the first and only one ever moved because of the encroachment of the sea. Hughes' establishment in 1804 was reported to be 334 feet from the water but in 1829, the sea was only 64 feet away. At that time, Hughes moved the hotel back from the beach. Even though an 1851 charter created Cape May (Cape Island) into a city, the name of the post office was not changed until 1869.

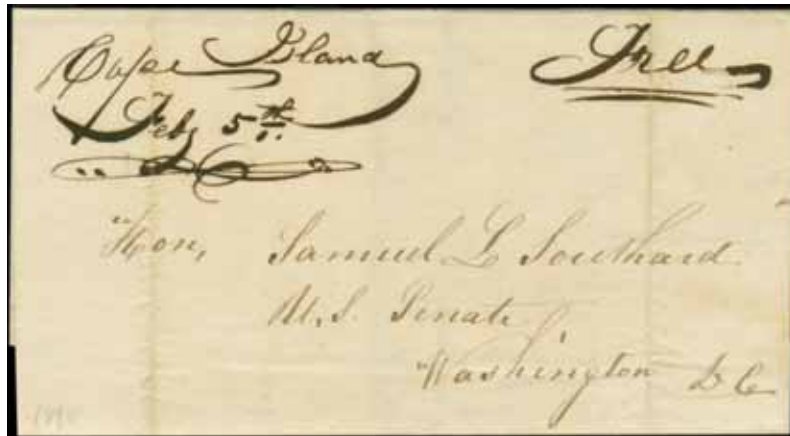


Fig. 1: A Cape Island cover, sent in 1840 to Samuel Southard in D.C.

On Jan. 15, 1869, the post office name was changed to Cape May, when Joseph Ware was postmaster, as listed in Table 1.

TABLE 1 (A) ³		
CAPE ISLAND		
Established 1804-01-30	1804-01-30	Ellis Hughes
	1820-03-08	Alexander MacKenzie
	1833-04-04	Joseph B. Hughes
	1835-06-18	Jonas Miller
	1845-07-07	James Clark
	1849-05-09	George W. Hughes
	1851-07-28	John K. F. Stites
	1853-01-20	Samuel S. Marcy
	1857-03-13	James Clark
	1859-12-05	Samuel R. Magonagle
	1863-06-26	Joseph S. Leach
	Changed to Cape May 1869-01-15	1866-07-10

HOMETOWN POS: Cape May, NJ ~ Doug D’Avino

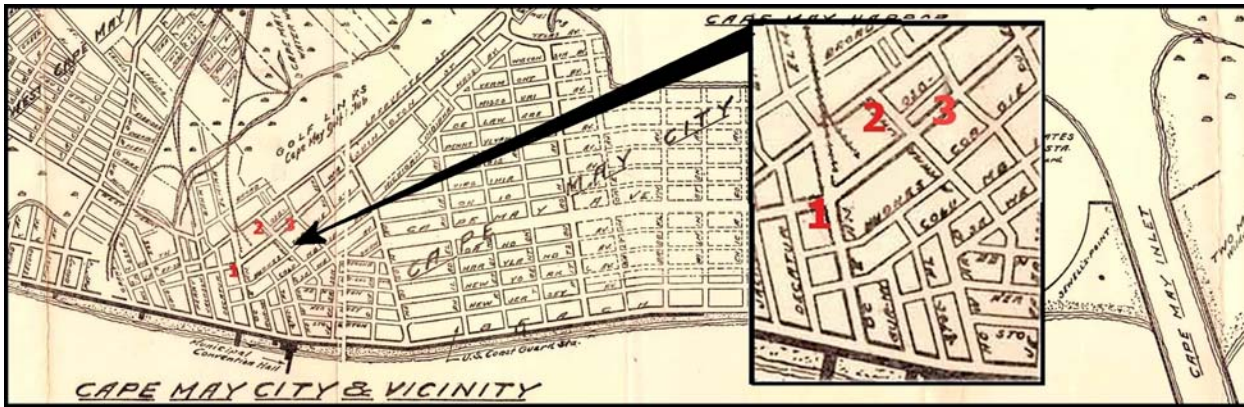


Fig. 2: 1931 map showing Cape May City post office locations: (1) 210 Ocean St., (2) across from Reading RR depot, and (3) the current location at 700 Washington Street.⁴

TABLE 1 (B)		Changed on 1869-01-15 to Cape May	
CAPE MAY [08204] Established 1869-01-15		1869-01-15	Joseph Ware
		1871-02-02	Jonathan S. Garrison
		1882-02-08	Joseph E. Hughes
		1886-03-12	Waters B. Miller
		1886-04-16	Frederick J. Melvin
		1889-04-16	Furman L. Richardson
		1894-04-07	John W. Thompson
		1898-05-05	Furman L. Richardson
		1901-01-16	Walter S. Learning
		1904-07-30	William F. Williams
		1907-05-10	James E. Taylor
		1916-05-17	Sol Needles
		1925-02-28	Frank W. Cassidy
		1933-06-19	Jeremiah E. Chambers
		1936-03-13	Lemuel E. Miller, Jr
		1952-06-03	Irene Pharo (Act.)
		1954-03-01	Thomas A. Stevens
		1965-07-12	Robert E. Greenfield
		1975-10-25	Harvey Williams
		1984-05-26	Herbert Anger
	1989-11-18	Robert E. Rohrer	
⁵ Officer-In-Charge		1995-05-31	James A. McElhinney
Officer-In-Charge		1995- 11-13	Marie L. Paggi
Postmaster		1996-09-28	Dennis R. Esterline
Postmaster		2005-01-08	Harry J. Headrick
Officer-In-Charge		2005-12-01	Dean P. Smith
Officer-In-Charge		2007-01-12	Stephen J. Wolicki
Postmaster		2007-08-18	Margaret Clifford
Officer-In-Charge		2011-02-18	Carmen R. Argentina
Officer-In-Charge		2011-08-20	Robert P. Hudson



Fig. 3: Cape May, NJ Post Office. This building, which currently houses Freda's Café, was once the USO and before that a telephone operators office, and is located at 210 Ocean Street.



Fig. 4: Cape May NJ PO., Washington Street (between Ocean and Franklin Sts.) showing the Reading R.R. Station and PO. The Focer-Mecray Building across from Reading RR Station held the post office and various other businesses during the 1920s.

A new office was opened in 1938, as the commemorative cover in *Figure 5* shows:



Fig. 5: A cacheted cover prepared for the opening of the new post office at Cape May in December, 1938.

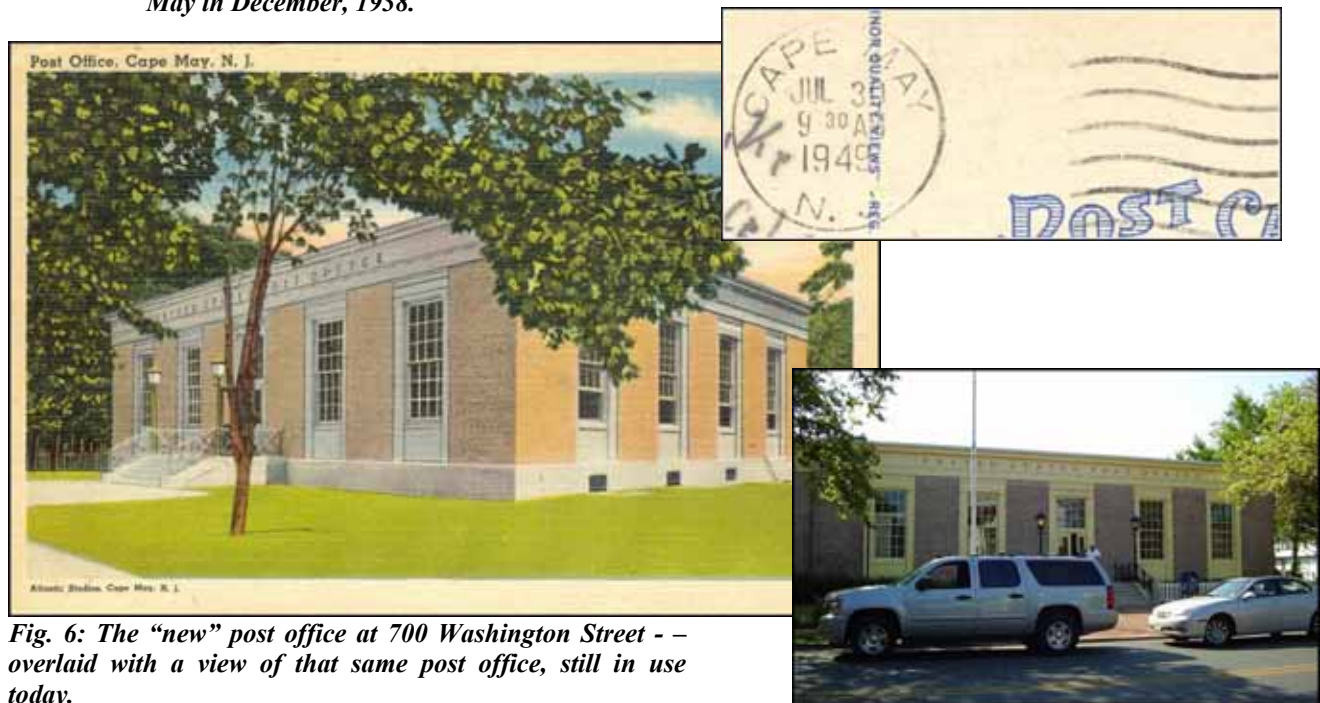


Fig. 6: The “new” post office at 700 Washington Street – overlaid with a view of that same post office, still in use today.

ENDNOTES:

¹ Law, Mary, *Postal History of Cape May County, NJ*, published in *NJPH*, March 1993 ~ May 1994, and available online at <http://njpostalhistory.org/media/pdf/capemayph.pdf>.

² Law, Mary, *Postmasters of Cape May County*, <http://njpostalhistory.org/media/pdf/CapeMayPMs.pdf> - this document lists all Cape Island and Cape May postmasters to 1989.

³ *Ibid.*

⁴ Cape May City Map (1931) accessed at http://mapmaker.rutgers.edu/CAPE_MAY_COUNTY/CapeMayCity_1931.jpg

⁵ Most recent appointments from USPS Postmaster Finder at <https://about.usps.com/who-we-are/postmasterfinder/welcome.htm>.

**COME TO NOJEX MAY 30-June 1) & ANNUAL MEETING (Sunday June 1 at noon)
IN SECAUCUS! SHOW & TELL!**

THANKS FOR YOUR CONTRIBUTIONS!

Many thanks for the many contributions received with dues payments! These are very important to us and greatly appreciated.

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A few members have yet to remit their dues – if you receive a reminder with this journal, it means your dues are still unpaid. We hope you will send along your check for \$15 to NJPHS and send it Jean R. Walton, 125 Turtleback Rd, Califon, NJ 07830, or visit our web site and follow the links to pay by Paypal at no extra charge.

*** ☐☐☐ ***

Correction: In our last issue. Please note a typo in the first line of the Griggstown article. It should have read, “In **1837**, a post office was established in Griggstown, Somerset County...” (NOT 1947 as in the print edition!). Apologies.

MEMBER NEWS:

JOURNAL NOTES AND AN APPEAL TO MEMBERS:

It may be apparent to some that the journal is getting shorter and shorter – the reason for this is a lack of material. We have some frequent contributors, but can't expect them to constantly bear the burden of information and articles for the journal. If you have anything to contribute, we encourage you to do it. Many of our articles are “town stories” - and these are appreciated. But there is room for much more – cancel studies, a display of specialty markings, histories relating to the movement of the mail – keep an open mind and feel free to send us anything that might interest you, with two caveats: that it relates to New Jersey and that it have some postal history included.

In that vein, it is with regret and heartfelt thanks that we note that Doug D'Avino, who has contributed so many of the Hometown Post Office articles, is unable to continue with that feature for health reasons – is there anyone who might consider taking his place? These short articles are meant to feature some post office from anywhere in the state – either current or DPO – with a little history and some interesting facts. A list of postmasters is nice, but not required – these can usually be found in our National Archive files (and we can help you with that), and the USPS Postmasterfinder online. Pictures of old post cards are available on our web site, in Doug's Gallery, [Post Offices of New Jersey - A History Told Through Postcards](#). By going to the NJPHS [Picassa album page](#) (see link below his gallery), you can easily download these to use.

Another source for current post office pictures is the Postmark Collectors Society Site, where member Evan Kalish has photos of many New Jersey post offices (see <http://www.postmarks.org/photos/us.php?st=NJ>) . Maps of all types are available at Rutgers Cartography Lab at <http://mapmaker.rutgers.edu/MAPS.html> .

Over time, we hope to accumulate these glimpses of New Jersey post offices, and any contributions are welcome.

CONGRATULATIONS TO JOE FELCONE!

Member Joseph Felcone was recognized for his excellent book, *Printing in New Jersey*. The Bibliographical Society of America has awarded the 2014 St. Louis Mercantile Library Prize for outstanding scholarship in the bibliography of American history and literature to Joseph J. Felcone for his book *Printing in New Jersey 1754-1800: A Descriptive Bibliography* (American Antiquarian Society, 2012).

Printing in New Jersey 1754-1800: A Descriptive Bibliography is a detailed catalogue of 1,265 books, pamphlets, periodicals, newspapers, and broadsides - all of the known products of every eighteenth-century New Jersey press. About of quarter of the imprints described are recorded here for the first time and the extensive annotations are full of new information gleaned from archival sources.

Congratulations and thanks for this resource. *Printing in New Jersey* is available through Oak Knoll Press (<http://oakknoll.com>).

MEMBER EMAIL CHANGE:

Please change Dr. Vernon Morris's email address from vmorris48@earthlink.net to doctorcoverdude@gmail.com. Anyone wishing a membership list may request it from your secretary at NJPostalHistory@aol.com or Secretary@NJPostalHistory.org.

OBITUARY: LEN PECK 1910-2014

It is with a great deal of sadness that we report the death of Len Peck, who passed away on April 27, 2014. For many years, he was a valuable and contributing member of the many societies he belonged to, including the New Jersey Postal History Society. His articles and information filled the pages of *NJPH* and added immeasurably to our knowledge of Sussex County, and to the history and beginnings of the Post Office. Always ready with some piece of history he had researched, and full of knowledge he was so happy to share – we will miss that smile and his indefatigable interest in history – postal and otherwise. Len won the respect of all who met him. Where else could you find a man who could tell you the routes of the local post riders in the early 1800s, stories of Frank Sinatra at the Budd Lake Casino, and remembrances of Zeppelins overhead from his Brooklyn days? A treasure lost.



Len Peck, 2010 Joel McCrea/Star Ledger

We include here parts of an obituary written by Bruce A. Scruton of the *NJ Herald*:

Leonard Peck, who was an early member of the Walpack Historical Society, served several years as its president and was a longtime volunteer with the National Park Service, died last week at his granddaughter's home in North Carolina. He was 104.

It was 1996, when Peck was 86 and had been a volunteer at the Delaware Water Gap National Recreation Area for a couple of decades, that he was named Volunteer of the Year for the park service's Northeast Region. ... Superintendent John Donahue. "Len Peck's legacy as a volunteer at Delaware Water Gap National Recreation Area, and especially at Walpack Center and Van Campen Inn, will continue to help visitors learn about and understand the history of the Delaware River Valley and the people who once lived here."

A native of Camden County who grew up in Brooklyn, Peck went to World War II and spent much time alone on a Pacific island as a scout. His observations of flora and fauna brought him to the attention of the Dutch who still claimed some of the islands as their colonies. ... Letters from Peck to the U.S. military attest to his lifelong, and unsuccessful, search for his notebooks of that time.



Len and Arne Englund at Len's house in Sparta several years ago.

In 1970, after raising three daughters and serving as president of a company that made meat-slicing machines, Peck moved to Sparta.

He continued his interest in history and dug into the history of post offices of Sussex County and the entire state. "He was a walking encyclopedia," said Sussex County Historian Wayne McCabe. "He knew everything about the U.S. Postal System from the 18th century all the way through today." ... McCabe said Peck kept alive the history of the small post offices, the changes of postmasters — and locations — with the changes in political winds. "It wasn't like today. Back then, the postmasters were appointed and a change in parties could mean a change in postmasters, and location of the post office in the town," McCabe said.

We will miss you, Len. Rest well.

TREASURER'S REPORT

TREASURER'S REPORT – JANUARY 1, 2013 THROUGH DECEMBER 31, 2013

BALANCE BROUGHT FORWARD	January 1, 2013		\$9,051.56
INCOME	DUES x 107*	\$1,575.00	
	DONATIONS x 54	\$1,085.00	
	CD & LITERATURE SALES	\$ 90.00	
	AUCTION PROCEEDS	<u>\$ 402.19</u>	
TOTAL INCOME			\$3,152.19
EXPENDITURES			
	PAYPAL FEES	(\$13.42)	
	JOURNAL	(\$2,504.20)	
	AD IN NOJEX SHOW PROGRAM	(\$40.00)	
	TOTAL 2013 EXPENDITURES		(\$2,557.62)
	NOV. 2012 NJPHS JOURNAL (PAID IN 2013)		(\$603.00)
BALANCE YEAR END	12/31/2013		\$9,043.13
NET CHANGE			\$8.43

Journal Expenses By Issue

Month	Printing	Mailing	Total
February 2012	\$350.00	\$255.20	\$605.20
May 2012	\$350.00	\$278.70	\$628.70
August 2012	\$350.00	\$278.30	\$628.30
November 2012	\$350.00	\$292.00	\$642.00
TOTAL	\$1,400.00	\$1,104.20	\$2,504.20

The asterisk next to the number of dues received reflects the one member who paid through 2016 and the one life member so we only had 105 paying members in 2013. Our total membership for 2012 was 107 – five less than the previous year.

The only real expense the Society incurs is the printing and mailing of the Journal, and costs remain nearly identical since 2008. In 2013, we purchased an ad in the NOJEX program for \$40. Between 2012 and 2013, the Journal expense increased from \$2,369.50 to \$2,504.20 (\$134.70).

The two important jobs that must be completed to even have a Society are producing the Journal and getting the members to renew their memberships. Jean Walton does the bulk of the work for both while Bob Rose handles the Journal printing and mailing. Thank you Jean and Bob.

Also I thank Arne Englund for conducting the NJPHS auction of donations on Ebay. The largest contributor of material for auction was longtime member Nathan Zankel. Thank you Nate and Arne.

In 2011, 45 donors gave \$952. In 2012, 52 donors gave an even \$1,000. In 2013, 54 donors – literally half the membership – contributed an impressive \$1,085. It marks the fifth consecutive year of donation growth, starting with \$775 in 2009. The donors' kind contributions allowed the Society to once again transform a significant loss into a break-even year, and to hold dues at the very reasonable \$15 annual rate yet again, which it has been for at least a decade. I thank the 54 Society members who contributed beyond their dues.

Andy Kupersmit, Treasurer

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

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

WANTED: MENTAL HEALTH CINDERELLAS and covers. Contact Dr. Marion Rollings, 101 New Amwell Rd., Hillsborough, NJ 08844, email DrMarionRollings@yahoo.com, Tel 908-500-7295.

WANTED: RAILROAD POSTCARDS WHITE BORDER OR EARLIER, RPPC, especially Warren, Sussex, Ocean, Cumberland Counties, Rockaway and Jefferson Townships. Contact Richard F. Makse, 410 Bogert Ave., Ridgewood, NJ 07450, or email maxrail@gmail.com. Tel: 201/493-0230.

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: BOUND BROOK, UNION CITY, AND HOBOKEN covers. Also seeking USS LST-1073 Outagamie ship covers. Contact Dr. Marion Rollings, 101 New Amwell Rd., Hillsborough, NJ 08844, email DrMarionRollings@yahoo.com, Tel 908-500-7295.

ALWAYS DESIRED: FISH HOUSE, COVERS, BURLINGTON COUNTY advertising covers and corner cards; Burlington County DPOs. Email Paul W. Schopp at pwschopp@comcast.net.

WANTED: WWI & WWII CENSORED MAIL TO AND FROM TOWACO, NJ 07082. Email scans to hughtowaco@optonline.com or mail copy to POB #139, Towaco, NJ 07082-0139.

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.

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.

LOOKING FOR OLDER SUSSEX COUNTY LETTERS AND CARDS. Contact Edwin Black, 61 Nestor Rd, W. Orange NJ 07052

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

STILL SEARCHING for postal history items relating to ALLIANCE, NJ and other Jewish/Agricultural communities. (See article in NJPH February '05 - Vol. 33 No. 1 – Whole #157 pgs. 25-27). All inquiries answered. Contact Prof. Mark Sommer, 1266 Teaneck Road #10A, Teaneck, New Jersey 07666.

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

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

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

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

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

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

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.

MEMBER ADS

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LIQUIDATING MY COLLECTION OF STAMPLESS LETTER & COVERS from all states. Please send want list. Many New Jersey manuscripts & post marks. Contact Ken Hall@oldletters.com.

WANTED: All GLOUCESTER COUNTY, NJ POSTAL HISTORY STAMPLESS to 1920. All oodbury, NJ stampless to present. **NEED BASSETT PO** (DPO GlouCty 1891-1920) Warren Plank, POB 559, Woodbury 08096, 856/229-1458, webmaster@NJPostalHistory.org.

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

WANTED: WASHINGTON FRANKLIN WITH SIDEROGRAPHER or plate finisher initials, on or off cover, used or unused.. Contact Doug D'Avino at davinod@earthlink.net.

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

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

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

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

WANTED: New Jersey POSTMASTER or COUNTY postmarks for exhibit. Clear strikes on stamps, postal stationery or postal cards. Postmark containing County or Postmaster's name. Send photocopy first to Elliott Idoff, 332 Bleecker St. G-20, New York, NY 10014. 25 yr member APS., stampfinder47@gmail.com.

WANTED: JERSEY CITY POSTAL HISTORY, including stampless, advertising, postal, covers, post cards with local views and unusual usages or cancellations, prior to 1940. Contact John A. Trosky, 2 St. Clair Ave., Rutherford, NJ 07070-1136/201-896-8846/, or email JTJersey@verizon.net.

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

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

VISIT MAPLEWOOD'S HISTORIC HOUSE MUSEUM, DURAND-HEDDEN HOUSE for exciting monthly programs like an anti-suffrage satire on March 30. Check our website: www.durandhedded.org. Durand-Heddon House, 523 Ridgewood Rd., Box 206, Maplewood, NJ 07040, info@durandhedden.org, 973-763-7712.

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.

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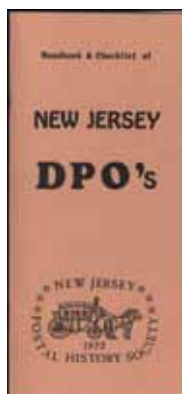
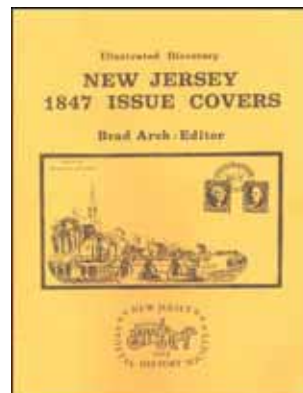
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