



NJPH

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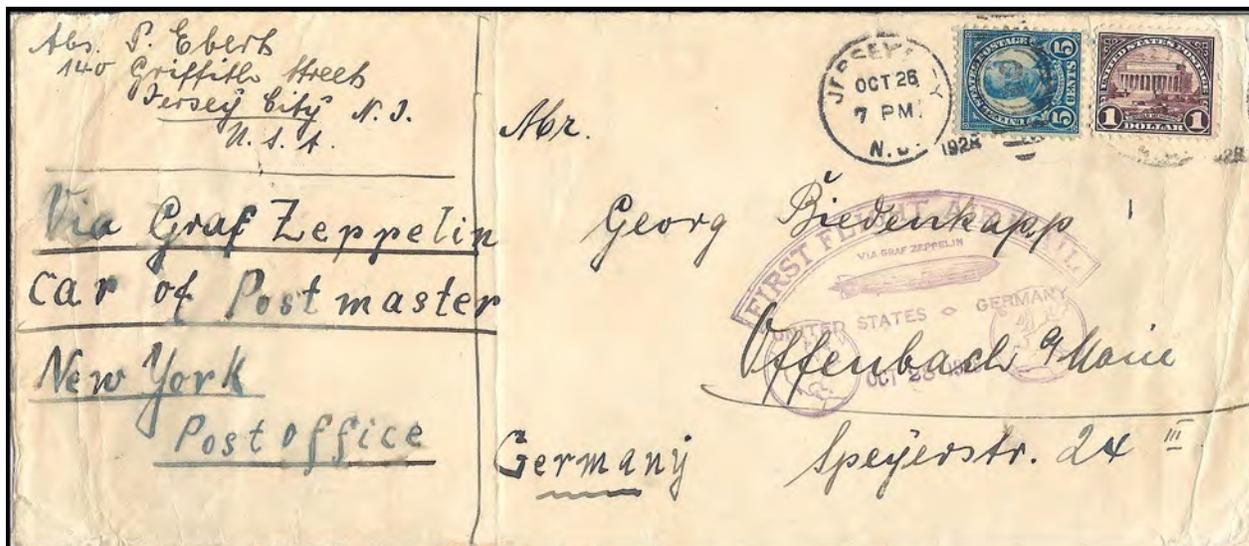
Vol. 37

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August 2009

Early Jersey City Zeppelin Cover!



*This cover was cancelled at Jersey City, not New York as most of the mail on this first return flight of Zeppelin LZ-127 from the USA. For more information, see page 125, and visit www.NJPostalHistory.org for the "back story" on our **Featured Cover**.*

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RECRUIT A NEW MEMBER!

Please note that our membership needs a boost! Why not encourage a friend or relative to share your interest? Application forms are available online or from your Secretary, and please ask for any help you might need. Our new puzzle book is a teaching tool as well as a fun way to learn some Jersey postal history. It is still a work in progress – if you have information to add on the county puzzle left hand pages, please send it along to Secretary@NJPostalHistory.com . Access the book itself as it now stands at <http://www.yudu.com/item/details/80273/New-Jersey-DPO-Word-Puzzles>, or request a link to a pdf which you can print yourself. Perhaps your local libraries would like a copy.

PRESIDENT’S MESSAGE

In the course of assisting Jean Walton in editing *NJPH*, it is always a pleasure to share in the broad range of interests within the field of New Jersey postal history that our authors address in these pages. This issue of our Journal is a splendid example of the many different areas that gave rise to both collecting and research interests. I thank the many authors that have contributed.

I am also delighted to report that Volume 36 of *NJPH*, the four issues published in 2008, was awarded a gold medal in the literature competition at the NAPEX Show held in Washington, DC in June. Again, my sincere thanks to Jean and to all of the authors who contributed articles to our Journal last year.

Congratulations are also due Jim Walker, whose recently published book, *Hunterdon County, New Jersey Postal History*, was awarded a silver medal in the literature competition at the APS StampShow held in Pittsburgh earlier this month.

Finally, kudos to one of our Society’s founders, a long-time Society stalwart, editor emeritus and its current vice president, Gene Fricks, who was recently inducted into the APS Writers Unit Hall of Fame. We thank Gene for his many contributions to this Journal and for the countless hours of his time in assisting and supporting the work of this Society.

Enjoy the rest of the summer!

ROBERT G. ROSE

GRAF ZEPPELIN (LZ-127) MAIDEN FLIGHT COVER FROM THE USA, Jersey City, New Jersey Cancel

By John Trosky

The Graf Zeppelin was built in Friedrichshafen, Germany and first flew on September 15, 1928. Shortly thereafter, Dr. Hugo Eckener, head of Luftschiffbau Zeppelin, commanded the mighty airship on its first intercontinental passenger flight from Germany to the USA, departing on October 11, 1928 and arriving at the Lakehurst Naval Air Station only four days later after flybys of Washington, DC, Baltimore, MD and New York City.

After disembarking its inaugural passengers, the airship was prepared for its maiden eastbound trip. The Graf Zeppelin maiden flight eastbound from Lakehurst, NJ began on October 28, 1928 with arrival in Friedrichshafen, Germany in a mere 71 hours and 49 minutes, on November 1, 1928. This was about half the time of normal steamship travel of the day. This was significantly shorter than the westbound trip of 111 hours and 44 minutes – this was largely due to mid-ocean repairs to the canvas covering on the craft after encountering a squall line. The engines were shut down for repairs and the craft came within 200 feet of the sea before restarting power.



Fig. 1: First transatlantic flight of the Graf Zeppelin LZ-127 in October 1928. This cover was sent from Jersey City October 26, via the NY City Postmaster, to be carried on the return flight to Germany on October 28. It did not receive a New York postmark, because the stamps were already cancelled in New Jersey.



Fig. 2: Special cachet used for covers on this flight.¹

To mark the maiden eastbound departure, a commemorative cachet was available for letter mail being carried. This cachet was unlike subsequent cachets used for the Europe-Pan America flights in 1930. The cachets done for the westbound leg of this first passenger flight were much simpler in design with no indication of the commemorative nature of the flight. It was merely an oval strike indicating the mail was being carried via Zeppelin LZ-127. This cachet does not indicate the route taken, à la Europe Pan-America cachets of 1930.

GRAF ZEPPELIN (LZ-127) MAIDEN FLIGHT FROM THE USA ~ John Trosky

Although mail destined to be carried by the Graf Zeppelin eastbound was to be loaded on board at Lakehurst NJ, mail was directed to the Postmaster, New York City for consolidation and affixing of the commemorative cancellation, hence the two day delay from posting in Jersey City to actual departure. The rate paid is \$1.05 with Scott #557 and 571.



Fig. 3: Backstamps on this cover, showing arrival in Friedrichshafen on Nov. 1, 1928, and Offenbach on Nov. 2.

This cover arrived at its destination of Offenbach am Main only one day after arriving at Friedrichshafen as illustrated by the back stamps.

When the LZ-127 was retired in the late 1930s, it was replaced by the LZ-130, also called Graf Zeppelin but built as a larger “Hindenburg” class airship. It had a rather short career due to the crash of the Hindenburg (at the Lakehurst New Jersey Naval Air Station in 1937) and the lack of available helium due to embargo and the start of WW II.

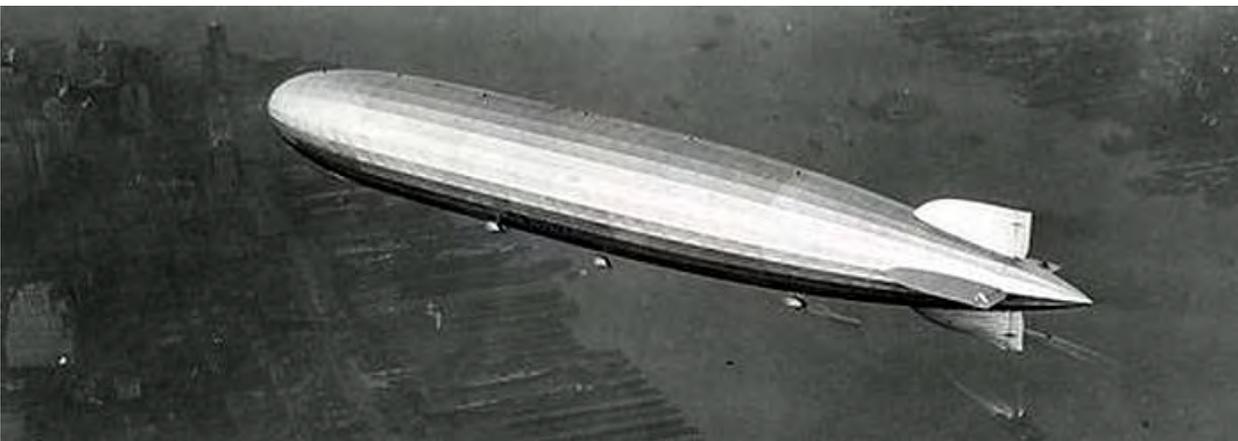


Fig. 4: Graf Zeppelin LZ-127 over New York City in 1928.²

A now often-forgotten piece of historic trivia is that the spire on the Empire State Building, which was beginning construction at the time of the Graf Zeppelin's first visit to New York, was originally planned not as a radio tower, but a mooring mast for airships.



Fig. 5: This “photo” is a fake. By the time the Empire State Building was completed in 1931, this plan had been abandoned, but not before it had spawned the production of such fantasy post cards.

The Empire State Building was originally planned to be 85 floors, just slightly higher than the Chrysler Building, until financier John J. Raskob decided it needed the addition of a mooring spire, and should become “an airport in the sky.” The additional 200 feet included a mooring mast for airships, and the 86th floor was designed as a departure lounge with customs and ticket offices. The building’s framework was reinforced against what would be a 50-ton pull of a moored zeppelin, and winch equipment was installed.

The imaginative scheme failed to take into account the treacherous winds of the canyons of Manhattan, the fact that a ship would be tethered only by its nose with no ground lines to secure it, and that ballast water released to maintain pitch would dump large amounts of water to the streets below. Passengers disembarking would need to maneuver a swinging gangplank high above Manhattan, to a narrow open walkway near the top, then descend two steep ladders inside the spire just to reach the elevators below. Before completion of the Empire State Building in 1931, safety issues had overcome the enthusiasm for this dangerous scheme.³

ENDNOTES

References:

The web pages that were visited were as follows: <http://www.airships.net/lz127-graf-zeppelin/history>, <http://alphabetilately.com/Z.html>, <http://www.ezep.de/zc/zc.html>, and http://en.wikipedia.org/wiki/LZ_127_Graf_Zeppelin#First_intercontinental_passenger_airship_flight. [May 25, 2009].

Notes:

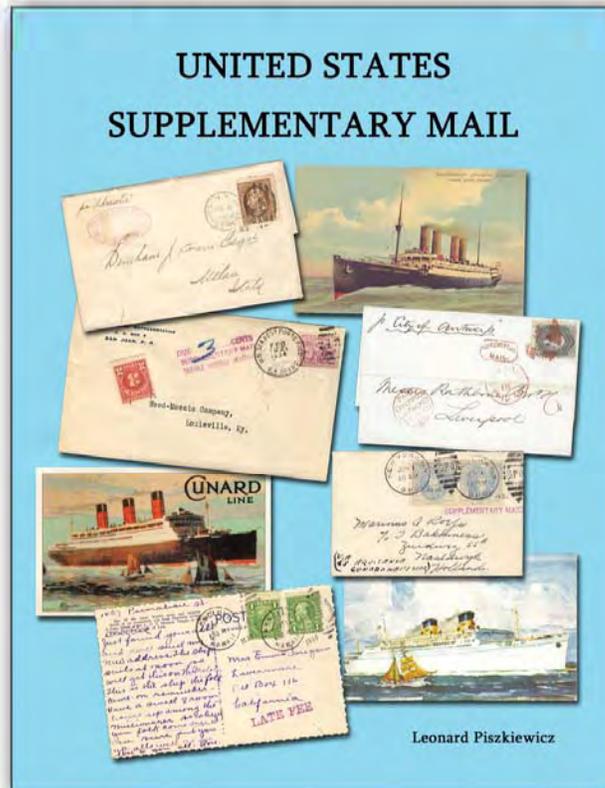
¹ Similar cover at <http://www.airships.net/zeppelin-mail/graf-zeppelin-covers> with NY USA/FOREIGN oval strike on stamps. [May 25, 2009].

² Graf Zeppelin over NYC at <http://www.skyscrapercity.com/showthread.php?t=34300&page=5> [May 29, 2009].

³ ESB in the News: http://www.esbnyc.com/tourism/tourism_facts_esbnews_july2000.cfm [May 29, 2009].

United States Supplementary Mail

by Leonard Piskiewicz



Based on the series published in *The United States Specialist* during 2007-08 that presented information almost entirely unknown in the philatelic world. This volume adds significant, newly discovered information, expanding our understanding of the origin and operation of Supplementary Mail service that began in New York in 1853 and expanded to ten other U.S. cities in the late 19th and early 20th centuries.

Hardbound, 140 pages, 8½" x 11"

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NEW JERSEY SUPPLEMENTARY MAIL

By Leonard Piskiewicz

The term “supplementary mail” refers to mail sent to foreign destinations collected after the regular mails had closed. For this extra service, postage was charged at double the usual rate. Supplementary mail was collected either at the dock from which the departing ship sailed or at the post office – one or the other, or sometimes both, at various times.¹ Thus far, eleven cities have been identified as having supplementary mail service (with double postage charged), with New York being by far the best known and the city from which the vast majority of supplementary mail covers and cards are known.

Supplementary mail is usually thought of as being exclusively a product of the New York City Post Office. The Port of New York includes part of New Jersey, on the west side of the Hudson River, but the New Jersey aspects of supplementary mail service are usually ignored.

Mail departing the country through the Port of New York was dispatched by the New York Post Office, which accounted for the volume (or weight) of mail dispatched, since the compensation due to the shipping companies that carried the mails to foreign destinations was based on the volume of mail they carried (based on accounting for individual letters in the early treaty period and by gross weight during later treaty and U.P.U. periods).

Dockside (or shipside) acceptance of supplementary (or late) mail began in 1853 and lasted until 1941. Both regular and supplementary mails were dispatched by the New York Post Office through New Jersey, and under some circumstances supplementary mail received New Jersey postal markings.

The neighboring cities of Hoboken and Jersey City in New Jersey were the locations of shipping activity early in the history of the Port of New York. Mail-carrying ships departed from New Jersey for Europe and other destinations from the mid-19th century. Shipside collection of supplementary mail occurred at both Hoboken and Jersey City in the period from 1853 to 1873 (when shipside supplementary mail was also accepted in New York). After 1873, shipside acceptance of supplementary mail was discontinued, not to be reinstated until 1891, but in the interim was collected at the New York General Post Office (G.P.O.).

Outgoing foreign mail departing from New Jersey was carried by the Cunard Line, whose presence in the Port of New York began with the arrival of the *Hibernia* in Jersey City on December 28, 1847. The Cunard Line continued to use pier facilities in Jersey City until it moved across the Hudson River to Pier 40 in New York in May, 1879.² The White Star Line also used a pier in Jersey City when the line began carrying mail to Europe in 1872. White Star moved to New York soon afterward and began sailing from Pier 52 in May, 1874.³

Hoboken was home to two mail-carrying shipping lines, the Hamburg American Line and North German Lloyd. Both companies acquired dock facilities in Hoboken in the early 1860s and maintained them until World War I, when they were seized by the U.S. Government.

Of the perhaps 100 or so known New York supplementary mail covers mailed at shipside during 1853-1873, about half were received at and departed through piers in New Jersey. These

NEW JERSEY SUPPLEMENTARY MAIL ~ Leonard Piskiewicz

covers were marked with a small boxed “SUPPLEMENTARY MAIL” marking applied in red (see *Figure 1*; designated “Type A” by Scott⁴), as were covers mailed from the New York piers. The mails collected in both New York and New Jersey were collected by New York postal clerks and all received New York postmarks. The only way one can know that a particular supplementary mail letter passed through New Jersey is by knowing the ship on which it was carried and determining whether it sailed from New Jersey.

A cover that fits these criteria is shown in *Figure 1*, carried on the Cunard liner *Scotia*, postmarked NEW YORK APR 29 (1868). Also shown in this figure is an excerpt from *The New York Times* of that date stating that, “Mails for Europe via Liverpool, by the *Scotia*, close at the General Post-office at 10:30 A. M. Supplementary mail for *paid* letters on the pier, Jersey City, to 11:45 A. M.”



Type A

Departure of Foreign Mails.
 WEDNESDAY.
 Mails for Europe via Liverpool, by the *Scotia*, close at the General Post-office at 10:30 A. M. Supplementary mail for *paid* letters on the pier, Jersey City, to 11:45 A. M.



(back stamp)

Fig. 1: Folded letter to Liverpool postmarked NEW YORK APR 29 (1868) PAID ALL received and postmarked at the Cunard pier in Jersey City. Type A Supplementary Mail marking indicates pier service. Excerpt from The New York Times of April 29, 1868, p. 8, indicates mail closing times.

When pier service for the acceptance of supplementary mail terminated in New York in 1873, it also ceased at the New Jersey piers. After 1873, supplementary mail was collected at the New York G.P.O. At some time during the next 10-15 years, supplementary mail began to be collected also at New York and Brooklyn Stations, but there is no evidence that any supplementary mail was collected at post offices on the New Jersey side of the Hudson River.

Mail-carrying steamships continued to depart from New Jersey after 1873, particularly Hoboken, where the large North German Lloyd and Hamburg American ships docked at the turn of the century. As mentioned above, Jersey City lost the White Star passenger liners in 1874 (slower freight ships remained a short while longer) and Cunard in 1879. The ships that sailed from New Jersey continued to receive supplementary mail dispatches from the New York G.P.O. in subsequent decades. The cover illustrated in *Figure 2* was supplementary mail received at the New York G.P.O. and dispatched on the *S.S. Ems* of the North German Lloyd Line, departing from Hoboken on March 25, 1885.



Fig. 2: Double postage cover endorsed "supplementary mail" with ordinary New York duplex postmarks dated MAR 25 1885 at 11 AM, to Berlin; backstamped Bremen April 4, 1885 in transit.

The collection of supplementary mail at the piers resumed in the Port of New York in 1891. New York Post Office notices published in *The New York Times* beginning April 20, 1892 stated, "Extra supplementary mails are opened on the piers of the English, French, and German steamers at the hour of closing of supplementary mails at the Post Office, which remain open until within ten minutes of the hour of sailing of steamer." Shipside supplementary mail collected at the New York piers received Type G postmarks after 1891. Specifically, these type G markings (see *Figure 9* below) with pier code numbers from 1 to 5 are known used before World War I on covers carried by the English (Cunard and White Star), French and American Lines departing from New York City. After World War I, the pier code numbers ranged as high as 22.

When shipside acceptance of supplementary mail resumed in 1891, mail no longer departed from Jersey City (since the Cunard and White Star Lines had moved to New York City in the 1870s), but mail dispatches were still departing from the North German Lloyd and Hamburg American piers in Hoboken. Existing cover evidence indicates that Hoboken postmarks were used on this supplementary mail, probably indicating that Hoboken postal clerks collected and accounted for the mail.



Outgoing Steamships.			
SAIL TO-DAY.			
	Mails Close.	Vessels	Satl.
K. W. der G., Bremen..	6:30 A.M.	10:00 A.M.	
Caronia, Liverpool.....		8:30 A.M.	
Dunottar Castle, Colon...	11:30 A.M.	3:00 P.M.	
C. of Atlanta, Savannah.		3:00 P.M.	
Monroe, Norfolk.....		3:00 P.M.	

North German Lloyd.

Fast Express Service.
 PLYMOUTH—CHERBOURG—BREMEN.
 Kaiser..Aug. 27, 10 AM. Kaiser..Sept. 21, 10 AM
 K. Wm.II Sept. 3, 1 PM. Wm.II...Oct. 1, 11 AM
 Kronprinz.Sept. 10, 7 AM. Kronprinz..Oct. 8, 3 PM
 Cecilie(new)Se. 17, 11AM. Cecilie(new)Oc. 15, 10AM

Twin-Screw Passenger Service.
 PLYMOUTH—CHERBOURG—BREMEN, 10 AM.
 Friedrich.....Aug. 29. Kurfuerst.....Sept. 26
 *Gneisenau.....Sept. 5. Friedrich.....Oct. 3
 Bremen.....Sept. 12. *Gneisenau.....Oct. 10
 Barbarossa.....Sept. 19. *Main.....Oct. 17
 *Bremen direct.

Mediterranean Service.
 GIBRALTAR—NAPLES—GENOA, AT 11 A. M.
 K. Luise.....Aug. 31. K. Luise.....Oct. 6
 K. Albert.....Sept. 7. K. Albert.....Oct. 19
 *Neckar.....Sept. 14. *Neckar.....Oct. 28
 P. Irene.....Sept. 21. Friedrich.....Nov. 2
 *Omits Genoa.

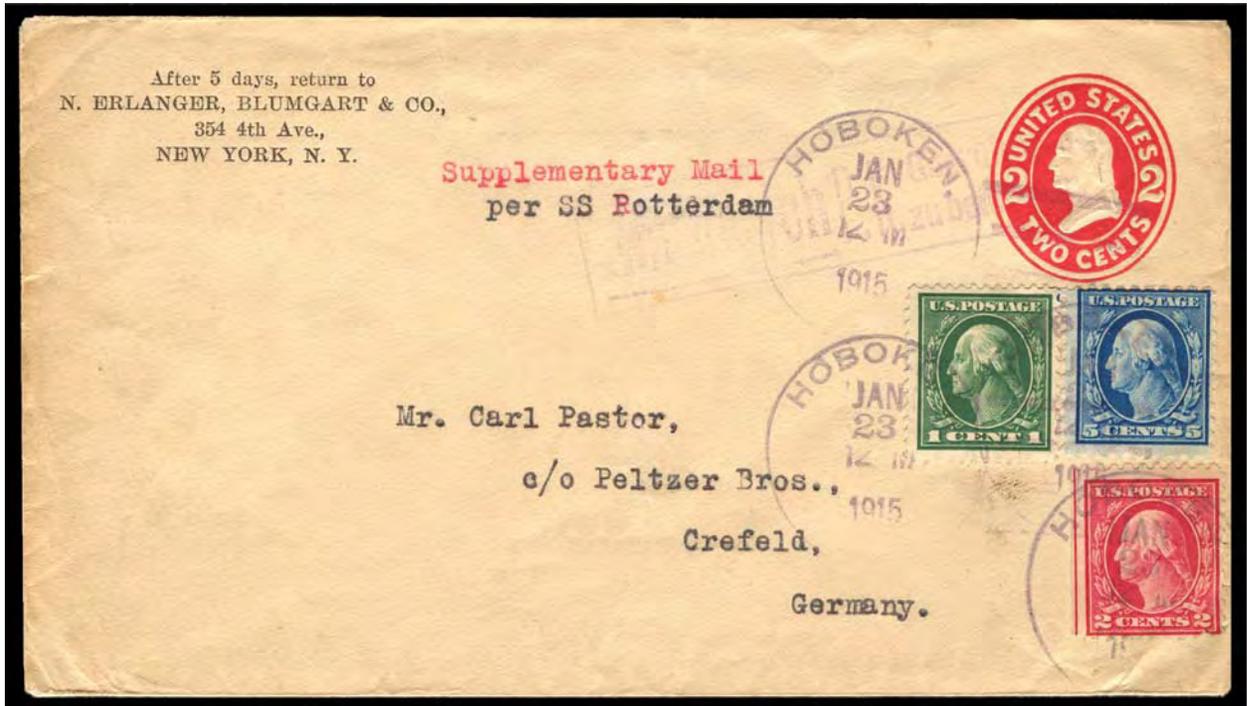
From Bremen Piers, 3d and 4th Sts., Hoboken.
 North German Lloyd Travelers' Checks
 Good All Over the World.
 OELRICHS & CO., No. 5 Broadway, N. Y.
 Louis H. Meyer, 1,016 Walnut St., Philadelphia.

Fig. 3: HOBOKEN, N.J. AUG 27 10 AM 1907 duplex postmark on supplementary mail cover to Switzerland (backstamped Zurich September 4, 1907). “Outgoing Steamships” from *The New York Times* of August 27, 1907 (p. 13; above) indicates regular mail closing time and sailing time of the Kaiser Wilhelm der Grosse. North German Lloyd advertisement on the same page (right) indicates sailing time and point of departure, “From Bremen piers, 3d and 4th Sts., Hoboken.”

An example of a supplementary mail cover postmarked HOBOKEN, N.J. AUG 27 1907 is shown in *Figure 3*. This cover, postmarked 10 AM on that date, is endorsed for transit “Per S.S. ‘Kaiser Wilh. d. Gr.’” (*Kaiser Wilhelm der Grosse* of the North German Lloyd Line). Also shown in *Figure 3* is the listing of “Outgoing Steamships” from the “Shipping and Mails” column from *The New York Times* for that date with the sailing of the *Kaiser Wilhelm der Grosse* indicated. Note that the regular mails closed at 6:30 AM while the ship sailed at 10 AM. This cover was brought to the pier in Hoboken and postmarked shortly before 10 AM, which was the dispatch time, and therefore the time used in the postmark.

This is the only supplementary mail cover posted at the Hoboken piers thus far recorded that is dated before late 1914. However, more than ten Hoboken supplementary mail covers are recorded postmarked from September 22, 1914 to November 4, 1916, all postmarked with Hoboken four-bar postmarks. An example is shown in *Figure 4*, a supplementary mail cover postmarked Hoboken JAN 23 1915 and endorsed “Supplementary Mail” by the sender.⁵

The cover below was accepted at shipside and postmarked at noon on that date, the departure time of the *S.S. Rotterdam* (Holland America Line). See *Figure 4* for an excerpt of *The New York Times* listing for that date for “Outgoing Steamships” and the Holland America Line advertisement for that sailing (from the January 21, 1915 edition).



Outgoing Steamships.
SAIL TODAY.

	Mails Close.	Vessels Sail.
St. Louis, Liverpool...	8:30 A.M.	12:00 M.
Rotterdam, Rotterdam..	8:30 A.M.	12:00 M.
Touraine, Havre	12:00 M.	3:00 P.M.
Saratoga, Havana	8:00 A.M.	11:00 A.M.
Carolina, San Juan....	9:00 A.M.	12:00 M.
Oceana, Bermuda	9:00 A.M.	11:00 A.M.
Metapan, Havana	9:00 A.M.	12:00 M.
Juan, Jamaica	9:30 A.M.	12:00 M.
Suriname, Montevideo.	9:00 A.M.	11:00 A.M.
Voltaire, Argentina ...	11:30 A.M.	3:00 P.M.
Purus, Rio Janeiro....	12:00 M.	3:00 P.M.
Bayamon, San Juan....	_____	12:00 M.
Ausonia, Glasgow	_____	12:00 M.
Transylvania, Liverpool	_____	10:00 A.M.
Lampasas, Tampa	_____	1:00 P.M.
Arapahoe, Jacksonville.	_____	1:00 P.M.
Colorado, Galveston ...	_____	1:00 P.M.
El Norte, Galveston....	_____	12:00 M.
Creole, New Orleans...	_____	12:00 M.

**HOLLAND
AMERICA LINE**

21-24 State St., N. Y.
Sailing Under Neutral Flag.

DIRECT TO ROTTERDAM

Twin-Screw Sailings Carry U. S. Mail.
Rotterdam, Jan. 23, n'n Ryndham, Feb. 2
Potsdam, Jan. 26, n'n N. Amsterdam.. Feb. 20

Fig. 4: HOBOKEN, N.J. JAN 23 12M 1915 four-bar postmark on supplementary mail cover to Crefeld, Germany. The New York Times “Outgoing Steamships” column (January 23, 1915, p. 13) and advertisement (January 21, 1915, p. 15) indicate sailing time of the S.S. Rotterdam.

The obvious question at this point is, why are so many Hoboken supplementary mail covers known from 1914-16? The relative lack of pre-1914 supplementary mail covers received at the piers in Hoboken may be at least partly a result of the inconvenience of going across the Hudson River from New York City to mail a letter. The exigencies of the war that broke out in Europe in late July, 1914 most likely explain the number of surviving covers and provide an insight into transatlantic communication during the war.

Clearly, the logistics of shipside collection of supplementary mail in Hoboken had changed since the late 19th century. Up to 1873, New York clerks accepted supplementary mail, and between 1873 and 1891 no supplementary mail was collected at the piers. But during the late 19th and early 20th centuries, clerks of the Hoboken Post Office collected supplementary mail at the Hoboken piers. A short study of the conditions affecting transatlantic mail after the outbreak of World War I explains the increase in supplementary mail from Hoboken.

At the outbreak of the war, shipping initially became very uncertain, and mail schedules were disrupted. But after a few weeks, uncertainties, while remaining, did not significantly impair the mails. However, the fast German passenger ships stopped sailing from the United States immediately after the war started, and Germany soon began shipping mail through Rotterdam and receiving mail through several neutral countries. The Netherlands remained a neutral through the war by maintaining the threat (and the ability to accomplish the threat) of flooding most of their country to a depth of six feet or more in a matter of hours, to dissuade the Germans from invading.⁶ As the war went on, the Netherlands and the Scandinavian countries remained out of the war. Two of their shipping lines – Holland America Line and Scandinavian American Line – sailed from Hoboken. Their advertising in *The New York Times* emphasized their neutral status and, consequently, presumed safety from attack by German submarines; see *Figure 5* for examples of their ads. Note that the Holland America ad contains the phrase “Sailing Under Neutral Netherlands Flag” and the Scandinavian American ad states, “Neutral Flag – No Contraband Carried.” Thus, these two lines advertised themselves as reliable passenger and mail carriers. Apparently their ships carried large volumes of supplementary mail, as evidenced by the number of surviving covers.



Fig. 5. Advertisements appearing in The New York Times for Holland America Line (March 8, 1915, p. 11) and Scandinavian American Line (February 1, 1917, p. 13).

Of the supplementary mail covers postmarked Hoboken mentioned above, the majority were carried by ships of the Holland America Line and a few were carried by the Scandinavian American Line. The *Figure 4* cover was carried on the *Rotterdam* of the Holland America Line and was addressed to Germany, where the letter was censored and the cover was stamped lightly in purple, “Emmerich P.K. Geprueft zu beforden.” The routing and handling of this cover can be deduced from the Holland America ad in *Figure 4*. The ad states that its ships “Will call at FALMOUTH for the landing of passengers and mail to GREAT BRITAIN; thence proceeding to ROTTERDAM to land passengers for the CONTINENT.” While not stated, mail for the Continent was also landed at Rotterdam, avoiding British censorship. Thus, the *Figure 4* cover was carried to Rotterdam and forwarded to Germany, where it was censored.

An example of a supplementary mail cover to Great Britain at the 2¢/oz. U.S.-British treaty rate (doubled for supplementary mail) is shown in *Figure 6*. This cover, postmarked at Hoboken FEB 29 1916 (leap year day) was carried on the Holland America Line's *S.S. New Amsterdam*, landed in England and received British censorship.



Fig. 6: Supplementary mail cover postmarked HOBOKEN, N.J. FEB 29 4PM 1916 showing the 2¢/oz. U.S.-British treaty rate doubled. Cover was carried on the Holland America Line's S.S. New Amsterdam.

An example of a supplementary mail cover carried from Hoboken by the Scandinavian American Line's *S.S. Oscar II* is shown in *Figure 7*. Since this cover was carried between neutrals (U.S. and Sweden) at the time of its posting (OCT 15 1914), it was not censored.



Fig. 7: Supplementary mail cover postmarked HOBOKEN, N.J. OCT 15 2PM 1914 in magenta showing the 5¢/oz. U.P.U. rate doubled. Cover was carried on the Scandinavian American Line's S.S. Oscar II.

Figure 8 shows another cover carried by the Scandinavian American Line and postmarked at the pier in Hoboken. The postage of 28¢ indicates that postage was paid at double the rate for a letter weighing between 3 oz. and 4 oz. (double 5¢ + 3¢ + 3¢ + 3¢). Apparently, the sender, American Express Company, had some papers it urgently wanted to send to Sweden. The cover wasn't endorsed with the name of the ship (*S.S. United States*), which wasn't necessary, since the ship was there at the pier, waiting to depart. The postmark time, 2 PM, matched the sailing time of the *S.S. United States* published that date in *The New York Times*.



Fig. 8: Supplementary mail cover postmarked HOBOKEN, N.J. MAR 11 2PM 1915 weighing between 3 oz. and 4 oz. Cover was carried on the Scandinavian America Line's *S.S. United States*.

Transatlantic shipping continued during the war, and *The New York Times* continued to publish data on mail closing times and ship sailing times until early 1917, although for the Allied nations' ships, only the date of sailing was published but neither the mail closing time nor the departure time were published. With the entry of the United States into the war on April 6, 1917, shipping and mails information continued for a few days and then stopped being published. A notice in the April 10, 1917 edition of *The New York Times* (p. 15) stated, "Postmaster Patten announces that until further notice any mail matter destined for delivery in Germany will not be accepted for mailing...." Beginning with the April 12th edition, *The New York Times* "Shipping and Mails" column stated, "By request of the Government, dated April 10, movements of vessels in the Atlantic are omitted." Ship sailing and mail closing times were omitted from *The New York Times* until after Armistice Day, resuming on November 30, 1918 (p. 17).

The known postmark dates on the Hoboken supplementary mail covers, September 22, 1914 to November 4, 1916, fit comfortably within the dates from the start of the war until the entry of the United States, July 28, 1914 to April 6, 1917. (The start date for the war is the date of the declaration of war by Austria-Hungary on Serbia). Thus, the surviving Hoboken supplementary mail covers, most of which bear commercial corner cards, indicate that last minute communication via the neutral shipping lines departing from Hoboken was probably significant during the war.



Fig. 9: Supplementary mail cover postmarked with Type G NEW YORK 6-1-1929 marking carried by the Scandinavian American Line's S.S. Frederick VIII from Hoboken to Copenhagen, then sent through Denmark to Sweden



Type G

Supplementary mail continued to be accepted at the Hoboken piers until the service was suspended in early April, 1917, when the United States entered World War I; shipside service was resumed on June 1, 1921.⁷ New York Type G postmarks were probably used from that date on the resumption of supplementary mail service at the Hoboken piers. An example is illustrated in *Figure 9*, postmarked 6-1-1929, carried on the *S.S. Frederick VIII* (Scandinavian American Line) from 6th Street, Hoboken, bound for Copenhagen,⁸ and then sent onward to Sweden. The postmark shows pier code #8, the same code number as used by the supplementary mail clerk stationed at the Holland America pier at 5th Street, Hoboken.⁹ Use of the #8 Type G marking in Hoboken continued until the outbreak of World War II.

Supplementary mail service apparently ended on December 7, 1941, after which all mail going out of the country was held for censorship. When the war ended, supplementary mail service apparently did not resume. Airmail to foreign destinations soon was available at rates reduced from pre-war levels, forever eliminating supplementary mail as a means for mailing last minute and urgent communications.

The Holland America Line, which became part of Carnival Cruise Line in 1989,¹⁰ continues to use docking facilities in Hoboken to the present time. The Norwegian American Line survived until about 1980, when it evolved into a freight shipping company.¹¹

We are very grateful to Len for his article specific to New Jersey supplementary mail. To order his book, see advertisement on [page 128](#). It can also be ordered online at <http://www.usstamps.org/>, using Paypal for payment.

ENDNOTES:

- ¹ For a thorough discussion of the history of supplementary mail, see Leonard Piskiewicz, *United States Supplementary Mail*, published by the United States Stamp Society, 2009. (See ordering information on page 128.)
- ² News stories detailing Cunard's acquisition of Pier 40 appeared in *The New York Times*, August 1, 1878, p. 2; October 18, 1878, p. 8; and May 2, 1879.
- ³ News stories that included mentions of the White Star Line's acquisition of Pier 52 appeared in *The New York Times*, July 18, 1873, p. 2; and May 17, 1874, p. 2. An advertisement by the White Star Line indicating their use of Pier 52 first appeared May 26, 1874, p. 7
- ⁴ See *Scott 2008 Specialized Catalog of United States Stamps & Covers*, p. 36A for illustrations of Scott's types of supplementary mail markings. These are also illustrated in ref. 1, p. 13.
- ⁵ Philatelic Foundation Certificate No. 0368392, issued 4/30/01 states, "IT IS A GENUINE SUPPLEMENTARY MAIL USAGE FROM HOBOKEN NEW JERSEY JAN 23 1915."
- ⁶ *The New York Times*, August 9, 1914, p. SM3.
- ⁷ *The New York Times*, May 27, 1921, p. 25.
- ⁸ *The New York Times*, June 1, 1929, p. 35.
- ⁹ See *Pier Supplementary Mails*, New York: Post Office, Albert Goldman, Postmaster, 1938, p. 15. This is a typewritten booklet of 17 pages plus cover page, 8½" x 14", dated at Morgan Annex, August 18, 1938.
- ¹⁰ See <http://www.hollandamerica.com/about/history.do?date=1980>. [June 10, 2009]
- ¹¹ See <http://www.theshipslist.com/ships/lines/norameric.html>. [June 10, 2009]

WE NEED ARTICLES NOW!

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Our Journal depends on you for input. Any contributions are always welcome.
It's time that YOU wrote an article!

DAVID STRYKER – First Postmaster of Ironia in Randolph, New Jersey and the Ironia Post Office

By: Gail Hari with Larry Lowenthal

Ironia, sometimes pronounced ‘Ironey’ (I-row-nee) is one of several neighborhoods in Randolph Township, Morris County, New Jersey bordering Chester, Roxbury, and Mendham.

The name traces back to a real estate and industrial development scheme around 1870. Although “Ironia” now produces mixed results on Internet searches because the word means “irony” in Spanish, its original source was iron. At that time a now nearly forgotten iron-mining boom in Chester created great excitement and led to opening up mines all along the ridge extending north from Chester deep into Randolph Township.

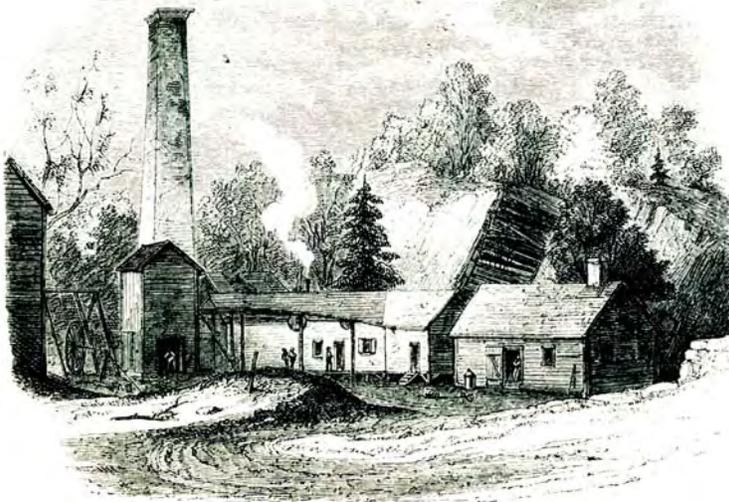


Fig. 1: Typical North Jersey iron mining operation, as illustrated in Harper's New Monthly Magazine, April 1860.¹

The prospect of mineral wealth had inspired the building of a railroad to Chester. Chartered in 1867 as the Chester Railroad, it was taken over by the Morris & Essex, which in turn came under the control of the Delaware, Lackawanna & Western (DL&W). Connecting with the main line through Dover, the branch was operated as the familiar “Lackawanna” starting in January 1869. It was this rail outlet that inspired visions of developing Ironia into a great industrial center.

The severe economic depression that began in 1873 withered these dreams but meanwhile had given Ironia a name and a sense of community. Previously, this large section of southwestern Randolph, occupied by scattered farmsteads, had never had an accepted name. Except perhaps as a school district, Ironia didn't have definite boundaries. Living in Ironia was to some extent a matter of self-identification, which allowed residents of neighboring townships, especially Chester, to claim residence. Even with its much-diminished expectations, Ironia, now a bucolic rural hamlet, had become significant enough to attract services such as a store and post office, in addition to its regular train service.

Ironia's first postmaster, David Stryker, was born on January 8, 1837 in Washington Township (Morris County), New Jersey, and, according to an account published by his descendant Kenn Stryker-Rodda,² it was acknowledged that David was “an ambitious lad.” The drive he felt led him onto various career paths, including farm-hand for the Apgar family at age 13, house carpenter at age 23, dairy farmer, general store proprietor, in addition to postmaster. He also took on the responsibility of Sunday School Superintendent for Ironia's Union Chapel for over 35 years, as well as serving on Ironia's School Board for more than 30 years.

David married Joanna Horton Pickle in 1862, and moved to live with his bride on the farmstead she inherited from her grandmother Joanna Pickle in Chester Township. Morris County Deeds Book K7: Page 112, dated March 5, 1868, recorded that the Chester Railroad purchased a right-of-way six rods wide through the farm for \$1 as well as “other valuable considerations.” Since the coming of the railroad often enhanced the value of land, it is not known if the listed consideration was actually for the \$1 legal sum, or if other monies were involved.

David was not content with just operating the family farm. He established a successful milk route which expanded into Morristown. With the mining operations in and around Ironia, the workers required basic staples, as well as a few things considered to be luxuries. David decided to set up a general store down the road from where the old Horton homestead stood. Local farmers provided butter and eggs sold at Stryker’s general store. The store’s inventory also included milk, flour, sugar, molasses, tea, coffee, candies, packaged and canned goods, as well as yard supplies, cloth and sewing materials, and boots and shoes.

David Stryker was described as “tall and rangy, with a medium brown beard and hair.” He was considered an incurable tease, an attribute his wife Joanna never appreciated due to her concern about David hurting people’s feelings. The Strykers were known as gracious and generous hosts; however, his generosity was his downfall, and he was taken advantage of many times in his business dealings due to his magnanimous spirit. He established a credit system at his general store for the poor and especially the workers in the mines, but very often these same customers would depart without paying their account. David’s prominence must have aroused some local jealousy, and a news item in the *Iron Era* newspaper of Dover, New Jersey once referred to him as “King David.”

THE POST OFFICE IN “UPPER IRONIA”

The Post Office Department was expanding throughout the United States, and David Stryker was able to establish the first neighborhood post office within his general store, located in what was known as “Upper Ironia.” He was appointed as Ironia’s first postmaster on July 17, 1871 by James H. Marr, Acting First Assistant Postmaster General. He received a salary of \$12 per annum, but David’s letter of appointment noted that it “will be readjusted at the proper time by the Postmaster General on the basis of the amount of business done as shown by the quarterly statements.” It was typical for postmasters of small offices to be compensated based on business.

The ‘post office’ - typical of a small rural office - was a portion of the store containing a high desk, a grill, pigeon-hole mail boxes, and a safe housed in the general store. The words “Post Office” are on the transom above the entrance in the photo of Stryker’s General Store. (See *Figure 2* below.)



Fig. 2: The Stryker general store on the Chester-Ironia Road [Rte 513, north of Chester], which served as the post office as well for several periods of its existence. This store still stands, and is currently known as Bill's Luncheonette.

David served as Ironia's postmaster across a 42-year span, with the interruption for Dorastus Cory from 1885-1894 (see below for the "Lower Ironia" post office). Stryker's son, David T. R. Stryker, also known as "David R.," passed the required Postal Service examinations and was appointed as Ironia's new postmaster in February 1914, after his father's passing. During the First World War however, Edith L. Hopping served as postmistress until David R. returned to the post on February 12, 1921. Henry Riley became assistant postmaster during that time, while Myrtle E. Hulbert and Lillian B. Reed served as postal clerks, also assisting Edith. Throughout the years, other local folks were sworn into service at Stryker's general store post office site, including Gladys J. Hugg in 1924, Anna M. Fuchs in 1925, Woodrow W. Burnett in 1936, as well as Lucy C. Hulbert, assistant postmistress and special clerk Henry S. Goldram during 1938.

Together, David and his son David R. served in the postmaster position for Ironia and for the U.S. Government most of a 68-year span. David Stryker died at his Ironia home in 1913; his wife Joanna predeceased him by 7 months. David R. resigned as postmaster after serving there for approximately 25 years, and sold the general store to Robert Crowley in November 1941. The Stryker-Rodda account indicates that David R. made "shrewd investments, but insisted in his later years on living exclusively on his \$31-a-month pension from the Federal Post Office Department."

Virginia Mae Crowley (Bill Crowley's sister) was appointed as Ironia's postmistress in March 1942, followed by Helene V. Swallow on August 14, 1943. Finally, Robert Crowley's son, William G. Crowley was appointed postmaster at the general store location in November

1944. He continued as such until that postal site was closed in the summer of 1969. The next year, when the present post office opened across from Bill’s Luncheonette on the other side of Dover Chester Road, Bill’s Luncheonette remained, but without the closet-sized post office section.

In the early 1940s, Bill Crowley created a little home-spun historical pamphlet, detailing his family’s relocation to the Ironia area, the day-to-day operations of the general store and the post office before it was closed, as well as personalized accounts of families who lived around the neighborhood. He has since passed away, but many local residents, as well as out-of-towners, recall him fondly to this day. The luncheonette still exists, and still bears his name.



Fig. 3: Bill’s Luncheonette as it appears today on Route. 513.

Illustration courtesy Randolph Museum

Fig. 4: At right is a picture of the current post office in Ironia, across the road in a small strip mall.



THE “LOWER IRONIA” POST OFFICE

As noted above, during the 1880s, another Randolphian, Dorastus L. Cory, erected a second empire style building which contained his general store, post office and small hotel located at the Ironia Depot, approximately two miles down the road from Stryker’s. Dorastus was appointed postmaster at his location on September 18, 1885. The position of postmaster at the time was often used for political patronage, with the position typically fluctuating with the change of power in Washington, D.C. Stryker’s post office was located in ‘Upper Ironia,’ whereas Cory’s location was known as ‘Lower Ironia.’ Cory was postmaster until January 4, 1894, when Stryker was reappointed. A vintage postcard below (*Figure 5*) provides a glimpse of Ironia’s former depot.



Fig. 5: The Ironia Depot, where Cory’s store and post office had been located.



Fig. 6: Circa 1906 photo of the D. L. Cory General Store & Hotel where the post office was located when it was in Lower Ironia. It was eventually destroyed by fire. Miss Rachel Butler, foreground, was an Ironia resident & legal secretary who commuted via the DL&W RR to work in Jersey City every day.

Photo courtesy of Marge Appleby

A FEW CANCELS FROM IRONIA:



Fig. 7: Ironia cancel used on a post card on July 16, 1905.

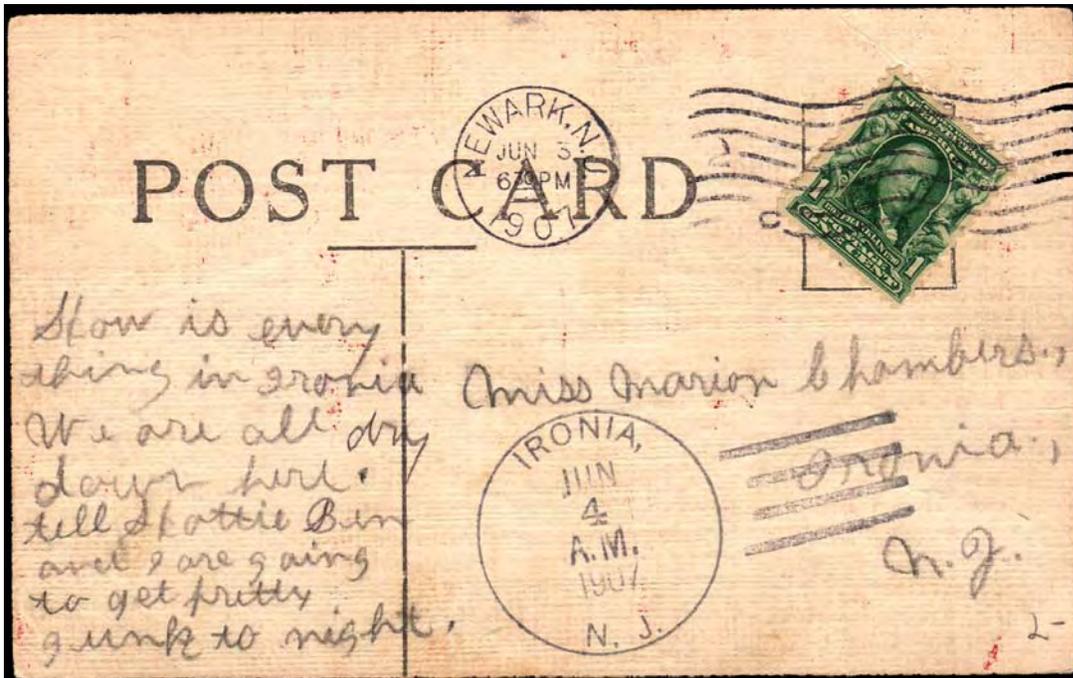


Fig. 8: A 4-bar Ironia cancel, used as a receiver on a post card sent from Newark, with a June 3, 1907 machine cancel, received the next morning in Ironia.

Cover illustrations courtesy Don Chafetz

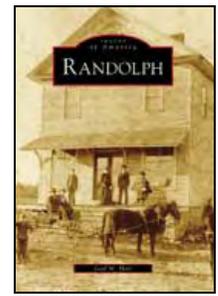
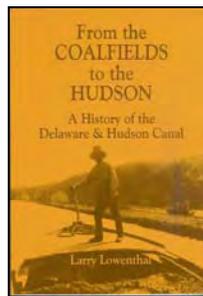
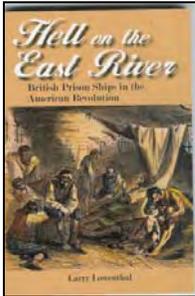
The Authors:

Gail Hari was born in Belleville, raised in Irvington, New Jersey and is a 26-year resident of the Walnut Grove section of Randolph, New Jersey. She is a member of the Historical Society of Old Randolph. Her first book, *Randolph, New Jersey*, is due to be published at the end of August 2009 by Arcadia Publishing.

Larry Lowenthal grew up in the Ironia section of Randolph, New Jersey and currently resides in Massachusetts. He is an historical consultant and writer and author of many published works, including *Iron Mine Railroads of Northern New Jersey* (Dover, N.J.: Tri-State Railway Historical Society, 1981), *The Lackawanna Railroad in Northwest New Jersey* (Morristown, N.J.: Tri-State Railway Historical Society, 1987), *From the Coalfields to the Hudson: a History of the Delaware & Hudson Canal* (Fleischmanns, N.Y.: Purple Mountain Press, 1997), *Titanic Railroad: the Southern New England, the Story of New England's Last Great Railroad War* (Brimfield, MA: Marker Press, 1998), *Marinus Willett, Defender of the Northern Frontier* (Fleischmanns, NY: Purple Mountain Press, 2000), and *Trying to Do My Duty; The Civil War Letters of Capt. Francis D. Lincoln and Rebecca Cox Lincoln* (Marker Press) 2007).

Larry Lowenthal's most recent works are: *Hell on the East River: British Prison Ships in the American Revolution* (Purple Mountain Press), and a new expanded edition of *From the Coalfields to the Hudson*.

Gail Hari's book on Randolph Township will be published Aug. 24, 2009. It is available at www.Amazon.com and www.arcadiapublishing.com.



REFERENCES & ENDNOTES:

REFERENCES:

- Rodda, Kenn Stryker, *Stryker and Rodda Families*, a genealogical book published c.1991.
- GSA's National Archives and Records Service in Washington, DC dated 2 Feb 1971, including the Post Office Dept's letter of appointment of David Stryker dated 17 July 1871.
- Lowenthal Larry, *Iron Mine Railroads of Northern New Jersey* (Dover, N.J.: Tri-State Railway Historical Society, 1981), and *Lackawanna Railroad in Northwest New Jersey* (Morristown, N.J.: Tri-State Railway Historical Society, 1987)

ENDNOTES:

- ¹ "Artist Life in the Highlands," in Harper's New Monthly Magazine, No. CXIX, April 1860, Vol. XX, reprinted by Goller, Robert R., *Artist life in the Highlands, & Among the Nail-Makers*, published by the Canal Society of New Jersey, 1994. This picture is of Surface Works at the Dickerson Mine.
- ² Rodda, Kenn Stryker, *Stryker and Rodda Families*, a genealogical book published c.1991

PHILATELIC SHORTS: NEW JERSEY BICYCLE MAILMAN

By Jim Walker

This is a picture of Percy Bryan of Erwinna, Bucks County, PA on the bicycle he used to carry the mail from the Frenchtown, NJ post office to the Erwinna, PA post office. This photo was taken in 1897 at the Freeland Studio in Milford. The owner of the photo is Percy's granddaughter, Grace Pandy of Baptistown. Mrs. Pandy couldn't add much information because her grandfather died when her mother was only eight years old, ca.1907. Percy was born April 1877, making him about 20 when this picture was taken. I have found that most of these carriers were contract workers but I've never seen one use a bike before.



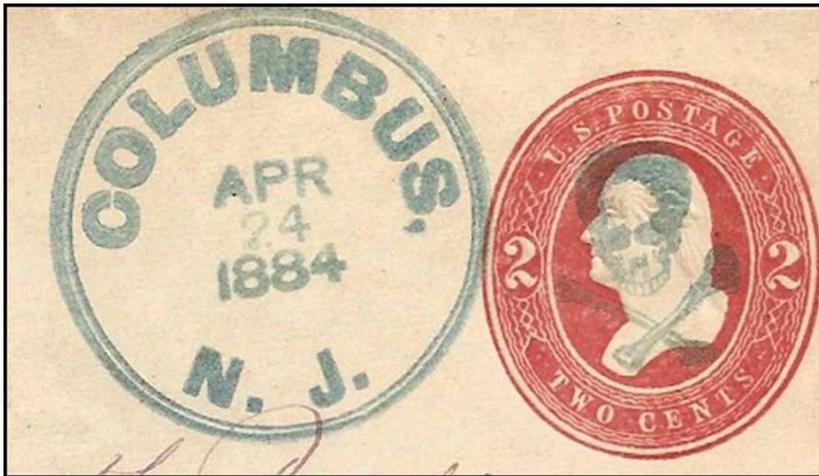
Richard Plank whose book *Tinicum Township, Bucks County*,¹ one of the “Images of America” photo books by Arcadia Publishing, uses this picture in that book and put me in touch with the owner.

¹ Patricia Valentine Whitacre, Richard A. Plank, *Tinicum Township, Bucks County*, Arcadia Publishing, USA, 2008.

COLUMBUS, NJ SKULL & CROSSBONES: A Request for Information

By Jim Doolin

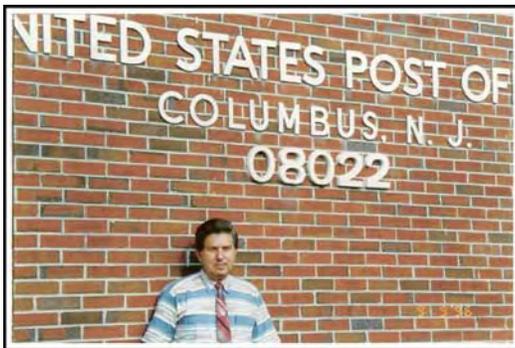
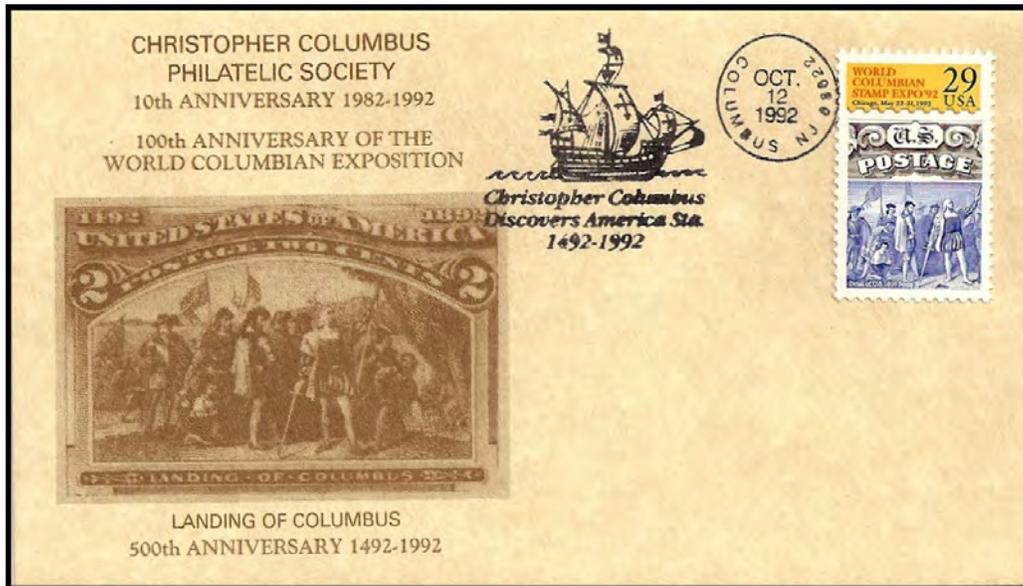
My name is James Doolin and I have been collecting the 19th century U.S. postal history of all "Columbus" named towns since 1980. Columbus, NJ was the 9th town of that name. It was originally established as "Black Horse" and changed to Columbus on December 14, 1827. Shown below is a beautiful strike of a skull & crossbones killer used at Columbus, NJ on April 24, 1884 in blue ink. I contacted Robert Rose, President of the NJPH Society about this fancy cancel and have been invited to write an article about it for your journal. The purpose of my article is to solicit other known dates of use for this fancy cancel. My email address is jamesdoolin@att.net.



I have learned from the John Edge listing for Burlington County¹ that John Conner served as postmaster of Columbus, NJ from 1865 to May 25, 1889, some 24 years. I suspect that the skull & crossbones killer that Mr. Conner was using was probably commercially made, possibly of rubber. It shows a great amount of detail, including teeth, which most fancy cancels of this type do not show. In trying to learn more about the dates of use for this fancy cancel, I referred to the Kenneth Whitfield & James Cole catalog listings for 19th century fancy cancels.² I could find no listing for Columbus, NJ.

COLUMBUS, NJ SKULL & CROSSBONES ~ Jim Doolin

If one keeps in mind that the 2¢ letter rate began on October 1, 1883 and the new stamp issued for the ½ oz. letter was Scott #210 - the 2¢ brown banknote, you will realize that over 90% of all letter mail from that date would have used Scott 210. This would probably not have shown near the detail that is shown by the use on a 2¢ red entire Scott U-61. The skull & crossbones falls precisely on the raised white center of the indicia. I have one other example of this fancy cancel which was dated May 16, 1884 on a UX-7 postal card. Since the Liberty indicia is black, the skull & crossbones is very faint.



In more recent times the Columbus, NJ postmaster Bernard Mercier used a pictorial cancel to celebrate the 500th anniversary of Christopher Columbus' discovery of the New World on October 12, 1992.

ENDNOTES:

¹ Edge, John, *The Post Towns of Burlington County*, NJPHS 2007, & *The Post Towns of Burlington County, A List of Burlington County Postmasters*, available for download in pdf format from NJPHS at

Secretary@NJPostalHistory@aol.com.

² Whitfield, Kenneth A., *Cancellations Found On 19th Century U.S. Stamps*, [Lewisburg, PA]: U.S. Cancellation Club, 2002 & Cole, James M., *Cancellations And Killers Of The Banknote Era 1870-1894*, Columbus, OH: U.S. Philatelic Classics Society Inc., c1995.

NEW JERSEY-BUILT: 13 FAST AIRCRAFT CARRIERS THAT SERVED IN THE UNITED STATES NAVY BETWEEN 1927 AND 2009.

PART V: THE LAST CLASS OF SMALL CARRIERS, USS SAIPAN (CVL-48) AND USS WRIGHT (CVL-49)

By: Captain Lawrence B. Brennan, JAGC, USN (Ret.) 176 Christol Street, Metuchen NJ 08840
Lawrence.brennan@wilsonleser.com

[This is the fifth in a series of articles begun in the summer issue of NJPH, Aug. 2008, Vol. 33, No. 3, Whole No. 171 and continued in the November 2008 (Whole No. 172) and the February & May 2009 (Whole Nos. 173 & 174) issues. For picture credits see note above Endnotes.¹]

The first ten fast carriers built in Camden by New York Shipbuilding served in the Pacific Theatre of Operations during World War II and were involved in the battles and campaigns except Pearl Harbor, Coral Sea, and Midway. In 1941 and 1942 *Saratoga* was the lone New Jersey-built carrier; from 1943 to the end of the war in the summer of 1945, the emergency light carriers led the offensive with the Third Fleet and Fifth Fleet culminating in the Japanese surrender in Tokyo Bay on September 2, 1945. During the first ten months of 1944, ten New Jersey-built fast carriers were spearheading the offensives in the Pacific and Indian Oceans.

The eleventh and twelfth fast carriers built at New York Shipbuilding were a separate class of two light carriers completed too late to serve in combat during World War II. The *Saipan*-class was designed as improved replacements for anticipated combat losses of the *Independence*-class carriers. Two ships were ordered but fortuitously only a single *Independence*-class ship, USS *Princeton* (CVL-23), was lost in October 1944.

The *Saipan*-class ships displaced 14,700 tons on a hull of 684' length, with a beam of 76'9" and an extreme width at the flight deck of 115'. The maximum draft was 28' and the designated speed was 33 knots. The ships' crews consisted of 1,721 officers and men. They could operate 50 aircraft, nearly a 50% increase over the *Independence*-class and almost half the complement operated by the *Essex*-class fleet carriers. They had forty 40 mm anti-aircraft guns.

Surprisingly, the last two small carriers were completed at a time the U.S. Navy had suspended or canceled the construction of other, larger, advanced designed and more capable fleet carriers of the *Essex* and *Midway* classes. In retrospect, it is apparent that the already inadequate *Saipan*-class ships were a poor investment. They each served about a decade as second-rate carriers and only one of the two provided minimal combat service after the armistice in July 1953 at the end of the Korean conflict. Some of the *Essex*-class ships would serve in combat through Vietnam with the last ship serving until 1975 – some reaching nearly 30 years after initial commissioning. The three completed *Midway*-class large carriers (initially designated CVBs) would serve through Vietnam and two of the three, *Midway* (CV-41)² and *Coral Sea* (CV-43) would serve more than 40 years with *Coral Sea* being decommissioned in the late 1980s and *Midway* after Desert Shield/Desert Storm – the First Gulf War in the early 1990s. Most of the *Essex*-class ships and all three *Midway*-class carriers were substantially rebuilt in the 1950s and subsequently modernized through the remainder of their service lives to include hurricane bows, angled decks, strengthened flight decks, improved catapults, and arresting gear

to handle the larger and faster jet aircraft that dominated naval aviation since the 1950s. The light carriers, however, were too small and their designs “too stretched” to be modified to include angled decks (they were already too “top heavy”). They had wooden flight decks which were vulnerable to attack and operational damage and they did not have the flight deck or hangar deck space to properly handle a substantial air wing of jets and later helicopters and larger fixed wing aircraft. A better use of the budget at the end of World War II could have been devoted to the construction of a fourth *Midway*-class carrier or the completion of one of the numerous *Essex*-class fleet carriers that were suspended or scrapped in the late 1940s; only *Oriskany* (CV-34)³ was completed, and that was the prudent result of improvements in the design of carriers in the years between the end of World War II and the Korean conflict.

USS SAIPAN (CVL-48)

Saipan was laid down on July 10, 1944, launched nearly a year later on July 8, 1945 and commissioned on July 14, 1946, Capt. John G. Crommelin, U.S. Navy⁴ in command. *Saipan* was the first ship named for the 1944 battle and invasion of the island in the Northern Marianas Islands.



Fig. 115: Artwork reproduction of USS Saipan (CVL-48) insignia during the 1950s
 U.S. Naval Historical Center Photograph# NH 70134-KN



Fig. 116: A rubber stamp cachet in red and blue inks showing a starboard bow view of a Yorktown-class carrier. The cover was postmarked on July 14, 1946, Saipan’s first day in commission. It bears Saipan’s rubber stamp hand cancel (Locy Type 2 (n)) and was franked with a purple 3¢ Alfred E. Smith stamp. Clearly, this was a philatelic usage which was addressed to the famous cachet artist, Gow Ng, whose hand-painted submarine covers, in particular, are highly prized by collectors. The cancel is listed as “B” in the Postmark Catalog.



Fig. 117: A rubber stamp cachet in blue ink showing a starboard bow view of a Yorktown-class carrier with double frames of rope line in a circle within a rectangle, and a saluting sailor in uniform in the lower right corner of the cachet. The cover was postmarked on August 12, 1946. It bears Saipan's rubber stamp hand cancel (Locy Type 2 (n)) and was franked with a green 1¢ For Defense stamp and an orange half cent Franklin stamp from the 1938 Presidential series. This also was a philatelic cover which was addressed to the famous collector and navy postal clerk instructor, William Frederick, who was stationed at Newport training postal clerks during World War II. The cancel is listed as "B" in the Postmark Catalog.

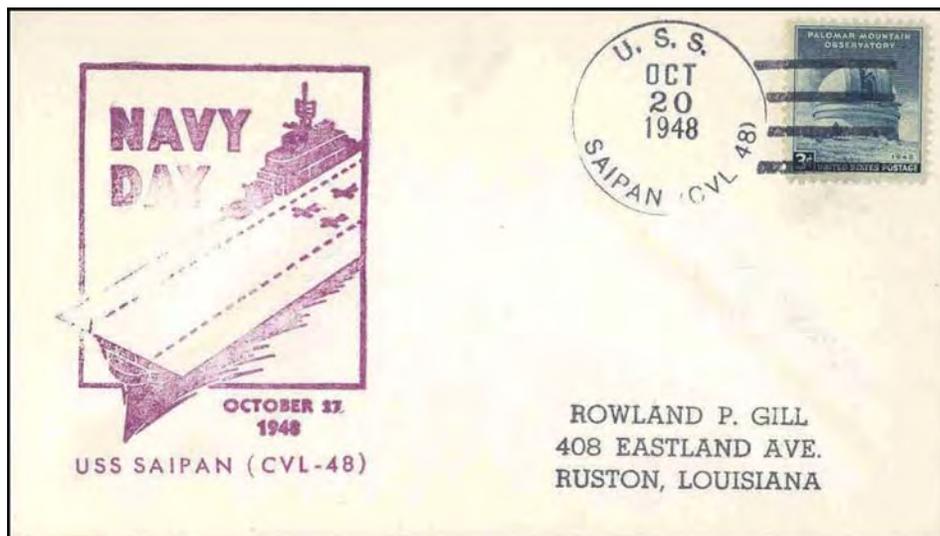


Fig. 118: A rubber stamp cachet weakly applied in red ink with a Navy Day 1948 motif showing a port bow on view of a large carrier. The cover is cancelled with Saipan's rubber hand stamp (Locy Type 2(n+)) in black ink. The cover bears a blue 3¢ Palomar Mountain Observatory stamp. The cancel is rated "B" in the Postmark Catalog.

Until 1953, *Saipan* mainly operated in the western Atlantic and the Caribbean on training service, routine operations, and operational development duties, including conducting carrier qualifications for VF-17A, the Navy's first jet fighter squadron, in May 1948. During this period, *Saipan* also made a diplomatic cruise to Venezuela in February 1948, a mission to Greenland late in that year where she assisted in the rescue of 11 downed airmen on an icecap between Christmas and the end of the year, a Mediterranean tour in March-May 1951, and Second Fleet operations.



Fig. 119: FH-1 Phantom of VF-17A on USS Saipan, May 1948.⁵



Fig. 120: USS Saipan (CVL-48). Crewmen wash snow and ice from the flight deck and superstructure, during Operation "Icecap." Ice is visible on the island and mast. Circa late December 1948, when Saipan was sent to Greenland waters on a rescue mission.

Official U.S. Navy Photograph, from the collections of the Naval Historical Center.

Photo #: NH 97614.

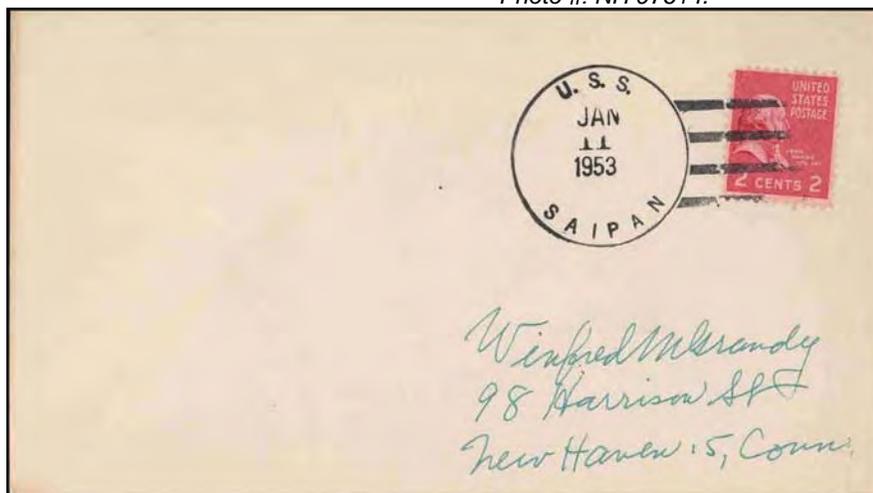


Fig. 121: A rubber stamp uncached cover. The cover is cancelled with Saipan's rubber hand stamp (Locy Type 2) in black ink. The cover bears a rose carmine 2¢ John Adams stamp. The cancel is rated "A" in the Postmark Catalog.

In October 1953, she departed the east coast and steamed for the Panama Canal and the Pacific. On October 30, she arrived at San Diego, and then continued on to Pearl Harbor, Yokosuka, and duty with the Seventh Fleet off the coast of Korea in support of the truce which has lasted 56 years.



Fig. 122: USS Saipan (CVL-48) Underway circa the mid-1950s, with eleven AD-1 "Skyraider" attack planes parked on her flight deck, aft.

Official U.S. Navy Photograph, from the collections of the Naval Historical Center
Photo #: NH 97613



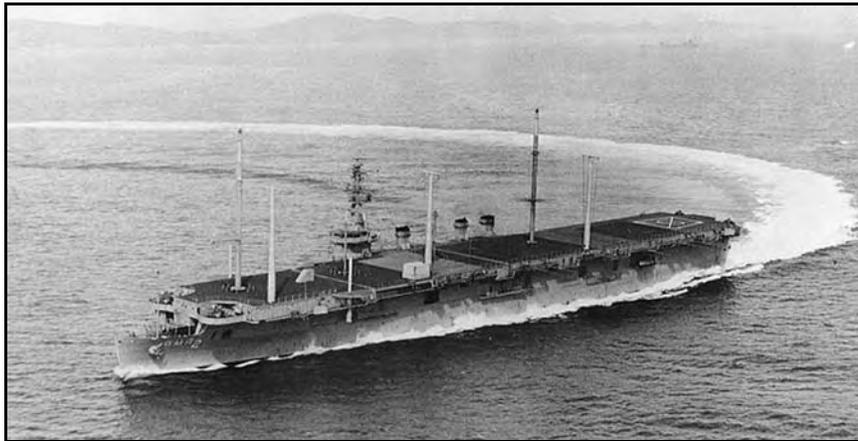
Fig. 123: An uncanceled cover was postmarked on December 28 1954. It bears Saipan's rubber stamp hand cancel (Locy Type 2r) and was franked with a blue 3¢ Future Farmers of America stamp. The cancel is listed as "A" in the Postmark Catalog.

NJ BUILT FAST AIRCRAFT CARRIERS, PART V ~ Lawrence Brennan

Assigned to TF 95, she was engaged primarily in surveillance and reconnaissance missions along the coast and in inspection patrols of the islands just south of the 38th parallel. In January 1954, she provided air support for Japanese-manned LSTs ferrying former Chinese POWs from Inchon to new homes on Taiwan. In early February, she participated in amphibious exercises in the Ryukyus, and then returned to Inchon to stand by in the event she was needed for an evacuation of Indian troops from Panmunjom. In March, amphibious exercises took her to the Bonins. She then returned to Japan where she took on 25 AU-type aircraft and five H-19A helicopters at Yokosuka and steamed south. On April 18th, VMA-324 pilots flew the AUs off her flight deck and landed them at Tourane (now Danang) Air Base, to support the French Aeronavale fighting at the battle of Dien Bien Phu in the last days of the First Indochina War. There the aircraft were turned over to French forces. Later that day, *Saipan* entered the harbor, offloaded spare parts and maintenance personnel, and departed for Manila.

She then delivered the helicopters to Air Force personnel in the Philippines; and she resumed operations off the coast of Korea. On May 8, she put into Sasebo, and, through the 24th, remained in Japanese waters. On the 25th, she got underway to return to Norfolk via the Suez Canal. On July 20, she completed her circumnavigation – perhaps the only such voyage by a small carrier. For nearly three more years, *Saipan* served as training carrier out of Pensacola, Florida. In October 1954 and again a year later, she assisted hurricane relief activities in Haiti and Mexico.

Decommissioned at Bayonne, New Jersey, on October 3, 1957, *Saipan* was redesignated as an aircraft transport in May 1959, with the new hull number AVT-6. She remained in “mothballs,” however, until March 1963, when she began conversion to a command ship. *Saipan* was redesignated CC-3 in January 1964, but was again reclassified in September of that year, becoming a major communications relay ship. She was recommissioned on August 27, 1966 at Norfolk, Virginia as *Arlington* (AGMR-2).



*Fig. 124: USS Saipan was reborn in 1966 as USS Arlington (AGMR-2), underway, circa 1967.*⁶

Official U.S. Navy Photograph, from the collections of the Naval Historical Center.

Photo #: NH 97625

In 1967 she conducted shakedown exercises in the Caribbean, the Bay of Biscay and exercises off northern Europe before returning to the Caribbean. Departing Norfolk on July 7, the communications ship transited the Panama Canal and proceeded on to Pearl Harbor, Yokosuka, and Subic Bay. She rotated on station off Vietnam with *Annapolis* (AGMR-1) and also assisted with recovery operations during the Apollo manned space missions in 1968 through 1970.

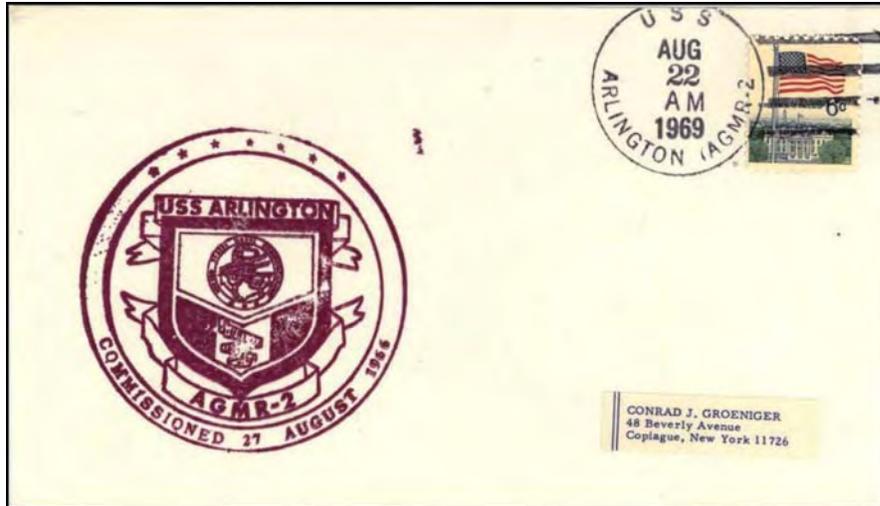


Fig. 125: A rubber stamp cacheted cover which was postmarked on August 22, 1969. It bears Arlington's rubber stamp hand cancel (Locy Type 2 (n+)) and was franked with a red, white, and blue 6¢ Flag over the White House regular issue stamp. The cancel is listed as "B" in the Postmark Catalog.

On December 18, 1968, she departed Hawaii in TF 130, the Manned Spacecraft Recovery Force, Pacific. Acting as primary landing area communications relay ship, she participated in the recovery of Apollo 8. Again assigned as primary landing area communications relay ship for TF 130, she departed Pearl Harbor on May 11, 1969 and steamed for the Apollo 10 recovery area, 2,400 miles south of Hawaii. On the 26th, the capsule was recovered and the assigned ships returned to Hawaii. *Arlington* proceeded to Midway where she provided communications support for the Nixon-Thieu conference on June 8, and next she sailed west.

On July 7, however, she again was ordered east for her third Apollo recovery mission. On the 23d, she embarked President Richard M. Nixon⁷ for an overnight visit; and, on the 24th, supported the recovery of Apollo 11. Crew and capsule successfully recovered, *Arlington* headed for Hawaii, and then steamed to the west coast. On August 21, she arrived for the first time at her homeport, Long Beach, and four days later shifted to San Diego to begin inactivation. She was decommissioned on January 14, 1970 and berthed with the Inactive Fleet at San Diego. The ship was stricken from the Navy List on August 15, 1975, and was sold by the Defense Reutilization and Marketing Service (DRMS) for scrapping on June 1, 1976. *Arlington* (AGMR-2) earned 7 campaign stars for service off Vietnam.

USS WRIGHT (CVL-49)

USS *Wright* (CVL-49) was the final *Saipan*-class light aircraft carrier later converted to the command ship CC-2. She was the second ship named *Wright*; the first *Wright* (AZ-1) was named for Orville Wright⁸; the second honored both brothers: Orville and Wilbur.

Wright was laid down on August 21, 1944, launched on 1 September 1, 1945, the day before the Japanese surrender in Tokyo Bay – actually within hours of that event considering the half day time difference between the East Coast and Tokyo - and commissioned at the Philadelphia Naval Shipyard on February 9, 1947, with Captain Frank T. Ward, U.S. Navy in command.



Fig. 126: A rectangular rubber stamp cachet in blue ink showing a nearly bow-on view of a large carrier with an enclosed bow, unlike the small carriers, and a single plane launched. The cover marks the launching of Wright and is cancelled on September 1, 1945, with a Camden machine cancel and seven wavy lines. The cover bears a purple 3¢ FDR stamp.

Fig. 127: A printed first day postal service cachet showing a bow-on view of three pre-war battleships at the head of the battleline. The cover is cancelled on February 9, 1947, the first day in commission, with Wright's rubber hand stamp (Locy Type P) in black ink. The cover bears a purple 3¢ Vermont Statehood 150th Anniversary stamp. The cancel is rated "B" in the Postmark Catalog.



Fig. 128: USS Wright (CVL-49) Lieutenant James waves a Texas flag from the cockpit of his F6F "Hellcat" fighter, after landing on board the Wright in August 1948.

Collection of Fleet Admiral Chester W. Nimitz.
 U.S. Naval Historical Center Photograph
 Photo #: NH 62399.



Fig. 129: A printed cachet in blue and red inks showing a nearly bow-on view of a large carrier with an open bow, and Wright's homeport at US Naval Aviation Training Base (U.S.N.A.T.B.) Pensacola, Florida with naval aviators' wings. The cover was postmarked on Navy Day, October 27, 1948. It bears Wright's rubber stamp hand cancel (Locy Type 2 (n)) and was franked with a purple 3¢ Fort Kearney stamp. The cancel is rated "A" in the Postmark Catalog.

She spent most of her time through 1950 serving as a training carrier out of Pensacola, Florida, with occasional diversions to anti-submarine warfare operations and other duties. In January-March 1951, the ship made the first of four overseas deployments, this first with the Sixth Fleet in the Mediterranean. Following more than a year of anti-submarine exercises and other training activities off the U.S. east coast, *Wright* crossed the Atlantic again in August 1952 to take part in NATO Operation "Mainbrace" in northern European waters. She made a final Mediterranean deployment in February-May 1953.



Fig. 130: A clearly philatelic but uncached cover postmarked on August 17, 1951, it bears Wright's rubber stamp hand cancel (Locy Type 9efu) and was franked with a rose carmine 2¢ John Adams regular issue stamp of the 1938 Presidential Series. The cancel is rated "B" in the Postmark Catalog.

Fig. 131: *USS Wright (CVL-49) underway circa the mid-1950s, with about eighteen U.S. Marine Corps AD “Skyraider” aircraft parked on her flight deck.*

Official U.S. Navy
Photograph, from the
collections of the Naval
Historical Center Photo
#: NH 97617



Fig. 132: *A printed cachet in blue ink showing a nearly bow-on view of a large carrier with an enclosed bow (similar to the pre-war Lexington-class), and cruisers and destroyers, plus an Asian dragon superimposed. The cover was postmarked on February 17, 1954 while the ship was serving in the Far East. It bears Wright’s rubber stamp hand cancels (Locy Type 2 and Type 9efu), and was franked with a 3¢ Anniversary of New York City stamp. Clearly, this was a philatelic cover and there is no mailing address or return address. The cancels are listed as “A” and “B” respectively in the Postmark Catalog.*

In April 1954, *Wright* passed through the Panama Canal to join the Pacific Fleet. She operated in the Far East with the Seventh Fleet, carrying a Marine Corps attack squadron, during May-October 1954. The next year she participated in the nuclear weapons test Operation “Wigwam,” then began inactivation preparations. *USS Wright* decommissioned at Bremerton, Washington, in March 1956. While in reserve, she was redesignated an aircraft transport (AVT-7) in May 1959. In March 1962, she entered the Puget Sound Naval Shipyard to begin conversion to a command ship. She was reclassified CC-2 in September of that year and recommissioned on May 11, 1963 with Capt. John L. Arrington, II, U.S. Navy in command.



Fig. 133: USS Wright as CC-2 off Southern California in September 1963.

Wright operated locally on trials and training evolutions off the Pacific Northwest until September 3, 1963 when she departed Seattle and proceeded to San Diego which she reached three days later. For the next three weeks, the ship trained in local waters before returning to Puget Sound for post-shakedown availability.

Wright sailed south along the Pacific coast, through the Panama Canal to her new homeport, Norfolk, Virginia. En route she provided medical assistance to a sailor in an Israeli flag merchant ship. For the next six years, *Wright* operated out of Norfolk, training to perform her assigned mission as an emergency command post afloat. Regular overhauls performed at the Norfolk Naval Shipyard continually improved her capabilities. She operated primarily off the Virginia Capes, but ranged as far north as Bar Harbor, Maine, and as far south as Rio de Janeiro, Brazil, and Punta del Este, Uruguay. On occasion, she alternated on “alert” status with USS *Northampton* (CC-1).

From April 11 to 14 1967, *Wright* lay at anchor off the coast of Uruguay, providing a worldwide communications capability supporting President Lyndon B. Johnson as he attended the Latin American summit conference at Punta del Este. On May 8, 1968, *Wright* aided USS *Guadalcanal* (LPH-7), which had gone dead in the water, 180 miles south of Norfolk. *Wright* towed the ship 84 miles before other ships arrived. During the *Pueblo* crisis in February 1969, *Wright* stood by, on alert off Norfolk. Ultimately decommissioned on May 27, 1970, *Wright* was placed in reserve at the Philadelphia Naval Shipyard. The ship was stricken from the Navy List on December 1, 1977, and sold by the Defense Reutilization and Marketing Service (DRMS) for scrapping on August 1, 1980.



Fig. 134: A printed cachet in blue ink by Tazewell G. Nicholson, the long-time cover sponsor at Norfolk, Virginia. The cover was postmarked on March 31, 1970, the last day of postal service, just prior to the ship's final retirement as a Command Ship. It bears Wright's rubber stamp hand cancel (Locy Type 2 (n+)) and was franked with a 5¢ red Poland's Millennium stamp and 1¢ green Thomas Jefferson regular stamp of the Famous Americans series. The postmark is listed as "B" in the Postmark Catalog.

Summation for the CVLs

The eleven small carriers⁹ were all built in Camden by New York Shipbuilding, a rare example of sole source procurement at that early date. With the understanding that they were "emergency carriers," albeit ships designed based on a long-standing plan to convert cruisers into aircraft carriers, they made important and timely contributions to the battles in the Pacific starting in late 1943. The nine ships of the *Independence*-class were crucial to the success of the "Big Blue Fleet" (Halsey's Third Fleet and Spruance's Fifth Fleet), as they led the offensive across the central Pacific to Tokyo Bay on September 2, 1945. The key to their utility was their ability to operate at fleet speeds – run with the fast carriers and turn into the wind and generate the relative wind to launch and recover aircraft. They were minimally capable of carrying contemporary fighters and bombers and had a capacity to carry about a third of the aircraft as the *Essex*-class ships. They took punishment; *Independence* returned from major torpedo damage in the fall of 1943 off Tarawa and only *Princeton* was lost – perhaps a full size fast carrier would not have succumbed to such damage but the small carriers were more battle-worthy than the escort carriers – CVEs – which could be lost to a single torpedo with catastrophic loss of life. Moreover, the small carriers were less frequently struck by torpedoes, bombs, or even kamikazes. Perhaps they were less attractive targets for Japanese aviators than their larger sisters or perhaps they were smaller and more maneuverable targets. The *Independence*-class ships had relatively short service lives but they were "driven hard" during their combat careers in the Pacific and laid up quickly during the peace because of the rapid demobilization of the Navy. Even the new *Essex*-class ships were decommissioned in 1946 and 1947. The *Independence*-class ships just were not capable of taking naval aviation into the jet age. They did what they were designed to do; they all fought a war and fought it magnificently to victory.

Unlike the *Independence*-class ships, the two *Saipan*-class ships discussed here were completed too late for combat in World War II and really did not see action during the Korean War. They had longer service lives than most of their predecessors, nearly a decade of commissioned service as aircraft carriers, but they never really were first rate combatants. Their mid-life conversions to communications and command ships were examples of imaginative use of a valuable asset that lost its primary utility. They were large, expensive, and manpower intensive (*i.e.* expensive to operate) and both were decommissioned in the early years of the Nixon administration when the U.S. decreased from more than a 1,000 ship fleet to fewer than 600 ships.

The State of New Jersey, its industries, and citizens contributed mightily in the design, modification, building, and fitting out of these important ships during a global war. The last of these steel ships have been transformed into fading memories and the sailors who served in them in harm's way in the Pacific now are well in their 80s. The future holds brilliant promises of fond memories and deep appreciation to all who sacrificed to build and fight these ships.

[This series on New Jersey-built fast aircraft carriers will conclude in the following issue of NJPH, with the history of the final New Jersey-built fast carrier, USS KITTY HAWK (CVA-63), which has served more than 47 years as the last and longest serving conventional carrier in the history of the United States Navy.]

ERRATA for Part IV

The commissioning date for USS San Jacinto (CVL-30) was misstated in the Dictionary of American Naval Fighting Ships as November 15, 1943. The actual date of her commissioning was December 15, 1943, making San Jacinto the last built and last commissioned member of the Independence-class. Navy History and Heritage Command advised that it will be correcting the on-line version of DANFS.

The first two sentences of the second paragraph of Part IV (Vol. 37/No. 2, Whole No. 174, p. 79) should be replaced with: "Bataan was placed in service one month before her sister ship, San Jacinto."

The author regrets this error and his lack of diligence in checking all available sources, some of which had the correct date.

LBB

Photo credits: The many nice photographs of carriers are available at <http://www.navsource.org/archives/> and [at somewhat slower speed] at <http://www.history.navy.mil/index.html> – both excellent sources of photos available for download. .

ENDNOTES:

¹ These and other pictures courtesy of <http://www.navsourc.org/archives> & the Department of the Navy-Naval History and Heritage Command web pages at <http://www.history.navy.mil/branches/org11-2.htm>, in addition to some images sourced from Wikipedia Commons. All photos are in the public domain. See note above Endnotes.

² *Midway* (CVB-41, CVA-41, CV-41) was the lead ship of the class and the third to bear that name. She and the last completed ship, *Coral Sea* (CVB-43, CVA-43, CV-43), were built by Newport News Shipbuilding and Drydock Company. Both were named after the pivotal naval aviation battles of 1942.

The large carrier *Midway* was to be the longest serving member of her class, in large part because she was the first U.S. carrier to be home ported overseas. Ironically, she was stationed in the former Imperial Japanese Naval base at Yokosuka, Japan. There was a certain sense of perverse humor in walking to the McDonald's on base on streets named for King, Halsey, Spruance, and other heroes of the Pacific War. Certainly, the coincidence of homeporting a ship named for the crucial defeat of the Imperial Navy in the "famous four minutes" of June 4, 1942 could not have been lost on the host nation. The third ship of the class was USS *Franklin D. Roosevelt* (CVB-42, CVA-42, CV-42). She was built by New York Naval Shipyard, Brooklyn, New York and commissioned in 1945. Originally scheduled to be christened *Coral Sea*, the name was changed upon the death of President Roosevelt in April 1945. For more about the early years of USS *Franklin D. Roosevelt* see the author's forthcoming articles "The Jesuit Fleet" to be published in the *Universal Ship Cancellation Society's LOG* in September 2009, Vol. 76, No. 8, Whole # 910, pp. 20-27 and October 2009, Vol. 76, No. 9, Whole # 911, pp. 20 *et seq.* See www.uscs.org.

³ *Oriskany* was built at the New York Naval Shipyard in Brooklyn. Initially begun as an *Essex*-class carrier, construction was suspended after the end of World War II but resumed and completed to a modified design. Construction was suspended on August 12, 1947, when the ship was approximately 85% complete. *Oriskany* was redesigned as the prototype for the SCB-27 modernization program. She was built with an angled flight deck and hurricane bow. To handle the new generation of carrier aircraft, the flight deck structure was massively reinforced. Stronger elevators, more powerful hydraulic catapults, and new arresting gear were installed. The island structure was rebuilt, the anti-aircraft turrets were removed, and blisters were added to the hull. Bulges were added to increase the cross-sectional area or beam of a ship's hull, thereby increasing buoyancy and stability as well as tank volume for bunker fuel and aviation fuel. These alternations were crucial to a ship that had so much topside weight added after its original design. She was finally completed and commissioned during the first months of the Korean War on September 25, 1950. She served in combat extensively off Vietnam from 1964 until 1975. At that time she could no longer handle the front line jet aircraft but operated an air wing consisting of A-4 Skyhawks and F-8 Crusaders. *Oriskany* was decommissioned on September 30, 1976 and retained in reserve until she was stricken from the Naval Vessel Register. In 2004 it was decided to sink her as an artificial reef off the coast of Florida in the Gulf of Mexico. After removal of toxic substances, she was sunk in May 2006, settling in an upright position at a depth accessible to recreational divers. *Oriskany* is the world's largest artificial reef.

⁴ Captain John Crommelin was one of five brothers who were graduated from the U.S. Naval Academy and served during World War II. "Bomb run" John was involved in the revolt of the admirals – a bitter dispute caused by the creation of the U.S. Air Force, the establishment of the Department of Defense, and most importantly, the conflict between aircraft carriers and manned bombers during the Truman administration. In 1950 The *New York Times's* military affairs expert, Hanson W. Baldwin, wrote that Captain Crommelin was a "stormy petrel who wouldn't shut up." John Crommelin retired as a Rear Admiral, a tombstone promotion, without pay but with the prestige of flag rank, in recognition of his heroic combat service. Interestingly, he is not one of the name-sakes of USS CROMMELIN (FFG 37), twenty-eighth ship of the *Oliver Hazard Perry*-class of guided-missile frigates, the first United States Navy ship of that named for three brothers: Vice Admiral Henry CROMMELIN (1904-1971), Commander Charles CROMMELIN (died 1945), and Lieutenant Commander Richard CROMMELIN (1917-1945). Born of a pioneer Alabama family in Montgomery and Wetumpka, Henry, the eldest, became a Surface Warfare Officer while Richard and Charles died in combat as naval aviators. Individually and as a fighting family, they gained fame in World War II, attaining outstanding combat records and multiple decorations. A monument commemorating their bravery rests in Battleship Park in Mobile, Alabama.

After serving as Executive Officer of USS *Enterprise* (CV-6), (the most decorated ship of World War II which was scrapped at Kearney, New Jersey following extensive attempts to save her as a museum ship failed), Captain John Crommelin was Chief of Staff to Commander, Carrier Division 24, and the senior survivor of the torpedoing on November 24, 1943 of USS *Liscome Bay* (CVE-56) by I-175 following the Tarawa invasion. More

than 600 officers and men were lost with *Liscome Bay*. See my article, "From the Starboard Delta: USS *Liscome Bay* (CVE-56)" *Universal Ship Cancellation Log* November 2008, Vol. 75 No. 11, Whole # 900.

⁵ Photo from Wikipedia Commons (public domain material): Credited as from Robert L. Lawson (ed.): *The History of US Naval Air Power*. The Military Press, New York (USA), 1985, p. 122. US Navy cited as source.

http://en.wikipedia.org/wiki/File:FH-1_Phantom_on_USS_Saipan_May_1948.jpg,

⁶ <http://www.history.navy.mil/photos/sh-usn/usnsh-a/agmr2.htm>

⁷ Nixon was the third consecutive of ultimately five presidents (1961-1993) who served as naval reserve officers during World War II. Coincidentally all served in the Pacific theatre. Nixon was the only one who never served in a combat role although there have been questions about the award of the Distinguished Flying Cross by General Douglas MacArthur, U.S. Army to Lieutenant Commander Lyndon B. Johnson, a sitting member of the House of Representatives, for a single flight as a passenger. Kennedy served in PT boats, Ford served as a member of the crew of USS *Monterey* (CVL-26), and Bush served as a naval aviator in Torpedo Squadron Fifty-One embarked in USS *San Jacinto* (CVL-30). Two future presidents served in combat in the Pacific in New Jersey-built light carriers during 1944.

⁸ USS *Wright* (AZ-1/AV-1) was a one-of-a-kind auxiliary ship in the United States Navy, named for Orville Wright. Originally the unnamed "hull no. 680" was laid down at Hog Island, Pennsylvania by the American International Shipbuilding Corporation under a United States Shipping Board contract. Named *Wright* on April 20, 1920, the ship was launched on April 28, 1920. A little over two months later, the Navy signed a contract with the Tietjen and Lang Dry Dock Company of Hoboken, New Jersey to convert the ship to a unique auxiliary vessel, a "lighter-than-air aircraft tender." On July 17, 1920, the ship received that classification and was designated AZ-1. *Wright* was commissioned at the New York Navy Yard on December 16, 1921. Her first commanding officer, Captain (later Admiral) Alfred W. Johnson, also had the collateral duties as Commander, Air Squadrons, Atlantic Fleet. Johnson was the first of a long line of commanding officers for the ship, including John Rodgers, Ernest J. King, Aubrey W. Fitch, Patrick N. L. Bellinger, and Marc A. Mitscher. The ship was renamed USS *San Clemente* (AG-79) on February 1, 1945, to clear the name for CVL-49. She earned two battle stars in World War II. Before December 7, 1941 she delivered supplies, fuel, and naval and Marine Corps personnel to Wake Island and Midway. Prior to World War II she engaged in a variety of fleet train support operations ranging from salvage of USS *S-4* to patrol plane operations. CVL 49 was named in memory of both Orville and Wilbur Wright. Coincidentally, the next and last New Jersey-built fast carrier would be named *Kitty Hawk* (CVA-63), the site of their triumph and the ship which served 47 years and will be the subject of Part VI, the concluding installment of this series of articles.

⁹ The previous light carriers (CVLs) are discussed earlier sections of this series in *NJPH*: see November 2008 (Whole No. 172) and the February & May 2009 (Whole Nos. 173 & 174) issues.

HUNTERDON COUNTY POSTAL HISTORY: PART 9: Active POs: G~P

By Jim Walker



This is the ninth in a series on Hunterdon County Post Offices by Jim Walker [for Parts 1 through 8, see the August & November issues of NJPH, Vol. 35, Nos. 3 & 4, 2007 and the February, May, August, and November issues, Vol. 36, No 1-4, 2008, plus the February & May issues of 2009, Vol 37, No. 1 & 2]. We will continue it in upcoming issues of NJPH with current post office of Hunterdon County.

HUNTERDON COUNTY POST OFFICES



GLEN GARDNER ~ 08826

This office was established January 3, 1871, shortly after the village name was changed from Clarksville. Elijah Anderson was the first postmaster, having been appointed April 12, 1869. Glen Gardner is an active second class post office today with rural delivery service.



Fig. 118: Glen Gardner oval cancel on a cover mailed Aug. 27, 1887 to Rhode Island.

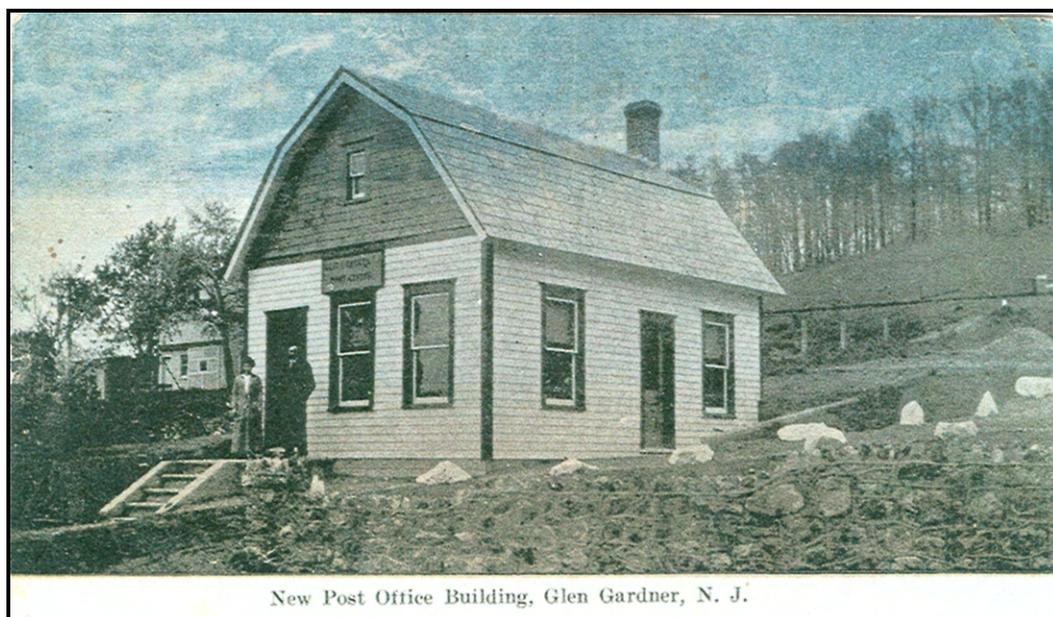


Fig. 119: The "new post office" in Glen Gardner, circa 1900s.

HUNTERDON COUNTY ACTIVE POS – G~P ~ Jim Walker

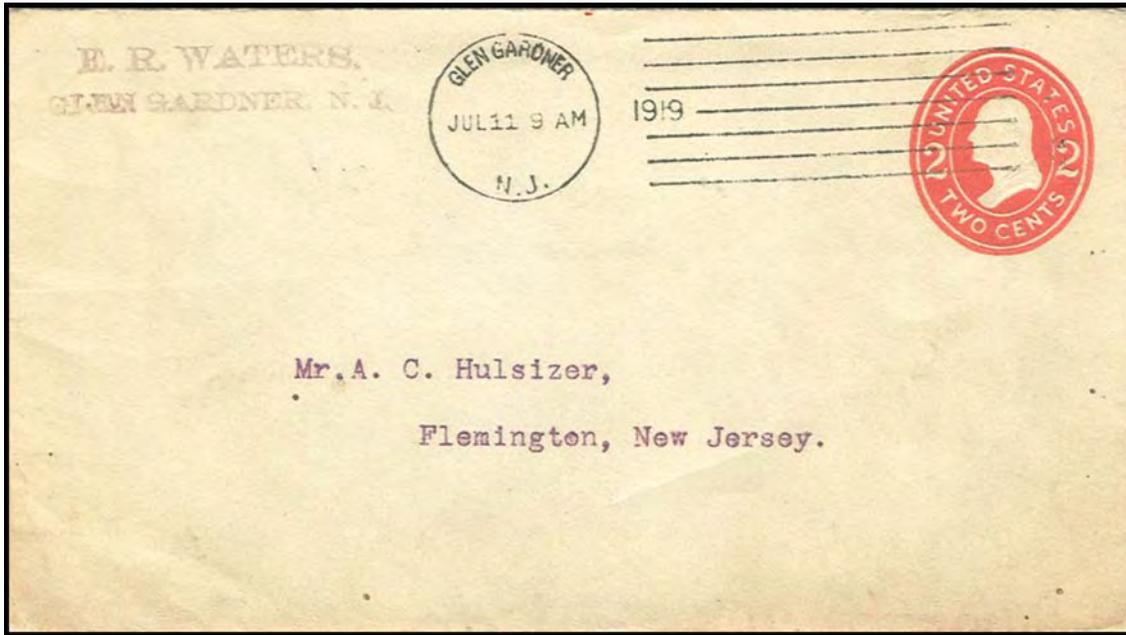
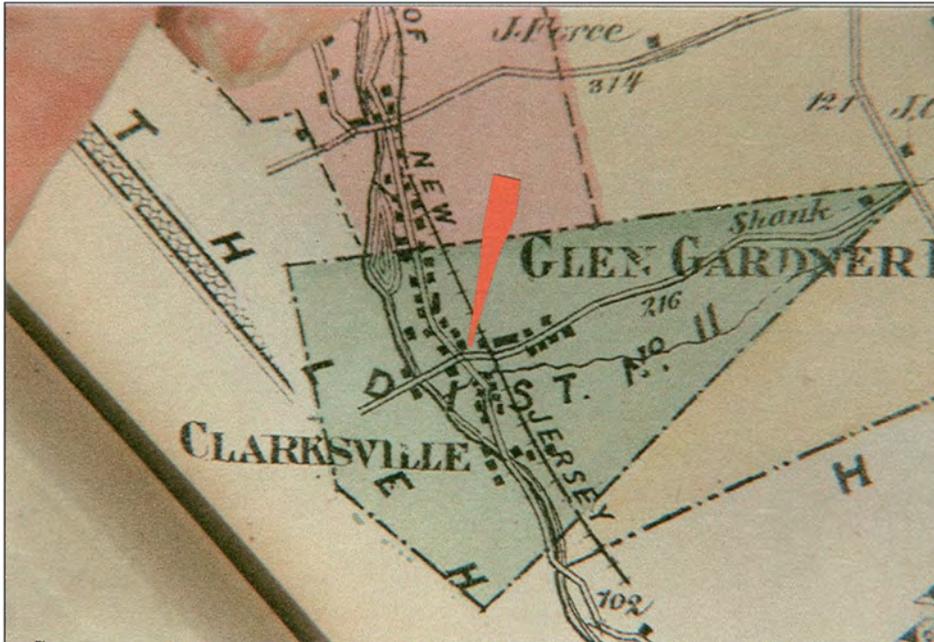


Fig. 120: Early Hunterdon County use of the Time-Cummins machine cancel.



~ ***** ~

HAMPTON ~ 08827

Hampton Borough was formerly known as Junction. Here the New Jersey Central and the Delaware, Lackawanna and Western Railroads met. Known to the railroad companies as Hampton Junction, the town changed its name in 1909. The postmaster at Junction, Henry M. Bigelow, was appointed June 19, 1897, and continued to serve as the first postmaster of the new Hampton office which the Post Office Department officially recognized March 25, 1909. Hampton is an active second class post office today.

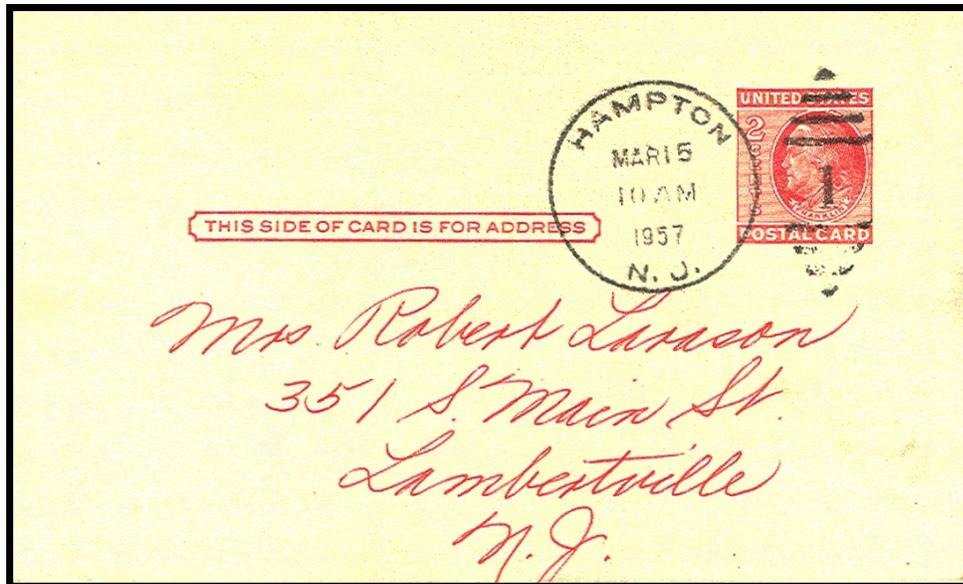


Fig. 121: Hampton March 15, 1957 postmark on a US postal card to Lambertville.

~ ***** ~

HIGH BRIDGE ~ 08829

High Bridge was named for the bridge built over the South Branch of the Raritan River by the New Jersey Central Railroad in 1852, and was home of the Taylor Iron Works. A post office opened here on February 19, 1855 with David L. Everett as first postmaster. The High Bridge office has been in continuous service, and today is a second class office providing city delivery today.

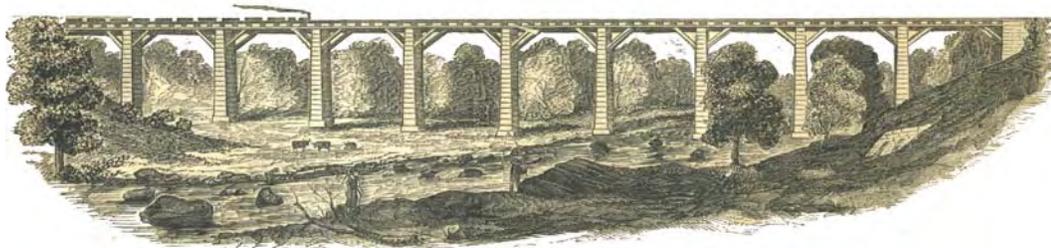


Fig. 122: A view of the bridge for which High Bridge was named, from an 1854 publication.¹ All but two arches were later land-filled, and today this is a ridge with two tunnels, one for the river and another for the road.



Fig. 123: A manuscript HIGH BRIDGE, N.J. postmark, May 28, 1857, with a pen cancel on U.S. #11

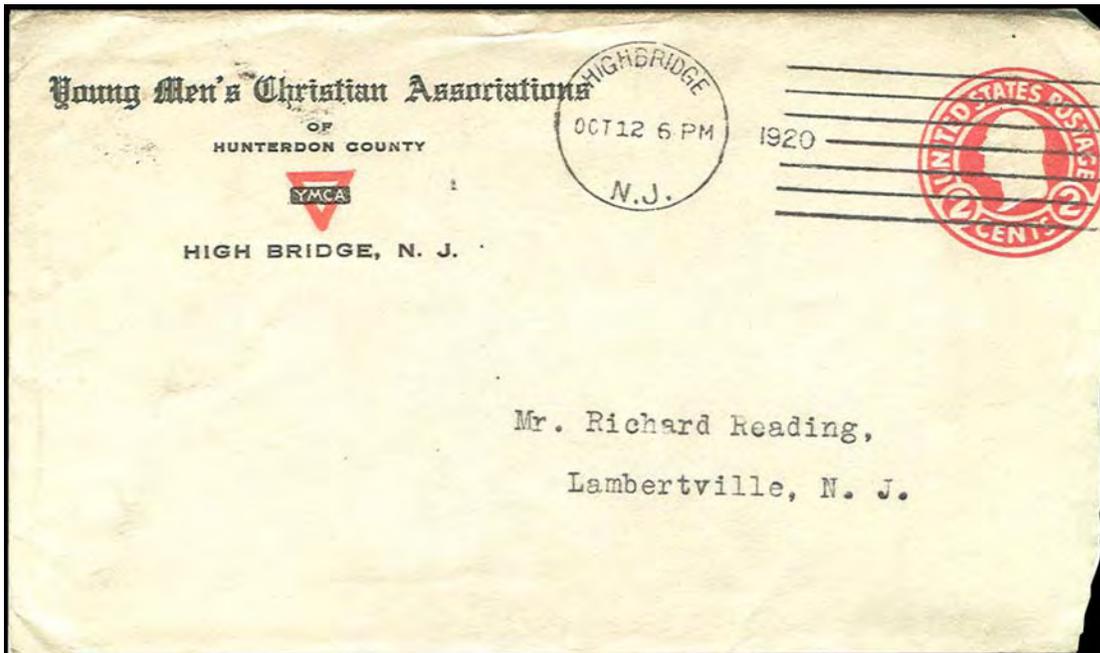


Fig. 124: 1920 Time-Cummins Machine cancel on a YMCA cover from High Bridge.

Automatic canceling machines began to appear in Hunterdon prior to World War I. This is an example of a Time-Cummins Machine postmark in use at High Bridge. This machine, when working properly, could advance the time in the postmark automatically.²

Note that the town name is written here as one word, HIGHBRIDGE, while the corner card shows it as two.

~ ***** ~

LAMBERTVILLE ~ 08530

The name of this office was changed from Amwell to Lambertsville sometime in 1823, however, records do not indicate a specific date. This office was named in honor of John Lambert, former Senator and Acting Governor who had died February 4, 1823. The first postmaster was John Lambert, the Senator's nephew. Many dates and reasons have been given for the dropping of the "s" from Lambertsville. For this study the canceling device is the main concern. The 30mm cancel "Lambertsville" was in use until 1862, when it was replaced with a 25mm double circle cancel. However this is complicated by the rare negative letter cancel shown below, in use from 1839 to 1841, which shows the name as "Lambertville." R.F.D. began November 16, 1906, and the first city delivery in Hunterdon County began here February 1, 1909. Lambertville is an active full service post office today.

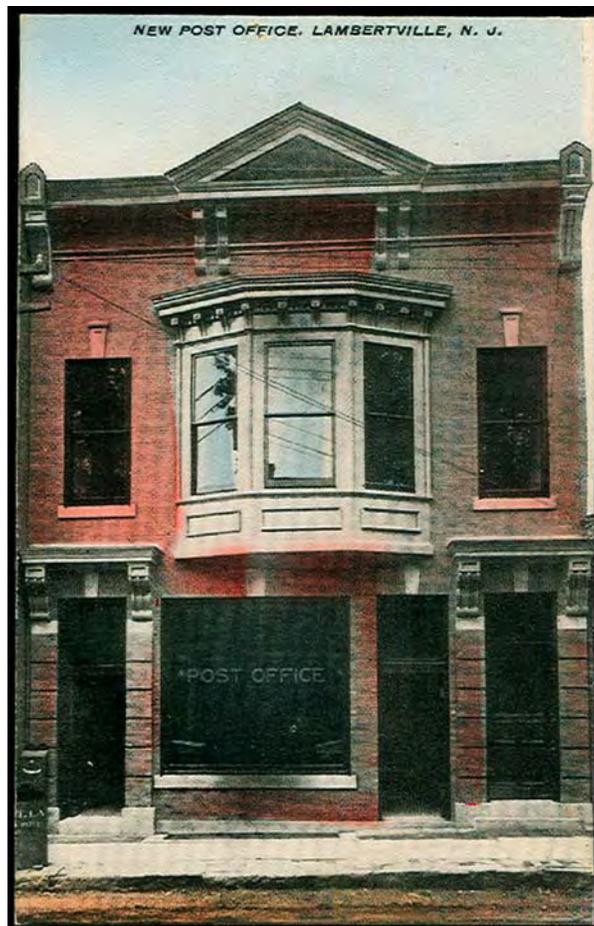


Fig. 125: The Lambertville post office from 1908-1961, on North Union Street.

Built in 1908 to house the Post Office, 11 North Union St. was used until the post office was moved to a larger building on York St. in 1961. The building on Union Street is now the home of Bear Apothecary Shoppe.

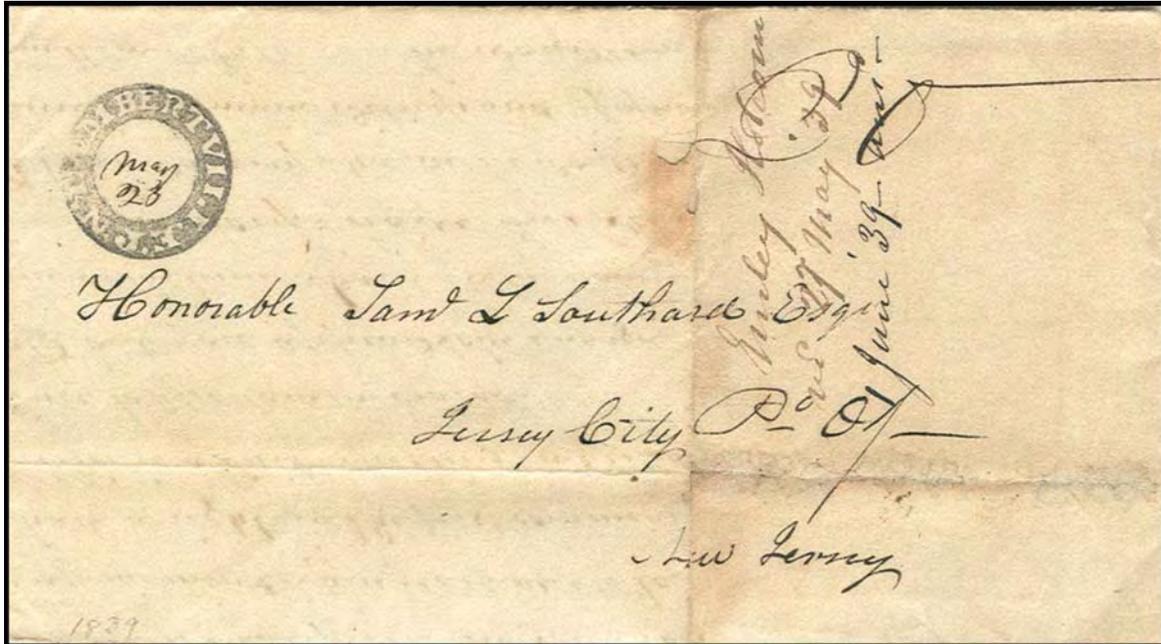


Fig. 126: A negative Lambertville cancel, used May 28, 1839 to Samuel L. Southard in Jersey City.

This is an example of the rare Lambertville negative letter cancel, so called, because the letters of the town name are carved into a solid ring and when used, the letters are free of ink, as opposed to the standard device in which all excess area is removed and only the letters remain to be inked. It has been found in use between 1839 and 1841. This would lead one to believe this cancel was made for Samuel Britton, postmaster at Lambertville from 1835 to June 1841.



Fig. 127: Lambertville sent "Free" by postmaster John Lilly in 1844. This 30mm postmark was in use from 1836, until it was replaced by a double circle cancel in 1862. His pen cancel signature, also with the "s" in Lambertville, indicates his town name preference.

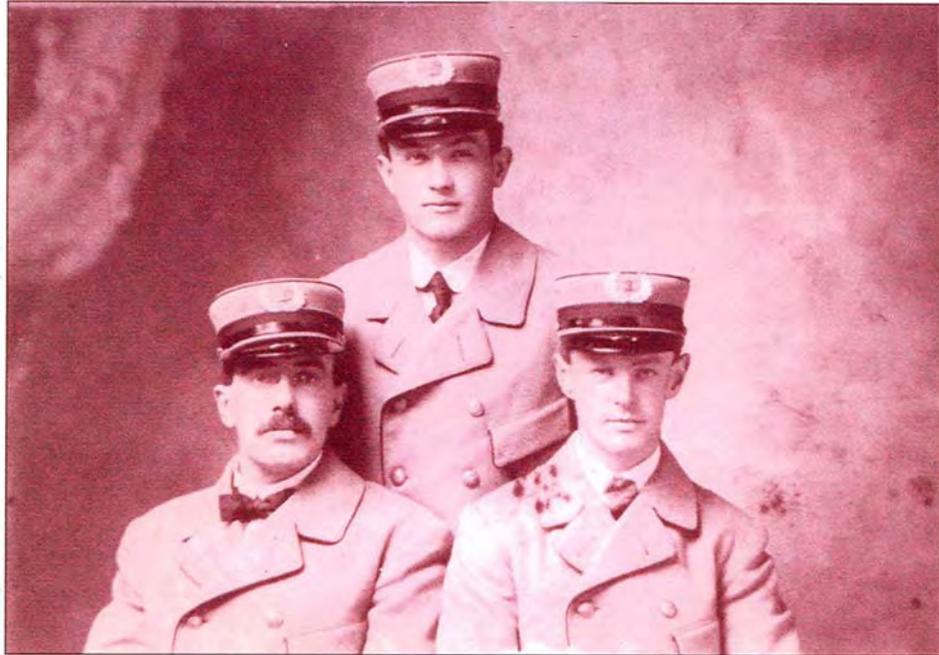
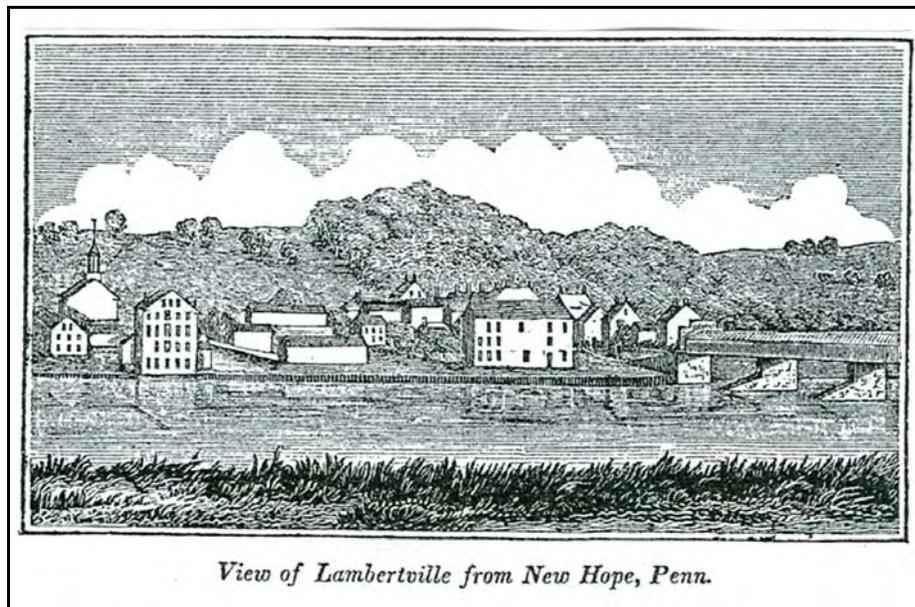


Fig. 128: This is a picture of the first three city carriers in Lambertville. The service began February 1, 1909. The two men seated are Horace Williamson and John Moonan, and the one standing is Harry Harrison.



View of Lambertville from New Hope, Penn.

Fig. 129: View of Lambertville in 1844, from Barber & Howe.³

~ ***** ~

LEBANON ~ 08833

Lebanon Borough, not to be confused with Lebanon Township, is located in the Township of Clinton, east of the Borough of Clinton. This town straddles the old Easton and New Brunswick Turnpike (now Route 22). A post office was established September 13, 1815, with William Johnson, a storekeeper, as postmaster. Lebanon is an active second class post office with rural delivery today.

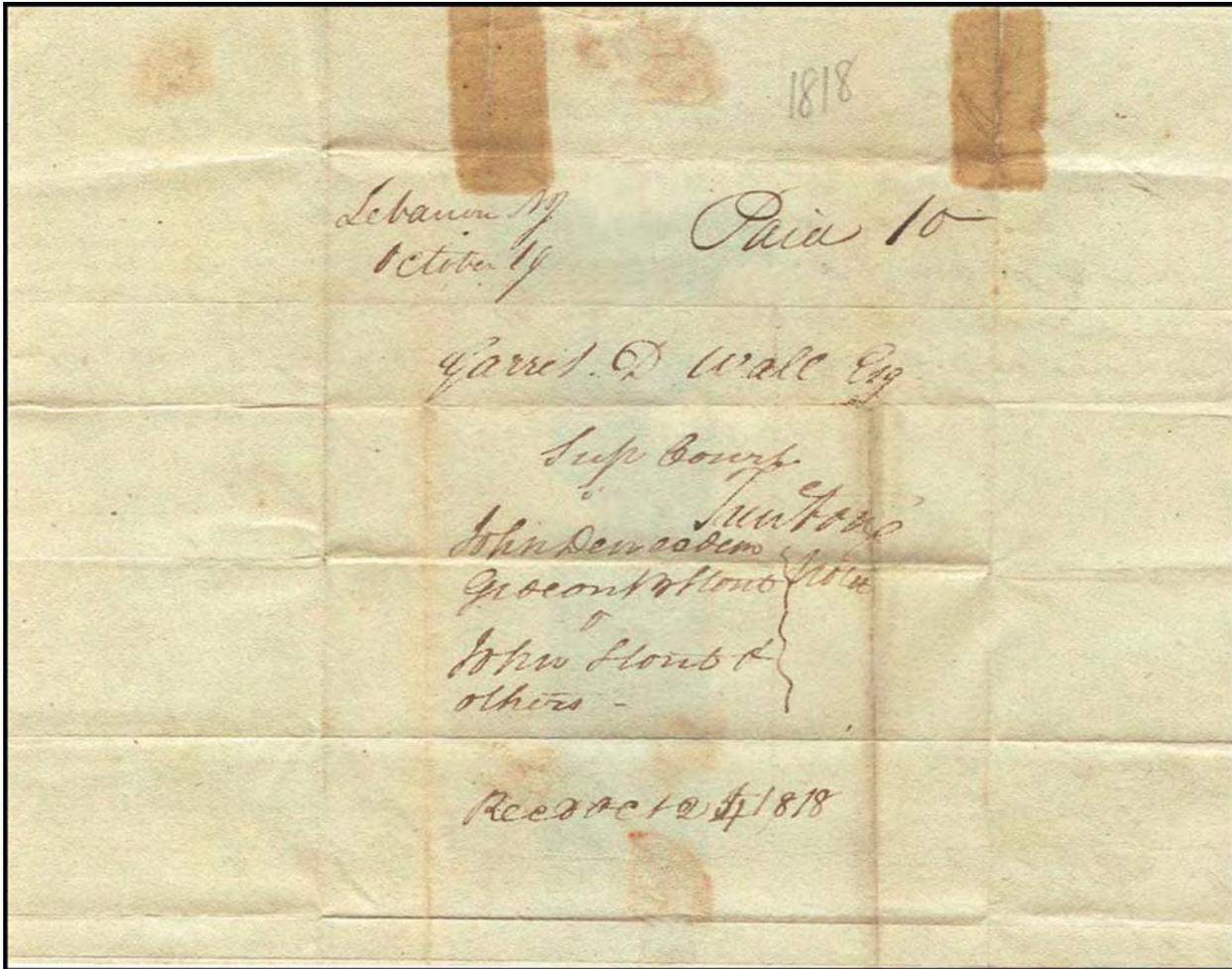


Fig. 130: LEBANON, N.J. stampless letter mailed October 19, 1818 addressed to Garret D. Wall in Trenton, received October 24th. It was sent only three years after this post office was established.

~ ***** ~

MILFORD ~ 08848

Situated between Holland and Alexandria Townships on the Delaware River, this town was an important stop on the Belvidere Delaware Division of the Pennsylvania Railroad. The first post office was established in Jacob Housel's store with Wilson Housel as postmaster, December 31, 1817. This is an active second class office today with P.O. boxes and rural delivery.



Fig. 131: This patriotic cover mailed at MILFORD, July 20, 1898 sports a forty-five star flag of the Spanish-American war era.

OLDWICK ~ 08858

Oldwick is located on Route 517 near the intersection of Route 523. Oldwick is the name of the town formerly known as New Germantown. The new name was first used by the post office October 3, 1918 with William P. Fisher as postmaster. Oldwick is an active third class, post office, with box service only today.

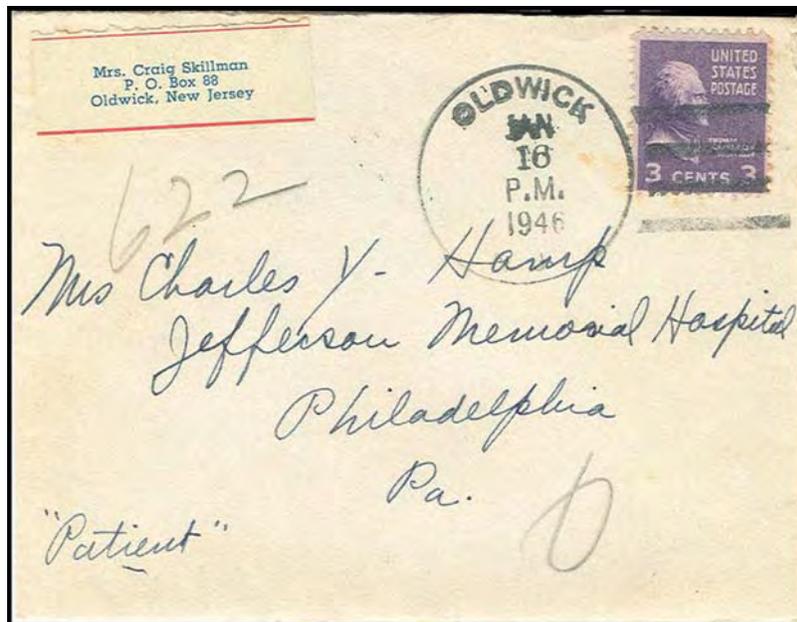


Fig. 132: An Oldwick 4-bar cancel from Jan 16, 1946.

PITTSTOWN ~ 08867

Pittstown is located at the intersection of Routes 579 and 513 along the Capoolong Creek. It is one of the first post offices established in the county. The first postmaster was Benjamin Guild, appointed January 1, 1795. This was the first office to offer R.F.D. service in the county, on November 1, 1900. This office was discontinued twice early in the 1800's; however, it has been in continuous operation since 1834. Pittstown is an active second class post office today with rural free delivery.

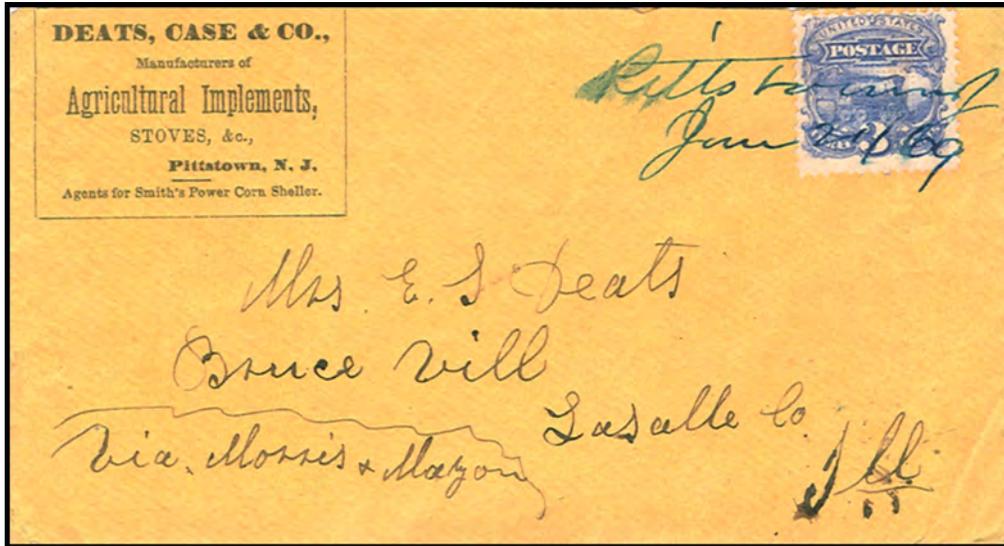


Fig. 133: Advertising cover of Deats, Case & Co., with a Pittstown manuscript cancel dated June 21, 1869 with a U.S. #114.

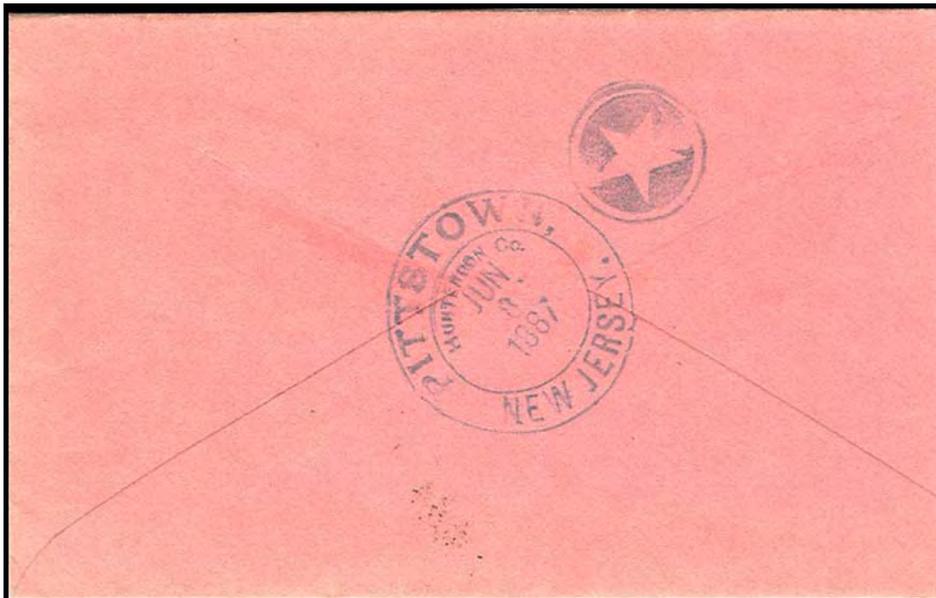


Fig. 134: This is a fine example of Pittstown's large purple duplex cancel with county name and negative star killer, used as a receiving cancel on the reverse of this cover.

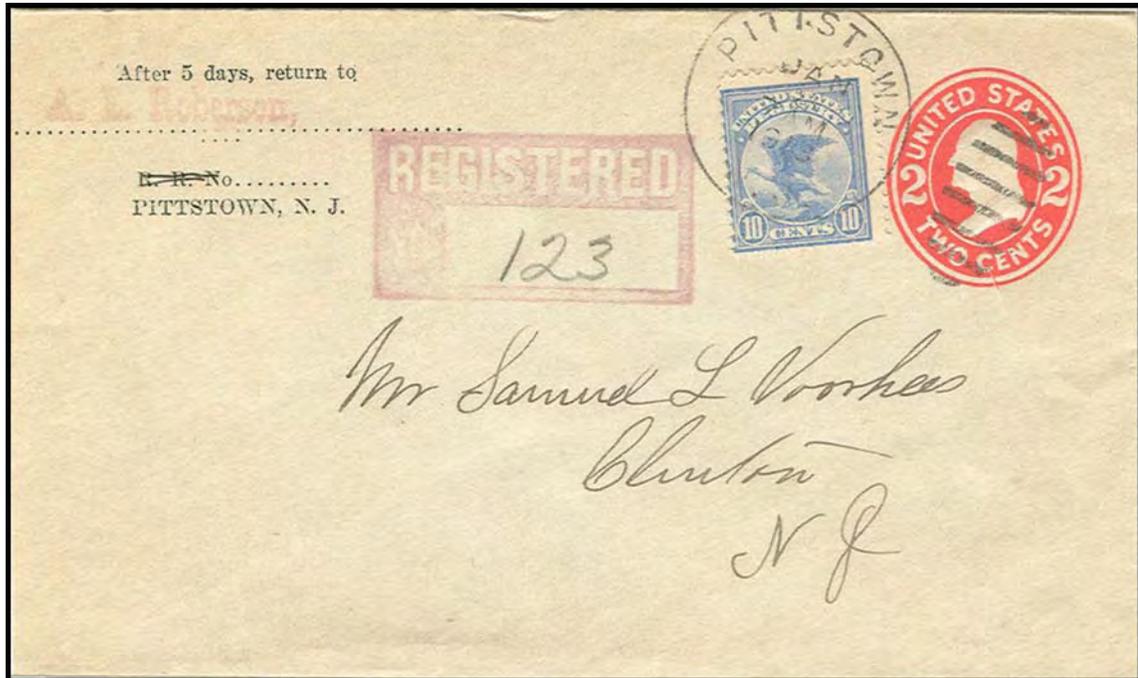


Fig. 135: A registered letter from A. E. Roberson to Samuel L. Voorhees at Clinton posted January 8, 1913. This is the only registration stamp issued by the U.S. Post Office, in use from 1911-1913. It was an unnecessary issue because the fee for this service could be paid with regular postage stamps.

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(This series will continue in upcoming issues of NJPH with more of the current post offices of Hunterdon County.)

ENDNOTES:

¹ Illustrated in *Gleasons Drawing-Room Companion*, a periodical, July 29, 1854.

² Hanmer, R.F, *A Survey of U.S. Machine Postmarks*, 1981.

³ Barber & Howe, *Historical Collections of the State of New Jersey*, New Haven, CT, 1854.

MEMBER NEWS: MINUTES OF ANNUAL MEETING:

**NEW JERSEY POSTAL HISTORY SOCIETY. INC.
NOJEX 2009 - SECAUCUS, NJ - MAY 24, 2009**



The 36th Annual Meeting of the New Jersey Postal History Society was called to order a few minutes after 12 PM, on Sunday May 24, 2009, with Robert G. Rose, President, presiding. Present were Nate Zankel, Jean Walton, Secretary, John Trosky and Jim Walker.

Bob mentioned that we'd managed to get the Journal out a bit early, to be sure members were aware of NOJEX. Apparently, however, the very nice weather interfered and the turnout was especially light. Of members who did come to the Show but were unable to stay until the Sunday meeting, the following stopped to say hello: Arne Englund, Mark Sommers, Daniel Bagby, Glenn Spies, Hugh Merritt, Len Frank, Doug Hankin, Gene Fricks, George Crawford, Nick Lombardi, Doug D'Avino and Andy Kupersmit.

Bob mentioned our entry of *NJPH* in the Napex Literature exhibit in McLean, VA June 5-7. Our earlier participation in the multi-state competition at the Boxborough Philatelic Show was discussed, as was the fact that in 2010, this same multi-state exhibit will be held at NOJEX 2010. Members are encouraged to participate and exhibit. Even a small exhibit can be fun to do, and participation earns us points, in addition of course to points earned for medals earned. It would be nice to do well at our own show – so keep this in mind and begin planning for next year.

Also discussed was recruitment of new members. Bob suggested we be sure to include an application and brochure with auction wins by non-members. Our web site is also a growing tool for membership recruitment. Active recruitment of new members by current members is another vital way of keeping our Society alive and well. We are happy to provide whatever tools you might need to interest others.

The main topic of Sunday's meeting was the updating of the American Stampless Cover Catalogue under its new publisher. Input is requested of all states for material not already in the catalog or revisions of what is there, and members are encouraged to contribute to this effort. You can go to <http://www.stamplesscovercatalog.com/input.html> to download the information and the format necessary for submission. Submissions for New Jersey should be sent to Bob Rose [rrose@daypitney.com] who will coordinate our efforts in making additions, so scans and information should be sent to him. Note that images should be 150-300 dpi, and a waiver for use of images should be sent along with the images [available at <http://www.stamplesscovercatalog.com/waiver.html>]. As the deadline for submission is September 1, it was suggested that an email with information on submission should go to members, as the August issue of *NJPH* would not allow much time for this. A copy of the most recent edition of the American Stampless Cover Catalog pages for New Jersey will be made available to members. If you need a copy, please contact your Secretary.

The meeting was adjourned at 12:45PM.

Respectfully submitted,
Jean Walton, Secretary

MEMBER NEWS: NJPostalHistory.org Website

Rome wasn't built in a day. I keep reminding myself of the old adage as target dates I set for the website updates keep slipping me by. Nonetheless, NJPostalHistory.org, is still less than one year old and growing steadily with content and visitors – not to mention, contributors like Doug D'Avino who has provided enough images for our “N J Post Offices of Yesteryear” Gallery project to keep me with sustained work through December! (Not complaining Doug – keep ‘em coming!) My only regret is not having enough time to get everything done as fast as I would like. Maybe I'll hit the Pick 6 and can retire from my full time job and do more of what I love to do. Until then.....

By the Numbers. The number of visitors to our website continues to climb, averaging around 500 a month. The top five countries where viewers are from (after the U.S. and Canada) are Ukraine, Germany, Russia, Britain and Australia. Our popularity is growing!

Moving forward.....Expect the Members-Only access pages to be completed before the first of the year. In the meantime, if there are any downloadable files of interest to you (see inside back of this journal), just email Secretary@NJPostalHistory.org, and Jean will send you the link. In addition to those files listed, a few others have been added: “Foreign Mail in NY” (a reprint in pdf format of an 1899 article describing the operations of this office), a pdf of Steve Roth's manuscript markings database, and a searchable database of past NJPH issues (thanks to Gene Fricks). Back journals are also available back to 2002, and we hope soon (through the generosity of Mark Sommer) to have all back journals available to members.

Expect more galleries to be added between now and then. We have also added a new **PayPal Donate-Only** button should anyone feel so inclined. Remember, our website can become the greatest driver of new memberships – so spread the word AND submit content:

Call for Content: Help to make our website the repository of New Jersey postal history! *It's all about content*, so the more we have, the more visitors will be interested in utilizing our resources and the more traffic we generate. Please feel free to email content to Warren Plank for the website, or Jean Walton for the Journal and help your Society (*and your area of interest*) grow. If you have questions about emailing image files, or are uncertain how to create them, please ask. Your inquiries for assistance will be quickly answered. See you soon on NJPostalHistory.org!

Warren Plank, Webmaster

MEMBERSHIP CHANGES

WELCOME TO NEW MEMBERS

Neal Bruckman, whose interests are RPOS

CHANGE OF ADDRESS:

Russell N. Silverstein, new address: 9 Pleasant Ave., Upper Saddle River, NJ, 07458

John Trosky, add new email: jtjersey@verizon.net

GOODBYE TO OLD FRIENDS: Resigned or non-renewing members

William Kucher

Rev. Donald Beers

William Sammis

Fred Mancuso

Don Wentzel

Ralph Shook

GENE FRICKS INDUCTED INTO APS WRITERS UNIT #30 HALL OF FAME

Peter Martin, president of the APS Writers Unit, announced on July 1st the names of the 2009 inductees to the Unit's Hall of Fame. Martin said, "The 2009 Class of Writers Unit #30 Hall of Fame inductees again represents some of the finest talent in philately."

The four inductees are George B. Arfken Jr, John F. Dunn, the late Theo Van Dam, and our own Vice-President and Editor Emeritus, Gene Fricks. Formal induction took place at the Writers Unit breakfast held at the APS Stampshow, in Pittsburgh on August 9, 2009.

We include the induction citation for Gene Fricks below. Congratulations, Gene!

Gene Fricks

"Ernest E. "Gene" Fricks, Blackwood, New Jersey, a cost management consultant and retired Air Force officer, has been active in philatelic writing and editing for most of his life.

"His 16 years as editor of *The Collectors Club Philatelist* were not only notable in both the improvements he made from previous issues, but also for the longevity in the post. He continues as one of the most active members of the CCP editorial board. During his time as editor, the CCP received gold medals nationally and large vermeil medals in international competition.



Gene Fricks: Hall of Famer!

"His ongoing effort as project leader and compiler of PHLNDX for the American Philatelic Society is one of the least appreciated resources available to help researchers. It offers more than 1,000 journal titles, starting with the *Philatelic Record* of the early 1860s, and is kept current by Fricks, with well over 200,000 searchable entries. He personally inspects virtually all articles and reviews that have been published or transliterated into Latin alphabets. Articles in languages other than English, if printed in journals held in the APRL or the Collectors Club library are also included.

"His editorial duties have also extended to the International Society of Indonesian Specialists and he was the founding editor for the New Jersey Postal History Society. He is a regular columnist for *The Informer*, the journal of the Society of Australasian Specialists/Oceania, and also has written for the Congress Book, MEPSI, USSS, FCP, GPS and the USPCS.

"Gene Fricks received the Luff Award for Services to the APS in 2007, and has twice received the President's Medal of the Collectors Club.

"Fricks served two terms as APS vice president, serves on the APS expert committee, is an international and national judge, and is a board member of APS Writers Unit #30. He is a Fellow of the Royal Philatelic Society London, has served 20 years as a governor of the Collectors Club (New York), is president of the Masonic Study Unit of the ATA, was a director of American Society of Netherlands Philately and serves as vice president of the New Jersey Postal History Society.

"It is with distinct pleasure that we add the name of Gene Fricks to the list of honored members of the APS Writers Unit #30 Hall of Fame."

Information about the Writers Unit may be obtained from George B. Griffenhagen, Secretary, 2501 Drexel Street, Vienna VA 22180-6906, ggriffenhagen@aphanet.org.

TREASURER'S REPORT – January 1, 2008 Through December 31, 2008

BALANCE BROUGHT FORWARD 12/31/2007\$7,546.00

RECEIPTS*	DUES 2008	\$ 1,504.94 (103)
	DONATIONS	753.38
	MOSER CD SALES	235.93 (17)
	COLES CD SALES	10.09 (1)
	NJ DPO BOOK	3.00 (1 @ MERPEX)
	2007 JOURNAL CD SALES	72.55 (16)
	AUCTIONS	74.22
	NOJEX cash sales*	<u>251.00</u> (no accounting)
	TOTAL	\$2,905.11

EXPENDITURES		
	SUPPLIES	(\$ 80.25)
	JOURNAL	<u>(\$2,189.95)</u>
	TOTAL	(\$2,320.20)

NET CHANGE \$584.91

BALANCE YEAR END 12/31/2008\$8,130.91

Journal Expenses By Issue

Month	Printing	Mailing	Total
February 2008	\$285.00	\$220.00	\$505.00
May 2008	\$310.00	\$202.00	\$512.00
August 2008	\$325.50	\$259.60	\$585.10
November 2008	\$336.00	\$251.85	\$587.85
TOTAL	\$1,256.50	\$933.45	\$2,189.95

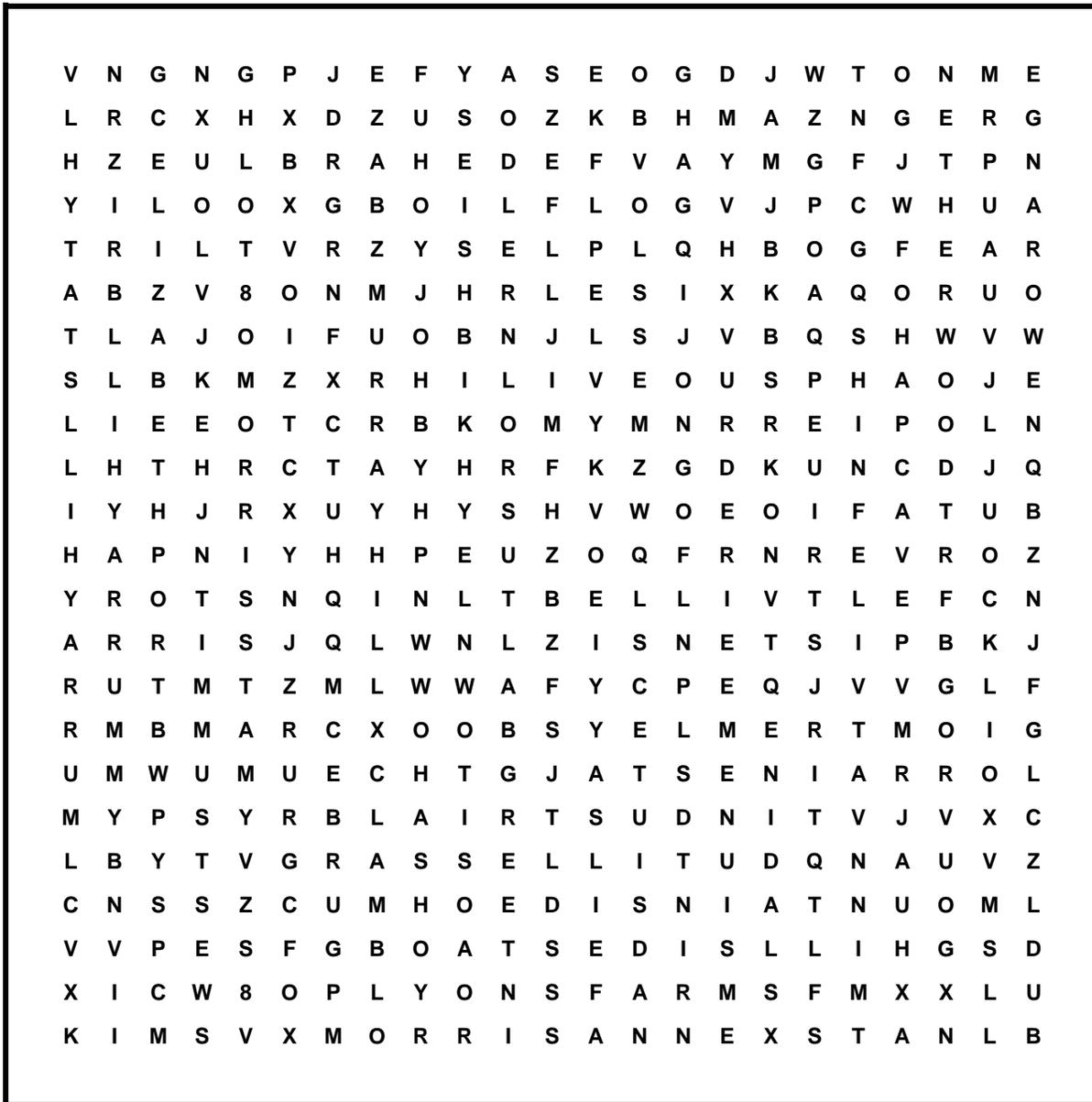
The obvious and only real expense the Society incurs is the printing and mailing of the Journal, and Jean Walton and Bob Rose have earned our praise for all of their hard work in producing the fine journal that we all enjoy. Without the Journal, it is doubtful that the Society would continue. The Journal costs are nearly identical to 2007.

The contributions from our generous members allowed the Society to turn a small loss into a modest profit, and to hold dues at the very modest \$15 annual rate for the umpteenth year. I thank the many Society members who contributed beyond their dues, and, despite the current economic situation, hope that the membership will continue to be as generous in 2010.

Andy Kupersmit, Treasurer

WORD PUZZLE: UNION COUNTY DPOS

UNION COUNTY DPOs



* Source: New Jersey DPOs by Brad Arch

Look for these post offices:

- | | | |
|----------------|------------------|-----------------|
| Ash Brook | Industrial Br | Murray Hill Sta |
| Baltusrol | Lorraine Sta. | Netherwood |
| Cranesville | Lyons Farms | New Orange |
| Elizabeth Port | Morris Annex Sta | Picton |
| Ellendor | Morris Sta | Roselle |
| Felville | Mountainside | Townley |
| Grasselli | Murray Hill | Tremley |
| Hillside Sta | Murray Hill Br | West Summit |

To print this out, go to the [NJPHS website](#) and click on [Word Puzzles](#) to open a printable copy. A link to the solution is included on the [Union County Word Puzzle](#) page.

MEMBER ADS

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: NJ DPOS, RPOS, NJ SMALL TOWN POSTCARDS, NJ RRs, Morris Canal Real Photo postcards, NJ towns' fire stations. Contact Maurice Cuocci, 100 Evesham #B, Freehold, NJ 07728, 732-577-8214 or email lou2cuo@hotmail.com.

WANTED ALLENDALE AND WYCKOFF COVERS: Stampless through Presidents. PLS send copies with prices to J. Haynes, Box 358, Allendale, NJ 07401.

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

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

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

WANTED: 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.

ESPECIALLY WANTED: TANSBORO(UGH) (1862-1884, 1898-1906), WILTON (1884-1898) CANCELS ON CARDS/COVERS, or addressed to these P.O.s. Note: There is a C.W. correspondence to Tansboro. Contact Craig Mathewson, 114 Hayes Mill Rd, Apt D-202, Atco, NJ 08004, phone: 856/809-7484

WANTED: 1970'S UPS DENOMINATED STAMPS SOLD IN NORTHERN NJ BY UNITED PARCEL SERVICE. Also any literature, waybills, etc., about this UPS experiment with prepaid stamps. Contact Bruce Mosher, POB 33236, Indialantic, Fl 32903, 321/723-7886 or e-mail bhmexp@digital.net.

WANTED: POSTAL HISTORY OF SUSSEX COUNTY: DPO postmarks: Culvers, Cutoff, Edison (pre 1910); stampless letters, OLD DEEDS, documents, memorabilia of all kinds. Contact Leonard R. Peck, 200 Bristol Glen Dr., Box 312, Newton, NJ 07860 or call 973/729-7392.

WANTED: CONFEDERATE FAKES, FORGERIES & CINDERELLA/ FANTASY stamps and covers wanted by collector. No lot too small or too large. Dealers welcome. Steven M. Roth at PO Box 57160, Washington, SC 20037-0160. stevenroth@comcast.net or 202-293-2563).

WANTED: UNOFFICIAL FDCs for 4th BUREAU DEFINITIVES plus 610, 611, 612, 657, 725, 937, 959, 1100, 1132, 1380, 1399, 1571, C99/100, 3325/3328. Al Parsons, 809 Holley Rd., Elmira, NY 14905, 607-732-0181, alatholleyrd@aol.com.

WANTED; STAGE COVERS BEFORE 1860. All states including New Jersey. Dealers welcome. Contact Steven M. Roth, 1280 21st Street, NW, Suite 209, Washington, DC 20036, 202/293-2563 or email stevenroth@comcast.net.

MEMBER ADS

LOOKING FOR FISH HOUSE, NEW JERSEY CANCELLATIONS and/or COVERS with CORNER CARDS; used or unused.. Contact Paul W. Schopp, P.O. Box 648, Palmyra, NJ 08065-0648, call 856/786-1499 or email pwschopp@comcast.net.

GLASSBORO OR GLASSBOROUGH N.J. COVERS WANTED: STAMPLESS OR STAMPED. Send price with shipping to Bill Whiteman, 402 North Harvard Road, Glassboro, NJ 08028, Call 856/881-8858 or email BillWHit3@juno.com.

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: JERSEY CITY POSTAL HISTORY, advertising covers, post cards of Jersey City, street scenes and unusual usages or cancellations prior to 1940. Contact John A. Trosky, 2 St. Clair Ave., Rutherford. NJ 07070-1136, 973-977-4639 or email JTROSKY@email.usps.gov.

WANTED: SHIP CANCELS FROM WWII, Morris, Sussex County covers, Patriotic covers, and postal cards. Clean clear strikes preferred. Willard Johnson, 24 Salmon Lane, Ledgewood, NJ 07852, or 973/584-0359.

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

WANTED: Clear handstamps on New Jersey stampless covers for exhibition collection. Send copies and prices to Robert G. Rose, P.O. Box 1945, Morristown, NJ 07962 or e-mail rose@daypitney.com.

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

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

WANTED: All Gloucester County, NJ postal history stampless to 1920. All Woodbury, NJ stampless to present. **NEED BASSETT PO** (DPO GlouCty 1891-1920) Warren Plank, POB 559, Woodbury 08096, 856/229-1458, unclebubba1954@comcast.net

Looking for information and dates for HILLSBORO P.O. and BELLE MEAD P.O. located in Somerset County. Contact Morris Haimowitz, P.O. Box 440057, Aurora, Colo. 80044, 303/750-6574 or email steamco@aol.com.

SAMUEL L. SOUTHARD CORRESPONDENCE ALWAYS WANTED! To & from, always interested. Please contact Jean Walton, 125 Turtleback Rd, Califon, NJ 07830, 908/832-9578 or send scan and e-mail to jwalton971@aol.com.

CAPE MAY, BURLINGTON, CAMDEN COUNTY [POSTAL HISTORY WANTED 1785-1930. Serious thirty-year collector. Call or email: catsport@aol.com. Phillip Marks, P.O. Box 451, Evesham, NJ 08053, 609-519-6660.

WANTED: NJ DPOs commercial use only. No philatelic or favor cancels. Every county, every era wanted. Email michaely@gpsin.com. [Mike Yannotta]

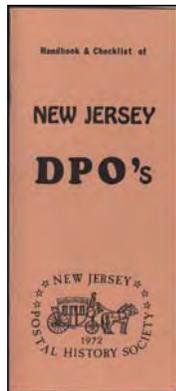
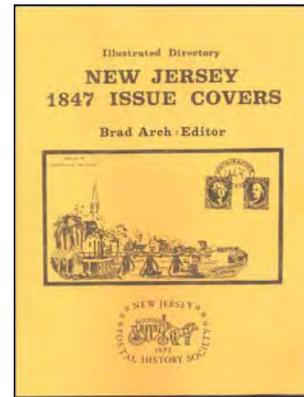
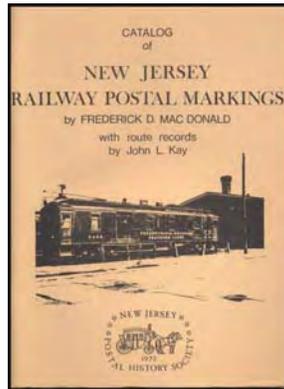
YOUR AD NOT HERE? IF NOT, AND YOU WISH TO RUN ONE, PLEASE EMAIL SECRETARY@NJPOSTALHISTORY.ORG WITH YOUR 25 WORD AD PLUS CONTACT INFO.

THE NEW JERSEY POSTAL HISTORY SOCIETY LITERATURE

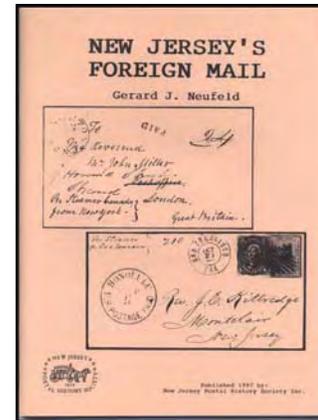
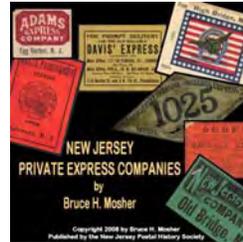
FREE DOWNLOADABLE FILES AVAILABLE TO MEMBERS!	Members	Non-Members
Brad Arch's handy DPO book available in Excel format (also available in hardcopy for \$3 to members, \$4 to non-members)	FREE	2.95
Stampless Era Post Offices, based on Coles and the Coles Update available in Excel format.	FREE	2.95
New Brunswick's Postal Markings by Robert G. Rose, in PDF - a "digital reprint" in Acrobat Reader format of Bob's articles from May and August 2005 <i>NJPH</i> and February 2006 <i>NJPH</i> .	FREE	2.95
Edge, Jack, <i>Post Towns of Burlington County</i> . All of Jack's Burlington series, as published in the pages of <i>NJPH</i> , compiled into one document, in PDF format.	FREE	7.99
Edge, Jack, <i>Postmasters of Burlington County</i> . Lists postmasters for all the Burlington communities listed in Jack's Burlington series, also in PDF format.	FREE	4.99
Law, Mary E., <i>The Postal History of Cape May County, NJ</i> including postmaster list, published in the pages of <i>NJPH</i> between March 1993 through May 1994, PDF format.	FREE	8.99
<i>An Act to establish the Post Office and Post Roads, Feb. 20, 1792</i> , in its entirety.	FREE	2.95
Siskin, Ed, <i>Colonial Rate Charts</i> , in Excel format, plus jpgs of those available for 1710, 1754, 1763, 1765, and 1775.	FREE	2.95
AVAILABLE FOR PURCHASE (see also back cover):		
Hard copy: <i>Illustrated Directory of New Jersey 1847 Issue Covers</i> , Brad Arch, ed., 1987, 44pp & Supplements <ul style="list-style-type: none"> • For the collector of the 1847 Issue, this book by Brad Arch is the comprehensive work on New Jersey covers • 5¢ and 10¢ covers in separate sections • Detailed descriptions of each cover, arranged by office of origin. 	\$4.00	\$7.50
Hard copy: <i>New Jersey DPO's</i> , Brad Arch, ed., 1981, 22pp, pocket sized Checklist of Discontinued Post Offices THE pocket manual of New Jersey discontinued post offices, easy to transport and an excellent checklist Also available to members free as a download xls file	\$3.00 FREE	\$4.00
Hard copy: <i>New Jersey's Foreign Mail</i> , 1997, Gerard J. Neufeld, 76pp..... <ul style="list-style-type: none"> • A fine monograph on foreign mail to and from New Jersey in the 19th Century • Profusely illustrated • Each cover explained 	\$8.00	\$10.00
Hard copy: <i>Catalog of New Jersey Railway Postal Markings</i> , 1984, Frederick D. MacDonald, 136pp..... <ul style="list-style-type: none"> • Still the "bible" of New Jersey railway postmarks. • A must for any RPO collector. • Routes and cancels shown. • Terminal markings • Alphabetical index 	\$7.50	\$10.00
CDs: Back issues of the <i>NJPH</i> Journal are available on CD for 2003 to 2007, at <ul style="list-style-type: none"> • These CDs each include the 4 quarterly journals for one year, in pdf format. Easily navigable • Many color illustrations 	\$5.00 each	\$7.50 each
CD: 2008 <i>NJPH</i> Issues on CD in Acrobat reader [.PDF] format, with many color illustrations	\$5.00	\$12.00
Members only: 2 back issue CDs, \$8.00, 3 back issue CDs \$12.00, 4 back issue CDs \$15.00, 5 CDs \$18, all 6 CDs (including 2008) \$22.		
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