



# NJPH

The Journal of the  
**NEW JERSEY POSTAL HISTORY SOCIETY**  
 ISSN: 1078-1625

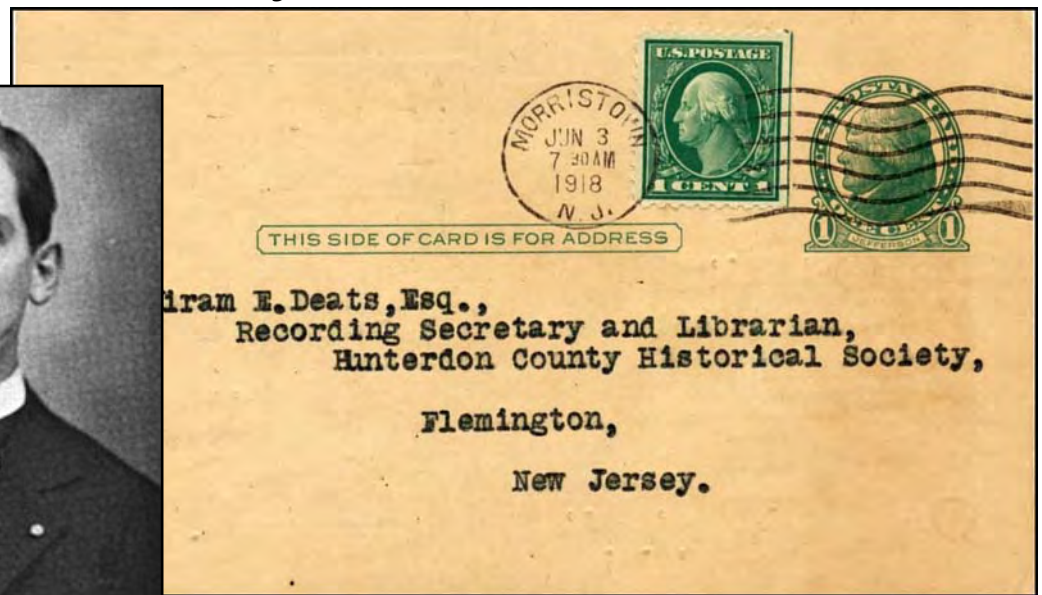
Vol. 44

No. 2

Whole Number 202

May 2016

## *New Jersey's Foremost Philatelist*



**The story of Hiram E. Deats explores the contributions of this Flemington philatelist and bibliophile, told in postal cards. See page 66.**

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**NEW JERSEY POSTAL HISTORY SOCIETY, INC.**

APS Affiliate #95 - PHS Affiliate #1A - NJFSC Chapter #44S ISSN: 1078-1625

Annual Membership Subscriptions \$15.00 \*\*\* Website: [www.NJPostalHistory.org/](http://www.NJPostalHistory.org/)

**OFFICERS**

President: Robert G. Rose, 18 Balbrook Drive, Mendham, NJ 07945 [President@NJPostalHistory.org](mailto:President@NJPostalHistory.org)

VP & Ed. Emeritus: E. E. Fricks, 25 Murray Way, Blackwood, NJ 08012 [VicePresident@NJPostalHistory.org](mailto:VicePresident@NJPostalHistory.org)

Treasurer: Andrew Kupersmit, 143 Woodbridge Ave., Metuchen, NJ 08840 [Treasurer@NJPostalHistory.org](mailto:Treasurer@NJPostalHistory.org)

Secretary: Jean R. Walton, 125 Turtleback Rd., Califon, NJ 07830 [Secretary@NJPostalHistory.org](mailto:Secretary@NJPostalHistory.org)

Webmaster: Warren Plank, 625 Singley Ave, Runnemede, NJ 08078 [webmaster@NJPostalHistory.org](mailto:webmaster@NJPostalHistory.org)

Co-Editors /*NJPH*: Robert G. Rose, [robertrose25@comcast.net](mailto:robertrose25@comcast.net) & Jean R. Walton, [NJPostalHistory@aol.com](mailto:NJPostalHistory@aol.com)

Auction Manager: Arne Englund, 423 Penwell Rd., Port Murray, NJ 07865-3012, [auctionmanager@NJPostalHistory.org](mailto:auctionmanager@NJPostalHistory.org)

\*\*\*\*\*

**LAST DUES REMINDER! FINAL WARNING!**

If you are one of the few remaining members who has not yet paid your 2016 dues, you will find an enclosed reminder. Dues are still \$15 a year, and again this year you have the option of paying your dues by check or online by Paypal (no extra fee), by going to our web site [[www.NJPostalHistory.org](http://www.NJPostalHistory.org)] where you will find a link for membership renewal in the column at left. You can also donate to the Society at the same time, if you would like. We are happy to accept your dues and donations in whatever form you find like!

\*\*\*\*\*

**PRESIDENT’S MESSAGE**

With the coming of spring and the month of May, the great international showcase of philately, NY2016, is almost upon us. What an exciting event it promises to be! An incredible week-long show with over 4,000 frames of exhibits, dealers and postal administrations from around the world, a great program of speakers, visiting societies, and social events on almost every evening. Be sure to take a look at the [show’s website](#) in planning your trip. You can avoid the line at Registration by [pre-registering](#) online and printing your own badge. Members of our Society will be well represented in the competitive exhibition. I’ve included a list in Member News.

This issue of *NJPH* once again includes a variety of articles covering a broad range of interests. Larry Lyons’ long-running series on New Jersey’s local stamps will conclude with the story of the Newark Dispatch Post. Captain Larry Brennan has contributed the first part of a two-part series that tells the story of another Jersey-built naval ship, USS *Indianapolis* – a story of tragedy and death in the shark-laden waters of the South Pacific a month before the end of WWII. Two first time authors have each contributed an article. Linda Forgosh, the author of a soon to be published scholarly biography of Louis Bamberger of Newark department store fame, writes of that store’s promotion of the Graf Zeppelin’s first round the world trip in 1929. Larry Nix writes of Hiram Deats, the famed New Jersey philatelist with roots in Flemington. I’ve written another article in my series of New Jersey’s straight line handstamps during the stampless period, this one on the Westfield handstamp. Our webmaster, Warren Plank provides an important web site update. Jean Walton contributes an article on Franklin Furnace, and another in the long running home town post offices series, on National Park, NJ.

*NJPH* has been entered in the literature competition, this time in a CD format for all four 2015 issues, at StampShow 2016 to be held in Portland, Oregon in August. Whether it’s a visit to NY2016 or a trip to the Pacific Northwest for StampShow (or both) have a wonderful summer!

**ROBERT G. ROSE**

World Stamp Show



There is no NOJEX this year  
so we hope to see you at the  
World Stamp Show in NYC!!

May 28-June 4, 2016  
Javits Center

No entrance charge



Join fellow society members  
at World Stamp Show-NY 2016!

Pre-register and print your badge below:

**REGISTRATION**

[ny2016.org](http://ny2016.org)



## POSTAL CARDS and HIRAM E. DEATS

By Larry T. Nix

I became aware of Hiram E. Deats (1870-1963), the famous New Jersey philatelist and collector and member of the American Philatelic Society Hall of Fame, through my interest in postal items related to libraries. Deats had a number of significant connections with philatelic and non-philatelic libraries. In going through thousands of dealer covers and searching eBay for library related items I kept coming across postal items related to Deats. Eventually I started collecting these even if they weren't library related. The more I learned about Deats the more fascinated I became with his extraordinary life, and this led me to get more serious about researching his life and in collecting artifacts related to that life. Because libraries used pre-stamped government issued postal cards for a variety of tasks, I have developed a special appreciation of these postal items for the information they convey about both sender and recipient. Deats was a tremendous user and recipient of postal cards, and those cards are a reflection of his life and many varied interests. There are hundreds, if not thousands, of postal items including a large percentage of postal cards either sent or received by Deats that are still in existence. John N. Lupia, a New Jersey student and collector of Deats material, has a collection of over 1,500 items. My own collection consists of about two hundred items, mostly postal cards. In this article I will be focusing on a few of the more interesting Deats postal cards in my collection.

Deats became a philatelic collector at age six and he had regular dealings with stamp dealers at an early age. One of those dealers was Edward Boker Sterling of Trenton, NJ. Sterling was a dealer in U.S. stamps of all kinds and publisher of the *Standard Descriptive Revenue Catalogue*. The postal card shown below was sent by Sterling to Deats on April 28, 1883 in Pittstown, NJ less than a month before Deats turned 13 years old. In the postal card Sterling offers Deats 15 cents each for nine unused 1861 6 cent envelopes. This early relationship between Deats and Sterling led to significant philatelic dealings and a lifelong friendship.

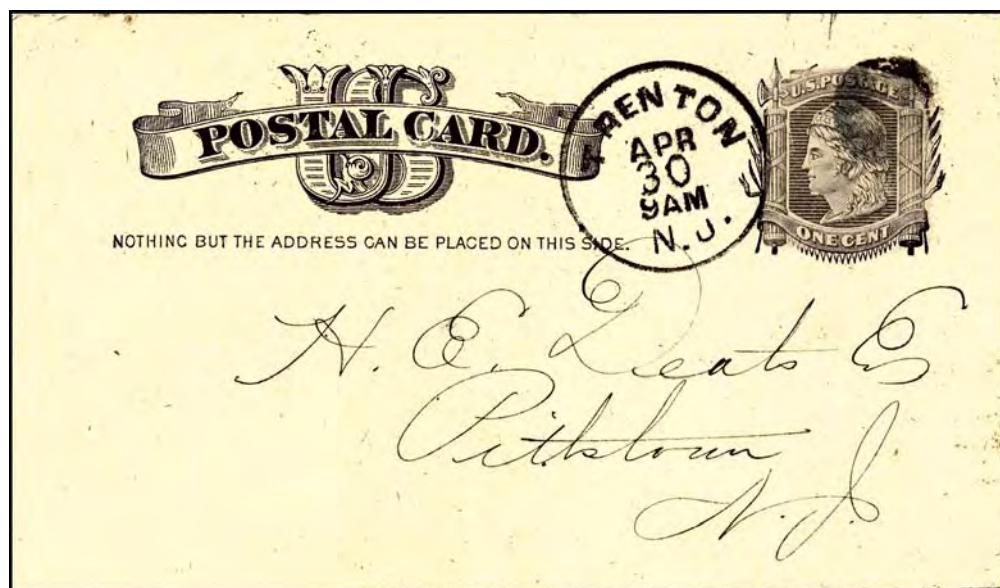


Fig. 1a: UX 7 postal card mailed by Sterling to Deats in Pittstown in 1883.

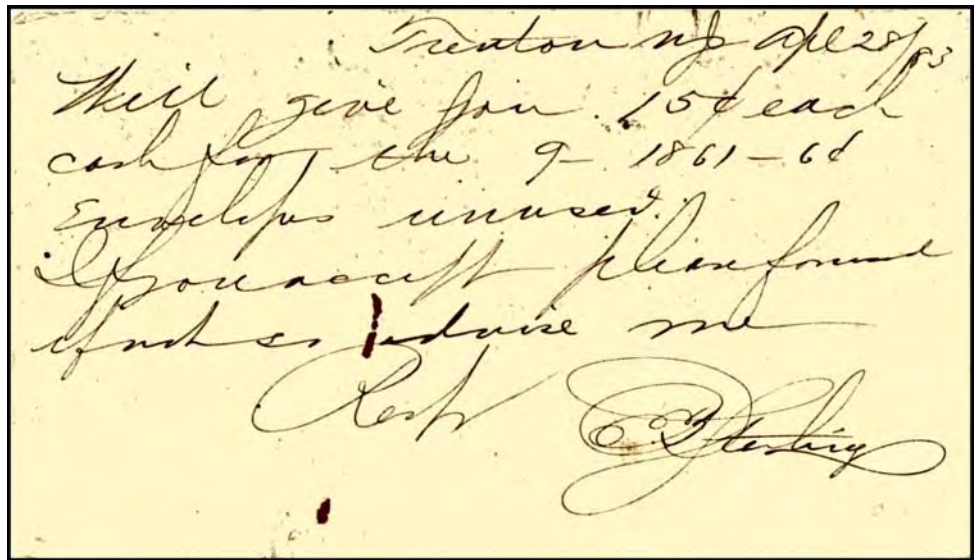


Fig. 1b: Message side of postal card.

The shared interests of Deats and Sterling outside of philately is demonstrated by the reply postal card shown in *Figures 2a* and *2b* which was mailed by Sterling to Deats on November 4 just prior to the election in 1892. Sterling writes, “We expect to carry the full Republican Ticket in Mercer Co. & shall most certainly elect John Kean Governor ....” Sterling’s prediction in regard to the governor’s race turned out to be too optimistic. The Democratic candidate won the election.



Fig. 2a: UY3 message reply postal card mailed by Sterling to Deats in 1892 with the purple received stamp routinely used by Deats.

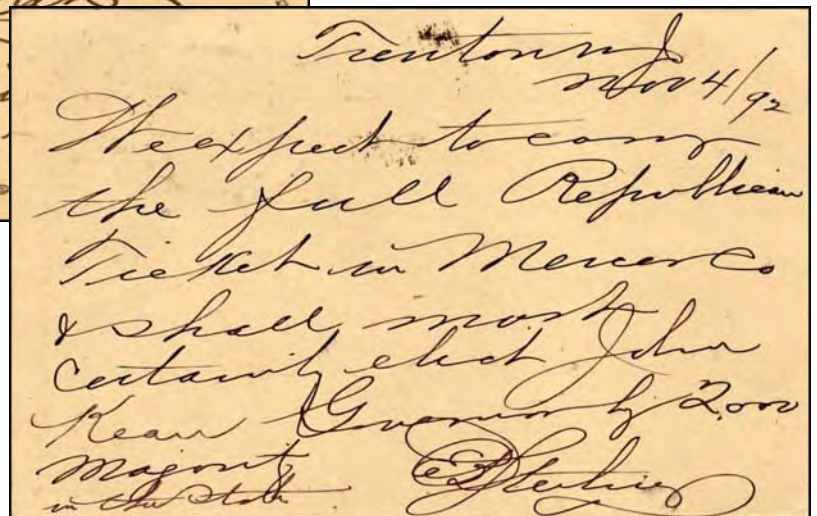


Fig. 2b: Message side of reply postal card.



POSTAL CARDS & HIRAM E. DEATS ~ Larry T. Nix

From 1891 to 1905 Deats edited and published a magazine called *The Jerseyman*. Deats described it as “An Amateur Journal devoted to airing the pet opinions of the Editor and others.”

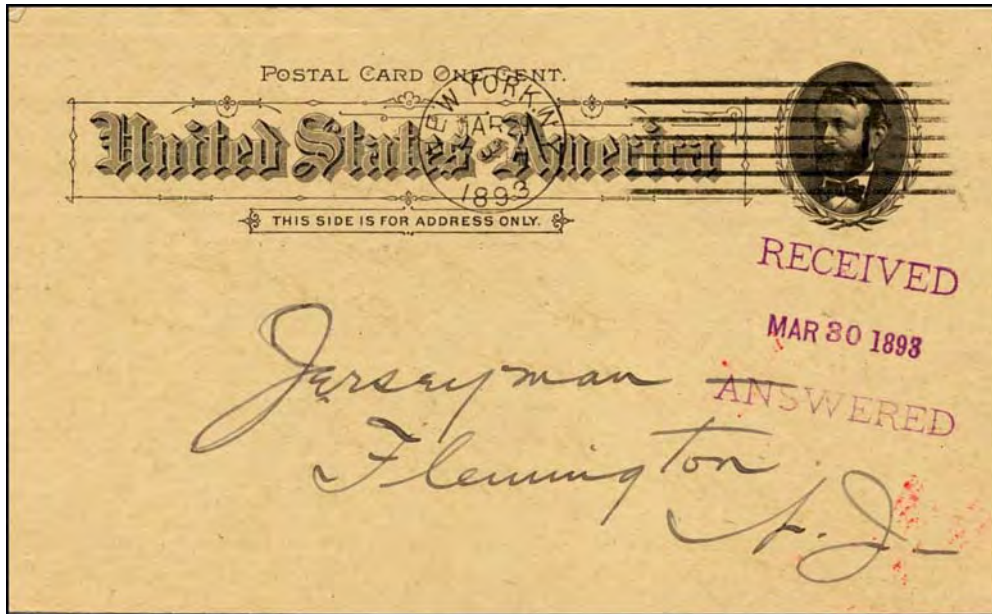


Fig. 3: UX 10 postal card mailed to *The Jerseyman* in Flemington by the publisher of the *American Newspaper Directory* in 1893, with Deats purple received stamp.

Deats was a collector of bookplates or “ex libris.” He compiled one of the most extensive

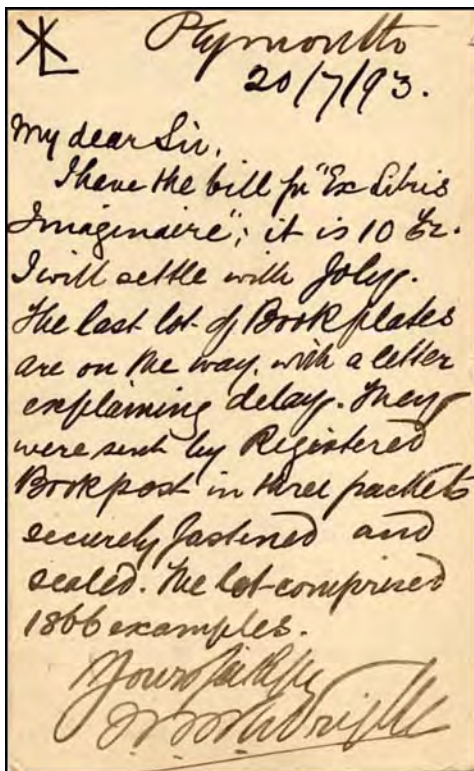


Fig. 4b: Message side of post card.

collections of bookplates in the world. The Great Britain post card below was mailed to Deats by W. H. K. Wright, Secretary of the Ex Libris Society in London, England. The message on the card mentions 1800 bookplate examples which Wright has sent to Deats in “three packets securely fastened and sealed.”

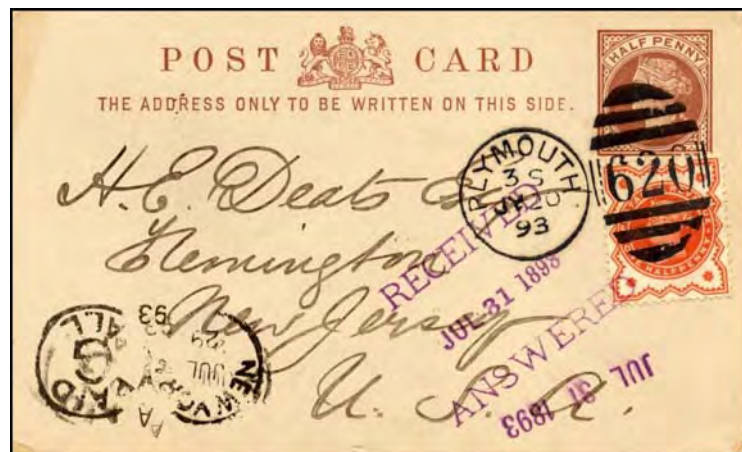


Fig. 4a: Great Britain post card uprated to one penny international rate and mailed from Plymouth, England to Deats in 1893.

Deats was an avid student of the history of New Jersey and specifically of Hunterdon County. He personally facilitated the publishing of a number of historical documents related to the history of Hunterdon County, and often these documents were donated to historical organizations and libraries. The postal card below is an acknowledgement from the State Historical Society of Wisconsin of a donation of several of these publications.

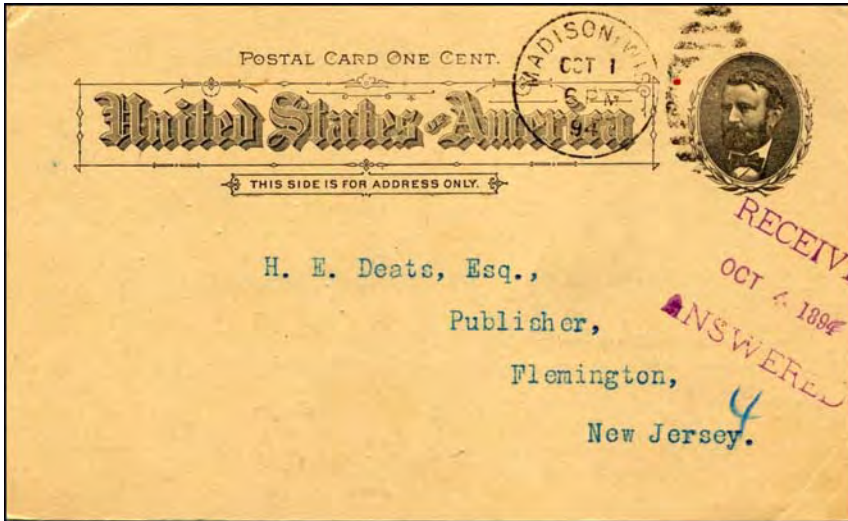


Fig. 5a: UX 10 postal card mailed to Deats as “Publisher” in 1894.

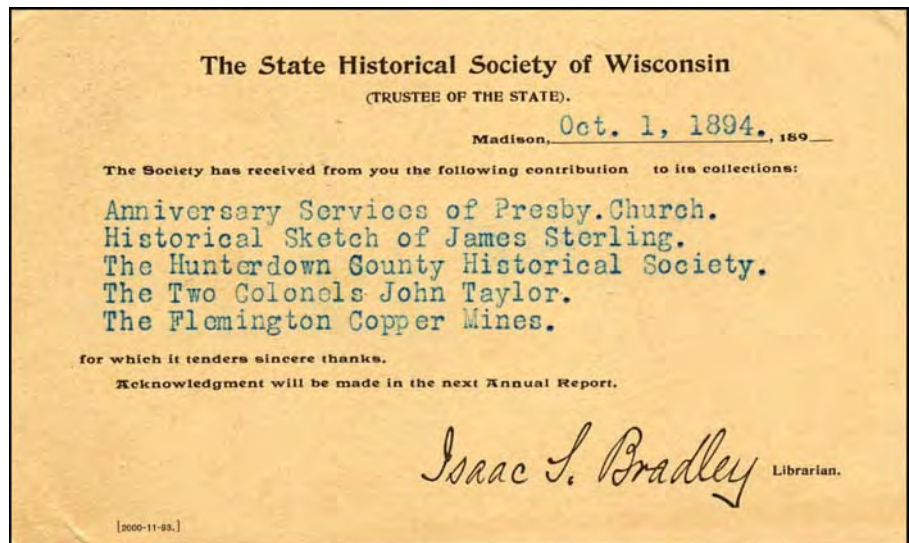


Fig. 5b: Message side of postal card with list of publications.

I have a couple of postal cards in my collection addressed to Deats in Pasadena, CA. Curious about what he was doing in California, I contacted the Hiram E. Deats Memorial Library of the Hunterdon County Historical Society where his personal archives are located. In checking through his diaries they found that beginning on October 21, 1895 he undertook a major trip to California that lasted until May 25, 1896. While in California he stayed with relatives, and spent time visiting, “loafing,” attending Knights Templar meetings and working on his stamp collection.



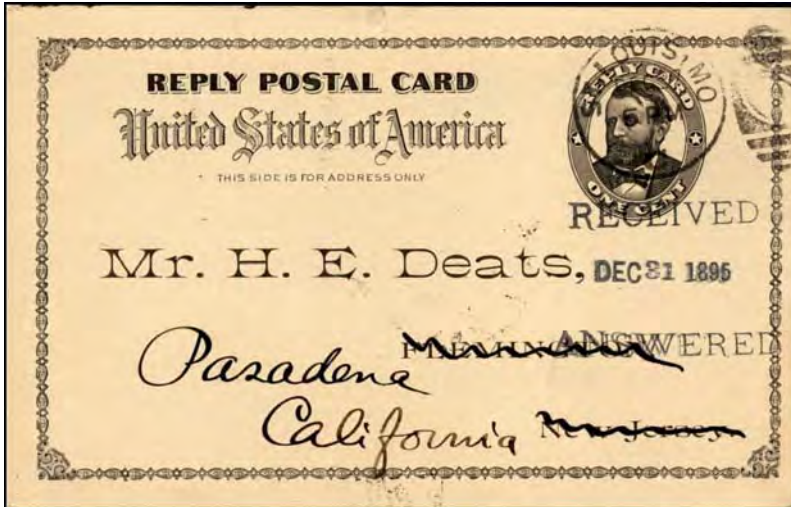
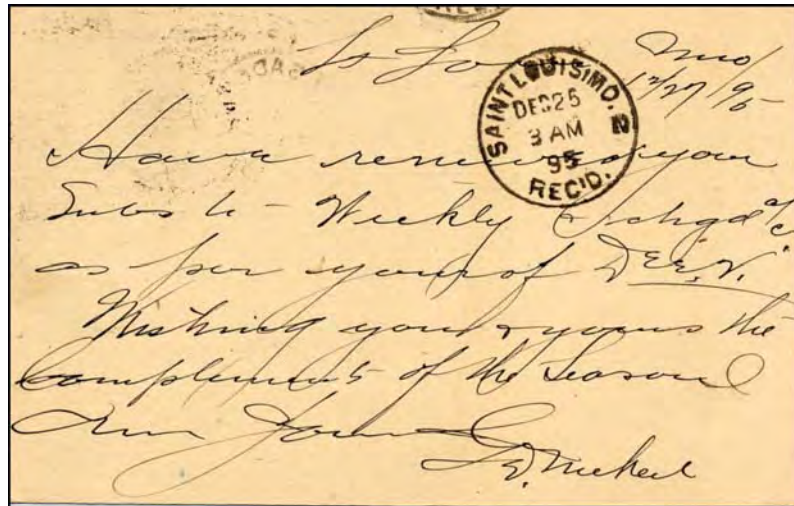
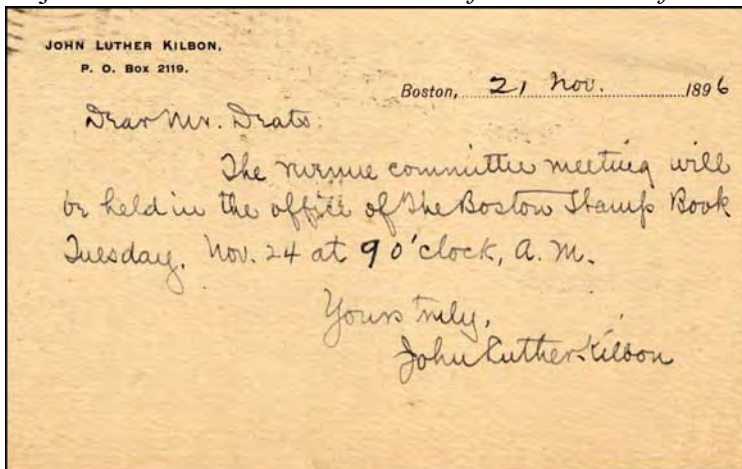


Fig. 6a: Address side of the reply portion of a UY3 reply postal card. It was pre-addressed to Deats but the address was probably changed by Deats from Flemington to Pasadena before he mailed the original postal card. It was received by Deats on December 31, 1895.

Fig. 6b: Message side of the postal card. The message is from George D. Mekeel. He indicates that the subscription to "Weekly" has been renewed and changed per Deats' instruction.



One of the greatest philatelic interests of Deats was revenue stamps and paper. Deats was a joint author of *An Historical Reference List Of The Revenue Stamps Of The United States*,



*Including The Private Die Proprietary Stamps* published by the Boston Philatelic Society in 1899. This work is commonly known as *The Boston Revenue Book* and has been reprinted. The postal card in Figure 7 is a notification of a meeting of the revenue committee of the Boston Philatelic Society in the office of The Boston Stamp Book.

Fig. 7: Message side of a UX 12 postal card mailed to Deats in 1896 by John Luther Kilbon of Boston.



Deats was founding member No. 36 of the American Philatelic Association (now the American Philatelic Society), joining in 1886 at the age of 16. He served the association in several elected positions including Librarian. While Librarian he mailed the postal card below to Stanley Gibbons in London.



Fig. 8a: UX 10 postal card mailed by Deats to Stanley Gibbons in London in 1897. Although it was uprated the postage was still insufficient because of the size of the postal card and it was refused and returned.

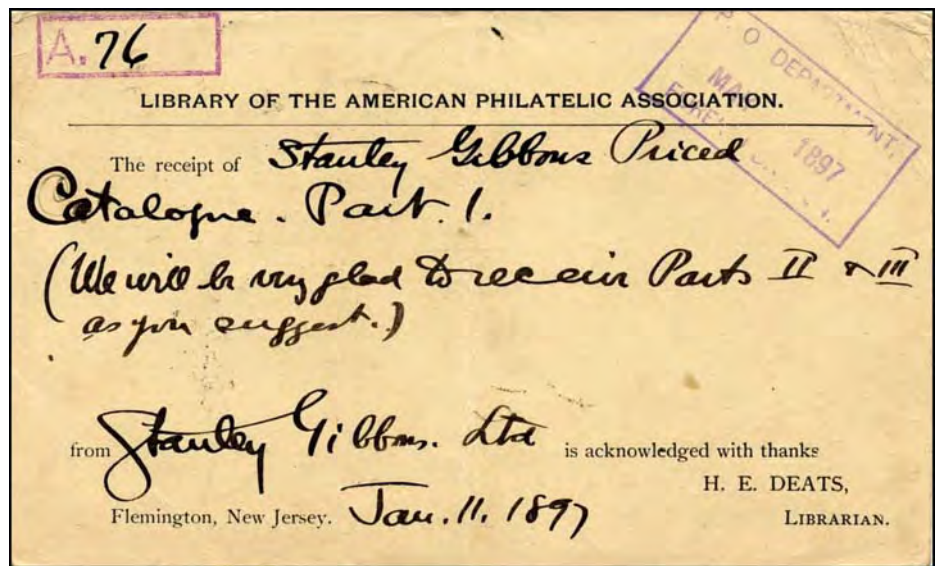


Fig. 8b: Message side of postal card.

Deats was the first president of the Flemington Library Association, a predecessor to the Flemington Free Public Library. The postal card below is an acknowledgement for his payment to *The Publishers' Weekly* for subscriptions (including *Library Journal*) for himself and for Elizabeth Van Liew, the first librarian of the Flemington Library Association. It was good that Deats paid for Liew's \$2 subscription to *Library Journal* since she only received \$1 per week as salary.

POSTAL CARDS & HIRAM E. DEATS ~ Larry T. Nix



Fig. 9a: UX 18 postal card mailed to Deats from New York City in 1905.

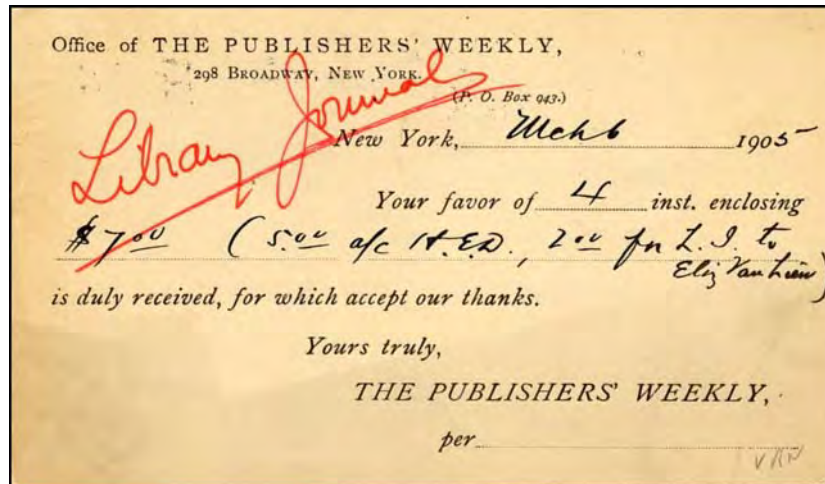


Fig. 9b: Message side of postal card.

A major indication of the serious interest that Deats had for libraries was his election as President of the New Jersey Library Association in 1909-1910.



Fig. 10: UX 19 postal card mailed by the New York State Library in 1910.



Deats served as Librarian of the Hunterdon County Historical Society (HCHS) for 67 years. The postal card below was mailed to Deats at the HCHS on June 3, 1918. Deats bequeathed much of his historical collection to the HCHS and its reference library.

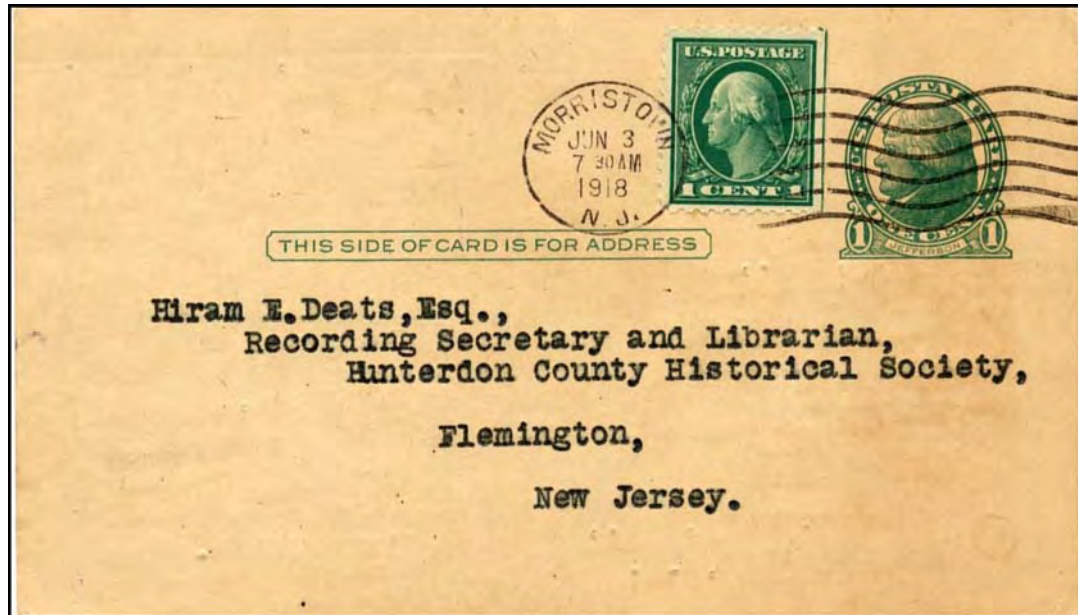


Fig. 11: UX 27 postal card uprated to the 2 cent World War I temporary rate.

Deats was a founder and member of the Collectors Club of New York and served as librarian of the Club from 1896 to 1900. The postal card below is a reminder of the upcoming 27<sup>th</sup> Annual Dinner of the Club.

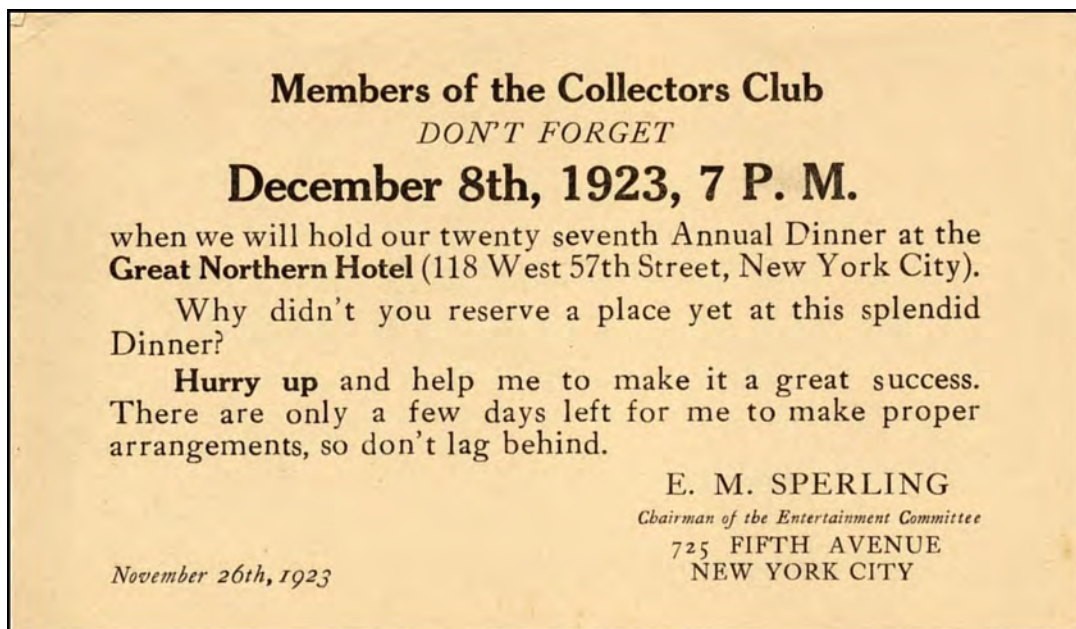


Fig. 12: Message side of a UX 27 postal card mailed to Deats by the Collectors Club of NY in 1923.

## POSTAL CARDS & HIRAM E. DEATS ~ Larry T. Nix

My interest in Hiram Deats has resulted in my compilation of a two frame philatelic exhibit about Deats which I have shown in several World Series of Philately shows and which I hope to expand further. In my research into the life of Hiram Deats I am grateful for two earlier articles in *NJPH*, the journal of the New Jersey Postal History Society. They are Jim Walker's "Hiram E. Deats: Hunterdon's Farmer-Philatelist" in the November 2006 issue and Gene Fricks' "Hiram E. Deats: Further Thoughts" in the February 2007 issue.

I have a blog called The Library History Buff Blog in which I have published several posts about Deats. Visit the links to those posts below for a different view of this extraordinary New Jersey philatelist.

"Hiram E. Deats, Philatelic Bibliophile"

<http://libraryhistorybuff.blogspot.com/2011/03/hiram-e-deats-philatelic-bibliophile.html>

"Bookplates and Hiram E. Deats"

<http://libraryhistorybuff.blogspot.com/2013/05/bookplates-and-hiram-e-deats.html>

"Hiram E. Deats (1870-1963) of New Jersey Revisited"

<http://libraryhistorybuff.blogspot.com/2014/01/hiram-e-deats-1870-1963-of-new-jersey.html>



**Hiram E. Deats**

Birth: May 20, 1870

Death: Mar. 16, 1963

FLEMINGTON, NJ



## BAMBERGER'S DEPARTMENT STORE and the GRAF ZEPPELIN

By Linda B. Forgosh

Louis Bamberger was the owner of Newark's renowned L. Bamberger & Co. department store which opened in downtown Newark in 1892. Bamberger's department store expanded its retail influence with five additions to its store – 1895, 1907, 1912, 1922, and 1929. As completed in 1929, the store was sixteen stories high with four floors below street level. The entire building occupied a full city block in downtown Newark – Market, Washington, Bank, and Halsey Streets. No longer referred to as Newark's "Great White Store," L. Bamberger & Co. took the name "One of America's Great Stores" and it was.



*Fig. 1: Bamberger's Department Store occupying an entire block in Newark between Market, Washington, Bank, and Halsey Streets.*

Bamberger frequently attributed his success to his advertising department's decision to rely on airplanes to deliver its goods. The year was 1919, World War I was over, and the idea to use airplanes was in response to the embargo of goods that were ordered by Bamberger's from Europe but were held up in the Port of New York, thus preventing Bamberger's from receiving its merchandise. So, professional pilots were hired by Bamberger and Newark's newspapers alerted readers to anticipate planes landing in local airfields. In addition, Bamberger's imported furs from Canada, making his store the first to use international flights with our neighbor to the north. Throughout the 1920s Bamberger supported the development of commercial aviation recognizing its promise to quickly transport merchandise to and from his store. His interest even went so far as creating a youth club to support aviation in 1930, for whose members the store issued a patch promoting the "Bamberger Aero Club."



Illustration from Smithsonian Institute Air & Space Museum<sup>1</sup>

**Fig. 2: Bamberger Aero Club patch.**

In 1929, Bamberger, now at the very height of his entrepreneurial success, decided to promote his store with mail to be carried on the Graf Zeppelin. The flight was to be the first attempt by an airship to travel on a route around the world. Bamberger turned to his Foreign Department to publicize his store's interest in promoting the Graf Zeppelin on this epic trip. During World War I, Bamberger had established that department. It was responsible for shipping the store's goods to the American Expeditionary Forces fighting in France. Bamberger directed the Foreign Department to prepare covers to be carried on the Graf Zeppelin's flight. Hoping to benefit from all of the publicity surrounding the airship's attempt to be the first to fly around the world, Bamberger was willing to stretch the "envelope" in order to bring foot traffic to his store.



Post card view of LZ 127 at Lakehurst<sup>2</sup>

**Fig. 3: View of Graf Zeppelin LZ 127 at Lakehurst.**



The Graf Zeppelin had been constructed and first flew in 1928 from its base in Friedrichshafen, Germany. In 1929, William Randolph Hearst agreed to pay \$100,000 to help finance the first round-the-world flight by an airship. Lakehurst, New Jersey was chosen as the origin and place of return for the attempt by the Graf Zeppelin. Below in *Figure 4*, is a copy of the L. Bamberger & Company letter, from its Foreign Department, dated August 6, 1929, which was to be carried in mail placed on the flight.

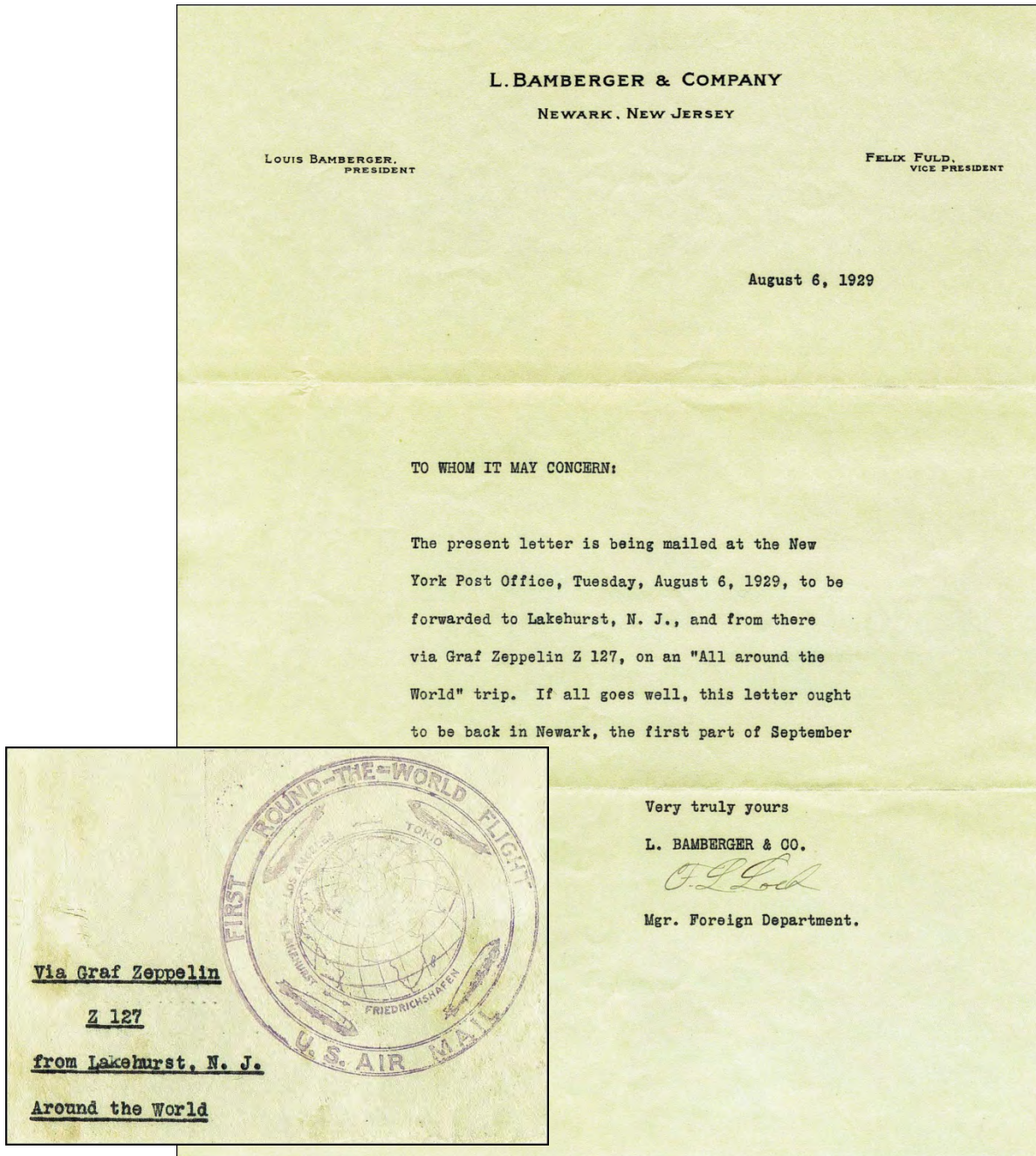
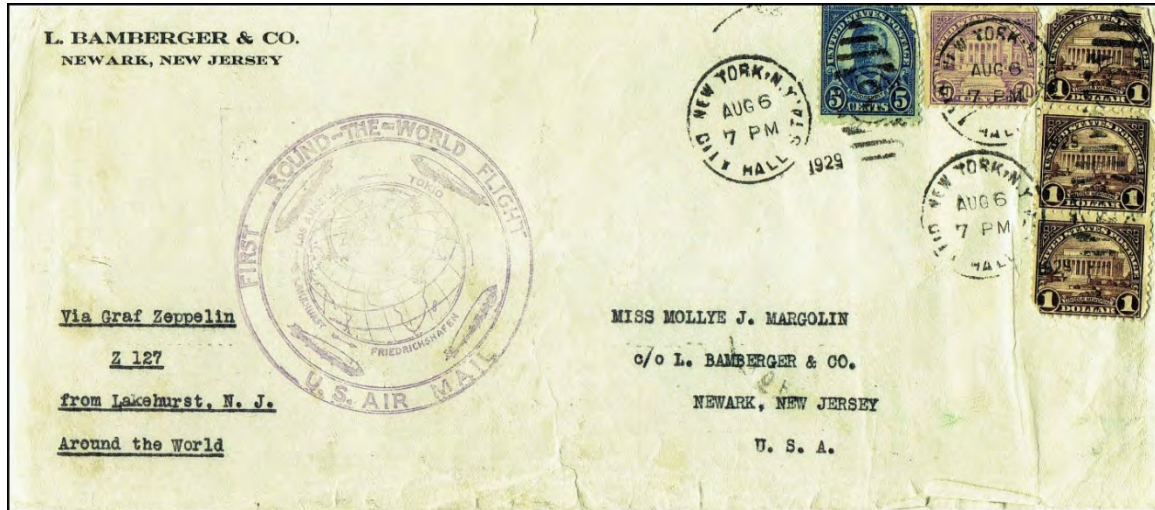


Fig. 4: L. Bamberger & Company letter to travel round-the-world, shown with an inset of the cachet carried on the cover (see Figure 5 below).

The Bamberger letter was enclosed in a legal size envelope and postmarked at New York's City Hall Post Office on August 6, 1929. From there, the post office carried the letter to Lakehurst where it was placed on board the Graf Zeppelin for her departure on August 8, 1929.



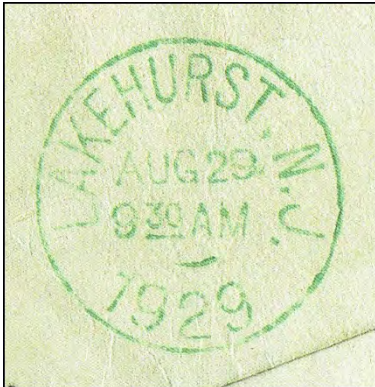
*Fig. 5: L. Bamberger & Co. corner card on mailing envelope, with a Graf Zeppelin round-the-World flight cachet.*

Special postal rates were established for the flight. For the flight around the world from Lakehurst to Lakehurst, the rate was set at \$3.55 for a letter. The cost was substantial even then and, in today's dollars, the equivalent of \$49.02. Single 5 cent and 50 cent postage stamps as well as three \$1.00 stamps were affixed to the envelope. All three stamps were part of the set issued by the post office between 1922 and 1923, and are identified as Scott Catalog numbers 567, 570 and 571. The stamps appear to have been carelessly affixed too close to the edges of the cover, as often placed by non-philatelists, resulting in damage to the stamps.

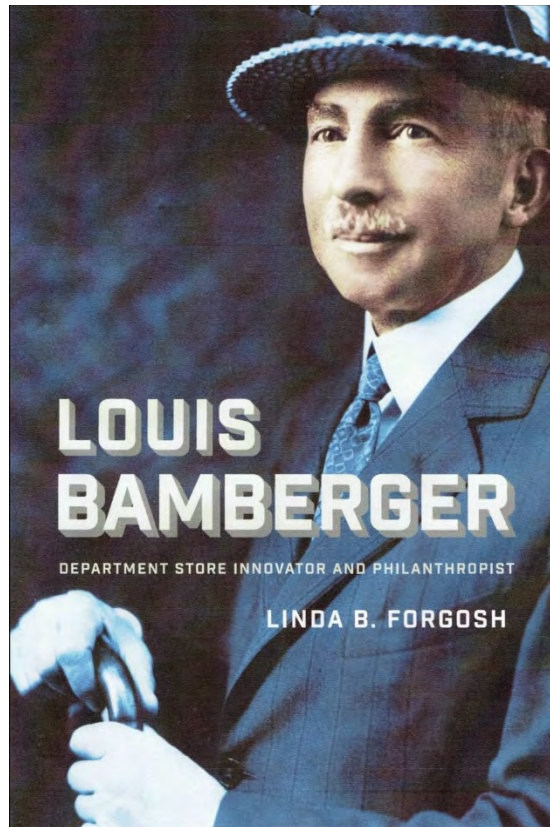
After departing Lakehurst on August 8 under the command of Dr. Hugo Eckener, the Graf Zeppelin arrived in Friedrichshafen on August 10. The airship carried a crew of 40 plus 20 passengers, and thousands of covers for this historic flight. It left Germany on August 15 on its next leg of the flight and arrived in Japan on August 18. Next, it flew across the Pacific arriving in Los Angeles on August 26. It then flew east across the continental United States to New Jersey on the flight's final leg on August 26, arriving at Lakehurst on August 29. The Graf Zeppelin traveled around the world in the then breath-taking time of only 21 days!

The Bamberger cover, having completed the flight, was hand stamped with a large purple circular cachet commemorating the "First Round The World Flight U.S. Air Mail" with the image of a globe circled by the Graf Zeppelin. Upon its return to Lakehurst the covers that had traveled on the flight were off loaded and backstamped with a special green receiving marking dated August 29, 1929 at 9am, as seen in *Figure 6*. The cover was then carried in the mails and delivered to the Bamberger store in Newark.





**Fig. 6:** Lakehurst receiver stamped on back of cover.



*Louis Bamberger biography book cover*

Many years later, at a time when this great department store was long closed, though the building continues to survive as a monument to the glorious past of downtown Newark, the author came upon this cover while reviewing surviving artifacts of the store's history. That discovery occurred during research undertaken for the soon to be published biography of Louis Bamberger, titled *Louis Bamberger Department Store Innovator and Philanthropist*, to be published by Brandeis University Press on September 6, 2016 at a cost of \$29.95 in hardcover or \$24.99 for an Ebook. For prepublication orders or more information, please email me at [lforgosh@jfedgmw.org](mailto:lforgosh@jfedgmw.org) or call me at the Jewish Historical Society of New Jersey at 973-929-2994. The author wishes to thank Robert G. Rose for his assistance in addressing the philatelic aspects of this article.

(For other NJPHS articles on the LZ 127 flights, see Whole #s [175](#), [176](#), [189](#), and [200](#).)

## ENDNOTES:

<sup>1</sup> Smithsonian Institute Air & Space Museum, web images # A19710699534 <http://airandspace.si.edu/explore-and-learn/multimedia/detail.cfm?id=A19710699534&file=A19710699534.JPG&name=Insignia,%20Bamberger%20Aero%20Club>.

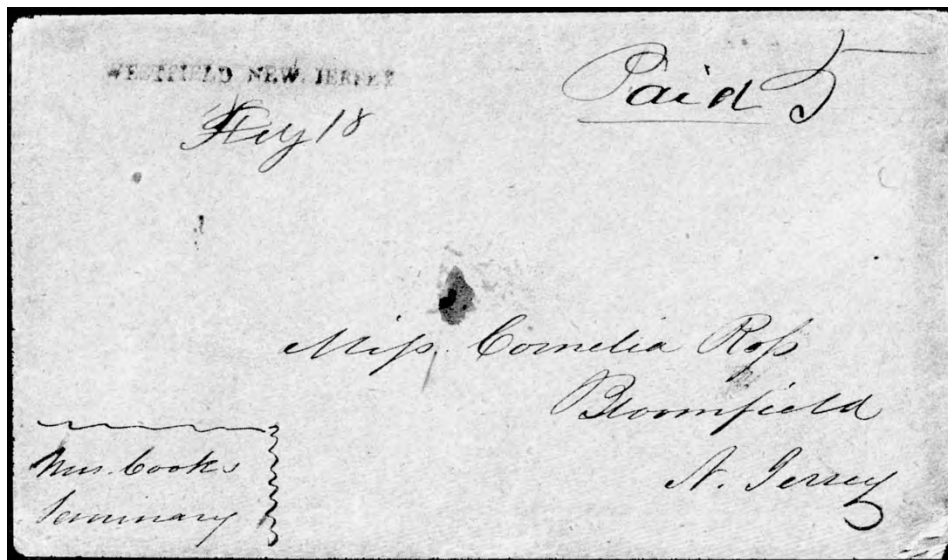
<sup>2</sup> Post card on Ebay at <http://www.ebay.com/itm/Aviation-Zeppelin-LZ-127-Pan-American-Flight-at-Lakehurst-Hangar-Greiling-1936-/301566235577>

NJ STRAIGHT LINE HANDSTAMPS: Westfield, New Jersey

By Robert G. Rose

*[The author continues his series of articles on New Jersey straight line handstamps of the stampless era. The first, on Lawrenceville, appeared in the August 2015 (Vol. 43, No. 3, Whole number [199](#)), the second (Haddonfield) in the November issue (Vol. 43, No. 4, Whole number [200](#)), and the third (Springfield) in the February 2016 (Vol. 44, No. 1, Whole number [201](#) issue of NJPH.)*

The Westfield post office used its only handstamped postmark from 1851 to 1852, during the stampless period which ended on December 31, 1855. This postmark, a straight line marking, appears to have been set in printer's type, and is one of the latest uses of a straight line in New Jersey. It is the only straight line handstamp used by any post office in the State with New Jersey's name spelled out in its entirety. All three recorded examples of this 40x2mm handstamp were applied in black ink with the month and day below in black manuscript as were the rate markings.<sup>1</sup>



**Fig. 1: February 18, 1851 to Bloomfield rated at 5 cents under the Act of March 3, 1845 for prepaid mail under 300 miles.**

All three of these covers are addressed in the same hand, albeit to three different young women, all of whom attended the “Female Seminary” also known as “Mrs. Cooke’s School” located in Bloomfield, New Jersey. The former school house building is still standing at 112 Broad Street, across from the Bloomfield Green, where today it houses the offices of several lawyers.

A nineteenth century history describes the school as follows:<sup>2</sup>

*A building was prepared facing "the common," in 1836, by an association of gentlemen, at a cost of six thousand dollars. Madame Cooke's School, as it was familiarly called, was for the young ladies of the place what the academy had been for the young men.*

*Mrs. Harriet B. Cooke had taught in Vergennes, Middleburg and Woodstock, Vt., and in Augusta, Ga. For eighteen years her seminary in Bloomfield was the centre of a powerful intellectual and religious influence. She was a woman of powerful and penetrating mind. With great decision of character, her quick insight, profound sympathy and deep piety swayed teachers, scholars and families in the town. The celebrity of her school became established. Her rooms were filled with incomers and her day-desks with the girls and young ladies of the vicinity.*

*Her son, Mr. Robert L. Cooke, in 1837 became associated with her, and continued the school after his mother had withdrawn. The religious life was the ruling object of Mrs. Cooke, but the instruction commanded high esteem. She wrote, late in life, a book entitled "Memories of My Life Work," and died at her son's residence, adjacent to the seminary building, in 1861. She enumerated eighteen hundred and fifty pupils, sixteen teachers and students who became foreign missionaries and many others who became teachers and home missionaries during her life as a teacher.*



**Fig. 2: Mrs. Cooke's School building as it appears today.**

One of the many fascinating aspects of collecting State postal history is the occasion when a connection can be made between a cover and some aspect of local history. Here, the only three recorded covers with this straight line handstamp all traveled in the mails from Westfield to a young women's school in Bloomfield some 165 years ago, located in the very same building that is still standing and in use today!



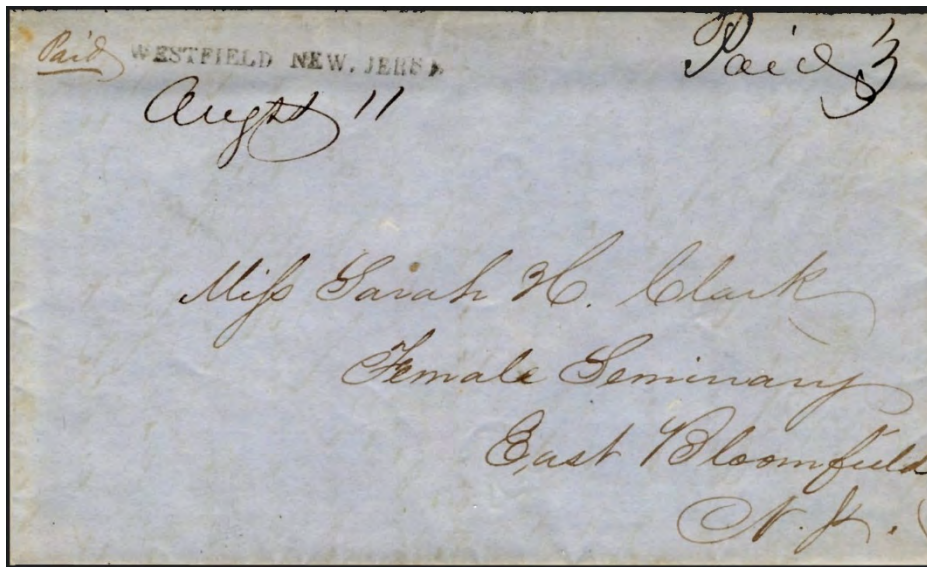


Fig. 3: August 11, 1852 to Bloomfield rated at 3 cents under Act of March 3, 1851 for prepaid mail not over 3,000 miles.

### Westfield Straight Line Census

Postmark Date	Destination	Source
Feb. 18, 1851	Bloomfield, NJ	Robert G. Kaufmann, <i>The William C. Coles, Jr. Collection</i> , Sale 33, March 8, 1984, lot 456; William C. Coles, Jr., <i>The Postal Markings of New Jersey Stampless Covers</i> , Figure 37, p. 3 (Collectors Club of Chicago, 1983).
Aug. 11, 1852	Bloomfield, NJ	Robert Siegel Auction Galleries, Inc., <i>Stephen G. Rich Collection of Northern New Jersey Postal History</i> , Sale 564, May 17, 1979, lot 171; Christie's Robson Lowe, <i>The David L. Jarrett Collection of United States Postal Markings</i> , October 9-10, 1990, lot 636.
May 27, 185—	Bloomfield, NJ	Weiss Philatelics, <i>Norman Brassler Collection of New Jersey Postal History</i> , Sale 127, January 27, 1996, lot 2083. The catalog illustration is too dark to reproduce.

Society members who have knowledge of additional examples of the Westfield straight line are encouraged to send scans and year dates when known to the author at [robertrose25@comcast.net](mailto:robertrose25@comcast.net)

### ENDNOTES:

- <sup>1</sup> Coles notes fewer than 10 examples of this handstamp are believed to exist. William C. Coles, Jr., *The Postal Markings of New Jersey Stampless Covers*, p.278 (Collectors Club of Chicago, 1983). However, the author's analysis of auction sales over the last 35 years has disclosed the existence of only the three examples reported in the above census.
- <sup>2</sup> Charles E. Knox, *History of Essex and Hudson Counties*, Chapter 68 "Bloomfield" (Philadelphia 1884), <http://www.firstbaptistbloomfield.org.knox-hist.htm> (downloaded April 14, 2016).

## USS INDIANAPOLIS (CA 35) THE LAST U.S. NAVY SHIP SUNK DURING WORLD WAR II – BUILT IN NEW JERSEY<sup>1</sup>, Part 1

By: Captain Lawrence B. Brennan, U.S. Navy (Retired)<sup>2</sup>

*“Should Indianapolis ever take a torpedo hit in the right place, she would capsize and sink in short order.”*

Admiral Raymond A. Spruance, U.S. Navy to Captain Charles B. McVay, III, U.S. Navy discussing the metacentric height of USS *Indianapolis*.<sup>3</sup>

The last U.S. warship lost in combat during World War II was USS *Indianapolis* (CA 35), which suffered the greatest loss of life for a U.S. Navy warship sunk while underway. The loss of *Indianapolis* was the result of being sighted, while illuminated by the moon, by a Japanese submarine that torpedoed *Indianapolis* on a well-traveled convoy route from Guam to Leyte. The cruiser failed to observe her attacker visually or by radar. Tragically, when torpedoed, no distress message was received, or *Indianapolis* was unable to transmit one due to extensive damage.

The New Jersey-built heavy cruiser was in commission nearly 13 years, including the entire presidency of Franklin D. Roosevelt; *Indianapolis* served briefly during the end of the Hoover administration and the beginning of Truman’s first term. She was commissioned on 15 November 1932, precisely a week after the 1932 Presidential Election and approximately 100 days before FDR was inaugurated, and was sunk on 30 July 1945, about 100 days after his death. FDR was elected on 8 November 1932, a week before *Indianapolis* was commissioned; he was inaugurated for the first time on 4 March 1933 and died on 12 April 1945, about two and a half months after his fourth inauguration on 20 January 1945.<sup>4</sup>

*Indianapolis*, named after the capital city of Indiana, was the second of two ships in the *Portland* class; the third class of “treaty cruisers”<sup>5</sup> constructed after the Washington Naval Treaty of 1922, following the two vessels of *Pensacola*-class ordered in 1926 and the six of *Northampton*-class ordered in 1927.<sup>6</sup> Ordered during fiscal year 1930, *Indianapolis* originally was designated as a light cruiser (CL 35) but was re-designated a heavy cruiser (CA 35) on 1 July 1931, prior to christening, in accordance with the London Naval Treaty.

*Indianapolis* was laid down by New York Shipbuilding Corporation, Camden, New Jersey on 31 March 1930; she was launched on 7 November 1931 and commissioned on 15 November 1932. She was the second ship named for Indianapolis, Indiana, following the cargo ship of the same name in 1918.

Her first Commanding Officer was Captain John M. Smeallie, U.S. Navy;<sup>7</sup> Rear Admiral Lucius A. Bostwick, U.S. Navy, Commandant Fourth Naval District, read the orders placing the ship in commission. As a commissioning gift the State of Indiana presented *Indianapolis* with the silver service from the old battleship USS *Indiana* (BB 1). The punch bowl bore an indentation from the fragment of a Spanish shell that hit *Indiana* during the Battle of Santiago in 1898.<sup>8</sup>



*Fig. 1: Rear Admiral Lucius A. Bostwick, left, commandant of the Fourth Naval District, who turned over the speedy cruiser to the command of Captain John M. Smeallie, at right, on Commissioning Day, 15 November 1932.*

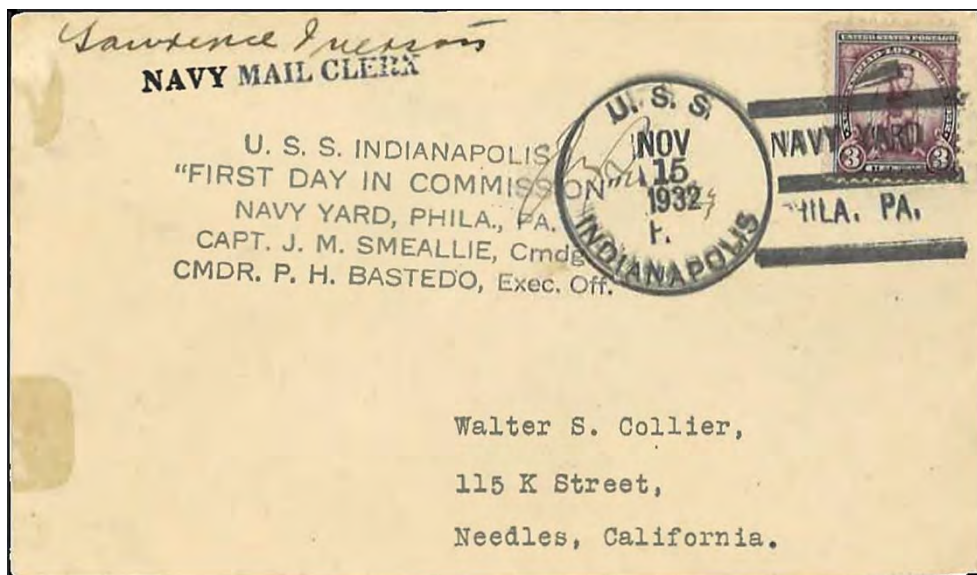


Fig. 2: First day in Commission cover for USS Indianapolis, sent with a Locy Type 3 (B-BBT) hand postmark with the location, Navy Yard, Phila. PA, in the killer bars of the cancel. The USCS Postmark Catalog reflects that the ship's postal cancels were not received until 7 December 1932, so the FDCs were backdated.

*Indianapolis* was designed to be 610' 3" in length overall, a beam of 66', with a deep draft of 24' and a standard displacement of 9,800 tons. The ship had two distinctive raked funnels, tilted slightly aft, a tripod foremast, and a small tower and pole mast aft. In 1943, light tripods were added forward of the second funnel and a prominent director was installed aft.

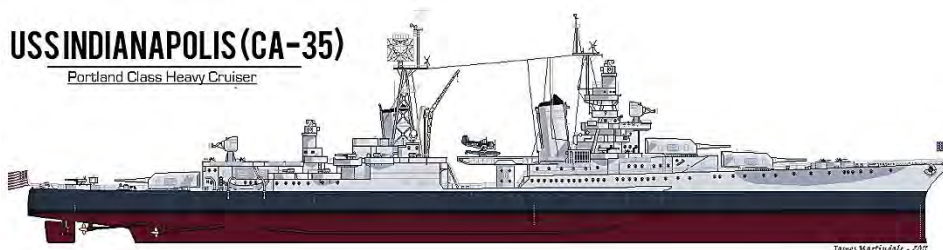


Fig. 3: Silhouette of the USS Indianapolis, one of two Portland-class heavy cruisers.<sup>9</sup>

The ship had four shafts, four Parsons geared turbines, and eight Yarrow boilers developing 107,000 shaft horsepower which gave a maximum speed slightly in excess of 32 knots. She was designed for a range of 10,000 nautical miles at 15 knots. She rolled badly until fitted with a bilge keel.

The cruiser had nine Mark 9 8"/55 caliber guns in three triple mounts, a superfiring pair forward and one aft. The secondary battery had eight 5"/25 caliber guns. In 1945, she received 24 Bofors 40mm guns, arrayed in six quad mounts in addition to twelve Oerlikon 20 mm cannon.

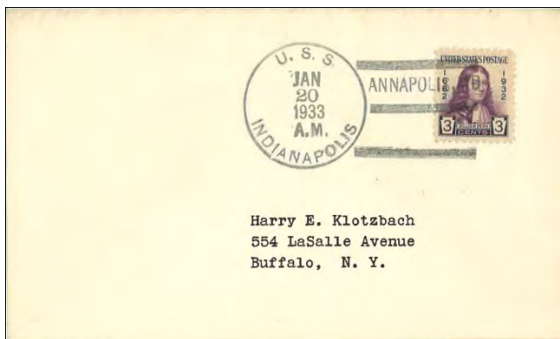
The two *Portland*-class cruisers were originally ordered with 1" armor foredeck and side protection, but during construction they were given heavy belt armor around the magazines. Armor on the bulkheads, the decks and gunhouses was also increased.



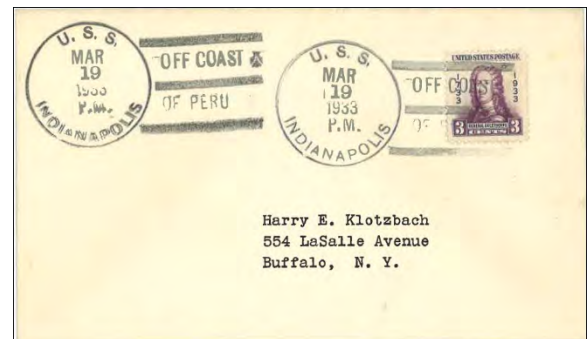
**Capt. Lawrence B. Brennan ~ INDIANAPOLIS (CA 35) LAST SHIP SUNK IN WWII , Part 1**

Both *Portland*-class cruisers were outfitted as fleet flagships, which meant space for an admiral and his staff. The class also had an aircraft catapult amidships and carried up to four aircraft. The total crew varied, with a regular complement of 807; the wartime complement of 952, was increased to 1,229 when the cruiser was a fleet flagship. The initial flag spaces were designed to accommodate a division commander's staff of four or five officers plus men. Fifth Fleet staff consisted of 32 men crammed into limited space. Admiral Spruance used overcrowding to defeat arguments to expand his staff which "remained small and efficient."<sup>10</sup>

Following commissioning, *Indianapolis* departed on the 10 January 1933 for Guantanamo Bay, Cuba and her shakedown cruise. On 23 February, in company with USS *Babbitt* (DD 128), she headed for the Panama Canal, conducting training and calling at Gonaives Bay, Haiti. Transiting the Canal, she exercised in the Pacific, visited Tongoy Bay, Chile and passed through to the Atlantic Ocean before returning to Philadelphia for post-shakedown repairs and modifications.

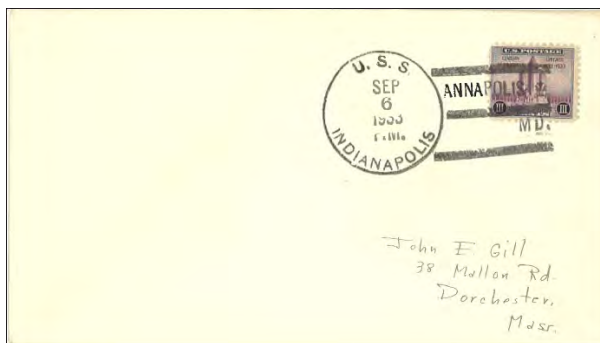


**Fig. 4: Locy Type 3(B-BBT) dated 20 January 1933 with the location, Annapolis, MD in the killer bars.**



**Fig. 5: Locy Type 3(B-BBT) dated 19 March 1933 with the location, Off Coast of Peru, in the killer bars.**

Next, *Indianapolis* steamed to Provincetown, Massachusetts, Eastport, and Bar Harbor, Maine to pick up President Roosevelt at his Campobello Island summer home on 1 July 1933. She took the President to Annapolis, arriving 3 July, where Mr. Roosevelt hosted half a dozen Cabinet members. After the President disembarked, *Indianapolis* departed, on 4 July, for the Philadelphia Navy Yard.

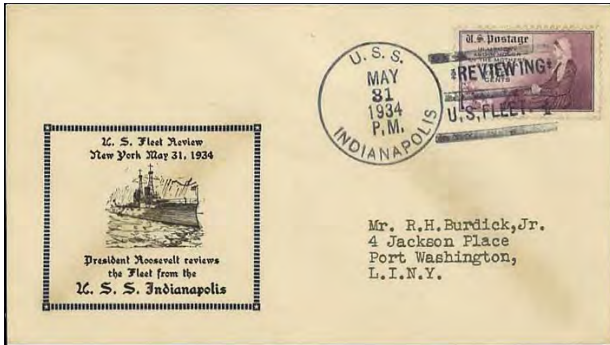


**Fig. 6: Locy Type 3(B-BBT) dated 6 September 1933 with the location, Annapolis/MD. in the killer bars.**

On 6 September 1933, Secretary of the Navy, Claude A. Swanson, embarked for an inspection tour of Pacific bases, visiting the Canal Zone, Hawaii and the fleet at San Pedro and San Diego, California, departing on 27 October, Navy Day. On 1 November 1933, *Indianapolis* became flagship of Scouting Force and maneuvered off Long Beach, California. The ship then headed for the Atlantic, departing on the 9 April 1934 and arriving in New York on 29 May. There, she

again embarked the Commander-in-Chief for a Presidential Review of the U.S. Fleet in the Hudson River on 31 May, 1934. She returned to Long Beach on 9 November 1934. *Indianapolis* remained flagship of Scouting Force until 1941.

## INDIANAPOLIS (CA 35) LAST SHIP SUNK IN WWII, Part 1 ~ Capt. Lawrence B. Brennan



**Fig. 7:** *Locy Type 3(B-BBT) dated 31 May 1934 with "Reviewing/U.S. Fleet" in the killer bars.*

**Fig. 8:** *Locy Type 3(B-BBT) dated 14 June 1934 with "New York/Flag Day" in the killer bars.*

Captain W.S. McClintic, USN, relieved Captain Smeallie in December 1934.

**Fig. 9:** *Captain W.S. McClintic, USN View taken circa 1935 while commanding Indianapolis. Note life ring.*<sup>11</sup>



During 1935 *Indianapolis* participated in fleet war games and exercises in the Pacific traveling as far west as Midway Island and as far north as Alaska. In March 1936 Captain H. K. Hewitt, U.S. Navy<sup>12</sup> relieved Captain McClintic.

Following the completion of Fleet Problem XVIII off Panama, *Indianapolis* called at Hampton Roads and Annapolis prior to her arrival at the New York Navy Yard on 10 June 1936 for a scheduled overhaul.



Fig. 10: FDR aboard the USS Indianapolis during the 1936 South American "Good Neighbor Tour" cruise.

Fig. 11: Captain Hewitt shaking hands with President Roosevelt while saluting with his left hand during the South American cruise. The old style dress blue uniform was required and worn until World War II.

The highlight of *Indianapolis'* peacetime career was her Presidential cruise to South America in 1936; this was the third time Mr. Roosevelt was embarked. On 18 November, she again embarked President Roosevelt at Charleston, South Carolina, for a Good Neighbor Tour, including the Pan American Conference in Buenos Aires. This was the first time that a serving President of the United States had visited outside North America. It was the third crossing of the equator for *Indianapolis*. When King Neptune arrived to initiate pollywogs, the shellback certificates were

signed by the President. She called at Rio de Janeiro, Brazil, Buenos Aires, Argentina, and Montevideo, Uruguay for state visits before returning to Charleston and disembarking FDR's party on 15 December.



Fig. 12: A series of covers from Indianapolis on her cruise carrying FDR to and from South America. All with Type 3(B-BBT) postmarks and locations in the killer bars.



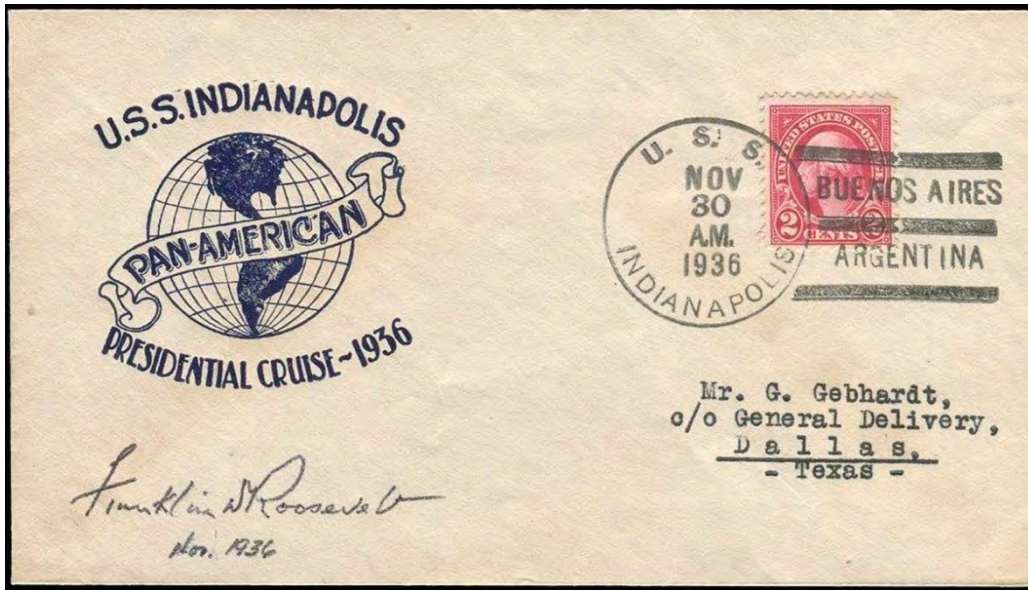


Fig. 13: An Indianapolis cover, with a Locy Type 3(B-BBT) cancel dated 30 Nov. 1936, with Buenos Aires/Argentina in the killer bars. It bears Franklin D. Roosevelt's signature at lower left, with a Nov. 1936 handwritten date.



*Indianapolis* returned to Long Beach early in 1937. Captain T.C. Kinkaid, U.S. Navy,<sup>13</sup> relieved Captain Hewitt as commanding officer in June. Through the remainder of that year she went through normal peacetime exercises and war games, including a tour of the Hawaiian Islands. The following year, 1938, saw *Indianapolis* repeating much the same routine. As flagship for Vice Admiral Adolphus Andrews, U. S. Navy,<sup>14</sup> Commander, Scouting Force, she exercised off the West Coast and returned to Hawaii. Following her summer cruise, *Indianapolis* was engaged in gunnery practice on the firing range off Clemente Island.

Fig. 14: Admiral Thomas C. Kinkaid, USN, Commander Seventh Fleet.

Photograph U.S. Navy History & Heritage Center #:NH 80-G-K-2749

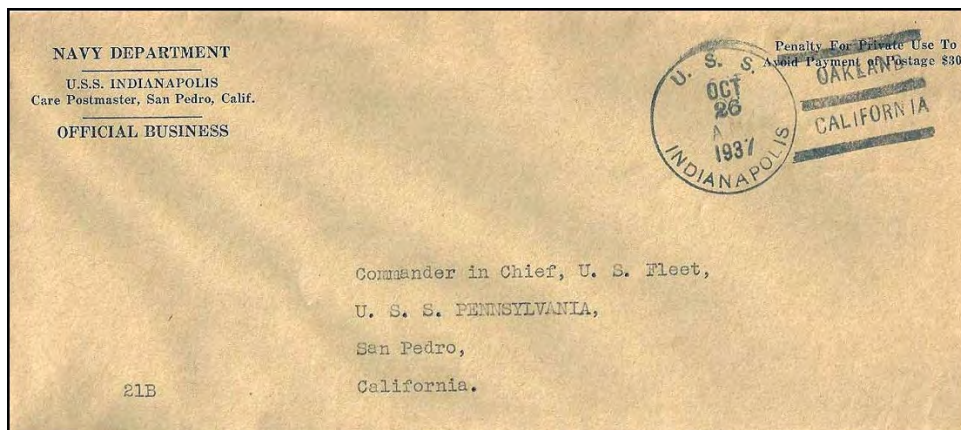


Illustration Jon Burdett at the Naval Cover Museum.<sup>15</sup>

Fig.15: A USS Indianapolis cover bearing a Locy Type 3 (A-BTB) postmark with printed return address of San Pedro California, sent from Oakland, CA the day before Navy Day, 27 October 1937.

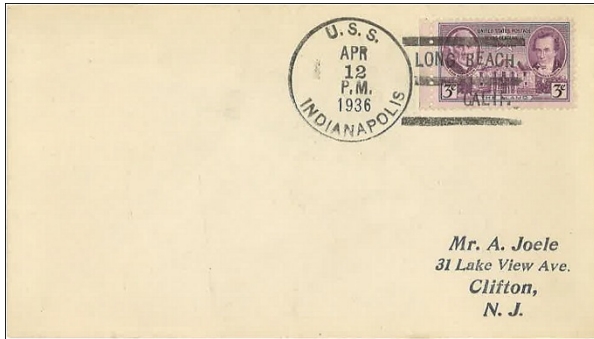


Fig. 16: Locy Type 3(B-BBT) dated 13 April 1936 with the location, Long Beach/Calif., in the killer bars.



Fig. 17: Locy Type 3(B-BBT) dated 17 July 1937 with the location, Portland/ Oregon, in the killer bars.

Captain Kinkaid was relieved by Captain J. F. Shaforth, U.S. Navy<sup>16</sup> in September 1938. Both 1939 and 1940 followed a similar pattern – with *Indianapolis* spending additional time operating out of Pearl Harbor. *Indianapolis* returned to Mare Island Navy Yard in November 1939. At the time she entered dry dock, her logs showed she had steamed a total of 215,140 nautical miles since her commissioning in 1932.

Fig. 18: A variety of *Indianapolis* cancels – 2 different Mail Order Business Locy Type 9w (1937 & 1940), a parcel post cancel from 1937 Locy Type 9x, and a machine cancel Locy Type 7 from 1939.



As a deterrent to Japanese aggression, in April 1940, the U.S. Fleet, with *Indianapolis*, was deployed from the West Coast to Pearl Harbor. On 1 February 1941 the U.S. Fleet was reformed into three Fleets: Pacific Fleet, Atlantic Fleet, and Asiatic Fleet. Under this new organization Vice Admiral Wilson Brown, U.S. Navy, Commander, Scouting Force, also became Commander Task Force 11, embarked in *Indianapolis*. Task Force 11 consisted of USS *Lexington* (CV 2), eight cruisers, nine destroyers, six amphibious assault ships (converted destroyers), and 13 mine vessels.

On 7 December 1941, *Indianapolis* was conducting a mock bombardment at Johnston Atoll. *Indianapolis* was absorbed into Task Force 12 and futilely searched for the Japanese carriers. She returned to Pearl Harbor on 13 December and joined Task Force 11. That Task Force steamed to the South Pacific, to 350 nautical miles south of Rabaul, New Britain, escorting *Lexington*. Late in the afternoon of 20 February 1942, the U.S. ships were attacked by 18 Japanese aircraft. Aircraft from *Lexington* shot down 16 bandits and the other two were destroyed by anti-aircraft fire from the ships.



## INDIANAPOLIS (CA 35) LAST SHIP SUNK IN WWII, Part 1 ~ Capt. Lawrence B. Brennan



Illustration Greg Ciesielski at the Naval Cover Museum<sup>17</sup>

**Fig. 19:** An early wartime use of an Indianapolis Mailgram cover, showing Pearl Harbor as her return address. This cover bears a Locy Type 3z postmark dated 9 April 194[2?] and was addressed to the Bureau of Navigation, Washington, DC by air mail. Mailgrams were an intermediate form of administrative communications between a Navy Message and ordinary air mail.

On 10 March 1942, the task force, reinforced by another force centered on USS *Yorktown* (CV 5), attacked Lae and Salamaua, New Guinea, where the Japanese were marshaling amphibious forces. Attacking from the south through the Owen Stanley mountain range, the U.S. air strikes inflicted heavy damage on Japanese warships and transports. *Indianapolis* returned to Mare Island Shipyard for a refit before escorting a convoy to Australia.

### Battle of the Aleutian Islands

Following the pivotal battles of Coral Sea and Midway, which she missed, *Indianapolis* headed for the North Pacific before the Battle of the Aleutian Islands. On 7 August, *Indianapolis* and the task force attacked Kiska Island, a Japanese staging area. Although fog hindered observation, *Indianapolis* and other ships fired their main batteries into the bay. Floatplanes reported Japanese ships sunk in the harbor and damage to shore installations. After 15 minutes, Japanese shore batteries returned fire before being destroyed by the ships' main guns. Japanese submarines approaching the force were depth-charged by U.S. destroyers. Japanese seaplanes made an ineffective bombing attack. U.S. forces later occupied Adak Island, providing a naval base further from the Dutch Harbor on Unalaska Island. In January 1943, *Indianapolis* supported a landing and occupation on Amchitka.

On the evening of 19 February 1943, *Indianapolis* led two destroyers southwest of Attu Island, searching for Japanese ships trying to reinforce Kiska and Attu. She intercepted the cargo ship, SS *Akagane Maru*, which tried to reply to the radio challenge but *Akagane Maru* was sunk with all hands. Through mid-1943, *Indianapolis* remained near the Aleutian Islands escorting U.S. convoys and providing shore bombardments supporting amphibious assaults. In May, the Allies recaptured Attu, then turned to Kiska, thought to be the final Japanese holdout in the Aleutians.





Fig. 20: At Adak Harbor in the Aleutians, as part of the US Fleet.

### Operation Galvanic & South Pacific

After refitting at Mare Island, *Indianapolis* sailed to Hawaii to become flagship for Commander, Fifth Fleet, Vice Admiral Raymond A. Spruance, U.S. Navy.<sup>18</sup> She sortied from Pearl Harbor on 10 November with the main body of the Southern Attack Force for Operation *Galvanic*, the invasion of the Gilbert Islands. On 19 November, *Indianapolis* bombarded Tarawa and Makin and provided fire-support for the landings. She shot down an enemy plane and shelled enemy strongpoints for three days. The conquest of the Marshall Islands followed victory in the Gilberts. *Indianapolis* was again Fifth Fleet flagship.



Fig. 21: Another wartime usage, sent registered airmail with a Passed by Naval Censor mark and mute cancel on the face and a Locy Type 9v postmark dated 13 December 1943 hand cancel. (See inset of back stamp).



*Fig. 22: The three senior officers (King, Nimitz, and Spruance aboard USS Indianapolis, 18 Jul 1944) demonstrate Navy's interpretation of the word "uniform." N.B. the three different covers (hats) and belts worn by the flag officers. They have no ties or blouses. Only Fleet Admiral King is wearing his warfare device, the gold wings of a naval aviator. Fleet Admiral Nimitz is not wearing his gold dolphins showing that he qualified in submarines. Admiral Spruance would not have worn a warfare device since surface warfare officers did not wear "water wings" until late in the 20<sup>th</sup> century.*

Photograph U.S. Navy History & Heritage Center #:NH 62778



*Fig. 23: Indianapolis in 1944 dazzle camouflage pattern.*

The cruiser met other ships at Tarawa, and on D-Day minus one, 31 January 1944, she was one of the cruisers which bombarded Kwajalein Atoll. The shelling continued on D-Day. The ship entered Kwajalein Lagoon on 4 February, and remained until resistance ceased.

In March and April, *Indianapolis*, still Fifth Fleet flagship, attacked the Western Carolines. Carrier planes struck at the Palau Islands on 30–31 March sinking three destroyers, 17 freighters, five oilers, and damaging 17 other ships. Airfields were bombed and surrounding water mined. Yap and Ulithi also were struck on the 31st and Woleai on 1 April. Japanese planes were driven off. *Indianapolis* shot down her second plane, a torpedo bomber, and the Japanese lost 160 planes, including 46 on the ground. These attacks prevented Japanese forces in the Carolines from interfering with the U.S. landings on New Guinea.

### **The Marianas & Battle of the Philippine Sea**

In June, Fifth Fleet participated in the assault on the Marianas Islands. Raids on Saipan began with carrier-based aircraft on 11 June, followed by surface bombardment, in which *Indianapolis* had a major role, from 13 June. On D-Day, 15 June, Admiral Spruance learned that Japanese battleships, carriers, cruisers, and destroyers were headed south to relieve threatened garrisons in the Marianas. Since amphibious operations at Saipan had to be protected, Fifth Fleet steamed in a limited area near the landing beaches. Consequently, a fast carrier force was sent to meet this threat while another force attacked Japanese air bases on Iwo Jima and Chichi Jima.

A combined U.S. fleet fought the Japanese on 19 June in the Battle of the Philippine Sea. Japanese carrier planes, which hoped to refuel and rearm the airfields of Guam and Tinian, were met by carrier planes and the guns of the escorts. During the “Marianas Turkey Shoot,” the U.S. Navy reportedly destroyed 426 Japanese planes while losing 29. *Indianapolis* shot down one torpedo plane. With Japanese air opposition wiped out, the U.S. carrier aircraft sank *Hiyō*, two destroyers, one tanker, and damaged others. Two other carriers, *Taihō* and *Shōkaku*, were sunk by submarines.

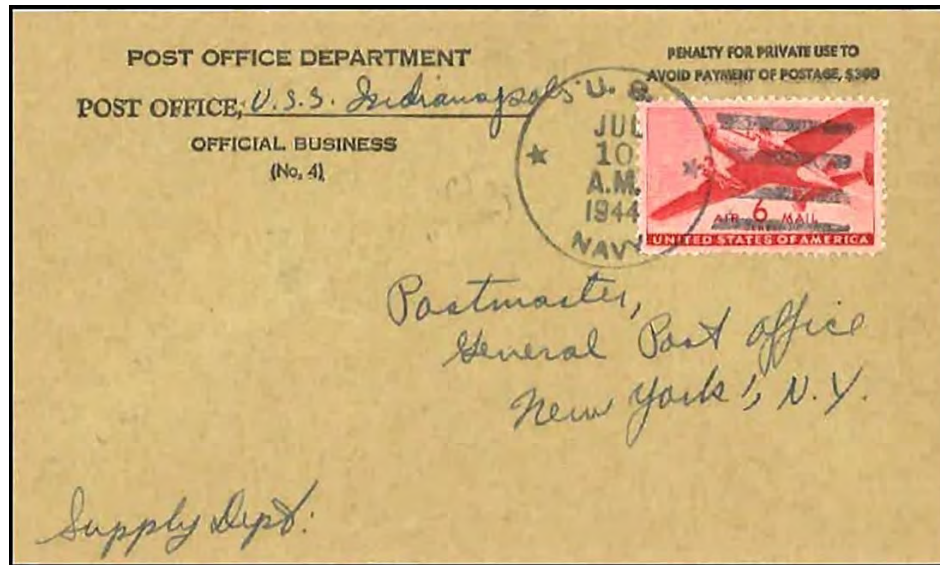


Fig. 24: A 1944 official mail airmail cover addressed to Postmaster, New York, with only the ship's handwritten name in the return address bearing a Locy Type 2z\* postmark.

*Indianapolis* returned to Saipan on 23 June to resume fire support and six days later moved to Tinian to attack shore installations. Meanwhile, Guam had been taken, and *Indianapolis* was the first ship to enter Apra Harbor since early in the war. The ship operated in the Marianas for the next few weeks, then moved to the Western Carolines where further landings were planned. From 12 to 29 September, she bombarded the Peleliu, prior to and after the landings. She then sailed to Manus Island in the Admiralty Islands where she operated for ten days before returning to the Mare Island.

### At Iwo Jima

Next, *Indianapolis* joined Vice Admiral Marc A. Mitscher's<sup>19</sup> fast carrier task force on 14 February 1945. Two days later, the Task Force 58 launched strikes on Tokyo to cover the landings on Iwo Jima, scheduled for 19 February. This was the first carrier attack on Japan since the Doolittle Raid. Fifth Fleet achieved complete tactical surprise by approaching the Japanese coast under cover of bad weather. The attacks were pressed home for two days. The U.S. Navy lost 49 carrier aircraft while claiming 499 enemy planes, a 10:1 kill/loss ratio. Fifth Fleet also sank a carrier, nine coastal ships, a destroyer, two destroyer escorts, and a cargo ship. They destroyed hangars, shops, aircraft installations, factories, and other industrial targets.





Illustration from Navy Naval History and Heritage Command NH 104376-KN

*Fig. 25: Cruisers Pensacola, Salt Lake City, Indianapolis, and an unidentified Cleveland-class cruiser bombarding Iwo Jima, 19 February 1945.<sup>20</sup>*

*Indianapolis* returned to Admiral Mitscher's Task Force 58 in time to strike Tokyo again on 25 February and Hachijō off the southern coast of Honshū the following day. Although weather was bad, the U.S. force destroyed 158 planes and sank five small ships while pounding ground installations and destroying trains. Immediately after the strikes, the Task Force steamed to Bonin to support the landings on Iwo Jima. *Indianapolis* remained there until 1 March, supporting the landings.

Navophilatelists would be interested in the attempt to forward news correspondents' press copy of the strikes on Tokyo,

*...using an untried contraption that would allow airborne pickup from ships at sea. Two helium-filled balloons, tethered by a long line to the Indianapolis, would hoist the mailbag aloft, where presumably it would be snagged and retrieved by an Air Force bomber flying low overhead. Spruance grumbled about the unnecessary rush to deliver information to the newspapers and resented distracting his ships for the convenience of newsmen.*

*At high noon [on D-1 at Iwo Jima] the balloons soared aloft, their heavy burden swaying and bouncing precariously beneath them in the turbulent air. The bomber roared overhead and hooked the bag, but the bag fell loose and tumbled into the water astern.<sup>21</sup>*

### **Kamikaze Attack**

The next target for the U.S. forces was Okinawa in the Ryukyu Islands, which were in range of aircraft from the Japanese mainland. The fast carrier force attacked the airfields in southern Japan. They departed from Ulithi on 14 March. On 18 March, Task Force 58 launched an attack from a position 100 nautical miles southeast of Kyūshū attacking airfields on Kyūshū as well as the Japanese fleet in Kobe and Kure. The Japanese located Task Force 58 on 21 March, sending 48 planes to attack the ships. Twenty-four U.S. Navy fighters shot down all the Japanese aircraft.

Pre-invasion bombardment of Okinawa began on 24 March. *Indianapolis* spent seven days firing 8" shells at the landing areas. Enemy aircraft repeatedly attacked; *Indianapolis* shot down six planes and damaged two others. On 31 March, lookouts spotted a Japanese fighter as it emerged from the morning twilight in a vertical dive. The ship's 20 mm guns opened fire, but within 15 seconds, the plane was over the ship. Tracers converged on it, causing it to swerve, but the enemy pilot managed to release his bomb from a height of 25', crashing his plane into the sea near the port stern. The armor piercing bomb plummeted through the main deck, the mess deck, down through the berthing compartment, through fuel tanks and the evaporator space before exiting below the keel and detonating below the hull, damaging the port shafts and screws. Nine men were killed in action. The ship's bulkheads prevented progressive flooding.

The ship's Senior Medical Officer gave a detailed account of the kamikaze attack.

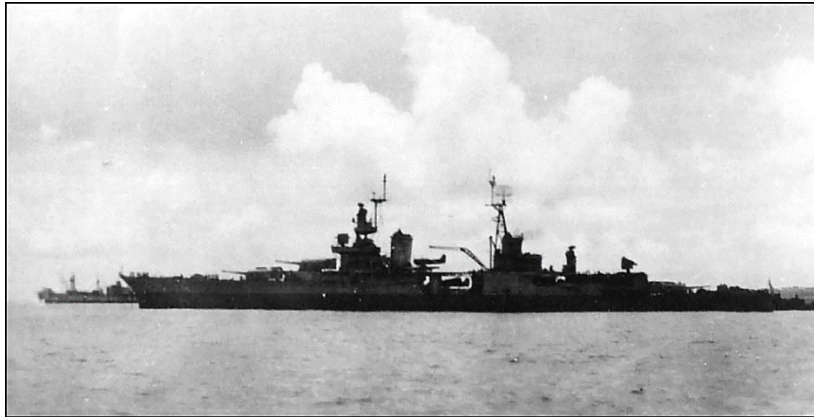
*On the first of April off Ie Shima, near Okinawa, a kamikaze hit us. Because of the kamikaze threat, the admiral had sent all the old destroyers, LCIs, and LCTs out on the periphery. And they all had orders to fire on any Japanese plane they saw regardless of the type or whether it was attacking. From breaking the Japanese code, they had information that kamikaze pilots had orders to dive on the first ship that fired on them. So, some of those destroyers had six or eight kamikazes hitting them. This was the seventh one that had dove on us. I was standing on the deck when one came down and it looked like the fire of the guns was just holding it in the air. It went right down the side of the ship and crashed alongside. There was no place you could hide. There are no foxholes on a ship. When it hit the water it almost exploded. A lot of the men who were looking over the side were hit with little aluminum rivets. I spent most of the afternoon digging rivets out of their hands and faces. But they weren't seriously injured. Anyway, this last kamikaze dropped two bombs just before he hit us. The bombs went down through the mess hall and exploded going out the bottom of the ship taking off our port screws and destroying our evaporator room. Did the bomb actually go out the bottom of the ship? It went out the bottom of the ship and exploded as it went out. It was an armor-piercing bomb. The plane came down into a mess hall full of men eating breakfast. So we had 38 dead and about 40 wounded.<sup>22</sup>*

Inspection revealed that her propellers and shafts were damaged, fuel tanks ruptured, and water-distilling equipment ruined. *Indianapolis*, settling slightly by the stern and listing to port, steamed to a salvage ship for emergency repairs. After local efforts to repair failed and one of the damaged screws was dropped, *Indianapolis* was forced to return to Mare Island on the remaining shafts. When informed that the divers from the repair ship at the anchorage had dropped one of *Indianapolis*' screws to "the bottom of the harbor," Admiral Spruance calmly remarked, "that's too bad," and resumed walking her decks.<sup>23</sup> He transferred his flag to USS *New Mexico* (BB 40) and barely escaped death when she too was struck by a kamikaze while the admiral was walking on the weather deck. Initially, Admiral Spruance was reported as missing but he was found manning a fire hose, probably the most senior damage control man in naval history.<sup>24</sup>

### Secret Mission to Tinian

After major repairs and overhaul at Mare Island, California, *Indianapolis* was ordered to proceed alone at high speed to Tinian Island, via Pearl Harbor, a distance of 3,300 nautical miles, carrying parts and the enriched uranium (about half of the world's supply of Uranium-235 at the time) for *Little Boy*, the first operational atomic bomb, which would later be dropped on Hiroshima. Originally, USS *Pensacola* (CA 24) was scheduled to carry the fissionable material but due to problems with her main engines during tests, it was decided to accelerate *Indianapolis*' departure for the special mission. *Indianapolis* sailed unescorted from San Francisco to Pearl Harbor at an average speed of over 28 knots. She established a new world speed record from Farallon Light to Diamond Head. Six hours later, she was underway again unescorted and seven days later, on 26 July 1945, *Indianapolis* reached Tinian.

Following cargo discharge, she proceeded to Guam where a number of the crewmen were transferred. Departing Guam on 28 July, she headed toward Leyte where her crew was to receive training with Rear Admiral Lynde B. McCormack's Task Force 95.7, before continuing on to Okinawa to join Vice Admiral Jesse B. Oldendorf's Task Force 95 which was preparing for the invasion of Japan, Operation Downfall.<sup>25</sup>



*Fig. 26: Indianapolis off Tinian, 28 July 1945, having delivered atomic bomb fissile material in record time*

The first atomic bomb, *Little Boy*, was detonated over Hiroshima on August 6, only 9 days later.<sup>26</sup>

### Sinking of *Indianapolis*

At 0014, 30 July, when near the midpoint of her voyage from Guam to Leyte, *Indianapolis* was struck on her starboard side forward by two Type 95 torpedoes from the Japanese submarine *I 58*, commanded by Lieutenant Commander Mochitsura Hashimoto, Imperial Japanese Navy.<sup>27</sup> The explosions caused massive damage to the starboard side forward and amidship causing *Indianapolis* to list and settle by the bow. Twelve minutes later, she rolled over, then her stern rose into the air, and the hull plunged towards the bottom. More than 300 of the 1,196 crewmen went down with the ship. With few lifeboats, rafts, and floater nets in the water the surviving crewmen were adrift. The number of survivors would be reduced by two-thirds during the next four days adrift alone.



Compounding the violence of the damage caused by the torpedoes forward, the brief time before sinking, and the improbability that a distress message was successfully transmitted or received, was a series of actions and inactions by U.S. Navy shore side commands that allowed the loss of Indianapolis to go unreported. Except for a fortuitous sighting by a Naval Aviator, there would have been no survivors.

In addition to the knowledge of *Indianapolis*' transit by the Commander of the Pacific Fleet's Advance Headquarters on Guam, both the Marianas Commander, whose Headquarters also was on Guam, and the Commander of the Philippine Sea Frontier, with Headquarters on Leyte, were provided information that should have led them to deduce the disappearance of a major combatant with nearly 1,200 souls.

On 31 July, when she should have arrived at Leyte, *Indianapolis* was removed from the board in the headquarters of the Marianas Commander. She was also recorded as having arrived at Leyte by the headquarters of the Commander of the Philippine Sea Frontier. Lieutenant Stuart B. Gibson, the Operations Officer under the Port Director, Tacloban, was the officer responsible for tracking the movements of *Indianapolis*. The vessel's failure to arrive on schedule was known immediately by Lieutenant Gibson, who failed to investigate and made no report.

The *Narrative of the Circumstances of the Loss of the USS Indianapolis dated 23 February 1946* (hereinafter "*CNO's Narrative of the Loss of USS Indianapolis*"), promulgated by Fleet Admiral Nimitz, detailed the omissions of the shore side staff in observing *Indianapolis*' failure to arrive.

*Lieutenant Commander Sancho and Lieutenant Gibson were members of the Philippine Sea Frontier organization. Bearing in mind the lack of experience of these officers in naval matters, it was incumbent upon their superior officers to exercise closer personal supervision over the manner in which their duties were performed than was actually the case. At the time of the loss of the Indianapolis, the Commander, Philippine Sea Frontier, Vice Admiral James L. Kauffman, U.S.N., was absent from his command since July 1, 1945, on temporary duty status in the United States; Commodore N. C. Gillette, U.S.N., was in temporary command; and the Operations Officer of the Headquarters Staff, Captain A. M. Granum, U.S.N., was intensively occupied in diversion of shipping in typhoon areas and operations. These facts do not, however, relieve these senior officers of their responsibility connected with the failure of their subordinates to take appropriate action to ascertain the whereabouts of the overdue Indianapolis. The junior officers who were directly concerned with this failure were members of the organization which was being administered by these senior officers. For this demonstrated weakness in the organization under their control, brought on largely through their failure to give closer personal attention to the work of these inexperienced juniors, Commodore Gillette and Captain Granum have been held responsible.*

*Commander, Philippine Sea Frontier (Commodore N. C. Gillette, U.S.N., Chief of Staff, Acting) was charged with the mission of safeguarding and protecting shipping in the area under his cognizance. He maintained an Operations Board at his Headquarters at Tolosa, Leyte, on which was kept a running record of the scheduled and actual arrival and departure of vessels of all categories in the area under his cognizance. His*

## INDIANAPOLIS (CA 35) LAST SHIP SUNK IN WWII, Part 1 ~ Capt. Lawrence B. Brennan

*Headquarters had been given intelligence of all submarine activity in the Philippine Sea and should have been aware that the Indianapolis was overdue in Leyte, but no investigation as to her whereabouts was instituted until after her survivors were sighted.*

*The Marianas Commander, in Guam, felt no particular concern connected with the arrival of the Indianapolis in Leyte. He assumed that the Indianapolis had reached her destination. No action was taken or required to be taken by that headquarters until the survivors were sighted.*

*There remains confusion if either Indianapolis' distress message or the report of sinking of a "battleship" from I 58 were received ashore. One account suggests that at least the after action report from I 58 was received by multiple U.S. commands but ignored for fear the Japanese were again attempting to create a trap for a rescue force.*

The first sighting of the survivors from *Indianapolis* was noted in *Nimitz's Gray Book*.

2 August (Guam Date)

*At about 1100/K yesterday a search plane from PELELIU sighted 30 survivors in the water at 1130, 1330, dropped a transmitter and emergency lifeboat. Later other survivors were seen in lifeboats. Dumbo planes were sent out with emergency equipment, ships were diverted to the scene, and other ships were sent out from ULITHI. By midnight several ships were at the scene, and reported that the survivors were from INDIANAPOLIS (CA 35), sunk on the night of the 29th. The SALAMAUA [CVE 96] ASW Group made a sonar contact about 200 miles to the west. The contact was not retained, but the search is continuing.<sup>28</sup>*

The second report in *Nimitz's Gray Book* about the recovery of *Indianapolis* survivors stated:

*About 400 survivors of the INDIANAPOLIS have been recovered and search for others continues. Commanding Officer, one of survivors, says that he believes the ship was hit forward by two torpedoes or a mine at about 0045/K 30 July. This was followed by a magazine explosion and the ship sank in 15 minutes.<sup>29</sup>*

The naval establishment had no knowledge of *Indianapolis'* sinking until survivors were spotted three and a half days later. At 1025 Thursday, 2 August a PV-1 Ventura, call sign "Gambler Seventeen" from Patrol Squadron (VPB 152), flown by Lieutenant (junior grade) Wilbur "Chuck" Gwinn, USNR, spotted the sheen of oil and the men adrift while on a routine patrol flight.

Flying a routine search out of Peleliu, LTJG Gwinn moved aft to make temporary repairs on a trailing wire antenna. While making these repairs, Mr. Gwinn looked down at the sea. Again, a perfect lineup of light, this time from the sun on the sea, showed the slender oil slick. Suspecting the slick might be from an enemy submarine, Gwinn followed it. As the aircraft descended to approximately 1,000 feet, the crew saw heads floating among the oil. The pilot made several passes, dropped life rafts, sonobuoys, and transmitted urgent messages. The datum for the first group of survivors was located at coordinates 11-54N 133-47E.<sup>30</sup>

## Rescuing the Survivors

All air and surface units capable of rescue operations were dispatched to the scene. A PBY-5A Catalina flown by a 28 year old lawyer/naval aviator, Lieutenant R. Adrian Marks, USNR of Patrol Squadron (VP 23), was launched. En route, Lieutenant Marks overflew USS *Cecil J. Doyle* (DE 368) and alerted her commanding officer, future Secretary of the Navy Lieutenant Commander W. Graham Claytor, Jr., USNR of the sighting of a large number of survivors. Without seeking approval from higher authority, Commander Claytor deviated to the scene.

Arriving hours ahead of *Cecil J. Doyle*, the PBY dropped rafts and supplies. Seeing men being attacked by sharks, Lieutenant Marks in intentional violation of standing orders landed on the open sea. He taxied to pick up the stragglers and lone swimmers who were at the greatest risk of shark attack. Upon learning the men were the crew of *Indianapolis*, he radioed the news, requesting immediate assistance. When Lieutenant Marks' aircraft was full, survivors were tied to the wings with parachute cord, damaging the wings so that the plane was unflyable and had to be sunk. Fifty six men were rescued that day by this single aircraft.

Homing on Marks' PBY in darkness, *Cecil J. Doyle* was the first ship to arrive on scene but halted to avoid running into the survivors. The destroyer escort began recovering survivors from the Catalina. Disregarding the safety of his own ship, Captain Claytor pointed his largest searchlight into the night sky as a beacon. This was the first indication to most survivors that rescuers were there. Ultimately, three destroyers, three destroyer escorts, and three high speed amphibious assault ships (converted destroyer escorts) arrived. USS *Helm* (DD 388), USS *Madison* (DD 425), and USS *Ralph Talbot* (DD 390) from Ulithi, along with USS *Dufilho* (DE 423), USS *Bassett* (APD 73), USS *Register* (APD 92), and USS *Ringness* (DE 100) of the Philippine Sea Frontier reached the survivors. They continued their search until 8 August. The search for survivors and remains involved 11 aircraft and 11 ships over six days.

## The Long Road Home

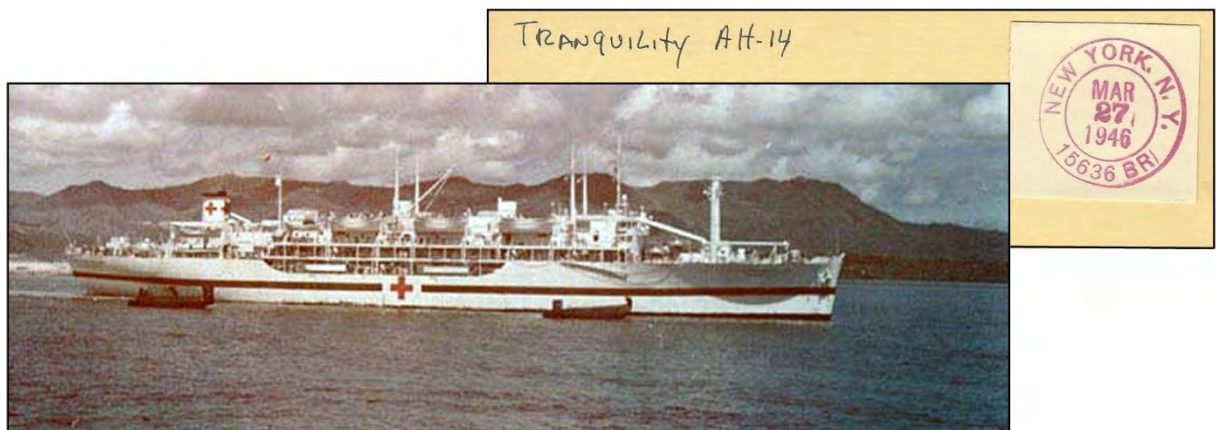


Fig. 27: USS *Tranquility* (AH 14), a hospital ship, transported the survivors to Guam. Shown with it is a Type 9# cancel from its branch office.

Postmark illustration courtesy Rich Hoffner.

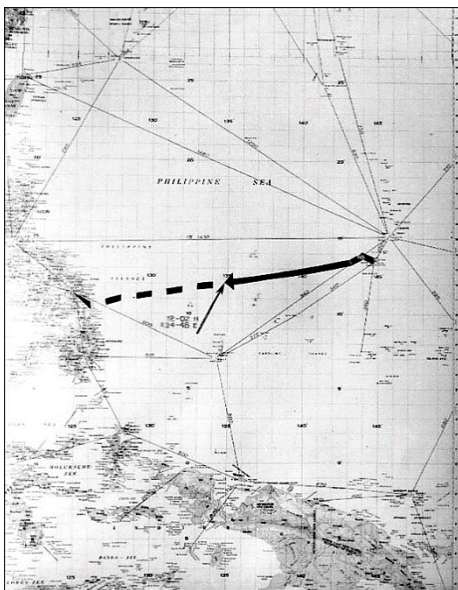


## INDIANAPOLIS (CA 35) LAST SHIP SUNK IN WWII, Part 1 ~ Capt. Lawrence B. Brennan

Of the 880 who survived the sinking, only 316 men ultimately survived.<sup>31</sup> They suffered from lack of food and water, exposure, and shark attacks, while some killed themselves or other survivors in various states of delirium, and hallucinations. Most of the deaths of *Indianapolis*' survivors in the water were due to exposure, salt water poisoning and thirst, with the dead being dragged off by sharks. Assuming that between 300 and 400 officers and men were lost directly as a result of the sinking and between 150 and 200 men died on the first day primarily as the result of wounds, about 600 to 700 officers and men remained alive to endure the unendurable. More than half of those who survived the first day perished while awaiting rescue; about 43%-46% of that group, however, survived.



**Fig. 28:** Survivors of *Indianapolis* on Guam, in August 1945.

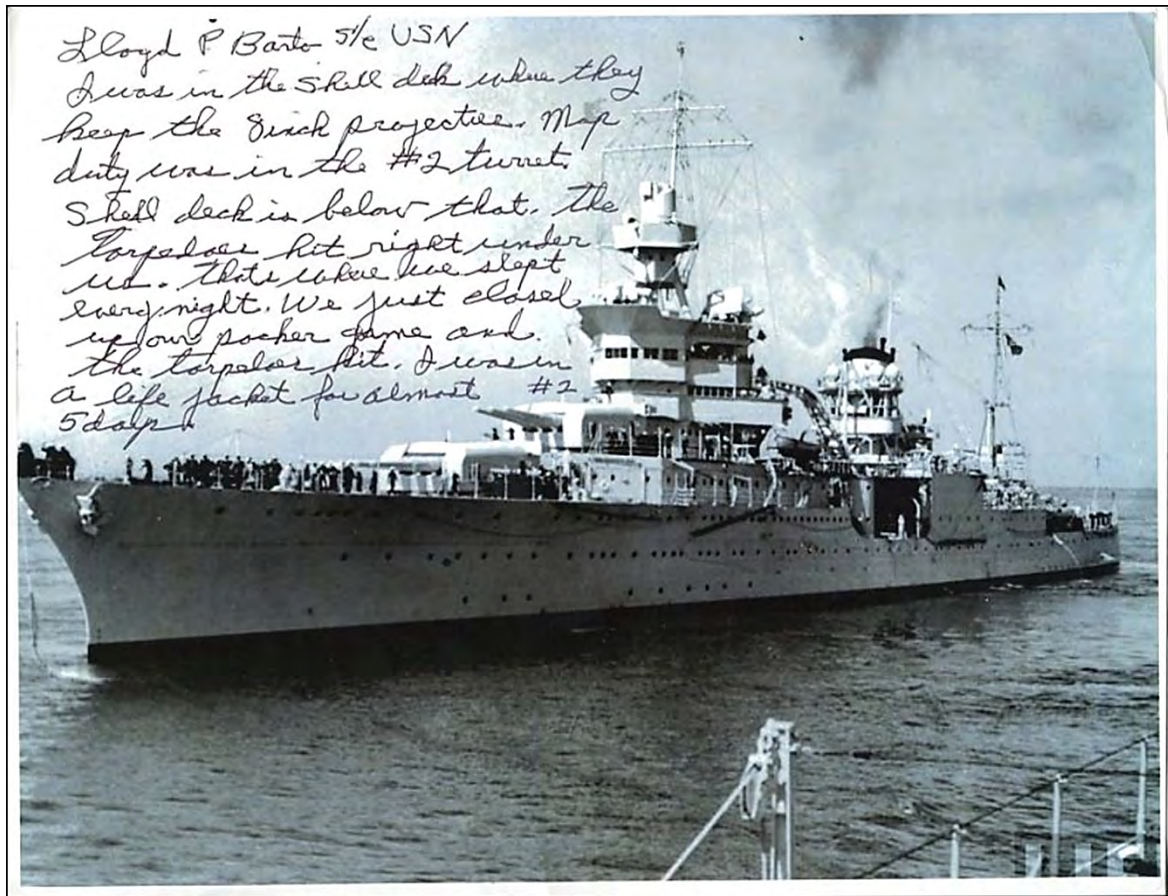


**Fig. 29:** *Indianapolis*' intended route from Guam to the Philippines.<sup>32</sup>

On August 14, President Truman announced on the radio that Japan had agreed to terms of surrender. On that same evening, the American public was informed of the tragedy of the *Indianapolis* for the first time.<sup>33</sup>

*Indianapolis* was awarded the American Defense Service Medal and Asiatic-Pacific Campaign Medal with ten battle stars.<sup>34</sup> Ultimately, her Commanding Officer was awarded a Bronze Star.

Upcoming in Part 2:



*Fig. 30: Photo of Indianapolis signed by survivor Lloyd Barto. The message reads "Lloyd P. Barto, s/e USN. I was in the shell deck where they keep the 8 inch projectiles. My duty was in the #2 turret. Shell deck is below that. The torpedoes hit right under us. That's where we slept every night. We just closed up our poker game and the torpedoes hit. I was in a life jacket for almost 5 days."<sup>35</sup>*

Part 2 will deal with the aftermath of the sinking of the Indianapolis, survivor stories, and court of inquiry and court martial proceedings.

**ENDNOTES:**

<sup>1</sup> Copyright MMXVI by Lawrence B. Brennan, all moral and legal right reserved. May not be reproduced or republished without the prior written consent of the author.

<sup>2</sup> Lawrence B. Brennan is a retired U.S. Navy Captain, an adjunct professor of law at Fordham Law School, and an admiralty and maritime law litigator in New York City. He writes extensively on admiralty and maritime matters, ship casualties, naval and merchant ship history, and philately. Larry began collecting U.S. and then U.N. postage stamps and first day covers when he was in grammar school. He began collecting naval covers 50 years ago and has an accumulation of about 50,000 covers. He is a life member of the Universal Ship Cancellation Society and a member of the New Jersey Postal History Society. Captain Brennan served more than 33 years in the U.S. Navy at sea and ashore, on active duty and in the Naval Reserve. He commanded two units (Admiralty Law and Naval War College) and was the Legal Officer in USS NIMITZ (CVN 68) (1979-1981) during the Iranian Hostage Rescue Mission in 1980 and in 1981 investigated an air crash on NIMITZ's flight deck that killed 14 and seriously injured 50 crewmen resulting in the beginning of Navy's "Zero Tolerance" anti-drug program which preceded the shot down of a pair of Libyan fighters at the Gulf of Sidra by Tomcats from Fighter Squadron 41 in August 1981. He has tried more than 100 cases and supervised a greater number of prosecutions and civil trials for clients around the world. Larry has defended members of the Naval Service from the lowest enlisted pay



grade to admirals. His private practice focuses on major maritime casualties, environmental and oil pollution claims, insurance coverage disputes, international trade, governmental investigations, arbitrations, trials, and appeals. He was a trial attorney for the U.S. Department of Justice. Larry was educated at Fordham University in New York City (B.A. *magna cum laude* 1974 and J.D. 1977). He is a member of the Bar of the State of New York and various federal courts including the U.S. Supreme Court.

<sup>3</sup> Admiral Spruance was born in Baltimore, Maryland, to Alexander and Annie Hiss Spruance. He was raised in Indianapolis, Indiana. Spruance attended Indianapolis public schools and graduated from Shortridge High School. From there, he went on to graduate from the U.S. Naval Academy in 1906, and received further, hands-on education in electrical engineering a few years later. Helm, Thomas, *Ordeal By Sea: The Tragedy of the U.S.S. Indianapolis* (Signet Books, New York: 2001) p. 10.

<sup>4</sup> During Franklin Roosevelt's presidency, The XX Amendment to the Constitution of the United States advanced the presidential inauguration date from 4 March to 20 January following the popular election in November.

<sup>5</sup> *Indianapolis* was the last of seven pre-war heavy cruisers to be lost in combat during World War II. All were lost in the Pacific Ocean. The first U.S. heavy cruiser sunk was USS *Houston* which was lost on 01 March 1942 to Japanese naval gunfire and torpedoes during the Battle of Sundra Strait. *Astoria*, *Quincy*, and *Vincennes* were lost to Japanese Naval gunfire and torpedoes on 9 August 1942 during the Battle of Savo Island. *Northampton* was lost to Japanese naval torpedoes on 30 November 1942 during the Battle of Tassafaronga. *Chicago* was lost on 30 January 1943 off Rennell Island to land-based aircraft torpedoes. Six of the seven heavy cruisers which were lost were sunk within an 11 month period (March 1942-January 1943); *Indianapolis* was the only heavy cruiser lost during the last 31 months of the war.

### <sup>6</sup> THE PREWAR HEAVY CRUISER CLASSES

*Pensacola*-Class. The first CAs built after the War and under the Treaty. *Pensacola* and *Salt Lake City*. *Northampton*-Class - 1929-1930 These succeeded the *Pensacola* Class, with minor changes in basic design, the main ones being a raised upper deck, three main battery turrets, an aircraft hangar amidships, and a more prominent tripod mainmast. Ships of this class were: *Northampton*, *Chester*, *Chicago*, *Houston*, *Louisville*, and *Augusta*.

*Indianapolis-Portland* Class - 1931-32 Only two ships of this "class" were built. *Indianapolis* and *Portland* embodied all the latest changes and modifications to the basic *Northampton* Class. *Astoria* Class - 1933-1936 The fourth and final class of heavy cruisers built by the Navy under the Washington Treaty: *Astoria*, *New Orleans*, *Minneapolis*, *Tuscaloosa*, *San Francisco*, *Quincy*, and *Vincennes*.

<sup>7</sup> USS *Decatur* (DD 5) Ship's Officers and Crew on deck, 1907. Officers present are (seated, left to right): Ensign John M. Smeallie, USN, Ship's Engineer; Ensign Chester W. Nimitz, USN, Commanding Officer; and Midshipman Hugh Allen, USN, Executive Officer. Ensign Smeallie went on to become the commissioning Commanding Officer of USS *Indianapolis*. A few years later, Captain Nimitz assumed command of a later heavy cruiser, USS *Augusta* (CA 31). Ensign Nimitz was convicted by General Court Martial for negligently hazarding a vessel when USS *Decatur* stranded on an uncharted reef in Philippine waters. See: <http://www.ibiblio.org/hyperwar/OnlineLibrary/photos/sh-usn/usnsh-d/dd5-d.htm>

<sup>8</sup> Some of the silver service from USS *Indiana* was on board USS *Nimitz* (CVN 68). I spent many hours in the wardroom near the silver punch bowl with the imprint from the spent Spanish shell. Interestingly, the silver punch bowl did not seem to have suffered any damage other than an indentation in the shape of the shell.

<sup>9</sup> From Mr. Jensen's U.S. History blogsite at <http://waverlyhs.weebly.com/us-history-blog-may-2015---may-2016/the-uss-indianapolis-part-one-for-8/16/2015>. Source: Doug Stanton. *In Harm's Way: The Sinking of the U.S.S. Indianapolis and the Extraordinary Story of Its Survivors* (2003)

<sup>10</sup> Buell, Thomas B., *The Quiet Warrior*, (Annapolis, MD, US Naval Institute Classics of Naval Literature Edition 1987) p. 207.

<sup>11</sup> Image NH-83717 at Navy History & Heritage Command at <http://www.history.navy.mil/search.html?q=NH-83717>

<sup>12</sup> Admiral Henry Kent Hewitt, U.S. Navy (1887 – 1972), a New Jersey native, was the commander of amphibious operations in North Africa and southern Europe through World War II. He was born in Hackensack, New Jersey and was graduated from the U.S. Naval Academy in 1906. He was Commanding Officer, USS *Indianapolis* (1936-39). The *Spruance*-class destroyer USS *Hewitt* (DD 966) was named in his honor.

<sup>13</sup> Admiral Thomas Cassin Kinkaid, U.S. Navy (1888 – 1972), USNA 1908, Commander, Seventh Fleet during the Battle of Leyte Gulf. He was the namesake of the *Spruance*-class destroyer, USS *Kincaid* (DD 966).

<sup>14</sup> Vice Admiral Andrews was born in Galveston, Texas, (1879-1948). USNA 1901. As an Admiral, he was Commander in Chief U.S. Fleet before World War II and during the war, as a Rear Admiral and Vice Admiral, he was Commander, Eastern Sea Frontier and Commandant, Third Naval District. He was present at the loss of USS



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*Lafayette* (AP 53) ex SS *Normandie*, the French Lines passenger ship which went on fire and capsized on the Hudson River at Pier 88 in mid-town New York. Admiral Andrews refused to allow the firefighters to counter flood.

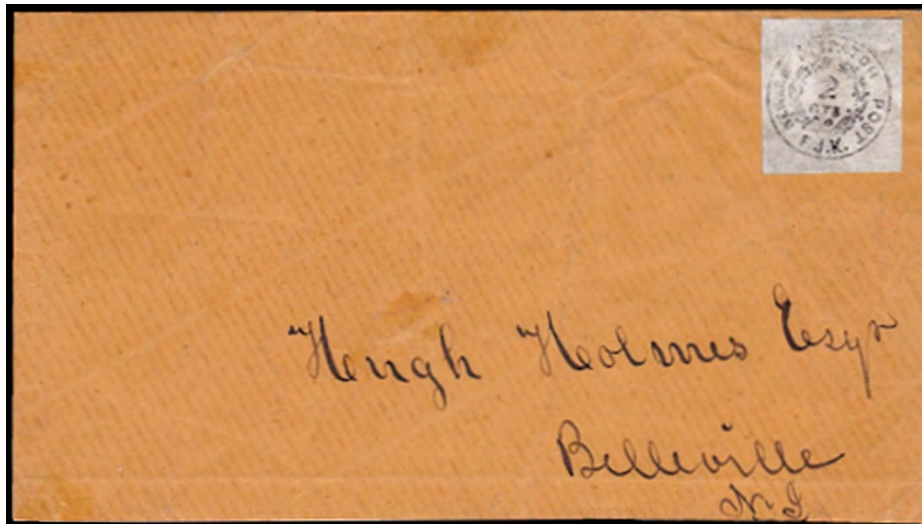
- <sup>15</sup> Naval Cover Museum, [http://www.navalcovermuseum.org/restored/INDIANAPOLIS\\_CA\\_35.html](http://www.navalcovermuseum.org/restored/INDIANAPOLIS_CA_35.html)
- <sup>16</sup> Vice Admiral John Franklin Shafroth, U S. Navy, 1887-1967. . He commanded USS *Indianapolis* (1938-1940) and towards the closing days of World War II he was the Battleship Division Commander during the bombardment of Japan.
- <sup>17</sup> Naval Cover Museum, [http://www.navalcovermuseum.org/restored/INDIANAPOLIS\\_CA\\_35.html](http://www.navalcovermuseum.org/restored/INDIANAPOLIS_CA_35.html)
- <sup>18</sup> Raymond Ames Spruance, 1886-1969. USNA Class of 1906. Commander, Cruiser Division FIVE, Command, Task Force 16 at Battle of Midway, Chief of Staff, Commander in Chief Pacific Fleet, Commander Fifth Fleet, Commander in Chief U.S. Pacific Command and Pacific Ocean Area, President, Naval War College. Two destroyers USS *Spruance* (DD 963), lead ship of the *Spruance*-class of destroyers, and USS *Spruance* (DDG 111), 61st ship of the *Arleigh Burke*-class destroyer, were named in his honor.
- <sup>19</sup> Admiral Marc A. Mitscher (188x-1947 USNA 1910, pioneer Naval Aviator who was pilot of the NC-1 seaplane during the 1919 trans-Atlantic flight of the NC-4. He commanded USS *Hornet* (CV 8) during Doolittle raid 18 April 1942, and in the Battle of Midway, June 3-7, 1942, as a Rear Admiral, a rare time a flag officer commanded a U.S. Navy warship. He was the namesake for two ships: USS *Mitscher* (DLG 2/DDG 35) and USS *Mitscher* (DDG 57).
- <sup>20</sup> WWII Database photo, [http://ww2db.com/image.php?image\\_id=3023](http://ww2db.com/image.php?image_id=3023) , United States Navy Naval History and Heritage Command, Identification Code NH 104376-KN
- <sup>21</sup> Buell, Thomas B., *The Quiet Warrior*, (Annapolis, MD, US Naval Institute Classics of Naval Literature Edition 1987) p. 359.
- <sup>22</sup> U.S. Navy Medical Department Oral History Program, Oral History With Capt (Ret.) Lewis Haynes, MC, USN, Conducted By Jan K. Herman, Historian, Bumed 5, 12 And 22 June 1995 Telephonic Interview/Site Interview (Newton, Ma), Office Of Medical History Bureau Of Medicine And Surgery Washington, DC.
- <sup>23</sup> Buell, Thomas B., *The Quiet Warrior*, (Annapolis, MD, US Naval Institute Classics of Naval Literature Edition, 1987), p. 389.
- <sup>24</sup> Buell, Thomas B., *The Quiet Warrior*, (Annapolis, MD, US Naval Institute Classics of Naval Literature Edition 1987).
- <sup>25</sup> Jesse Barrett Oldendorf (1887 – 1974) , USNA 1909. Retired as Admiral. Namesake of USS *Oldendorf* (DD 972), a *Spruance*-class destroyer.
- <sup>26</sup> *Indianapolis* timeline at [http://cdn.knightlab.com/libs/timeline/latest/embed/index.html?source=0AkAZ5A1eO02gdF8yYkY0YWwzeGx\\_WVU5rejZZOUZtSmc&font=Bevan-PotanoSans&maptype=toner&lang=en&height=650](http://cdn.knightlab.com/libs/timeline/latest/embed/index.html?source=0AkAZ5A1eO02gdF8yYkY0YWwzeGx_WVU5rejZZOUZtSmc&font=Bevan-PotanoSans&maptype=toner&lang=en&height=650) .
- <sup>27</sup> He was promoted to Commander, Imperial Japanese Navy Reserve on x September 1945 after the signing of the Instrument of Surrender.
- <sup>28</sup> *Nimitz Gray Book* entry, 2 August 1945.
- <sup>29</sup> *Nimitz Gray Book* entry, 3 August 1945.
- <sup>30</sup> *Nimitz Gray Book* entry, 2 August 1945.
- <sup>31</sup> Some sources report 317 survivors.
- <sup>32</sup> WW2 database at [http://ww2db.com/image.php?image\\_id=1464](http://ww2db.com/image.php?image_id=1464) .
- <sup>33</sup> *Indianapolis* timeline at [http://cdn.knightlab.com/libs/timeline/latest/embed/index.html?source=0AkAZ5A1eO02gdF8yYkY0YWwzeGx\\_WVU5rejZZOUZtSmc&font=Bevan-PotanoSans&maptype=toner&lang=en&height=650](http://cdn.knightlab.com/libs/timeline/latest/embed/index.html?source=0AkAZ5A1eO02gdF8yYkY0YWwzeGx_WVU5rejZZOUZtSmc&font=Bevan-PotanoSans&maptype=toner&lang=en&height=650) .
- <sup>34</sup> February 1942 – Bougainville and Salamaua-Lae Raids; March 1943 – Aleutians Operations; November 1943 – Gilbert Islands Operations; January - February 1944 – Marshall Islands Operations, Kwajalein, Majuro and Eniwetok Atolls; March - April 1944 – Asiatic-Pacific Raids, Yap, Palau, Ulithi and Woleai; June - August 1944 – Marianas Operations, Battle of the Philippine Sea & capture of Saipan and Guam; July 1944 – Capture of Tinian Island; September 1944 – Western Caroline Operations; February 1945 – Japanese Home Islands Raids, Honshu, Nansei Shoto and the capture of Iwo Jima; and March 1945 – Okinawa Gunto Operations.
- <sup>35</sup> Autographed cards.com at [http://www.autographedcards.com/Lloyd\\_Barto\\_USS\\_Indianapolis\\_Survivor\\_WWII\\_Signed\\_Autograph\\_Photo-ITEM23014.aspx](http://www.autographedcards.com/Lloyd_Barto_USS_Indianapolis_Survivor_WWII_Signed_Autograph_Photo-ITEM23014.aspx) .

## N.J. LOCAL POSTS: Newark Dispatch Post

By Larry Lyons

*This is the ninth and final entry in a series of articles on New Jersey's local stamps. Local Posts were established as early as the 1840s by enterprising private individuals and companies who carried letters within city limits – including to and from Post Offices. They flourished for a number of years until they were finally outlawed by the government. The author, Larry Lyons, is a noted authority on United States local stamps, and is the editor-in-chief of "The Penny Post," the prize winning journal of The Carriers and Locals Society. We cannot thank him enough for his contributions, and hope to combine them into one document.<sup>1</sup>*

Very little is known about this local post. The unique example on cover has been recognized as genuine for a very long time and the cover has graced the collections of several major local post collectors. See *Figure 1*.



*Fig. 1: The unique example of the Newark Dispatch Post adhesive on cover.*

The trail goes back to *The Quaker City Philatelist*, Volume II, April 1887. That article written by W.H. Mitchell reads as follows:

“This post was discovered by the late Henry M. Craft in a collection in Newark, N.J., and several years of research have failed to ascertain all that we would like to know in regard to it. The Post, we have ascertained was run by a law student in the latter part of 1849 and the early part of 1850, and, coming at that time of year, failed to get in the city directories, so that “F.J.K.” is still unknown. The Mutual Life Insurance Company of New York used this Post and it is authentic beyond a doubt.”

I have not been able to find any other reference to the Mutual Life Insurance Company using this post but evidently W.H. Mitchell, the esteemed author and philatelist knew something he did not elaborate on. In May of 1967 Elliott Perry jotted a note to George Sloane in which he stated his comments on Dr. Mitchell's article from 1887. He said, "Why a Life Insurance Company of New York? More likely the Mutual Benefit Life Insurance Company right there in Newark." In 1887 W.H. Mitchell compiled a reference list of local stamps which was quite accurate and comprehensive. He listed the Newark Dispatch Post with a date of 1849.

In July 1937 in a *Pat Paragraphs*' article Elliott Perry advertised "Information Sought" on the Newark Dispatch Post.<sup>2</sup>

Elliott Perry discussed the subject with George Sloane in October 1952. Perry wrote to Sloane saying he had made a search of the Newark directories and Ricketts Index and could not positively identify "F.J.K." and a connection with this post. He did find a Francis J. Kennedy who was a barber in Newark and a Frederick Keer who kept a bookstore. Sloane felt the date of "1849" was "undoubtedly too early." Sloane judged the cover and adhesive to be "at least 10 years or more later." Sloane also noted that the cover is addressed to Belleville, N.J. which is a Newark suburb. Belleville is listed in later postal guides as a station attached to Newark.

### The Adhesive

The Newark Dispatch Post adhesive is in black lettering on gray paper. The rate in the center is "2 cents" which was typically a local post rate for delivery. The name of the post is around the outer circle.



Fig. 2: A clearer sketch of the adhesive.

### The Provenance

In 1952 the cover was in the Y. Souren collection selling at Harmer Rooke on October 22, 1952, lot 563. It was probably purchased by Caspary at that time. Caspary sold the cover to Lilly who followed in Caspary's footsteps for owning rare local post stamps and covers. The cover was sold in the Lilly collection which was auctioned by Siegel, September 14, 1967 as lot 829. The cover next appears in the Basel sale, USA 1, held by Robson Lowe on March 1, 1973. It was lot 1602 with an estimate of \$5,000. I have a notation that it sold for 3000 Swiss francs. The cover appeared again 6 years later in another Robson Lowe sale held on February 16, 1979.



Lot 1487 was followed by the following note: “This cover has been known for nearly a century and graced both the Caspary and the Lilly collections. No other example of this stamp has been recorded by us.”

This writer was fortunate enough to purchase this cover from a dealer in the year 2000. It has been in my collection for 17 years so far and is destined to grace the collection of someone who continues the chain of prestigious ownership of this cover. Its authenticity is beyond a doubt as my predecessors have stated.

*This is the ninth and final article in a series on the Local Posts of New Jersey.*

*Our sincere thanks to Larry Lyons for sharing his knowledge and research, and for the education he has provided us on the local posts of New Jersey.*

## ENDNOTES

<sup>1</sup> We hope to have a document combining all nine parts in one pdf document on our web site, available to members only. Look for it soon.

<sup>2</sup> *Pat Paragraphs*, Elliott Perry, #32, July 1937, page 915.

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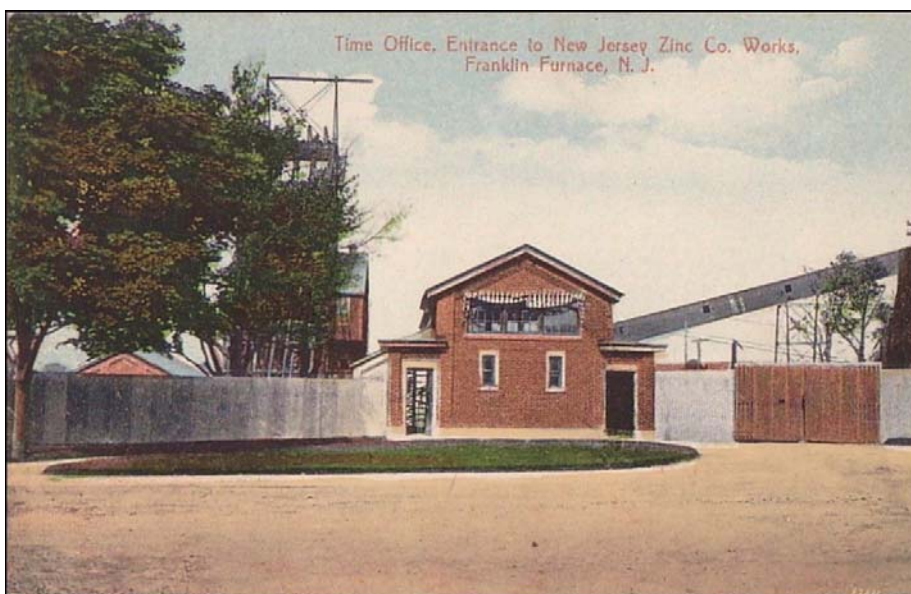
## FRANKLIN FURNACE, NJ – A Look Back

By Jean Walton

Hidden away in the hills north of Ogdensburg in Sussex County is the community of Franklin Furnace, now known as just Franklin. It has long been known as the “Fluorescent Mineral Capital of the World.” An awe-inspiring title, which is based on the fact that in this location, more fluorescent minerals have been found than anywhere else in the world – some 98 different. Over 300 minerals in total are found in this one location.

Like many communities in New Jersey, Franklin Furnace has a long history, longer than most, as mineral resources will draw explorers more surely than even the finest farm land. Peppered across northern New Jersey are iron mines, a necessity for producing the tools to grow a society, so a number of small forges with their adjacent miners’ dwellings existed before true towns were developed in this area.

The furnaces at Franklin were originally created for smelting iron, providing blacksmithing and iron products for local consumption. Some of the iron ore found in this area contained zinc and manganese, but these additional minerals only fouled the furnaces, and methods to extract the iron from these compound ores was unsuccessful. Franklin however had zinc in large quantities – the beginnings of zinc mining were begun by 1836, and successful smelting was begun by the 1840s. This was a tremendous boon for Franklin, and its neighbor Ogdensburg. Zinc was important in the production of brass, and was used to produce a metal that did not rust, often used in roofing and drainpipes.<sup>1</sup> Litigation for the rights to these valuable minerals soon followed, with the New Jersey Zinc Company coming out on top, in control of both Franklin and Sterling Hill mines.

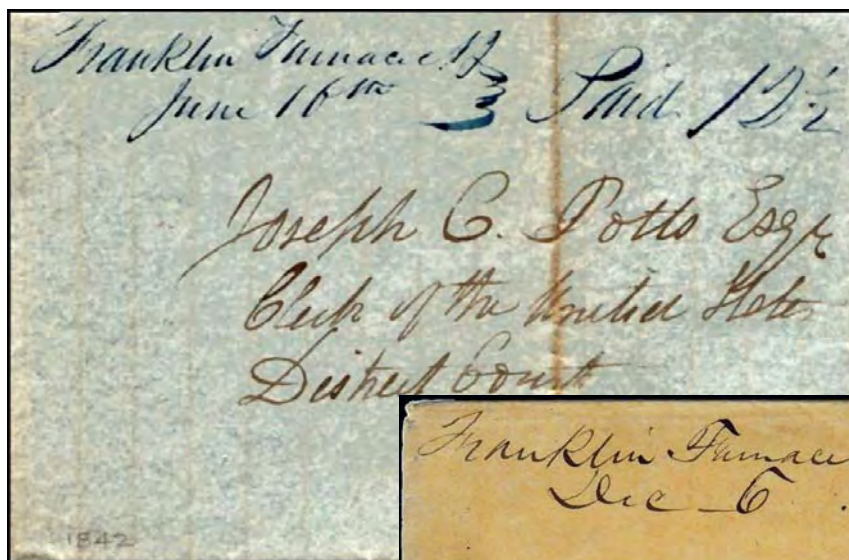


*Fig. 1: A post card view of the New Jersey Zinc Company time office, sold on Ebay.*

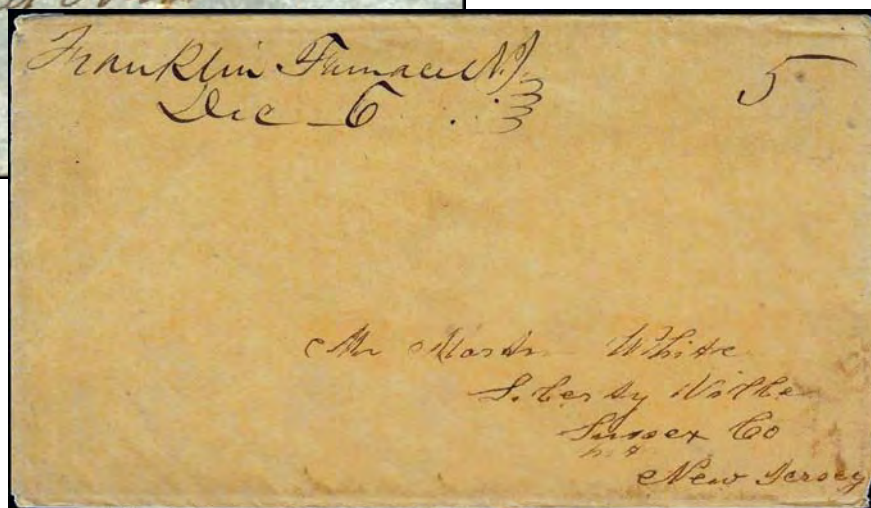
Van King<sup>2</sup>, one of the editors of an upcoming book on the minerology of Franklin and Ogdensburg, offered the following: The first mention of Franklin Furnace in print appears to be in the *New Jersey Journal*: on December 22, 1792, when “Samuel & Edward Sharp” advertised to buy “cut wood” and to hire “colliers and other laborers” at Franklin Furnace. He added:

*Of interest to postal historians is that unclaimed letters addressed to Franklin Furnace were initially advertised in the New Jersey Gazette ... but because there was no general knowledge of where Franklin Furnace might be, the post office in Trenton held the letters to be claimed. The earliest unclaimed Franklin Furnace letter I've seen advertised, was in January 16, 1793 issue of New Jersey Gazette. Eventually, unclaimed letters addressed to Franklin Furnace were available at the Newton post office.<sup>3</sup>*

The first post office at Franklin Furnace, in Sussex County, was established in 1838. The first postmaster was Nathaniel Witherell, Jr., followed by William S. Ames in 1840. The post office was closed briefly in 1846, and reopened again in 1847 with John H. Brown, as postmaster. It has been in continuous operation since.



**Fig. 2:** An 1842 SFL showing the postal marking of June 16, Paid 12½¢ to Trenton.



**Fig. 3:** A stampless letter with no date, sent unpaid at a 5¢ rate to Liberty Ville (Libertyville), New Jersey, with markings written in a different hand.

Since the date is known on the first cover, and it was sent when Ames was postmaster, we could speculate that the second (Figure 3), in a different postmaster's handwriting (note in particular the F's) was sent after the post office was reopened on May 14, 1847, with Brown as postmaster. The following postmaster (I. LaForge Bonnell) did not take office until 1856, when prepayment in stamps was required. That and the 5¢ rate for letters under 300 miles, effective July 1, 1845, and under 3,000 miles, effective July 1, 1851, places this usage between 1847 and April 1, 1855 (when a 3¢ compulsory prepayment was enacted). Although the rate was lowered to 3¢ for paid letters on July 1, 1851, unpaid letters such as this were still rated at 5¢ until March 31, 1855.

Both covers from the collection of Ed & Jean Siskin.



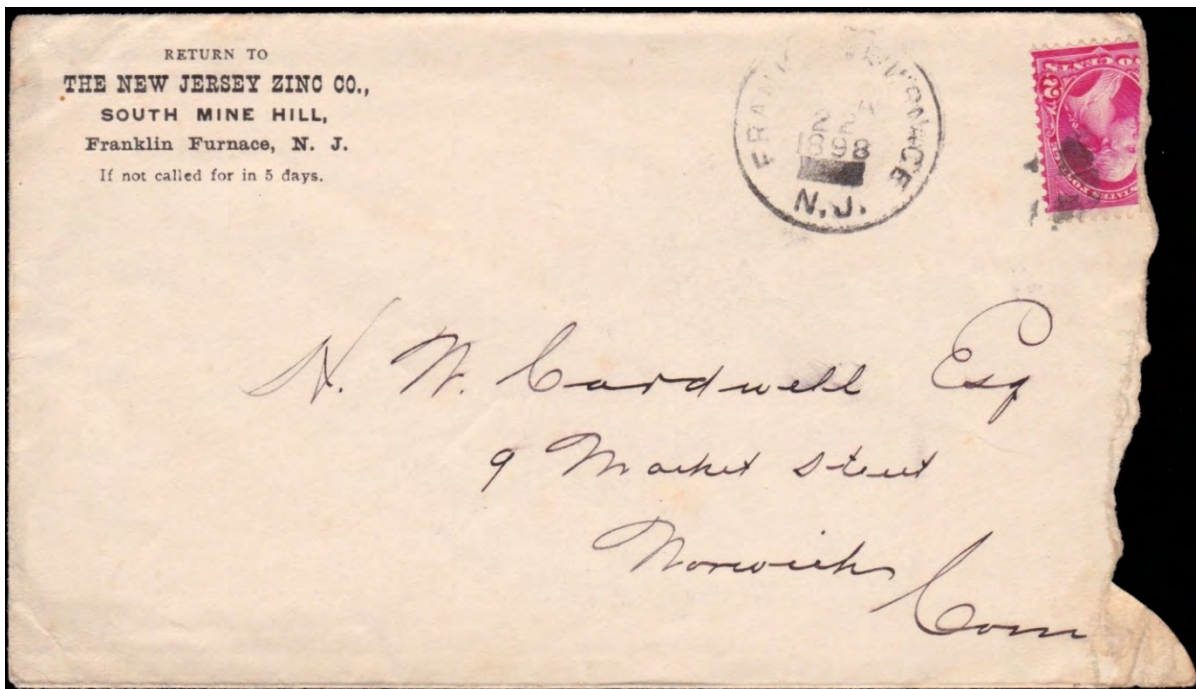
**FRANKLIN FURNACE, NJ: A Look Back ~ Jean Walton**

An 1890 cover shown in *Figure 4* shows a Franklin Furnace duplex cancel, and the 1898 cover with the New Jersey Zinc Company corner shows a CDS with a fancy cork killer.



*Fig. 4: Franklin Furnace duplex cancel, Sep. 11, 1890, sent to Stillwater, also in Sussex County.*

Illustration ex-  
Leonard Peck

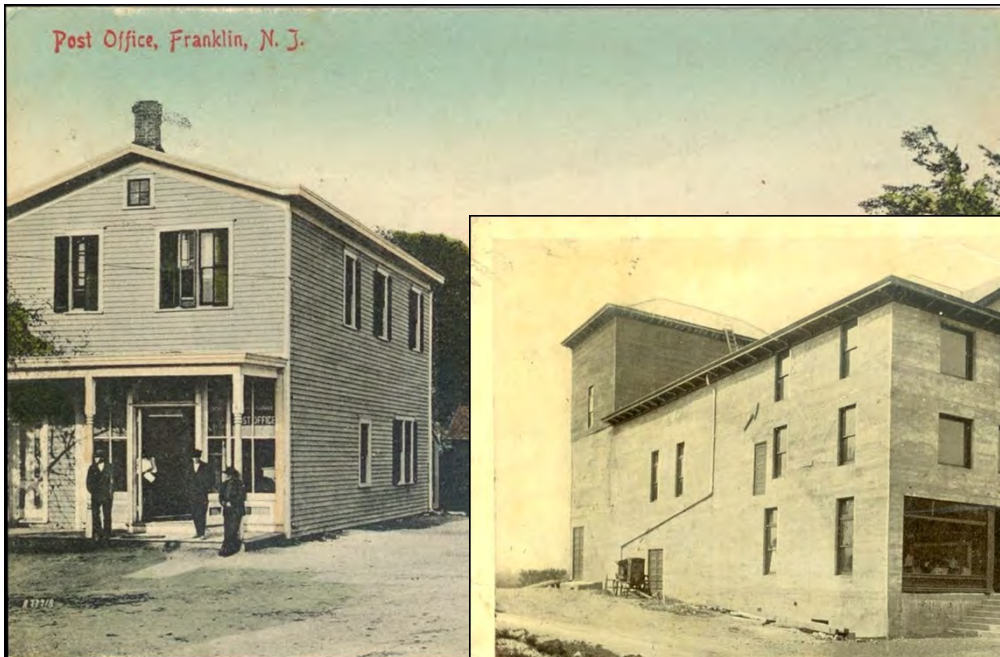


*Fig. 5: A New Jersey Zinc Company cover from 1898.*

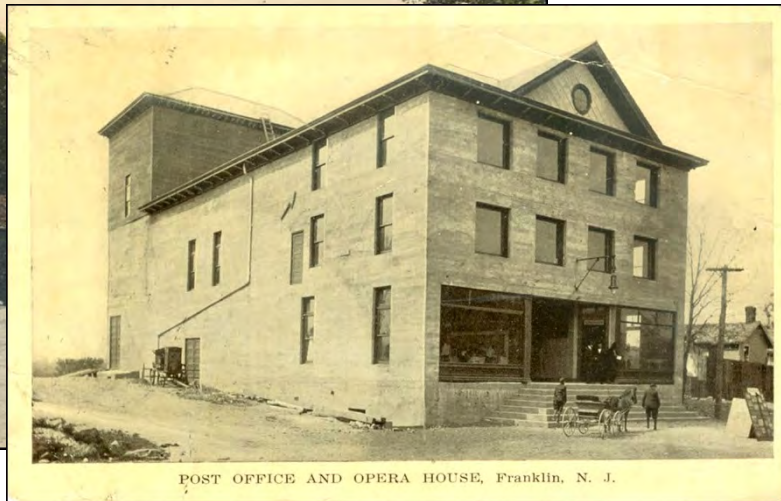
The post office was originally known as Franklin Furnace until 1913, when the name was changed to Franklin on May 29. At around the same time, the borough of Franklin was established, setting it off from Hardyston Township. The old Franklin Furnace canceller may have continued in use until a new one was supplied.<sup>4</sup>

The village was originally located around Franklin Pond, but an influx of immigrants to work the mines accounted for much of the growth of the community, expanding the area covered. The New Jersey Zinc Company held the lives of many Sussex residents in its hands. It was the largest employer in Sussex County, and paid one-third of the property taxes for the county. From all reports,<sup>5</sup> the NJ Zinc Company ran a very generous “company town,” with concern for its miners and their welfare. Efforts were made to house and feed the large immigrant population and to educate them as well. Local stores were well stocked with quality goods, and an opera house was built in 1914 for the benefit of the community. The opera house was also the location of the post office for a period.

The post office doubtless had several locations over time – the views below show two, both from the Doug D’Avino Gallery, “[Post Offices of New Jersey - A History Told Through Postcards](#),” available on our web site or by visiting the Society’s [Picasa Online Album](#):



**Fig. 6: One location of the Franklin Post Office.**



**Fig. 7: The Opera House, built in 1914, also housed the post office for a period of its existence.**

It is unlikely that either of these locations was during the “Franklin Furnace” post office period.

The zinc ore at Franklin was exhausted by September 1954; zinc ore at the nearby Sterling Hill mine still exists, but excessive taxation has made its extraction unprofitable.

## FRANKLIN FURNACE, NJ: A Look Back ~ Jean Walton

While the mines no longer operate at Franklin and Sterling Hill, if you have never made the trip to see these two locations, two mine museums are available to visit, the Franklin Mineral Museum Inc. with a web site at <http://www.franklinmineralmuseum.com/> and the Sterling Hill Mining Museum at <http://sterlinghillminingmuseum.org/>. A bag full of collected minerals that glow under ultraviolet light (which many stamp collectors already have) is in your future.

A list of Franklin Furnace and Franklin postmasters is shown below: \*<sup>6</sup>

Franklin Furnace	Date		Postmaster
	Apr. 25, 1838	Established 1838-04-25	Nathaniel Witherell, Jr.
	Oct. 13, 1840		William S. Ames
		Discontinued Sept. 22, 1846; Reestablished May 14, 1847	
	May 14, 1847		John H. Brown
	Feb. 16, 1856		I. LaForge Bonnell
	Aug. 25, 1856		Louis M. Lawrence
	Nov. 20, 1857		Caleb K. Scott
	Apr. 4, 1859		Samuel Fowler
	Aug. 11, 1862		John H. Brown
	Dec. 26, 1877		Hugh T. Lawrence
	Jan. 5, 1880		Wyatt W. Pierce
	Dec. 5, 1884		Edward M. Wildreck
	Apr. 22, 1889		Wyatt W. Pierce
	July 8, 1893		Chas. J. McCarthy
	June 19, 1897		David W. McCarthy
	Dec. 29, 1903		Uzal S. Hancey
	Apr. 1, 1905		David W. McCarthy
	Jan 13, 1909		Uzal S. Hancey
<b>Franklin [07416]</b>	May 29, 1913	May 29, 1913 changed from Franklin Furnace to Franklin	Dan'l W. Sheldon Jr.
	Jan. 12, 1914		George Lee Shaw
	Jan. 11, 1916		Mary A. Hyde
	Dec. 18, 1924.		Vivian O. Walters
	Sept. 12, 1935		William C. Nestor
	Apr. 26, 1943		Elizabeth K. Massey
	Aug. 6, 1954		Lester W. Schroeder
	Aug. 2, 1975		Robert F. Carroll
	Sept. 4, 1982		Joseph L. Kabatyr
	Apr. 18, 1992		Michael A. Fusco
	Nov. 12, 2005		Robert G. Krysiak
	July 17, 2010		Paul McDiarmid
	Aug. 27, 2011		Barbara A. Spooner
	Sept. 6, 2014		Laura A. Kratchman

\*Acting postmasters and Officers-in-charge removed.



An upcoming book titled *Mineralogy of Franklin and Ogdensburg, New Jersey, A Photographic Celebration*, is in the works. Anyone interested, please contact Vandall King at [mindat.manager@gmail.com](mailto:mindat.manager@gmail.com).

*Our thanks to Van King for his help and his knowledge on the subject of Franklin Furnace.*



**Fig. 8:** The current post office at Franklin, NJ in a strip mall at 270 State Rt 23 Franklin, NJ 07416.<sup>7</sup> Previously it was located on Main Street in Franklin.

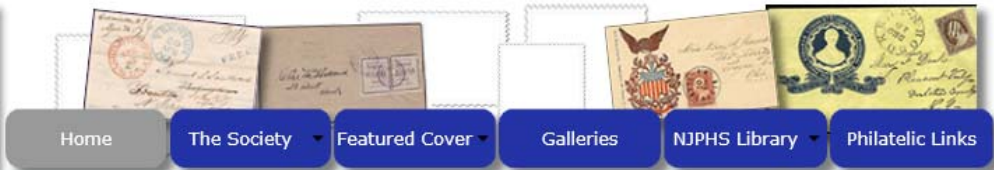
## ENDNOTES AND REFERENCES:

### References:

- Jones, R. W., Franklin, Fluorescent Mineral Capital Of The World, Published by Spex Industries, 1981, The Spex Speaker, Year 26, Issue 1, June 1985 at [http://www.spexspeaker.com/documents/81-06\\_spexspeaker.pdf](http://www.spexspeaker.com/documents/81-06_spexspeaker.pdf)
- Merguerian, Charles, New Jersey Zinc Mine Guide at [https://people.hofstra.edu/charles\\_merguerian/Publications/PubsPdf/HU0804\\_NJZincMineGuide.pdf](https://people.hofstra.edu/charles_merguerian/Publications/PubsPdf/HU0804_NJZincMineGuide.pdf)
- Verbeek, Dr. Earl R., Resident Geologist at Sterling Hill Mining Museum, in collaboration with Professor Lincoln Hollister, Professor Thomas S. Duffy, and Laurel Goodell (all of Princeton University), and Haig Kasabach (retired Director, New Jersey Geological Survey), Origin of the Zinc Ore Body at Sterling and Franklin, at <http://sterlinghillminingmuseum.org/education/orebody.php>
- Volker, Rich, and Witte, Ron, New Jersey Geological Survey, Geological History and Virtual Field Trip of the New Jersey Highlands at <http://www.state.nj.us/dep/njgs/enviroed/freedwn/HighlandsVFT.pdf>

### Endnotes:

- <sup>1</sup> Uses of zinc: “Zinc is currently the fourth most widely consumed metal in the world after iron, aluminum, and copper. It has strong anticorrosive properties and bonds well with other metals. Consequently, about one-half of the zinc that is produced is used in zinc galvanizing, which is the process of adding thin layers of zinc to iron or steel to prevent rusting.” See <http://geology.com/usgs/uses-of-zinc/>
- <sup>2</sup> Vandall King, one of the editors of an upcoming book titled *Mineralogy of Franklin and Ogdensburg, New Jersey, A Photographic Celebration*, shared his research and knowledge to improve this article.
- <sup>3</sup> Newton (as Newtown until 1825) first had a post office in 1793, named Sussex Court House. This became Newtown in 1797, and in 1825 was shortened to Newton, the name it holds today. Coles, Wm. C, Jr., *The Postal Markings of New Jersey Stampless Covers*, published by the Collectors Club of Chicago, 1983.
- <sup>4</sup> A Franklin cover from January 23, 1914 was shown in an issue of *NJPH*, using the old Franklin Furnace name – a mistake in the date of the canceller? Or had no new canceller yet been received? Reported by Brandis H. Smith in *NJPH* Whole No. 64, September 1985. <http://njpostalhistory.org/media/archive/064-sep85njph.pdf>
- <sup>5</sup> Franklin Borough history on the township web site at <http://www.franklinborough.org/local-info/history/>.
- <sup>6</sup> Postmaster list originally published in *NJPH* by Brad Arch from a list supplied by the Franklin post office (Whole No. 40, Nov. 1980, <http://njpostalhistory.org/media/archive/040-nov80njph.pdf>), and has been supplemented by information from the USPS postmaster finder site at <https://about.usps.com/who-we-are/postmasterfinder/welcome.htm>
- <sup>7</sup> Photo by J Gallagher, Jul. 2008, Part of the [Post Mark Collectors Club](http://www.postmarks.org/photos/us.php?st=NJ) (PMCC) collection at <http://www.postmarks.org/photos/us.php?st=NJ>.



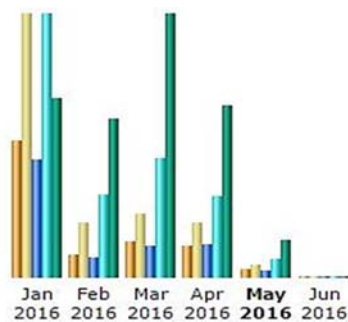
# May 2016 Web Update

Warren Plank - [Webmaster](#)

## OUR REVISED WEBSITE IS LAUNCHING!

On May 22<sup>th</sup> we will launch our updated website. There will still be a lot of work to do – *a work in progress*. Over the course of the summer, I will be adding captions and tags to all of the covers in our galleries. (I'll need a few rainy weekends and a few 12 packs!☺) Eventually you will be able to view on your computer, tablet, or phone as I make the site responsive to all devices. As I am doing this, you will see a much larger page and images when on your computer as versus a tablet or phone. Please take a moment as you visit the site to email comments or suggestion – feedback is greatly appreciated! Warren

Month by month stats for the number of visitors since January 2016 to present:



Month	Unique visitors	Number of visits
Jan 2016	2,666	5,114
Feb 2016	435	1,075
Mar 2016	694	1,223
Apr 2016	603	1,075
<b>May 2016</b>	<b>170</b>	<b>234</b>
Jun 2016	0	0
Jul 2016	0	0
Aug 2016	0	0
Sep 2016	0	0
Oct 2016	0	0
Nov 2016	0	0
Dec 2016	0	0
<b>Total</b>	<b>4,568</b>	<b>8,721</b>

## THE STATISTICS

January 1 – May 6, 2016

The [Free Library](#) and the archive of the [NJPH Journal](#) continue to be our most popular destinations! The Top Ten downloads from our site so far this year have been:

- </media/pdf/rothstage.pdf>
- </media/journal/may07njph.pdf>
- </media/pdf/NJDPOPuzzlebook.pdf>
- </media/samplejournal.pdf>
- </media/archive/102-mar93njph.pdf>
- </media/pdf/HunterdonCoPMs.pdf>
- </media/pdf/NJCtyformation.pdf>
- </media/pdf/BurlingtonCoPMlist.pdf>
- </media/journal/186njphmay12.pdf>
- </media/pdf/mather-hindenburg.pdf>

Below are listed the top 10 countries from which visitors are viewing our site:

Locales		Pages	Hits	FEBRUARY
China	cn	651	1,602	
United States	us	477	4,691	
Ukraine	ua	314	316	
Great Britain	gb	57	69	
Romania	ro	54	61	
Canada	ca	40	76	
Russian Federation	ru	26	42	
South Korea	kr	26	26	
France	fr	22	32	
Netherlands	nl	20	58	
Locales		Pages	Hits	MARCH
United States	us	882	6,303	
Ukraine	ua	711	774	
China	cn	206	505	
Germany	de	139	502	
Russian Federation	ru	115	217	
Romania	ro	115	150	
Great Britain	gb	114	166	
Israel	il	105	800	
France	fr	85	172	
Poland	pl	57	68	
Locales		Pages	Hits	APRIL
United States	us	786	3,626	
Ukraine	ua	745	755	
Russian Federation	ru	236	352	
Romania	ro	212	223	
Malaysia	my	204	217	
China	cn	138	153	
Germany	de	77	266	
Turkey	tr	69	76	
Great Britain	gb	64	131	
Brazil	br	61	277	

## MEMBER NEWS

### MEMBER NEWS: NY 2016!

A number of members of the New Jersey Postal History Society will exhibit at NY2016:

John Barwis, *Philadelphia-Great Britain Mails*

Roger Brody, *Jamestown 1907*

Gordon Eubanks, *The United States Imperforate Issue of 1851-1856 & Their Importance in an Expanding Postal System*

George Kramer, *Vignettes of Western Trails & Routes, 1849-1870s*

Vernon Morris, *Fighting the Fed in Philadelphia. Carriers, Local Posts and Independent Mails, 1835 to 1868*

Timothy O'Connor, *Postal History of the Thirteen Colonies, 1675-1782*

Robert G. Rose, *New Jersey Stampless Covers: Handstamp Postal Markings 1775-1855*

Frequent journal contributor Larry Lyons, *The U.S. Local Posts Handled the City Mail.*

Good Luck to All!

In addition, Donald Chafetz, long-time member and journal contributor will present two programs: the first on Sunday, May 29<sup>th</sup> at 4pm, "How to be a Published Author," and the second on Friday, June 3<sup>rd</sup> at 1pm, "How to be a Philatelic Editor."

Society President Robert G. Rose, who also serves as Chairman of The Philatelic Foundation, will conduct a PowerPoint presentation, "Fakes & Forgeries from the Philatelic Foundation's Collection," on Thursday, June 2<sup>nd</sup> at 2pm. He will also be in attendance at the PF's booth throughout the Show and asks that Society members stop by and say hello.

### MANY THANKS FOR DONATIONS SENT WITH 2016 DUES:

OUR GRATEFUL THANKS TO DONORS	
William Brown	Mike Hodas
Jerry M Brown, LTC, USA (Ret)	Robert Livingstone
Patricia E. Byrnes	Richard Micchelli
Capt. Lawrence B. Brennan, USN, Ret.	Alan Parsons
Donald A. Chafetz	Joseph F. Seliga
Claude Duperrex	Ed Siskin
John W. Edge	

### NEW MEMBERS & MEMBER CHANGES:

<b>New Member:</b> Al Atkinson, 4 Ironwood Trail, Denville, NJ 07834, <a href="mailto:asa@verizon.net">asa@verizon.net</a> Collecting interests: Southern NJ, Pinelands, Pre WWII, US Comm. FDCs.
<b>Address Changes:</b> Change <u>James</u> to <u>Jerry M Brown</u> , LTC, USA (Ret), P.O. Box 2508, Edison, NJ 08818
<b>Deceased:</b> Ken Hall, 3524 Kilbarry Court, Las Vegas, NV 89129-6968, <a href="mailto:kenhall@oldletters.com">kenhall@oldletters.com</a> .

### KEN HALL – Deceased

We were very sorry to learn of the passing of Ken Hall, a member since 2004. He was a dealer in stampless letters and a contributor to our journal. He had a great love of stampless material and I recall his delight in finding yet unreported items. He is survived by his wife. He will be missed.

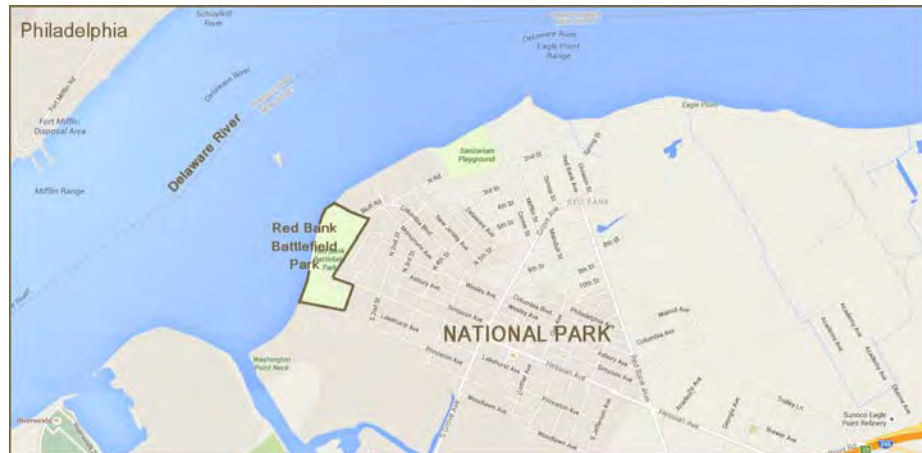




## HOMETOWN POST OFFICES: National Park, NJ

By Jean Walton

A short piece in the Hidden New Jersey blog<sup>1</sup> sent me looking for more information. It began with the question, “When is a National Park not a National Park?” Intrigued, I read further and discovered that this is, indeed, not a National Park, but the small borough of National Park, across the Delaware River from Philadelphia. It is and never has been a national park, nor was it named for one. It was founded in 1895 by a community of Methodists who met there regularly, creating a religious resort near the town of West Deptford. The organizing group was called the National Park Association, hence the name of the town.



**Fig. 1: National Park, New Jersey, a small community across the Delaware River from Philadelphia.**

Map from Google maps

Although close to one of the biggest cities in the nation, National Park maintained a small town atmosphere for many years.

The post office, once named Eagleton, became National Park on March 25, 1898. It could be any rural post office in New Jersey around the turn of the last century.



**Fig. 2: Deen's General Store. Between the tree branches in front the post office sign is just barely visible.**

Illustration from the Doug D'Avino's. [Post. Office. gallery](#) on our web site.

Now that you've adjusted your thinking to a downsized "National Park," you come upon local signs for Red Bank. Red Bank? Isn't that in Monmouth County? Here was also Red Bank, Red Bank on the Delaware, named for the red earth at this point on the shore, and the site of a revolutionary battle between the Continentals under Col Greene and the British under the Hessian Count Donop.

*Gleason's Pictorial Magazine*, on May 28, 1853, carried a picture of this place, with its history as well.



**RED BANK, ON THE RIVER DELAWARE, NEW JERSEY.**  
 We present our readers above with an accurate drawing of this spot, renowned for being the scene of battles during the revolutionary war. It is located but a few miles from Philadelphia, and is named from the color of the earth of which it is composed. Here was located Mercer Fort, which was so gallantly defended by Col. Greene, of Rhode Island, against a detachment from the British army, commanded by Count Donop, on the 22d October, 1777, in which the count and many officers were made prisoners, and a lieutenant-colonel, three captains, four lieutenants, and seventy privates were killed. On the 21st of October, Colonel Count Donop, a distinguished German officer, crossed the Delaware at Cooper's Ferry, at the head of a detachment of Hessians, to attack the fort. It was part of the plan, that as soon as the assault should commence, a heavy cannonade from Fort Mifflin should be made from the bastions on the Pennsylvania shore, and that the Vigilant ship-of-war should pass through a narrow channel between Hog Island and the main, so as to attack the fort in the rear. The fortifications at Red Bank consisted of extensive outer work, within which was an entrenchment, eight or nine feet high, boarded and fraised, on which Colonel Greene, the commander, had bestowed great labor. Late in the evening, on the 22d, Count Donop attacked it with great intrepidity; it was defended

VIEW OF THE BATTLE-GROUND AT RED BANK, ON THE DELAWARE RIVER, NEW JERSEY.

**Fig. 3: Red Bank on the Delaware.**

It was not hard to locate a cover to show a National Park cancel. I thank Jim Forte<sup>2</sup> for this one.

Sometimes you just never know where you are in New Jersey.



**ENDNOTES:**

<sup>1</sup> Hidden New Jersey, at <http://www.hiddennj.com/2011/08/when-is-national-park-not-national-park.html>

<sup>2</sup> Jim Forte Postal History at [www.postalhistory.org](http://www.postalhistory.org). This cover at is still available on is site at [http://www.postalhistory.com/photo.asp?url=scans\\_N%2FNJ490827](http://www.postalhistory.com/photo.asp?url=scans_N%2FNJ490827)



## MEMBER ADS: YOUR AD MISSING? LET US KNOW AT

[SECRETARY@NJPOSTALHISTORY.ORG](mailto:SECRETARY@NJPOSTALHISTORY.ORG) OR BY MAIL TO 125 TURTLEBACK RD, CALIFON, NJ 07830

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

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

**WANTED: FLORIDA STAMPLESS POSTAL HISTORY,** Pre-territorial, Territorial, Statehood, Civil War periods. Contact William Johnson, 13691 Metropolitan Pkwy, Ft. Myers, FL 33912 or email [whjdds@aol.com](mailto: whjdds@aol.com).

**ALWAYS DESIRED: FISH HOUSE COVERS, BURLINGTON COUNTY ADVERTISING covers and corner cards; Burlington County DPOs.** Email Paul W. Schopp at [pwschopp@comcast.net](mailto: pwschopp@comcast.net).

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

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

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

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

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**ANIMAL WELFARE COVERS SOUGHT.** Please send scan and price to [DrMarionRollings@gmail.com](mailto: DrMarionRollings@gmail.com). Dr. Marion Rollings, 101 New Amwell Rd., Hillsborough, NJ 08844.

**WANTED: ANY LETTER BETWEEN PHILA. AND THE UK WHICH IS ENDORSED FOR CONVEYANCE BY STAGE.** Your price paid, with no whining. Contact Dr. John Barwis, PO Box 8035, Holland, MI 49422, [jbarwis@charter.net](mailto: jbarwis@charter.net), 616/399-9299.

**THE CRABBY MILKMAN is always BUYING Pre-1960 U.S. Postcards,** 973-338-9224. Robert J. DeTrollo, 110 Garner Ave., Bloomfield, NJ 07003, [r.detrolio@comcast.net](mailto: r.detrolio@comcast.net).

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

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

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

**WANTED: BLOOMFIELD NEW JERSEY Postcards and Ephemera. Please call with all details.** Robert J. DeTrollo, 110 Garner Ave., Bloomfield, NJ 07003, [r.detrolio@comcast.net](mailto: r.detrolio@comcast.net).

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

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Any **postal material relating to STEVENS INSTITUTE OF TECHNOLOGY** in Hoboken? Post(al) cards, return address covers, et al. As a professor there, these could make for an interesting exhibit by me. All inquiries answered. Contact Prof. Mark Sommer, 1266 Teaneck Road #10A, Teaneck, NJ 07666



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

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**WANTED:** Port Murray, Anderson, Changewater, Port Colden, Karsville, Rockport, Beatyestown, Pleasant Grove, Stephensburg, Anthony, Woodglen. Arne Englund, 423 Penwell Rd., Port Murray, NJ 07865-3012 or [alenglund@aol.com](mailto:alenglund@aol.com).

**GLASSBORO OR GLASSBOROUGH N.J. covers wanted: stamped or stampless.** Send price desired and photocopy to Bill Whiteman, 402 North Harvard Road, Glassboro, NJ 08028, Call 856/881-8858 or email [BillWhit3@juno.com](mailto:BillWhit3@juno.com).

**PHILATELIC LITERATURE FOR SALE:** postal history (various states and U.S., U.S.A. Stamps (Allen, Brookman, Chase, Neinken, etc., RR (Remele, Towle & Meyer). Send want list. W.G. Kremper, P.O. Box 693, Bartow, FL 33831, [wgkremper@msn.com](mailto:wgkremper@msn.com).

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**WANTED:** Calno, Brotzmanville, Millbrook, Pahaquarry, Dunnfield, Delaware Gap, Flatbrookville, Wallpack Centre, Bevans, Layton, Hainesville, Montague. Arne Englund, 423 Penwell Rd., Port Murray, NJ 07865-3012 or [alenglund@aol.com](mailto:alenglund@aol.com).

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

**WANTED: ALL THINGS CALDWELL ~ Covers to/from CALDWELL, N.J., Also CALDWELL post cards.** Contact Les Byrnes, P.O. Box 765, Kinderhook, N.Y. 12106 or call 518/758-7581.

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Always interested in **CORRESPONDENCE TO/FROM OCEANPORT** as well as anything between Portugal, its colonies and N.J. Contact me by mail at Steve Washburne, P.O. Box 43146 Phila. PA 19129 or email [stevewashburne@hotmail.com](mailto:stevewashburne@hotmail.com).

**LOOKING FOR OLDER SUSSEX COUNTY** Reply to [hornblazer@aol.com](mailto:hornblazer@aol.com) or contact Edwin Black, 61 Nestro Rd, W. Orange NJ 07052, 973-731-5532.

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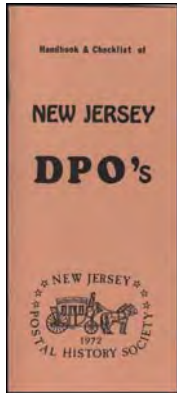
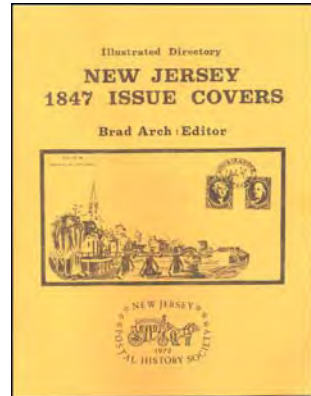
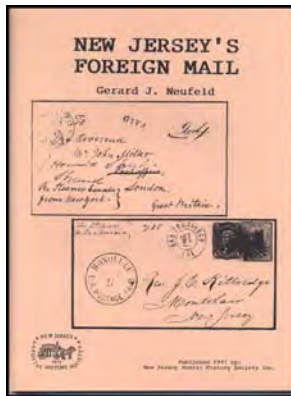
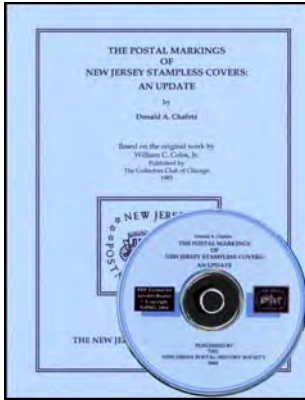
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