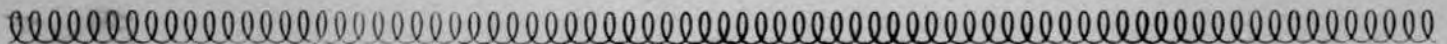




NJ 1847 DIRECTORY  
Supplement Enclosed

# NJPH

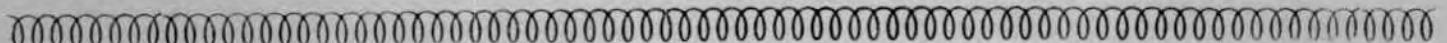
THE JOURNAL OF  
THE NEW JERSEY POSTAL HISTORY SOCIETY



Vol. XVIII No. 1

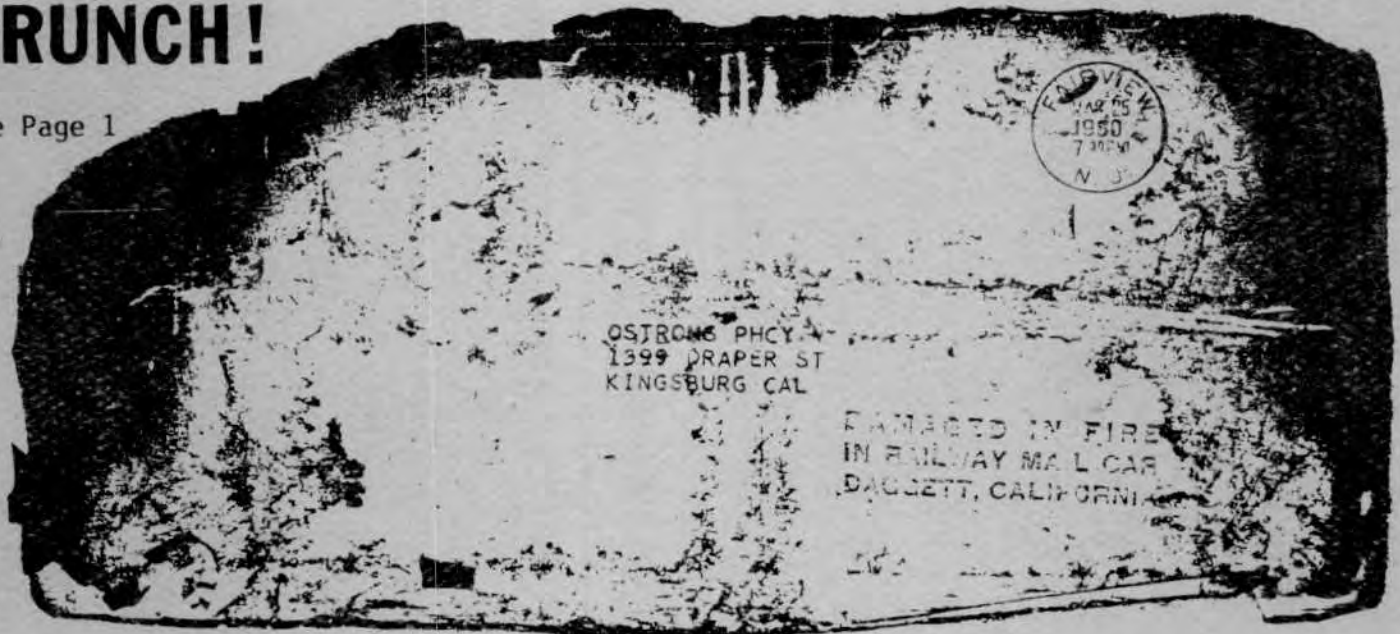
Whole Number 86

January 1990



## CRUNCH!

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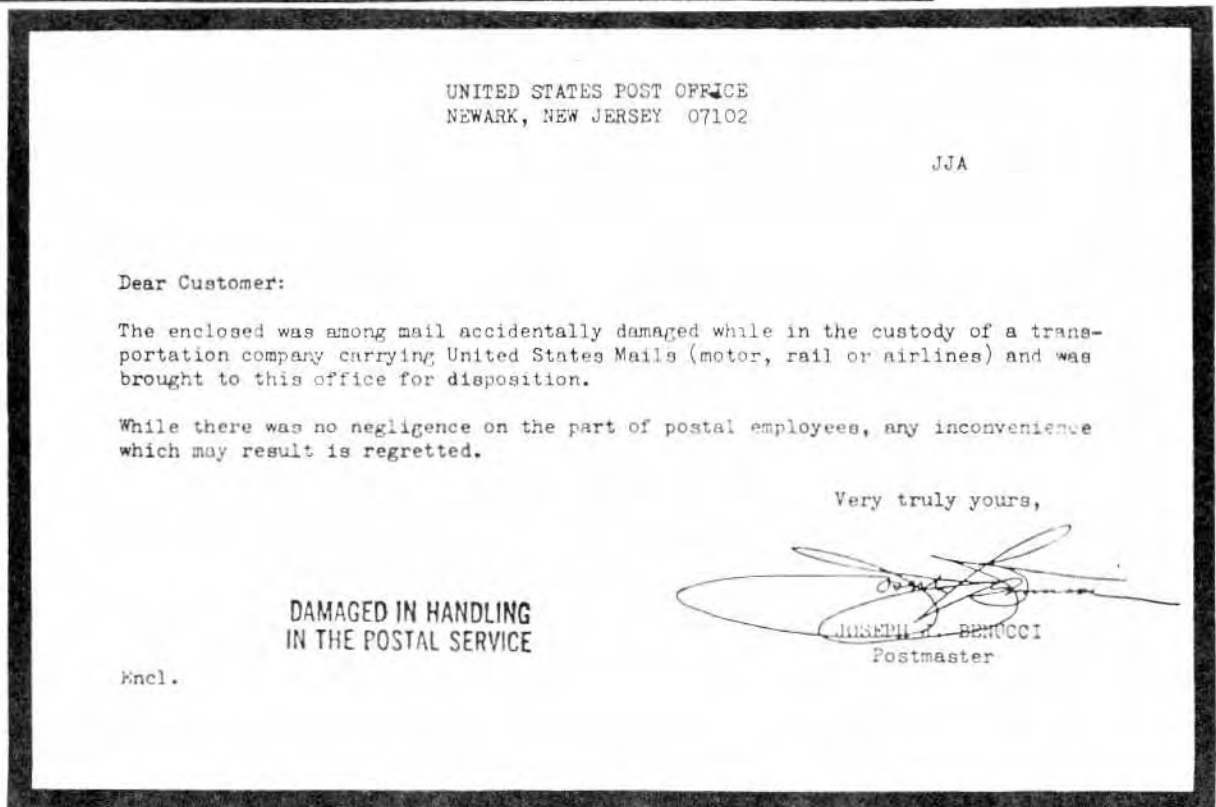
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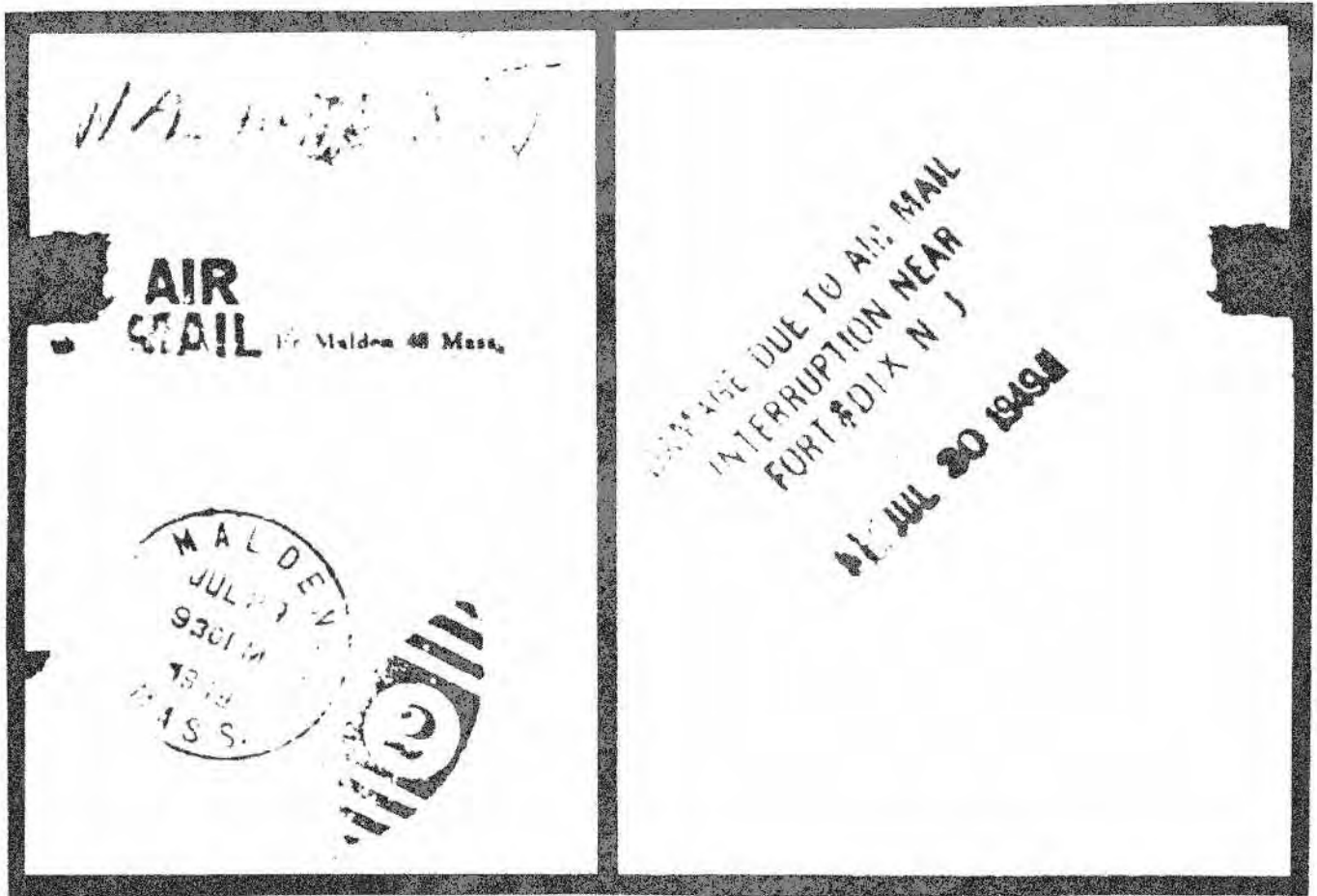
# WRECKS & CRASHES DISASTERS & TRAGEDIES

## INTERRUPTED MAIL

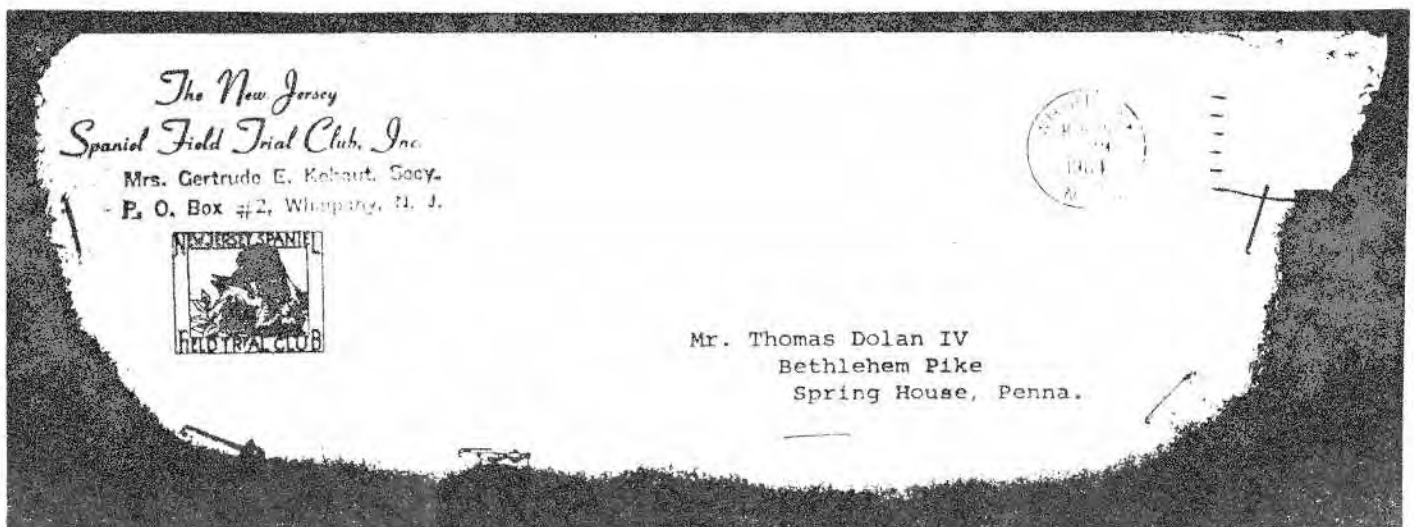
1972 (September 22) cover to Seekonk Mass franked with 3¢ Betsy Ross pair with additional stamps washed away leaving partial Bath NY roller cancel, the pair later tied with the additional Bath NY machine cancel, with handstamped "Damaged In Handling In The Postal Service" alongside. Accompanied by form letter from the Newark NJ post office stating, "The enclosed was among mail accidentally damaged while in the custody of a transportation company carrying United States Mails (motor, rail or airline)... there was no negligence on the part of postal employees...". Evidently this cover transited northern NJ enroute from Western NY to Mass.



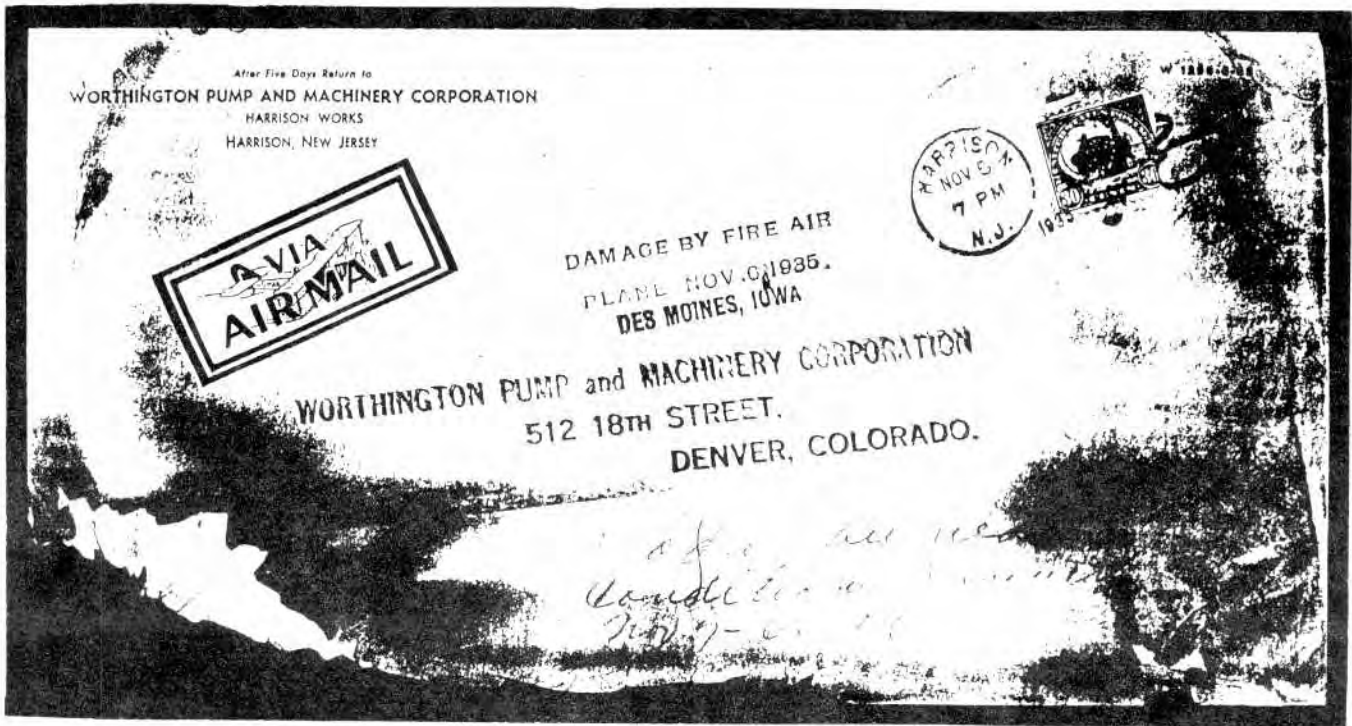
1949 (July 29) Post Office Department facing slip with printed "AIR MAIL Fr. Malden 48, Mass", and Malden Mass duplex, with blue crayon manuscript "Washington D.C." at top, and on reverse, blue handstamped "Damage Due to Air Mail Interruption near Fort Dix NJ, July 30, 1949". (AAMC 49.2)



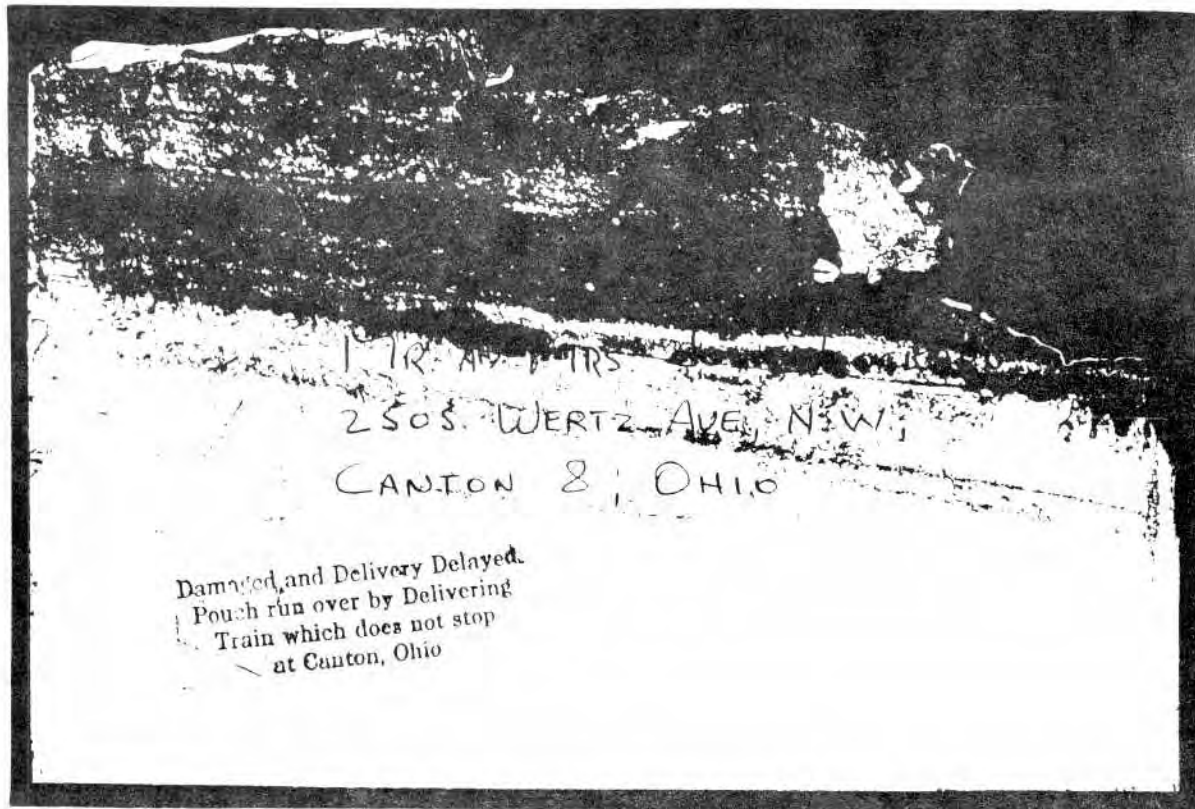
1964 (March 26) cover to Spring House PA with stamps washed away leaving partial Whippany NJ machine cancel, and handstamped "Damaged In Handling In The Postal Service". Evidently damaged in fire at North Philadelphia post office on March 27, 1964.



1935 (November 5) flown commercial cover to Denver, franked with 30¢ Buffalo tied by Harrison NJ duplex, alongside are handstamped "Damage by Fire Air Plane Nov. 6, 1935 Des Moines, Iowa", and manuscript "Rec'd in Burned Condition Denver Nov 7-6 a.m." (AAMC 35.8)



1958 cover to Canton, Ohio with most of stamps and postmark torn away at upper right, but with partial Westfield NJ return address, handstamped "Damaged and Delivery Delayed. Pouch run over by Delivery Train which does not stop at Canton, Ohio".



1929 (October 28) flown commercial cover to Cincinnati, franked with 5¢ Roosevelt tied to NEWARK NJ duplex (year date inverted), alongside are manuscript "Irreg." and handstamped "892", affixed to back is mimeo form of Cincinnati P.O. stating "... damaged in accident. near Mt. Vernon, Ohio...October 29, 1929" and "Irregularity No. 892." (AAMC 29.16)

UNITED STATES POST OFFICE  
Cincinnati, Ohio. October 30, 1929.

My dear Sir:

The enclosed air mail was damaged in an accident to the night plane, southbound, on Oct. 28 near Mt. Vernon, Ohio, on the morning of October 29, 1929.

Yours truly,  
Irregularity No. 892

THE WHITEHEAD & HOAG CO.  
1303 UNION TRUST BLDG.  
CINCINNATI OHIO



## Aviator Who Died Flying Mail Here



ELMER M. KANE

KANE, who was 29 and a pilot for Universal Air Lines, was killed Tuesday when his plane crashed near Mt. Vernon, while carrying the mail between Akron and Columbus. He made his home at the Universal Hangar in Cleveland.

## E. M. KANE DIES AS SHIP BURNS AFTER FALLING

Columbus-Bound Pilot's Craft  
Hits Tree and Explodes  
When Motor Misses.

A struggle, in the air, with a faulty engine and bad weather, which cost the life of E. M. Kane, air-mail pilot, was witnessed Tuesday morning, by Everett Agner, farmer living about seven miles southwest of Mt. Vernon.

The charred body of Pilot Kane was taken from the wreckage a short time after he had smashed his ship against a tree and had plunged to the ground in flames.

He had started on his run from Akron to Columbus at 4:44 a. m.

Some of the mail he carried is believed to have been destroyed in the explosion and which left little but the framework and engine of the plane.

"I was awakened at about a quarter to six by the sound of an airplane flying low over the house," Agner said.

"I jumped out of bed and looked out of the window."

"The plane was circling and the engine appeared to be missing fire. It looked as if the pilot was trying to land.

Wing Hits Tree.

"As he circled around one of the wings of the plane seemed to catch on a tree and the ship plunged to the ground.

"Then there was an explosion and fire seemed to cover it all at once.

"I ran to the telephone and reported to the operator. Then I dressed and ran over. The plane landed on the farm of William Johns, right at the edge of a woods.

"Two other men were there when I got there and in a little bit Postmaster Kelly of Mt. Vernon and Sheriff Hoy Linde of Knox-co, came out from Mt. Vernon."

Postmaster Kelly salvaged the mail sacks and took them to Mt. Vernon. What was left of the mail was placed on a train for Columbus and Cincinnati.

The body of Kane, who was employed by the Universal Air Lines, was taken to a Mt. Vernon undertaking establishment.

It was said at Akron that the weather was bad when Kane took off, but that he insisted on starting.

Late Starting.

The usual time for the trip Akron to Columbus is from an hour and 15 minutes to an hour and 30 minutes, it was said at Col Airport, Sullivant-av. He had left about an hour when he reached the scene of the accident, about seven miles from Columbus. The plane was late starting. It was due to leave Akron shortly after 3:30 a. m.

Residents of Bangs, about seven miles from Mt. Vernon, reported hearing the plane, a time before it smashed up. They said they heard the motor stop.

Kane had been flying for 10 years. He learned in Sioux City, Ia., while a student in Morningside College. He was 29 years old.


In 1925 he entered the army at Brooks Field, Tex. He was trained at Kelly Field, being graduated in 1926.

In 1927 he conducted a school at Waterloo, Ia., and then came a reserve air mail pilot for the National Air Transport, Chicago-Cleveland run. He worked for the Chicago Daily Tribune carrying newspapers by plane to summer resort districts in Wisconsin.

Kane had been flying on the Cleveland-Louisville, mail run which runs thru Akron and Columbus, for only about a month.

# Salem Quakers

10


  
*Bartholomew Wistar*  
*No. 255 Arch Street*  
*Phila —*

*M<sup>r</sup> Ulrich Davis* to the Post Office, } Dr.  
 at Salem N. J. }  
 For Newspaper, Pamphlet, and Letter postage,  
 From 7 Mo 1<sup>st</sup> 1840 to 1 Jan 1 1841 @ . 26  
 Received payment,  
*S. H. Merritt* P. M.

Ever since Fenwick established Salem, the Society of Friends, better known as "Quakers" dominated the historic area.

Here and there, memorabilia turns up which offers visual proof of early Quaker life in and around the City of Salem.

A letter mailed from Salem to one of the Wistar brothers, then in Philadelphia, provides one such opportunity.

Dated "Mannington, 6 Mo. 24th 1830" Bartholomew's sister reveals the Quaker influence in the way she indicated the date, which says June (6th month) 24 (24th day) 1830.

The address leaf, however, pictures a postmark highly treasured by philatelists. A red circular impression, reading SALEM, N.J. JUN(e) has been completed by a manuscript addition of the mailing date, 27.

This represents the earliest recorded use of a circular postmark used by the Salem, N.J. postoffice.

Below the Wistar letter is a still rarer piece of postal history, also going back to pre-stamp times, when letters and other postal matters could be mailed either pre-paid or collect.

Signed by Salem postmaster S. H. Merritt, the postal receipt certifies that one H....Francis had paid 26-cents for fees accumulated over half a year. That the local postmaster was a Quaker, or at least used the Quaker way to write the date, is being disclosed. Twenty-six cents collected covered payment for "Newspaper, Pamphlet, and Letter postage, From 7 Mo 1<sup>st</sup> 1840 to 1 M 1841".

In plain words, postal patron Francis paid the postmaster his due, covering the period from July 1st 1840 to January 1st 1841.

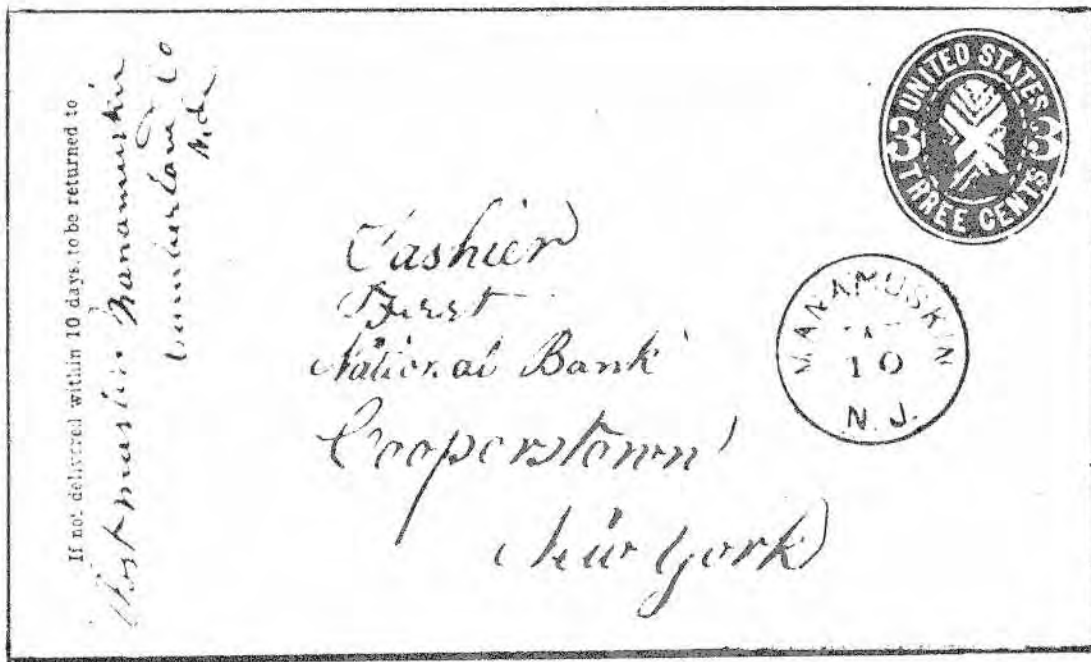
The small slip shown here represents the only recorded Quaker style postal receipt.

POSTAL CARD ONE CENT  

  
 1900  
 THIS SIDE IS FOR THE ADDRESS ONLY


  
*Salem Glass Works*  
*Salem N. J.*

# Manamuskin Or Manumuskin?



A couple of miles north of Port Elizabeth in Cumberland County a cluster of houses remain in an area commonly referred to as Manumuskin. The once important hamlet, site of a long forgotten glass works, took its name from the small river on whose banks it straddles.

Shortly after the Philadelphia - Cape May Rail Road had been completed, a post office was established where the line crossed the river.

When a Cumberland County map was commissioned, for the nation's 100th anniversary in 1876, the Manumuskin (Post) Office was prominently indicated and spelled MANUMUSKIN.

The official "General Scheme of New Jersey" issued for the use of Rail Road Post Offices in 1893 lists the location as follows: "Manuskuskin....Phila. & Cape May, between Vineland and Cape May, Station". If one compares the printed

spelling with the postmark seen on the pictured envelope, a discrepancy is quite obvious.

The embossed postal stationery carries a JAN. 10 cancellation, without year, spelling the station's name MANAMUSKIN. The correctness of the latter spelling is being reinforced by the manuscript addition, in the handwriting of the Manamuskin Postmaster, requesting (the letter)..."If not delivered within 10 days, to be returned to Postmaster Manamuskin, Cumberland County, N.J."

We have here the unusual situation where the official Rail way Post Office guide spells the town one way, while the equally official postmark reads another way.

In all fairness, however, it should be pointed out that the illustrated envelope predates the map by about ten years. It is nevertheless a historical fact that Manumuskin has been spelled in different ways ever since the Indians called

the river by that name.

As a matter of fact, another few miles up the Manumuskin River remains a small village near the location of old Cumberland Furnace. Back in 1812 Eli Budd and associates erected here a bog-iron furnace and named it Cumberland Furnace. When locally mined bog-iron gave out, subsequent proprietors imported iron ore from as far away as Delaware, but increasing competition forced the County's only furnace out of business in the eighteen-forties.

With no other work left to keep the hired hands busy in the immediate area, the once busy town disintegrated slowly until nothing was left but the stately Manor House where the iron master used to live.

Furnace and adjoining forges simply vanished and only a pile of slag here and there indicate now where generations ago several hundred workers and their families had found employment.

With the Manor House the sole surviving landmark, Cumberland Furnace - or what was left of it - changed its name to Manumuskin Manor. The road leading from Millville to the iron works, originally called Cumberland Furnace Road, dropped the "Furnace" and its present designation simply reads "Cumberland Road".

All these changes are really not too drastic when one considers that nearby Hessville, a small Hamlet in the eighteen-seventies, vanished altogether, leaving no trace of its short existence at all.

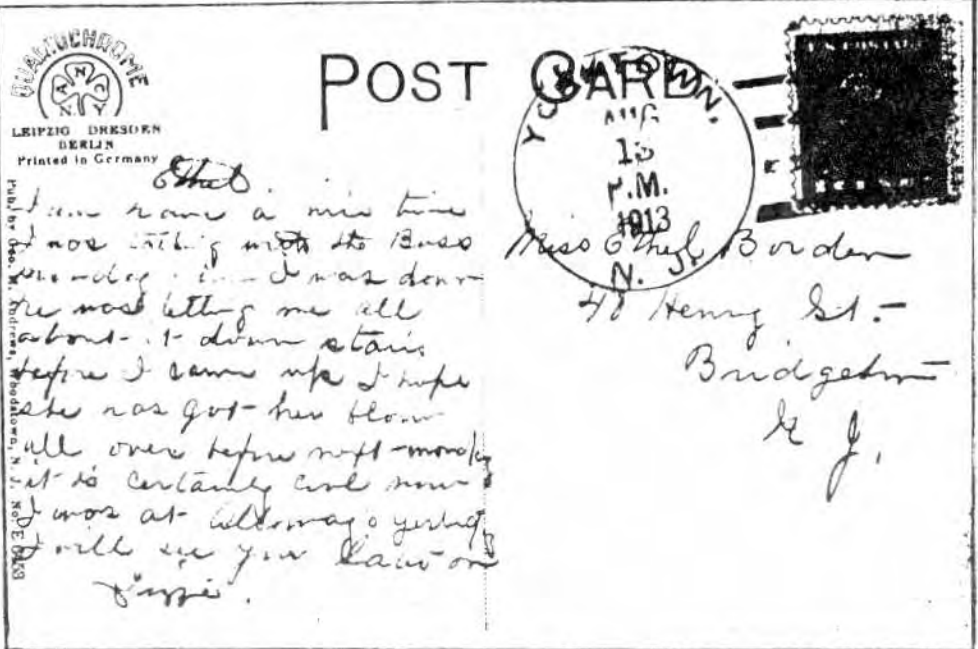


Woodstown-Yorktown  
Sharpstown

Sharpstown  
September 2<sup>nd</sup>

40

Mr Isaiah D Clawson



Isaac  
I am rane a nice time  
I was talking with the Buses  
the day I was down  
you was letting me all  
about it down stairs  
before I came up I hope  
she was got her blow  
all over before next morn  
it is certainly cool now  
I was at allways yesterday  
I will see you later on  
Isaac

Miss Elizabeth Borden  
40 Henry St.  
Bridgeport  
N. J.

Last month's article about Sharpstown and its early postal history brought a letter to our desk which revealed additional data on that subject. One of New Jersey's foremost postal historians, William C. Coles of Moorestown, informed us that two or three more postmarks from Sharpstown have been found since the last reference catalogue had been printed.

The specimen pictured in the February edition of this paper is therefore no longer the sole existing sample of its kind.

To further expand on Sharpstown's earliest postal

service, we take great pleasure to illustrate a maras ript marking, dated SHARPS TOWN, September 2nd, 1833.

This sample illustrates the geographic proximity of the postoffice at Sharps Town and Woodstown, since the writer was a resident of Woodstown, but for some unknown reasons posted this letter at Sharps Town, or Sharpstown, as it was spelled in later years.

The adjoining picture postcard relates to a similar situation, as a resident of nearby Yorktown used a Woodstown postcard to send greetings to a friend. The letter of 1837 came from the

hand of Elizabeth Clawson and was directed to her brother, Isaiah D. Clawson, at that time about to graduate from Princeton College. The younger Clawson, stepping into the footsteps of his father, assumed an extended practice as physician and represented his fellow-citizens in the U.S. Congress for many years.

Neither the postoffice at Sharpstown nor the one at Yorktown returned enough revenue to Uncle Sam to warrant post-war operations.

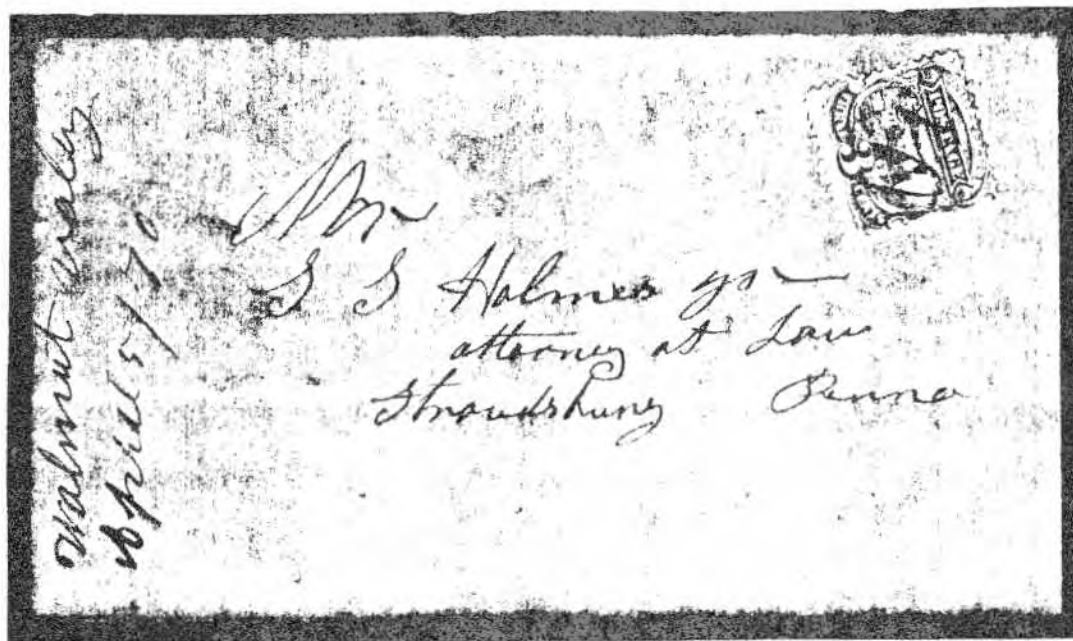
NEW JERSEY circa 1869

Brad Arch

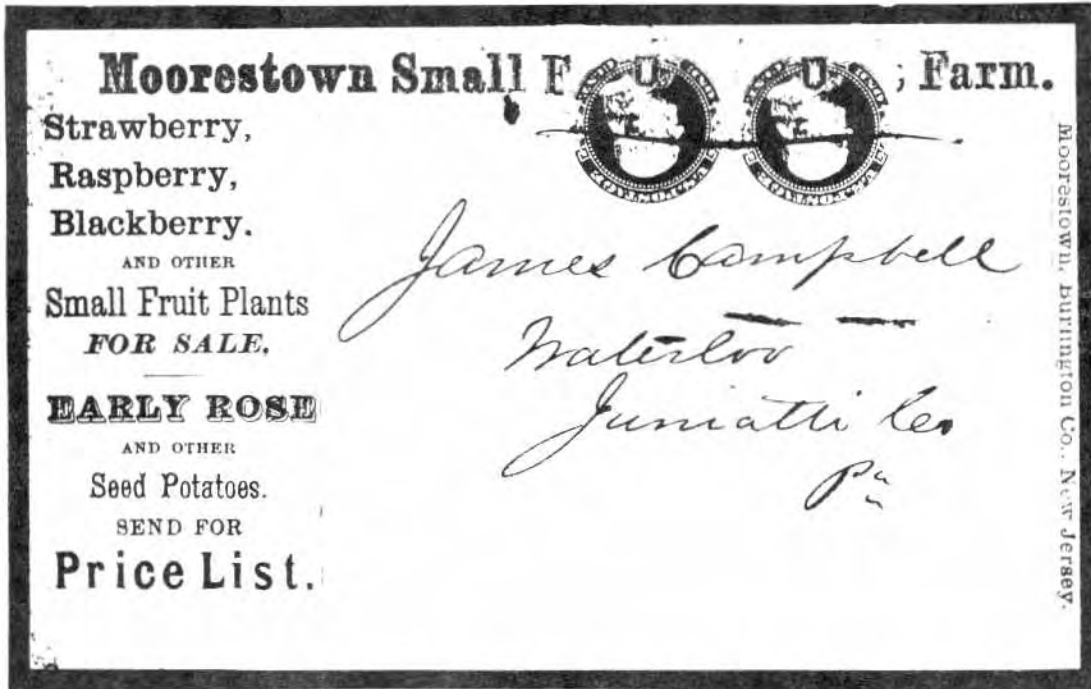
Manuscript & Handstamped Townmarkings (Continued):



*Walnut valley*



Use of the scarce "GREY PAPER" variety stamp from WALNUT VALLEY NJ April 5, 1870 to Stroudsburg PA.

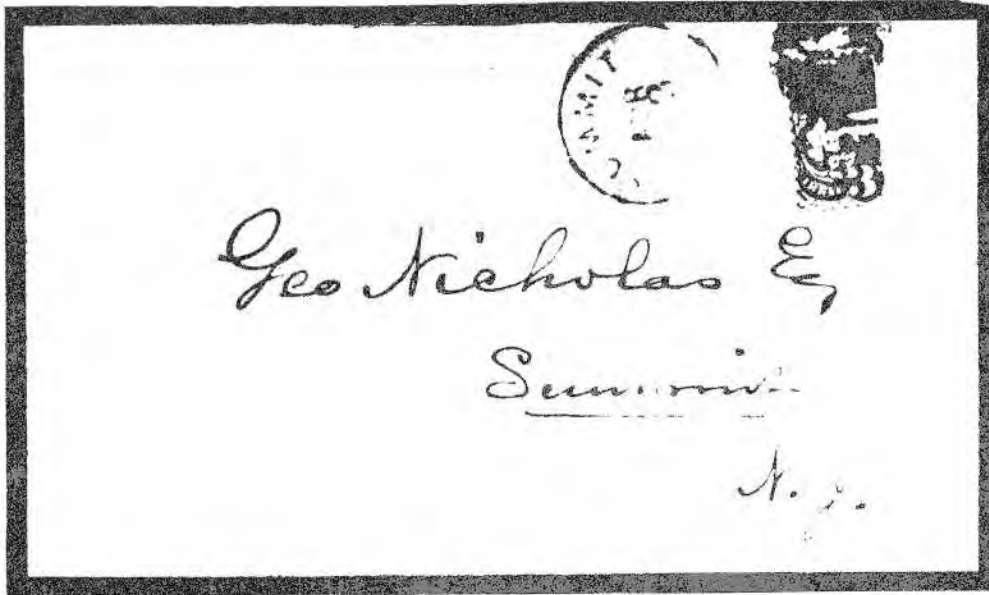


Horizontal Pair of 1c stamps  
Paying 2c Printed Matter Rate  
On Advertising Cover from MOORESTOWN NJ



1c & 3c stamps  
Paying 4c Open Mail Rate  
From TRENTON thru England to France

NEW JERSEY circa 1869

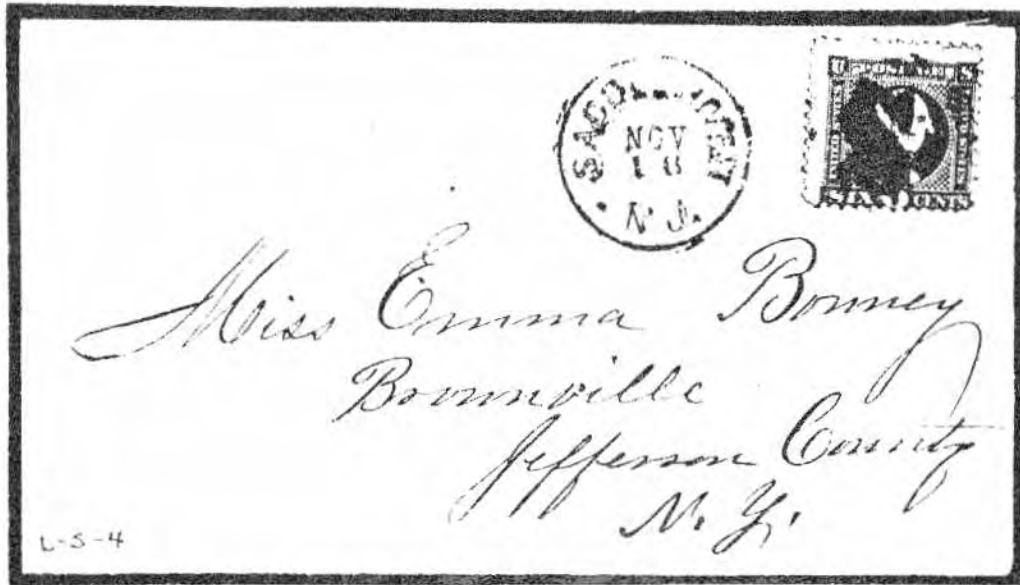


Two-thirds  
of a 3¢, cut vertically,  
pays 2¢ carrier fee on  
Summit, NJ, local.

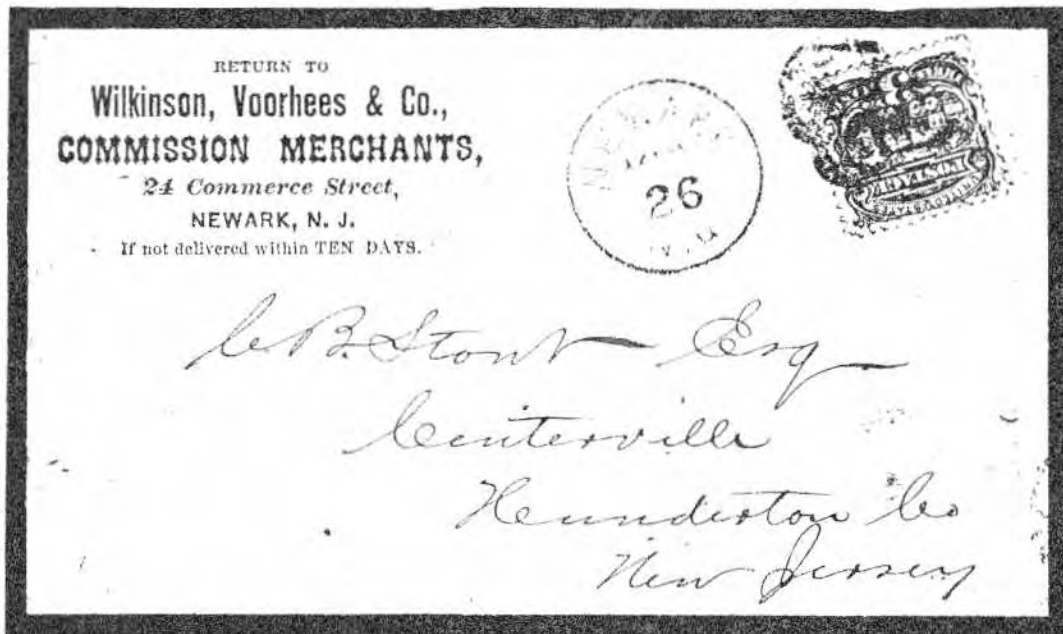


3¢ Pictorial & 12¢ 1867 Grill  
Paying 15 Rate to France  
From VINELAND NJ thru Philadelphia



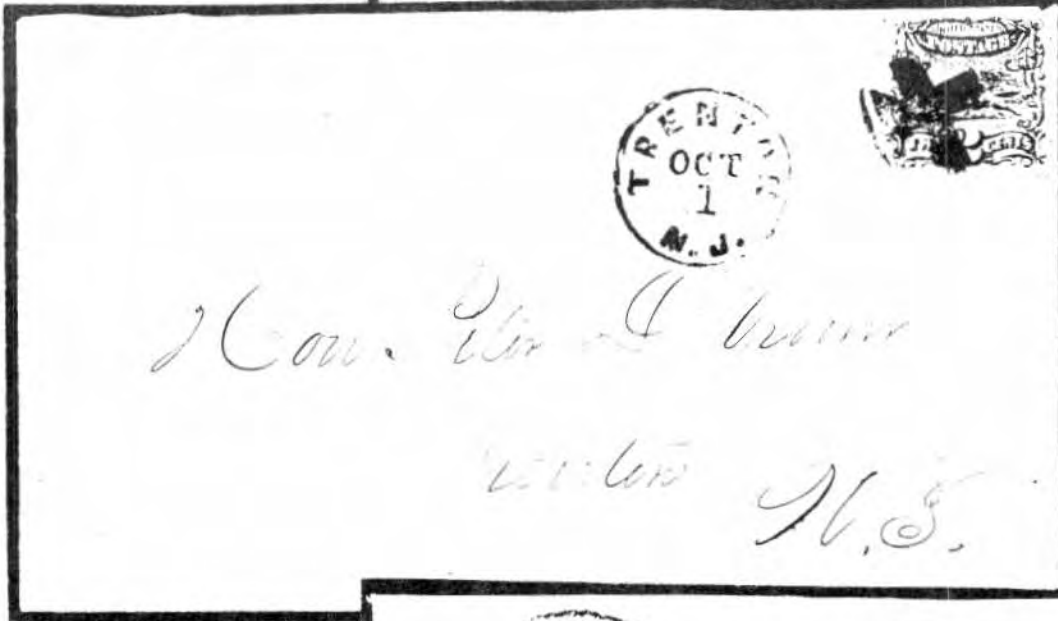
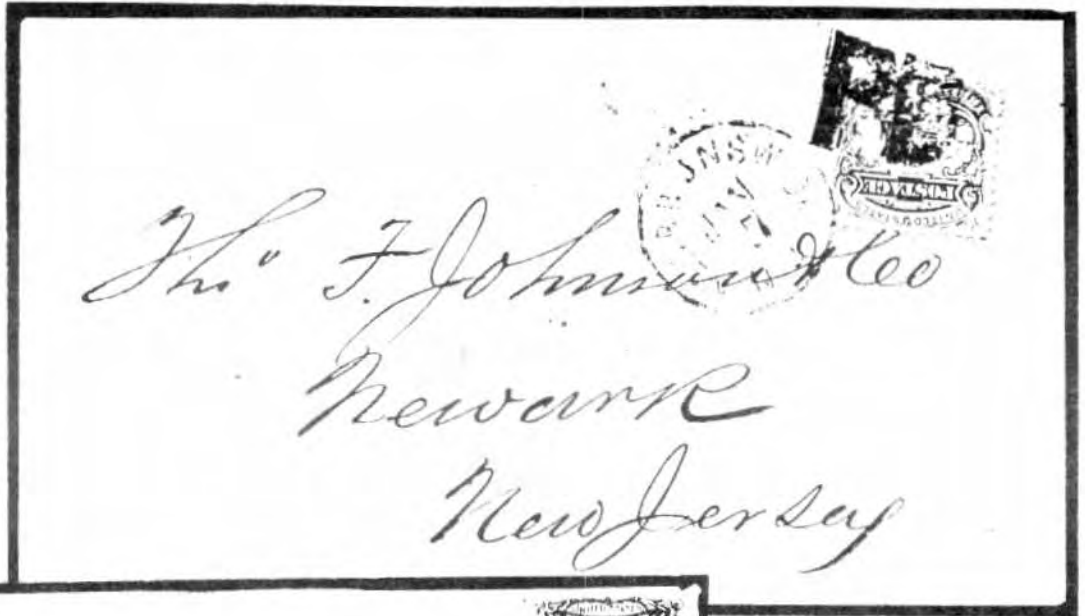


6¢ Pictorial  
Paying Double Domestic Letter Rate  
SADDLE RIVER NJ Free-Form "S" Fancy Cancel



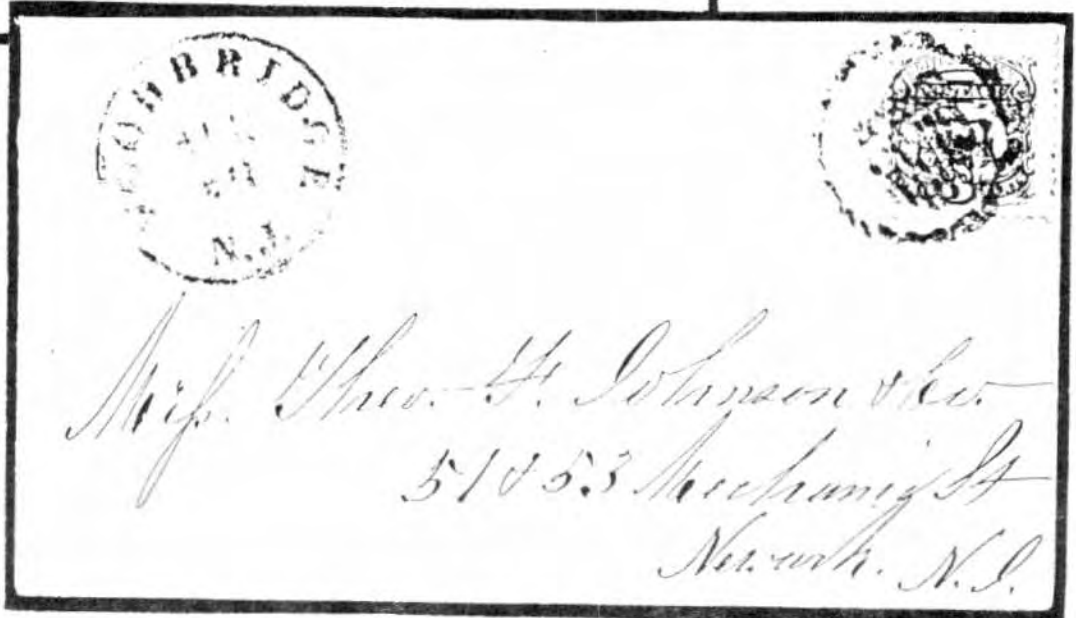
3¢ Pictorial on Advertizing Cover  
NEWARK NJ "Skull" Fancy Cancel

NEW BRUNSWICK  
"PD"  
Fancy Cancel



TRENTON NJ  
"Axe"  
Fancy Cancel

WOODBIDGE NJ  
"Shield in Wreath"  
Fancy Cancel





**NEW JERSEY POST ROUTE MAP**

December 30, 1963

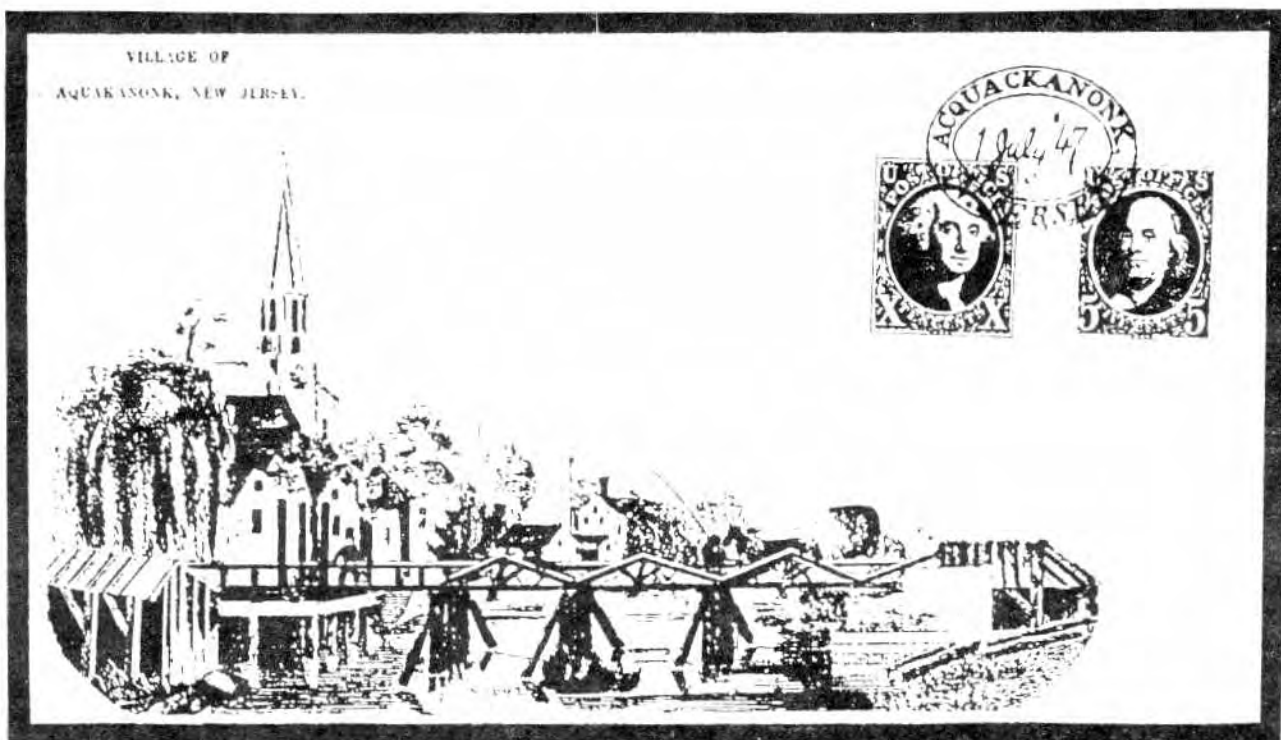
Published by: US Post Office Department

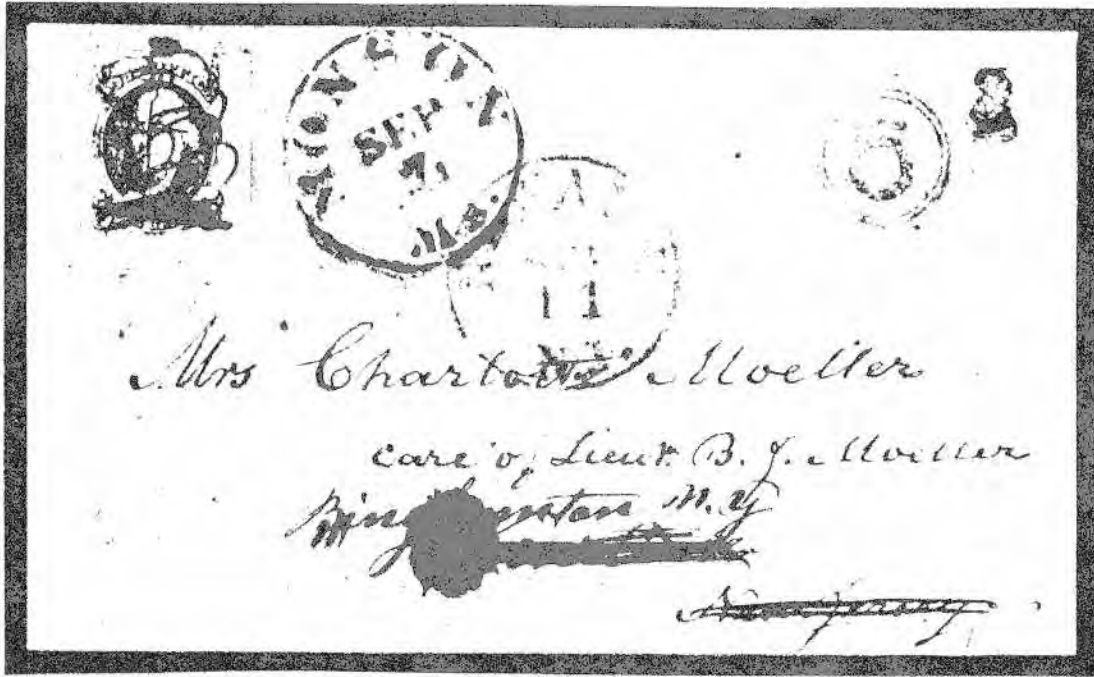


Illustrated Directory

# NEW JERSEY 1847 ISSUE COVERS

Brad Arch : Editor

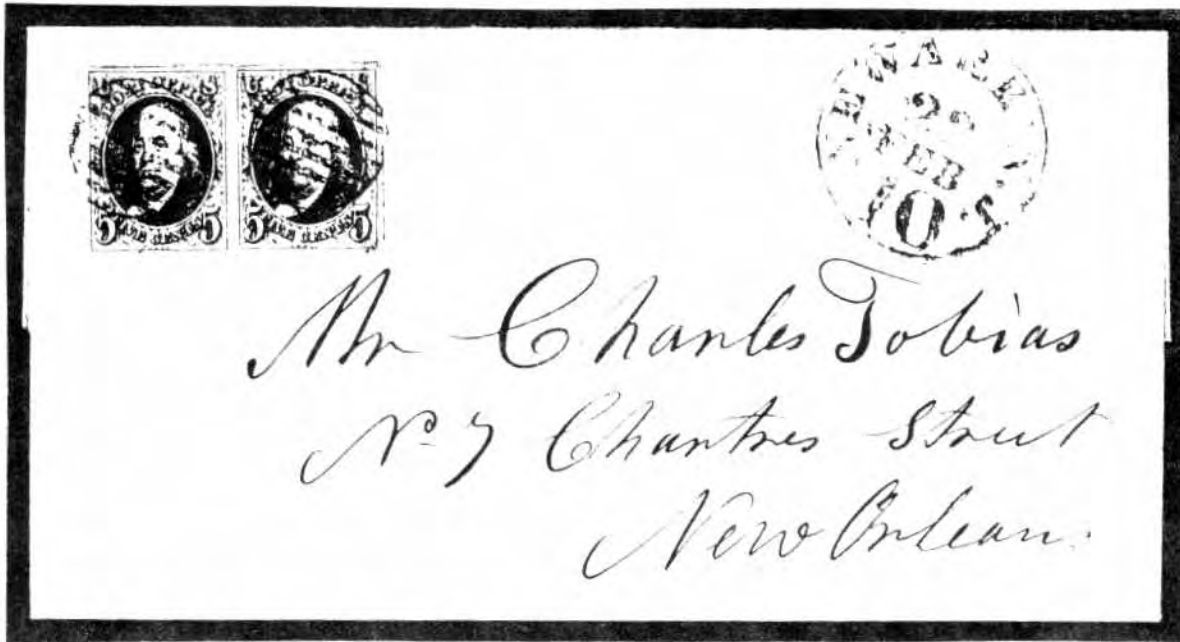




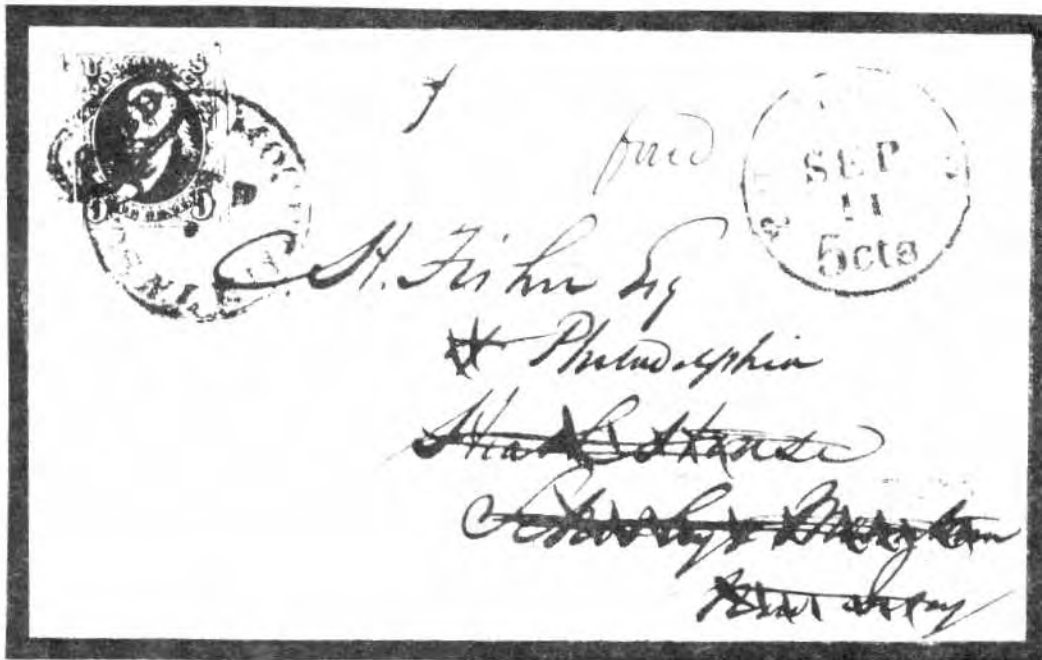
NEWARK NJ - Page 17 Lower Illustration



NEWARK NJ - Page 19 Lower Illustration

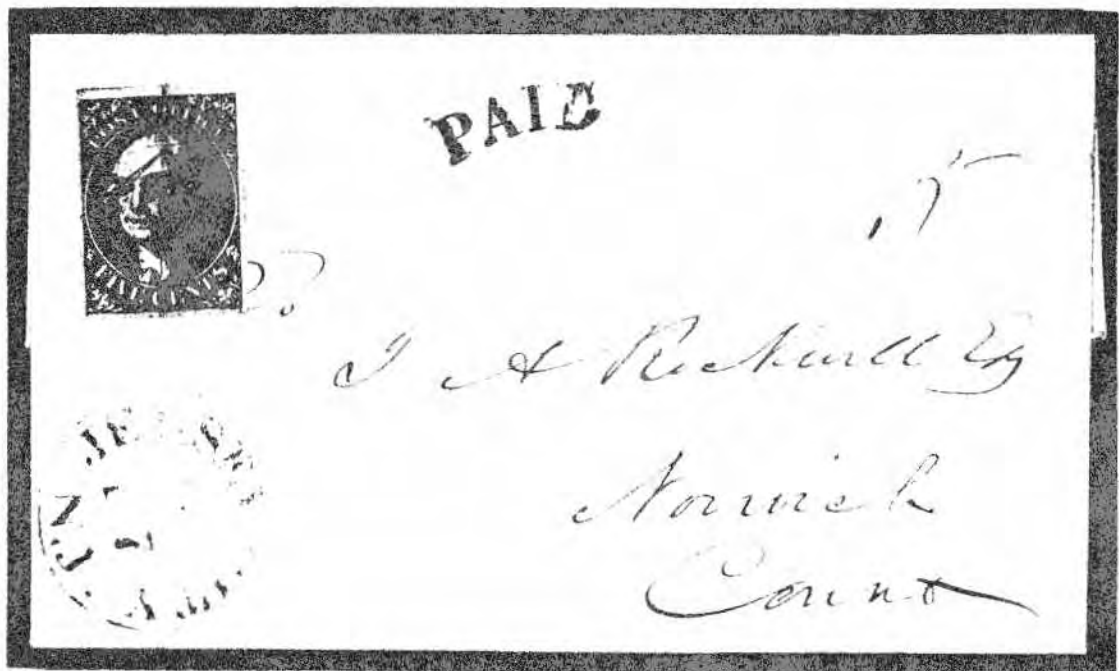


NEWARK NJ 10 - Page 24 Upper Illustration



SCHOOLEYS MOUNTAIN - Page 34 Lower Illustration

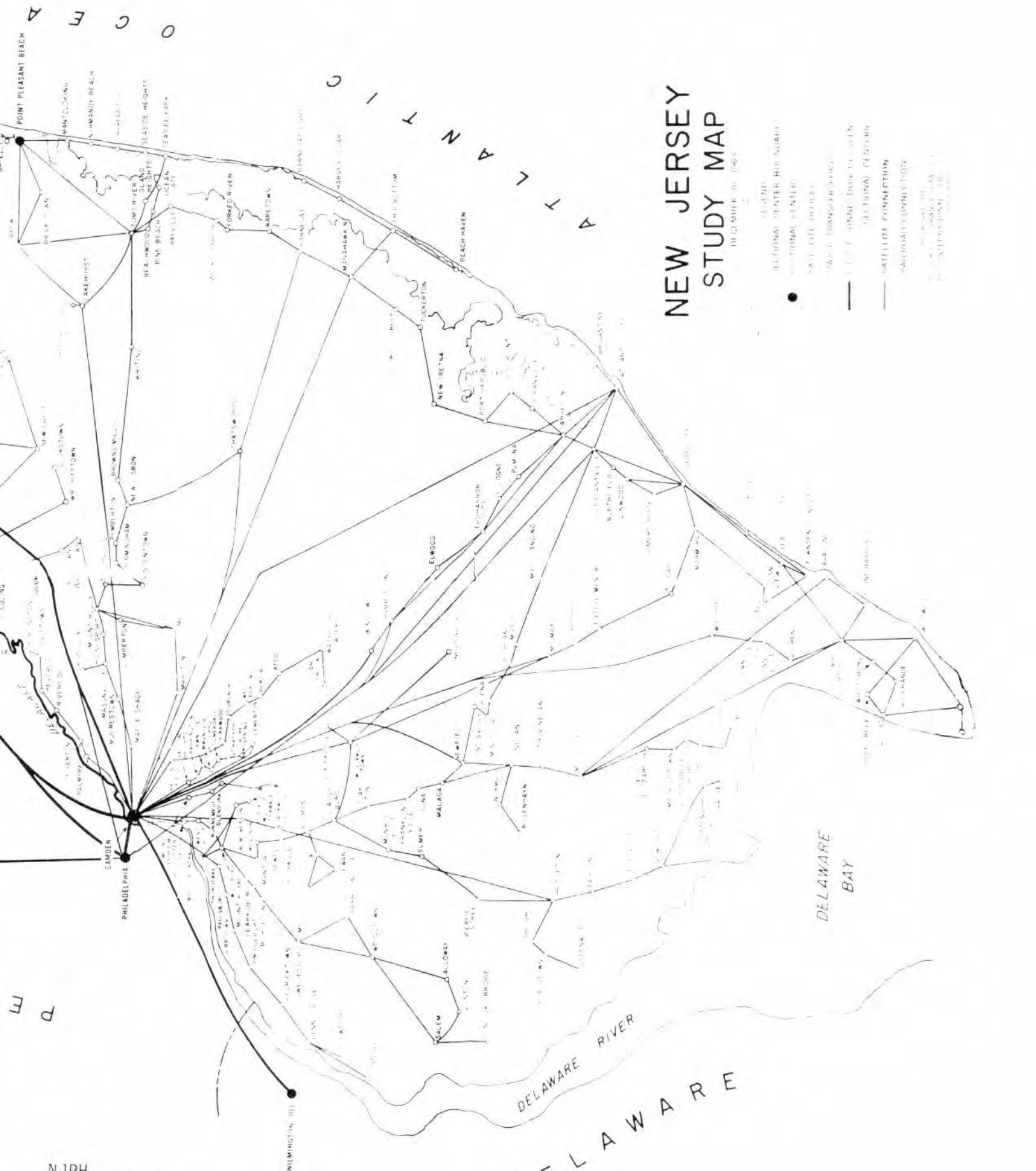
JERSEY CITY, NEW JERSEY



5c Black (9X1), large margins, uncancelled, creased by lightly toned file fold, red Jersey City N.J. Sep. 17 datestamp, blue manuscript '5' rate, red 'Paid' arc on blue folded letter datelined 'New York 17th Sept. 1845' to Norwich Conn., the file fold ties the stamp, **very fine** looking cover, a unique usage from Jersey City, believed to have been carried by a passenger on the ferry and deposited on arrival at Jersey City, routed back thru New York City post office where marked 'Paid', a fascinating cover, illustrated in *Chronicle* (Feb. 1979), with P.F. certificate



Addressed to: James Jackson, Postmaster  
 who was the son of  
 Peter Jackson, Postmaster at Acquackanonk

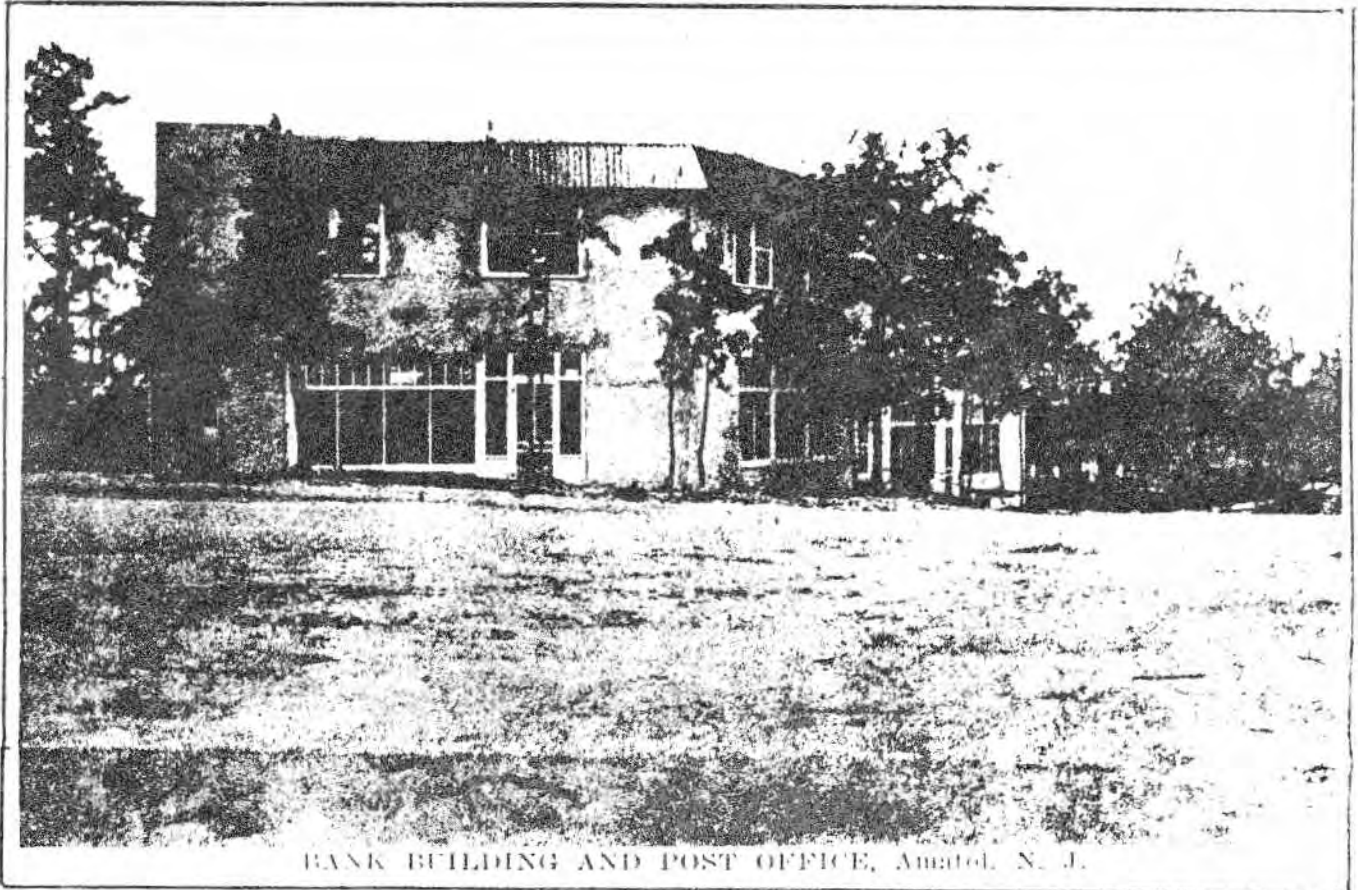


# NEW JERSEY STUDY MAP

DECEMBER 30, 1989

- REGIONAL CENTER BEING STUDY
- REGIONAL CENTER
- SATellite OFFICES
- MAJOR TRANSFER POINTS
- DIRECT CONNECTION
- REGIONAL CENTERS
- SATELLITE CONNECTION
- AIRPORT CONNECTIONS

# Amatol, N. J. A Historical Bombshell



BANK BUILDING AND POST OFFICE, Amatol, N. J.

As any chemist will certify, Amatol is a powerful explosive containing a mixture of Amonium Nitrate and Trinitrotoluel (TNT).

As hardly any history buff knows, Amatol was also the name of a town in the Pine Barrens of New Jersey.

As such, Amatol, N.J. emerges from history as the last of the forgotten towns of the Garden State, a true ghost town if there ever was one.

Amatol can likewise be identified as New Jersey's last company town, that came into existence under peculiar circumstances, lasted for about six months and vanished from the face of the earth just as suddenly as it had appeared.

And all these had happened on a six-thousand acre tract on the outskirts of Hammonton, N.J., along Route 30 (White Horse Pike), across Moss Mill Road.

The land on which Amatol was to be located was purchased on March 4th, 1918 -

and work commenced promptly twenty-four hours after acquisition. By July 31st enough factory buildings, residential areas, utilities, etc. had been completed to start operations. The largest shell loading plant in the United States was well on its way to make history.

Called a "wartime marvel of American Engineering Achievement" Amatol was ninety percent completed when the Armistice took effect on Nov. 11, 1918. By that time, the plants' theme of "Speed - Simplicity - Results" had earned the respect of professionals in many faculties.

To read about the incredible construction of a city in the midst of nowhere compares in some respects favorably with the construction of Disney's make-believe-world in California and Florida. It could also be included in Ripley's "Believe it or not".

Here are just some of the facts that made up a town of five-thousand-five-hundred

people, but had been designed and actually constructed to hold no less than twenty-five thousand.

In recognition of the fact that Amatol would have to be dismantled sooner or later, depending entirely on future developments of the war, all construction was of temporary nature. The recovery and salvage of much construction material was thus anticipated, and, as this article will show, effectively realized in December of 1918.

The Atlantic Loading Co. of New York City was in charge of constructing the town called Amatol, N.J.

When constructions got underway, a high tension power line was brought in from Atlantic City, thirty-three miles long, carrying 66,000 volts. During construction, there were 700 cars of lumber on wheels at one time. A force of 300 was needed to take care of procurement, located partly in Philadelphia and partly at Amatol.

Ultimately, the plant complexes covered an area

of 2,550 acres, the town itself was built on 350 acres at a distance of two miles.

Standard gauge rail road tracks connected all factory buildings with one another and so did huge conveyor belts. Of the latter twelve miles had to be installed.

Regarding rail facilities, fifty miles of tracks covered the complex where ten locomotives and thirty passenger cars were needed to accomodate traffic. Shuttle trains had to be used to carry workers from their quarters to work and back. Such commuter trains consisted usually of a locomotive and two or three cars. Additional transportation was facilitated by thirty-two miles of roadway - and five miles of wooden walks.

Traffic at Amatol was a at times very heavy, considering the reported availability of 553 horses, 75 trucks, 95 passenger autos and 13 passenger buses. One mobile paywagon completed the list of vehicles, which required 21 railroad structures and 12 stables for shelter.

Actual population figures, however, are less impressive than the expected occupancy by 25,000 people would have indicated.

During construction between 3,000 and 5,500 people worked at Amato. Of the 5,500 construction workers, 1,800 were enlisted men. Shortly before the end of World War I, in October of 1918, a peak of 3,800 soldiers lived and worked at Amato.

Their safety and well-being was assured by installation of a "modern" sewage disposal system, 3 central heating systems and 2 auxiliary generating stations. Water supply capacity was given at 1,750,000 daily.

Seven hospital buildings with 150 beds took care of all medical needs, while social activities were concentrated at the local theatre which could seat 950 persons.

Living accommodations included a YMCA, 119 dormitories and bunk-houses, 18 eating places - and an ice plant with a 30 ton daily capacity.

A school house, two fire houses and a postoffice completed the public structures in town. A total of 386 telephones served the

community, protected by high fences and 130 sentry boxes and guard houses.

Those bent on a shopping spree did not have to go very far either as twenty-one commercial stores catered to their tastes, providing a wide variety of merchandise.

The need of six office buildings becomes apparent when one reads that it took 381 people to man the accounting department. They in turn had to take care of 197 industrial service employees and 500 guards. One hundred and eleven town employees and a conglomeration of some 247 cooks and miscellaneous help made up the balance.

The plant itself was run by 1,000 operators, 2,000 enlisted men and 34 supervisors. In charge of the hospital complexes were six doctors, 13 nurses and 1 clerk.

The main cafeteria measured 25,000 square feet and could provide 6,000 meals per hour, a total of 15,000 to 20,000 was actually served daily.

With an eye on efficiency and economy, Amato was partly fed by locally raised pigs. Three-hundred pigs, of

which 200 were thoroughbred, were fed 3,500 pounds of waste daily, mostly in the form of cooked-food - waste and left-overs from the eating places.

As to Amato's contribution to the war effort, we obtain an impressive picture from the following statistics.

Sixty-thousand shells comprised the daily capacity, plus hundred-and-twenty-five thousand small parts. Loaded shells ranged in size from 75 mm to 10" drop bombs. Depth bombs, rifle grenades, hand grenades and boosters were also turned out in quantities.

The plant buildings where this ammunition was produced would have extended over eleven miles, if laid end to end. The town buildings another four miles.

Soldiers and civilian workers at Amato were a hardy bunch indeed, proved by medical reports. During the nation-wide devastating Influenza epidemic of 1918, only 570 cases, or 2.02 percent of the total population, were counted. Thirteen deaths were attributed to the "flu" in three months.

This is the fascinating story of Amato, N.J., a town

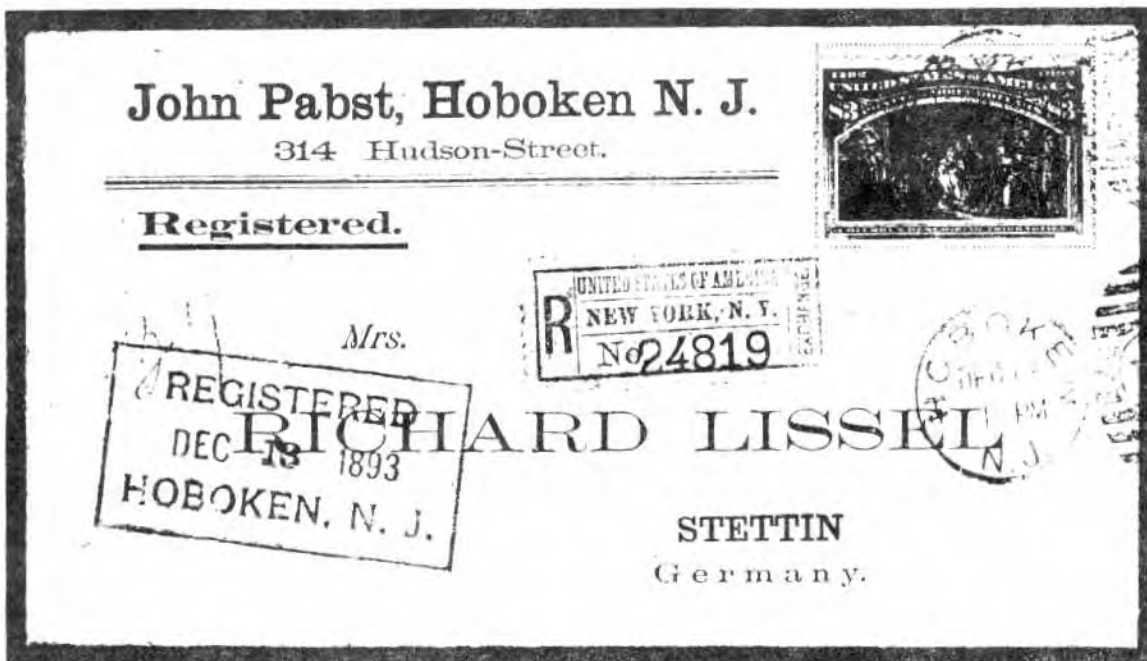
started with a construction crew housed in 444 tent-tops in spring of 1918 and dismantled in December of that year, when hundreds of solid structures had to be torn down.

One solitary reminder of Amato has survived the wartime community's short but distinguished existence. The present barracks of the New Jersey State Police, Hammonton Station, Route 30, represents the former administration building.

Nothing else has been left of the one-time boom town, named after an explosive that propelled Amato N.J. to short lived fame

Information to relate the foregoing was obtained through the courtesy of Mr. Charles F. Kier of Hammonton, it was originally published and copyrighted in 1919 by the Atlantic Loading Co., 65 Broadway, New York City and printed by Innes and Sons of Philadelphia, under the title:

"Construction and Operation of a Shell Loading Plant and the Town of Amato, New Jersey, for the U.S. Government Ordinance Dept., U.S. Army, prepared by Victor F. Hammel, December 1918."



And now there are 3!

\$3.00 Columbian on cover from HOBOKEN NJ to Germany

# N.J.'s tiny post offices deliver profits with a flair



Photo by Stan Brick

A customer strolls to the converted chicken coop that is Rosemont's small but profitable post office.

By JAMES VARNEY  
Special to The Times

In New York City, the main post office has imposing marble steps, and the mail carrier's famous motto engraved above a row of thick, Corinthian columns.

In Rosemont, N.J., the post office is a converted chicken coop.

On the other hand, New York customers never see the powerful postmaster, whereas in Rosemont the postmaster knows the customers by name and offers them iced tea.

"I do it all here," said Pat Rauschert, postmaster in this Delaware Township community for 3½ years.

"I'm the janitor. I clean the windows, everything."

While the quaint nature of small-town post offices appeals to many, others claim they are simply anachronistic cogs in a profligate system, and in fact the U.S. Postal Service spends more than 5 percent of its budget on offices whose postmaster salaries exceed revenues.

In some states, such as North Dakota, the majority of post offices lose money, and federal studies and commissions have recommended the postal service eliminate up to 7,000 offices — almost 25 percent of the country's total.

THE POSTAL Service says it has

no nationwide figure for the total number of unprofitable post offices. But a sampling of Postal Service records obtained under the Freedom of Information Act suggests that thousands don't even generate enough revenue to pay their postmasters' salaries.

A 1982 federal study concluded that 7,000 post offices — almost one in four — could be closed without hurting service.

How they have endured is a matter of some dispute.

"It's a tribute to the political power of the postmasters' associations," says Van Seagraves, publisher of the Washington-based *Business Mailers Review*.

Not so, says Jeff Thompson, execu-



tive director of the National Association of Postmasters. "Small post offices survive basically because they provide a valuable service to the public," he says. "In most cases, the postmaster in a small community is the only federal presence around."

**THE POSTAL** Service says it spends about \$1.9 billion — 5.4 percent of its \$36 billion annual budget — to operate small post offices.

Many of these operate at a loss, a sampling of five states indicates. Postmaster salaries exceed revenues at 42 percent of post offices in Alabama, 43 percent in Maine, 29 percent in Maryland, 17 percent in Delaware and 65 percent in North Dakota.

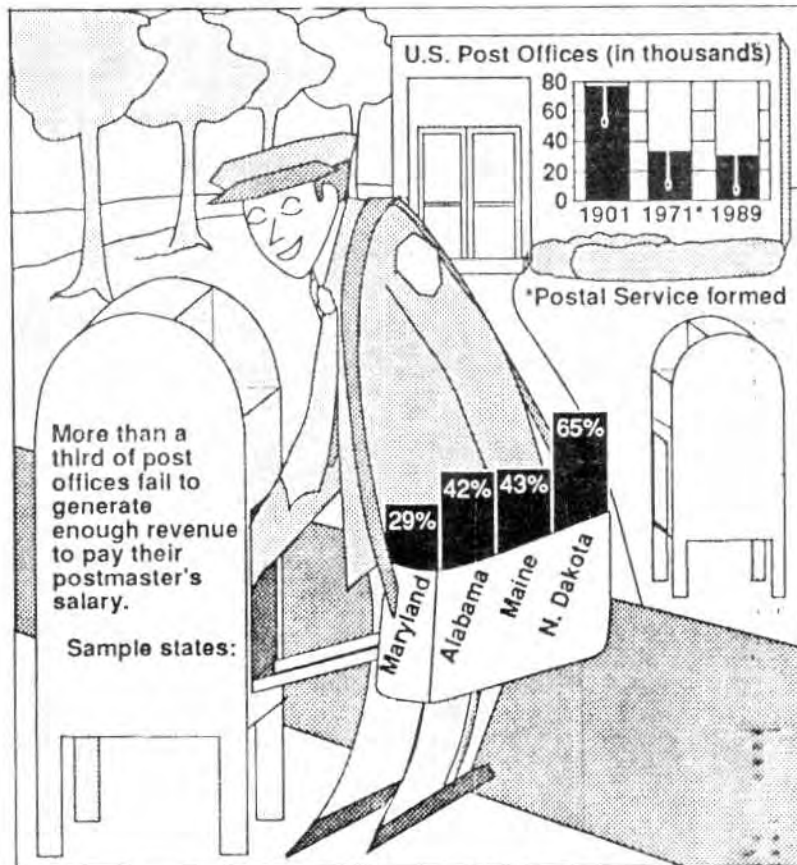
The salary-revenue gap at some post offices reaches a 3-1 ratio. Postmaster A.A. Gahn of Pointe Aux Pins, Mich., for example, is paid \$15,295 a year to dispense \$5,114 worth of postage.

Can the postmasters association justify that?

"We can, we do and we have," Thompson says. "There are a lot other aspects — community service, public service, call it what you may — that are of value to the people of that community."

Customers post notices on a bulletin board that advertises everything from used cars to the volunteer fire department's annual carnival. "Crabs for sale," says one hand-printed card. "Call Steve."

Courtesy The Trenton Times



Source: U.S. Postal Service

Hilary Porado, Newhouse News Service

Article 1, Section 8 of the Constitution directs Congress "to establish Post Offices and postRoads." Congress took the assignment to heart. At their zenith in 1901, there were 76,945 post offices, and postmaster appointments were the chief form of political patronage.

The Postal Reorganization Act of 1970 created an independent Postal Service, but Congress continued to support the small post office.

"The Postal Service shall provide a maximum degree of efficient and regular postal service to rural areas, communities and small towns where post offices are not self-sustaining."

the reorganization law stipulated. "No small post office shall be closed solely for operating at a deficit."

In the 1970s, the Postal Service sought to build public support for closing small post offices by releasing revenue and salary data, leading to a flurry of newspaper stories and causing the National Association of Postmasters to seek a court injunction keeping the information confidential.

Postal officials say the overall efficiency of the system is more important than the profitability of its smallest parts.





Draft  
 authorizing  
 Charles Gray  
 Postmaster  
 Newark,  
 New Jersey  
 to pay  
 E. E. Jackson  
 \$66

Signed:  
 J. Marron  
 3rd Assistant  
 Postmaster  
 General  
 Thomas A. Tate  
 auditor  
 Post Office  
 Department.

Postmarked:  
 Newark,  
 New Jersey  
 December 14,  
 1858

# New Jersey Discontinued Post Offices

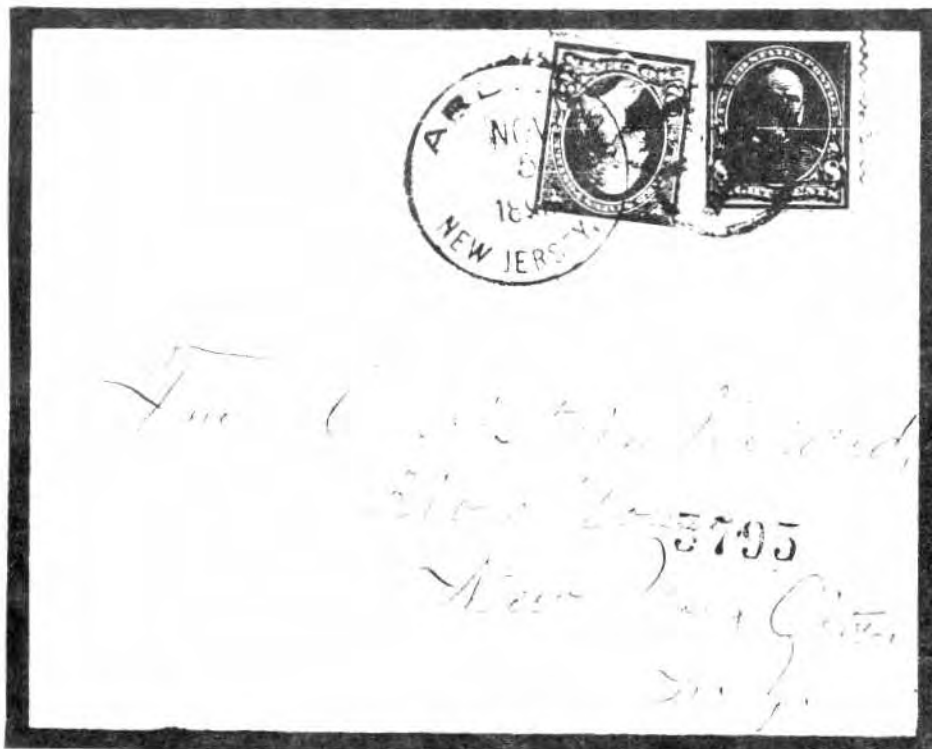
The Beginning of a regular Column !



Based on all previous membership surveys, the collecting of covers from New Jersey Discontinued Post Offices is the most popular collecting specialty. This is the beginning of what we hope will be a regular series to appear in every future issue of the Journal. Depending upon available space left from other articles we will attempt to bring you more than one page per issue, illustrating one or two covers from each DPO, in random order, from A to Z, north to south, stampless to modern, etc. without the need to go into any detail concerning the history of the post offices involved. We will leave that to others to pursue the local postal history.

Although we have a significant number of illustrations on hand to get this project started and to keep it going for quite a while, based mostly on a collection which is heavily represented by the stampless through classic periods, we are always interested in receiving clear-highcontrast xeroxs (with large margins so we can frame it, do not cut to shape) of interesting DPO covers from the readers. Rather than show only common 2¢ & 3¢ domestic rate covers, where we have a choice we will select an unusual and/or interesting rate or usage or postmark type. In rare instances we will show a larger selection of covers from one particular post office illustrating various unusual rates and usages. We look forward to receiving your input.

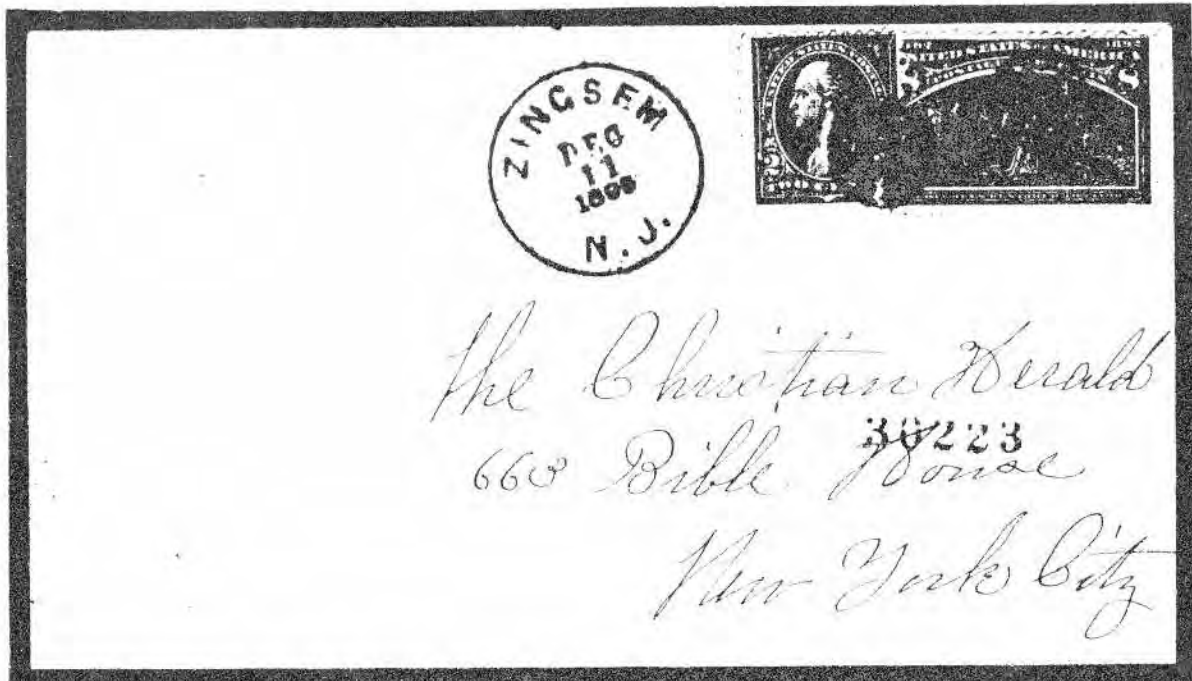
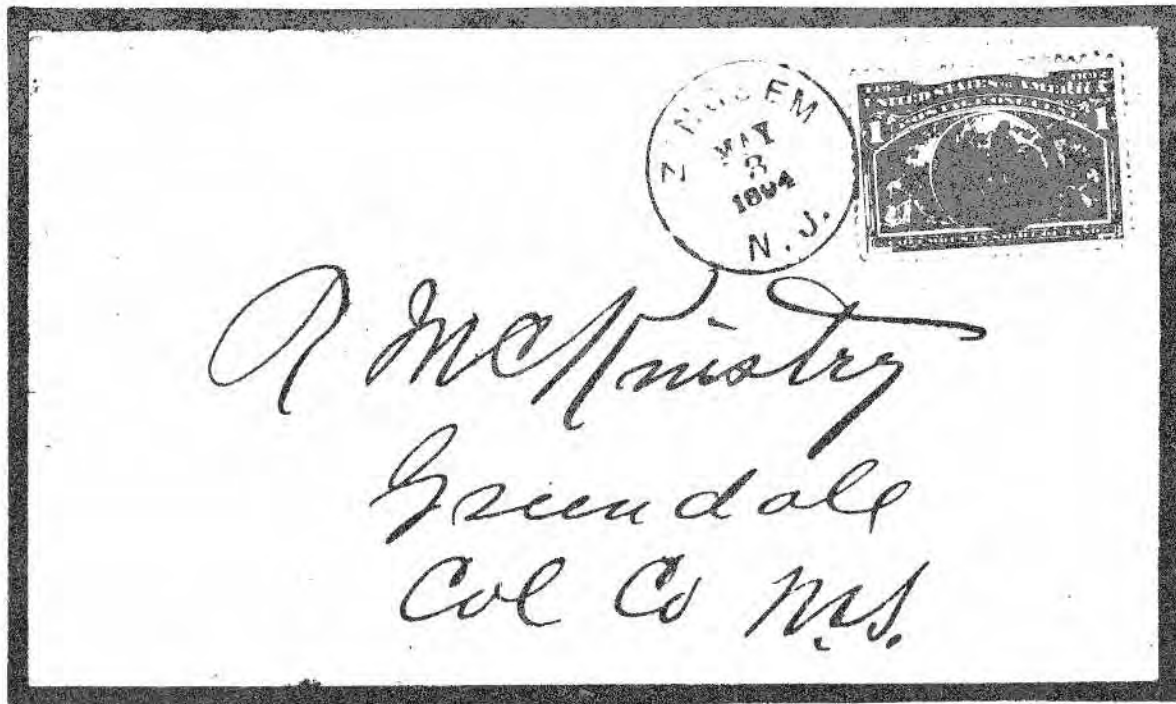
ARDENA - Monmouth County - 1891-1907



# New Jersey Discontinued Post Offices

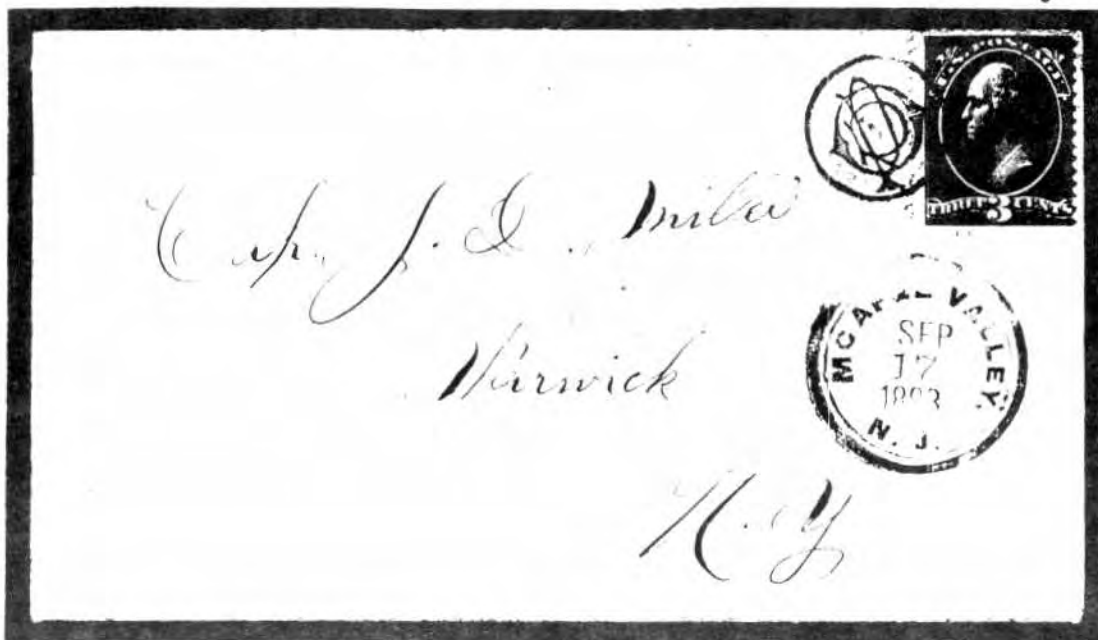


ZINGSEM - Bergen County - 1891-1896

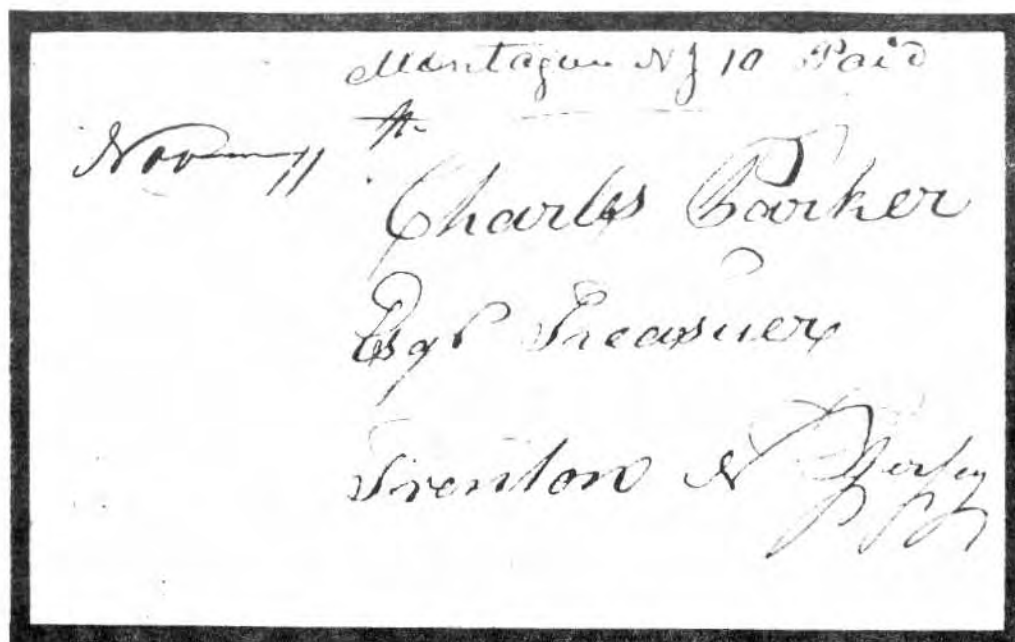


# New Jersey Discontinued Post Offices

McAFEE VALLEY - Sussex County - 1868-1924



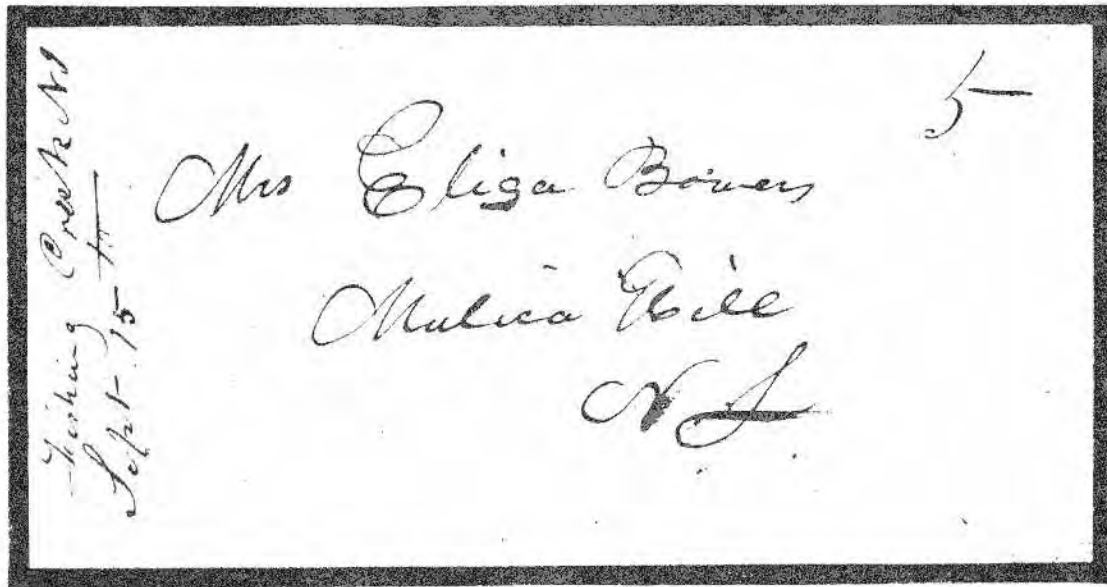
MONTAGUE - Sussex County - 1815-1908



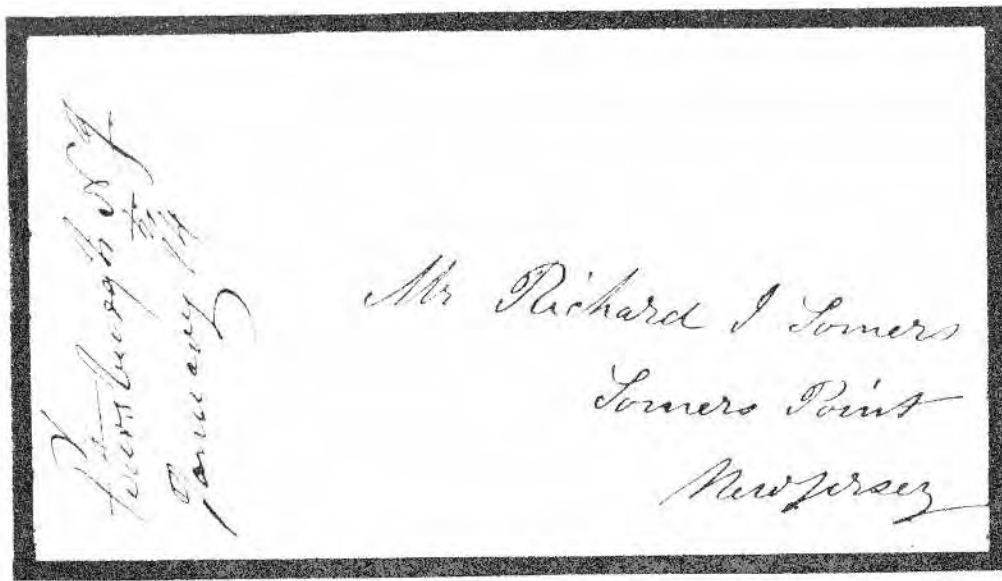
# New Jersey Discontinued Post Offices



FISHING CREEK - Cape May County - 1818-1918



PETERSBURGH - Cape May County - 1849-1959



# New Jersey Discontinued Post Offices

LEVITTOWN - Burlington County - 1961-1964



R C A INSTITUTES, INC.  
HOME STUDY SCHOOL  
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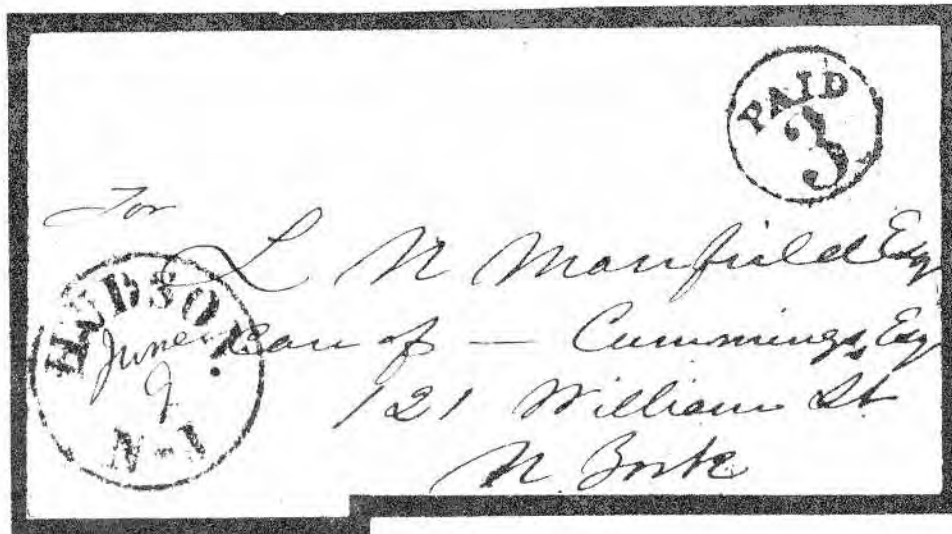


R. C. Adams  
417 South Plainfield Avenue  
South Plainfield, New Jersey  
07080

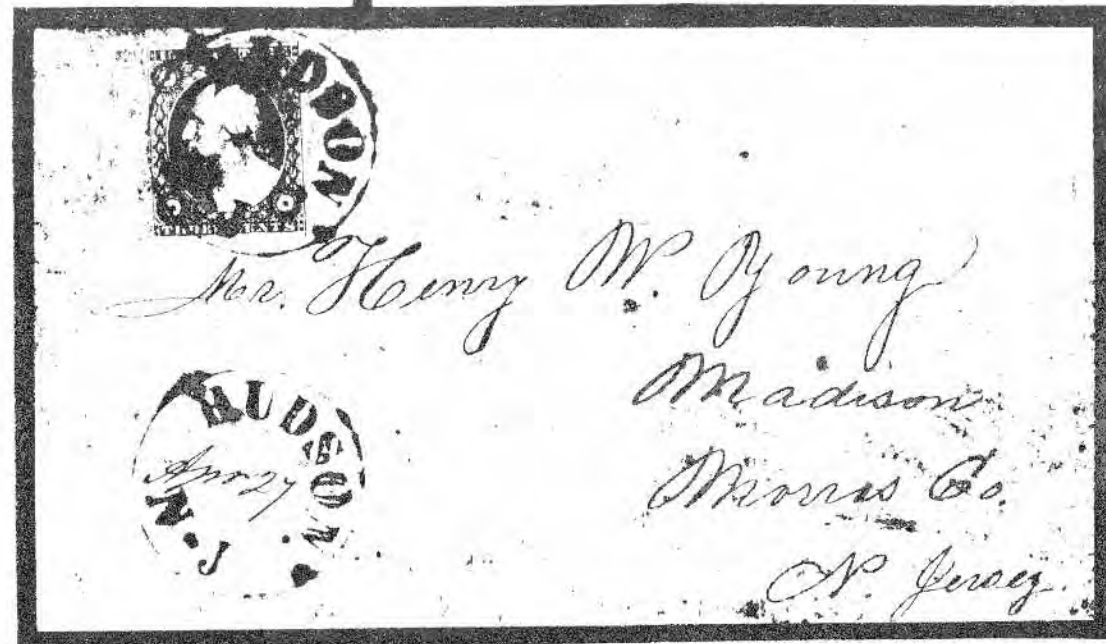
# New Jersey Discontinued Post Offices



HUDSON - Hudson County - 1853-1873



Handstamped Stampless



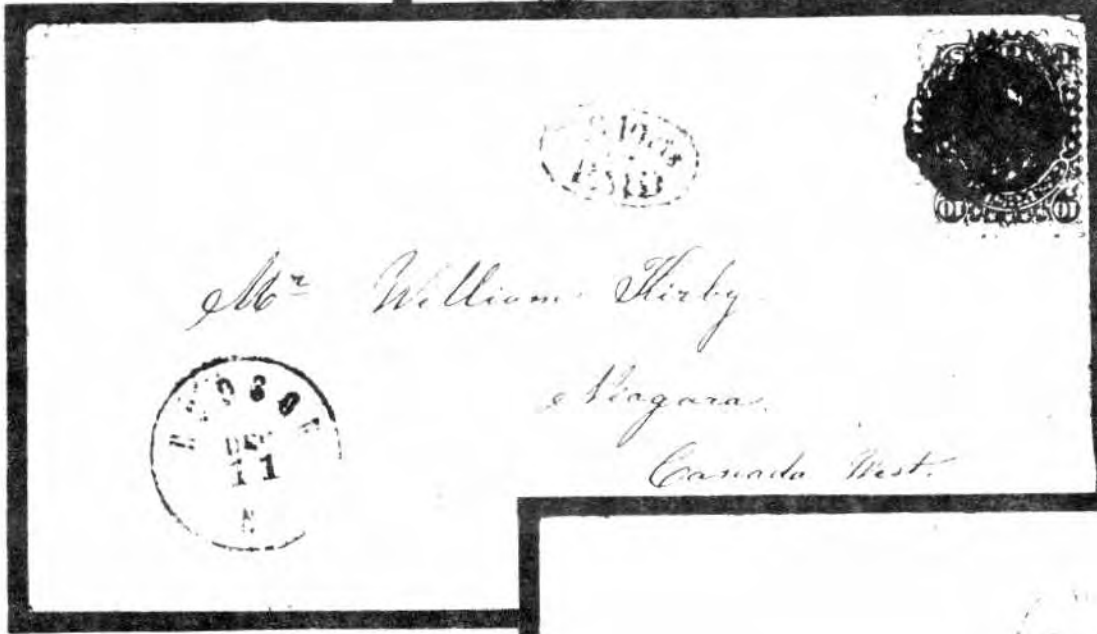
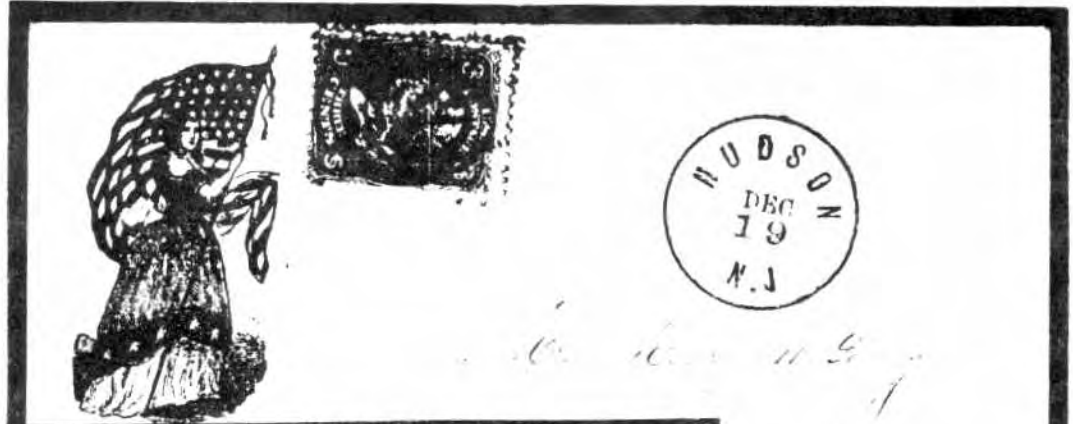


# New Jersey Discontinued Post Offices



HUDSON - Hudson County (continued)

3¢ 1861 issue  
Patriotic Cover



10¢ 1861 issue  
to Canada

6¢ Large Banknote issue  
to Nova Scotia



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NOTICE !

1990 DUES are PAST DUE

This is the LAST issue of the Journal that you will receive unless your 1990 Dues have been paid. If you have not yet paid, please send \$10.00 to the Secretary-Treasurer IMMEDIATELY to avoid missing any issues.

\*\*\*\*\*

The '1847 Directory Supplement' that is included in this issue is positioned at the center for easy removal from this Journal, and numbered for inclusion into the original Directory, not numbered in the pages of this Journal. Following removal you will have an uninterrupted view of the Post Route Map as the two page centerfold of this issue of the Journal.

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Award Winners:

CONGRATULATIONS !

MERPEX XIII '89 - Gold Medal, Best Postal History Award, Postal History Society Award - "19th Century Post Offices of Cape May NJ" by Craig Mathewson. Bronze Medal - "Camden on Cover" by Pat Dillenschneider.

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Back Issues of the NEW JERSEY POSTAL HISTORY JOURNAL are available from the Secretary: Joyce L. Groot, 28 Briar Lane, Basking Ridge NJ 07920

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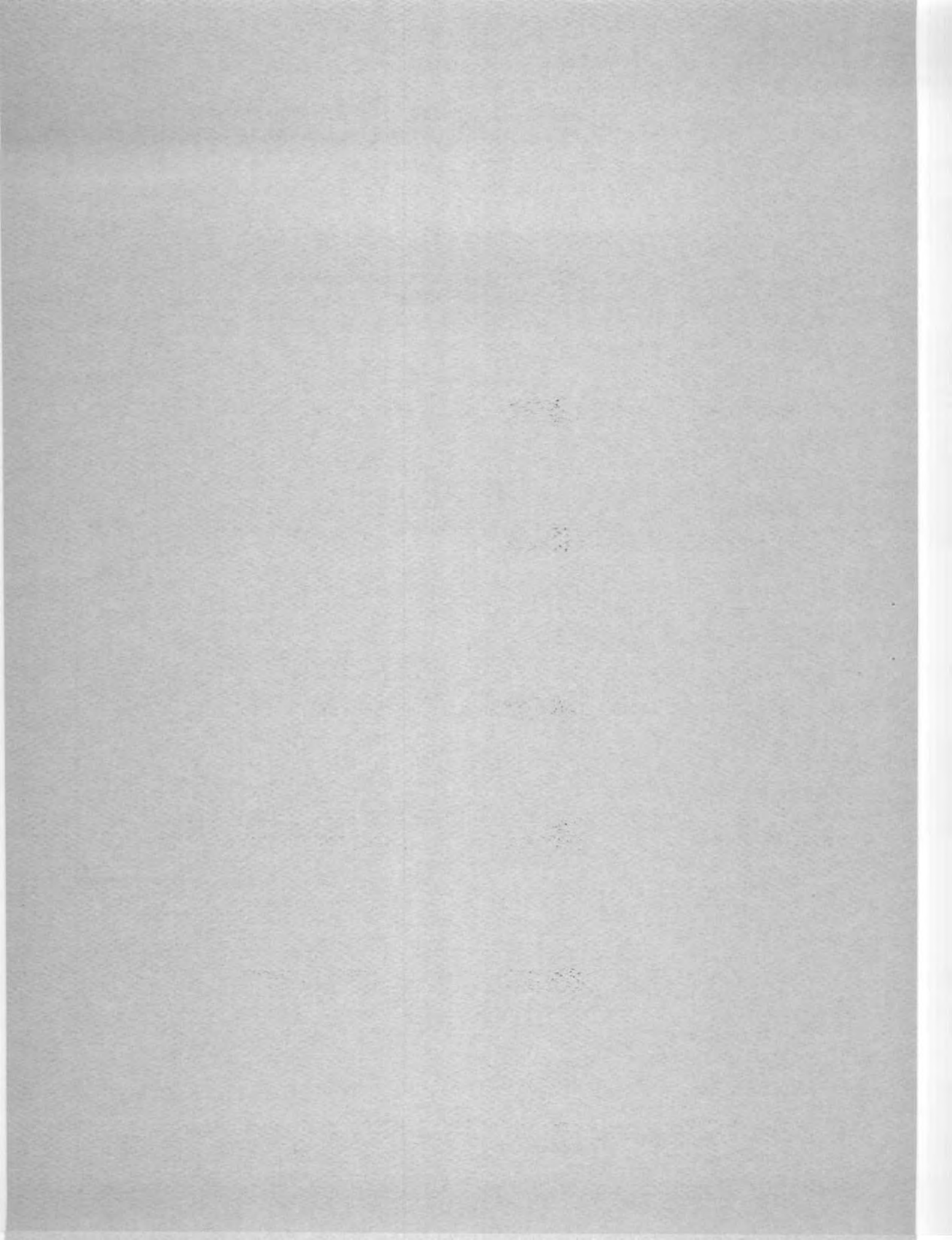
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Readers are invited to contribute research articles in all areas of New Jersey Postal History. If you have documented a study of your specialty, share it with your fellow members by offering the manuscript for publication in your Journal.

Write today to E.E. Fricks, 26 Windmill Drive, Clementon NJ 08021, detailing the manuscript you have prepared or may now have in the planning stages, and he will assist you in the assembly of your work for possible publication in your Journal.

Remember, one of the greatest contributions a member can make to the Society is sharing his or her philatelic knowledge and research.

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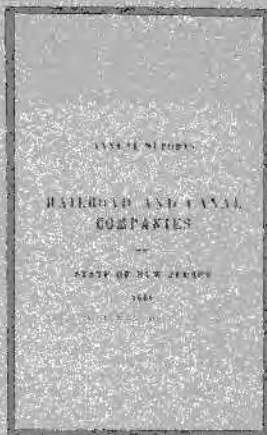
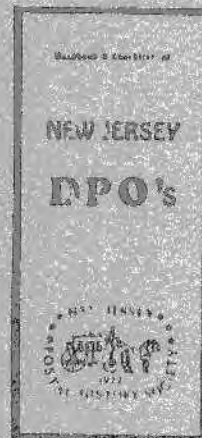
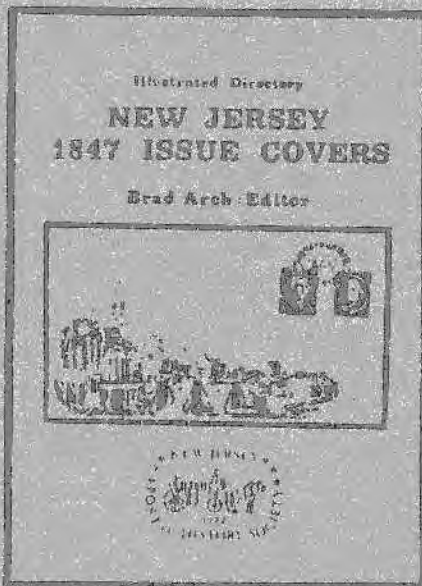
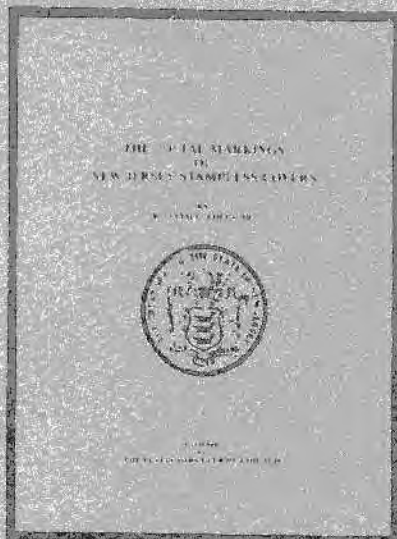


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