

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

By John Trosky

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

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

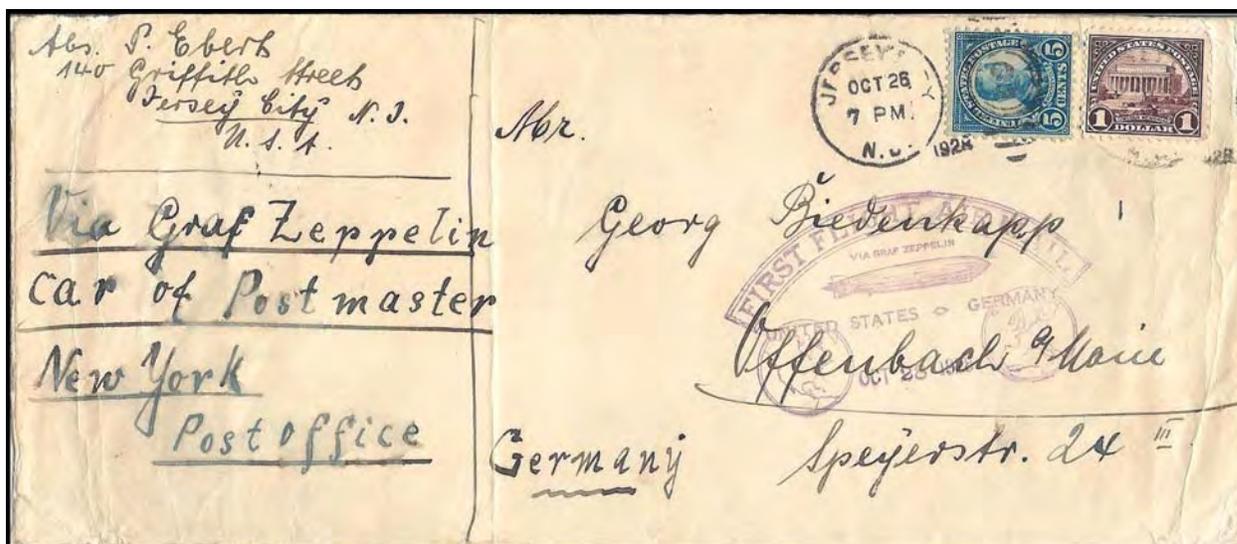


Fig. 1: First transatlantic flight of the Graf Zeppelin LZ-127 in October 1928. This cover was sent from Jersey City October 26, via the NY City Postmaster, to be carried on the return flight to Germany on October 28. It did not receive a New York postmark, because the stamps were already cancelled in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



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

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

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

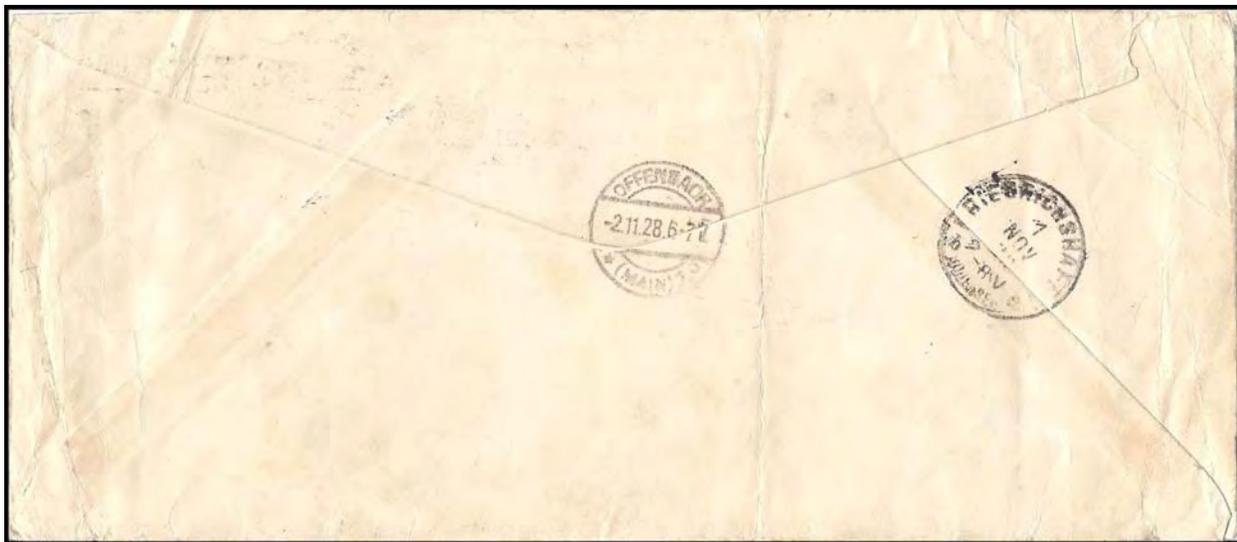


Fig. 3: Backstamps on this cover, showing arrival in Friedrichshafen on Nov. 1, 1928, and Offenbach on Nov. 2.

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

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



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

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



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

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

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

ENDNOTES

References:

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

Notes:

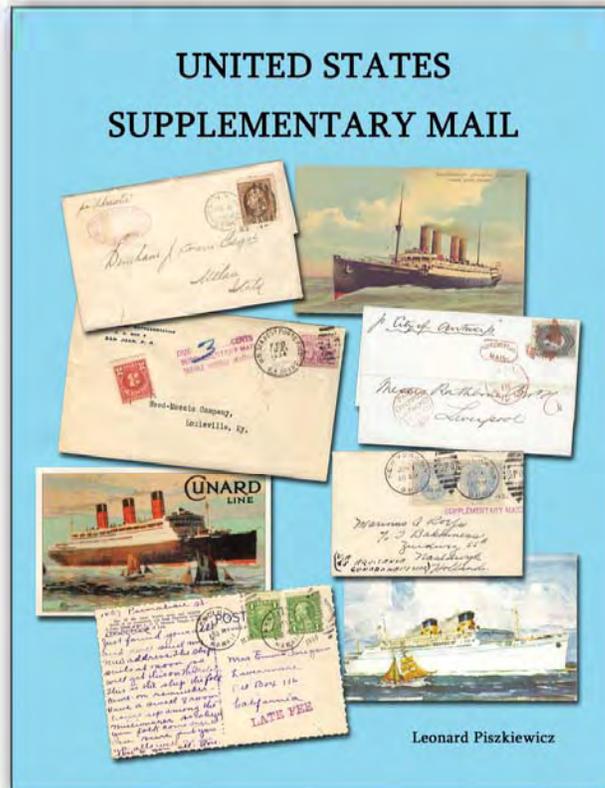
¹ Similar cover at <http://www.airships.net/zeppelin-mail/graf-zeppelin-covers> with NY USA/FOREIGN oval strike on stamps. [May 25, 2009].

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

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

United States Supplementary Mail

by Leonard Piskiewicz



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

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NEW JERSEY SUPPLEMENTARY MAIL

By Leonard Piskiewicz

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

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

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

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

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

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

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

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

NEW JERSEY SUPPLEMENTARY MAIL ~ Leonard Piskiewicz

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

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



Type A

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



(back stamp)

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

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

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



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

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

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



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

North German Lloyd.

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

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

Mediterranean Service.
 GIBRALTAR—NAPLES—GENOA, AT 11 A. M.
 K. Luise.....Aug. 31. K. Luise.....Oct. 5
 K. Albert.....Sept. 7. K. Albert.....Oct. 19
 *Neckar.....Sept. 14. *Neckar.....Oct. 28
 P. Irene.....Sept. 21. Friedrich.....Nov. 2
 *Omits Genoa.

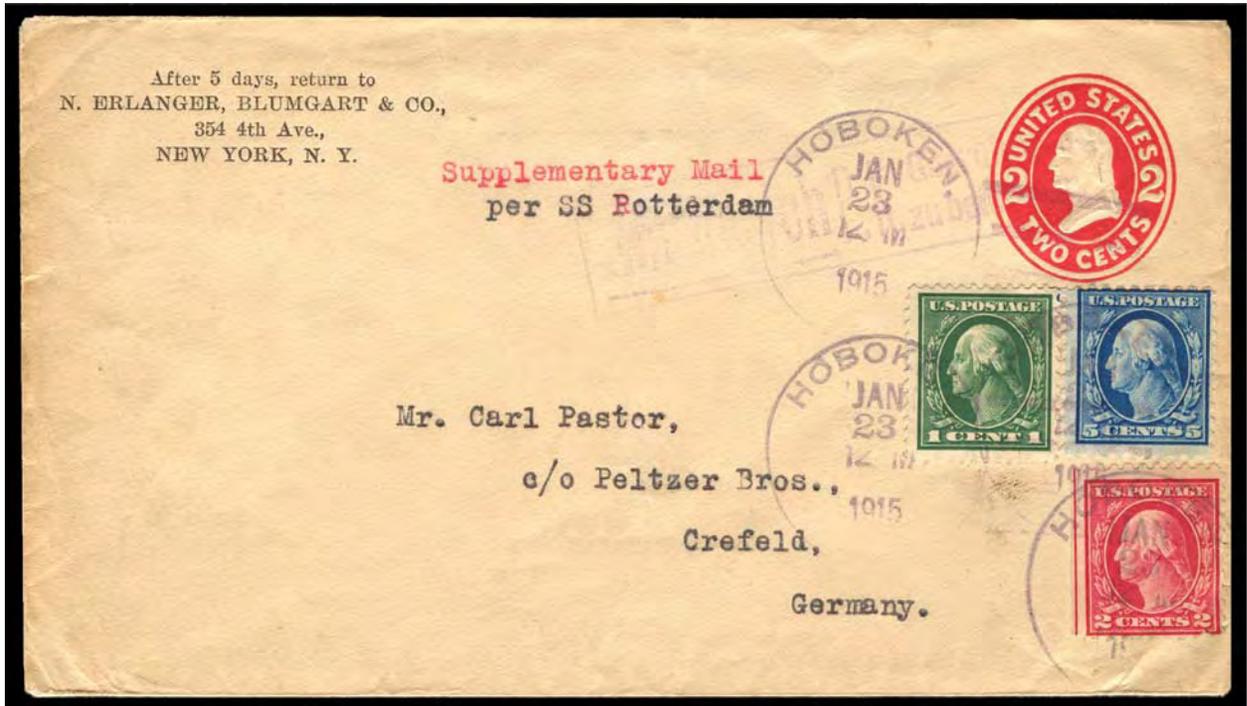
From Bremen Piers, 3d and 4th Sts., Hoboken.
 North German Lloyd Travelers' Checks
 Good All Over the World.
GELRICHS & CO., No. 5 Broadway, N. Y.
 Louis H. Meyer, 1,016 Walnut St., Philadelphia.

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

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

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

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



Outgoing Steamships.
SAIL TODAY.

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

**HOLLAND
AMERICA LINE**

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

DIRECT TO ROTTERDAM

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

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

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

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

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



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

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

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



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

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



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

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

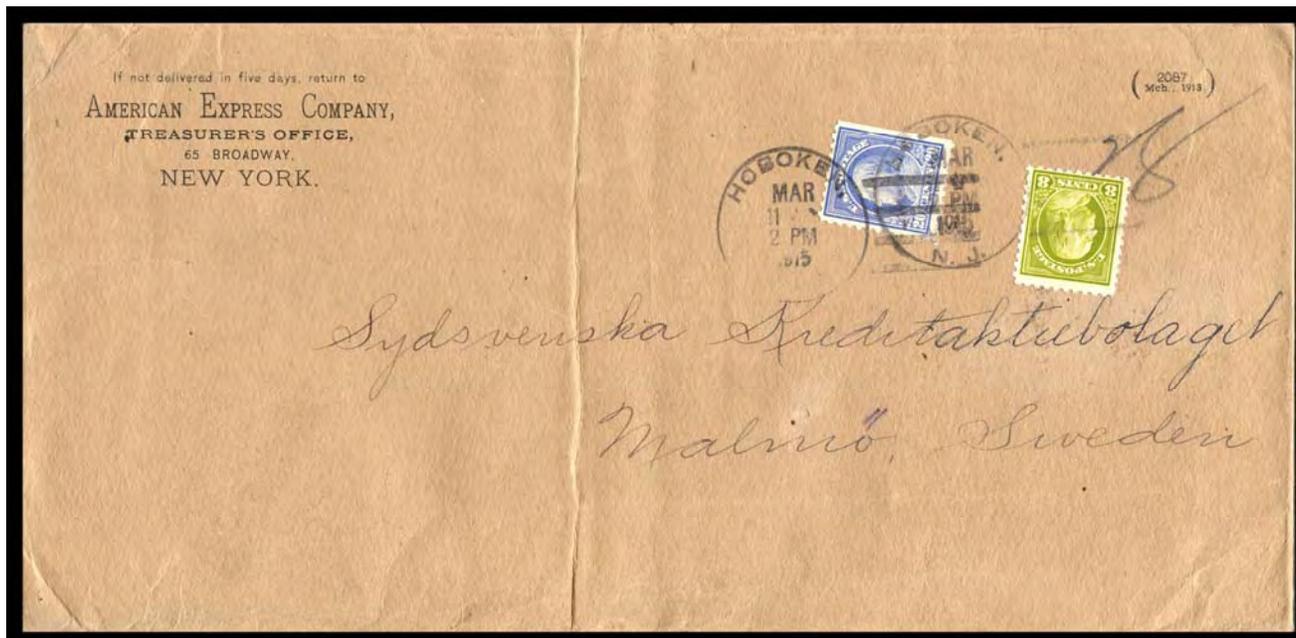


Fig. 8: Supplementary mail cover postmarked HOBOKEN, N.J. MAR 11 2PM 1915 weighing between 3 oz. and 4 oz. Cover was carried on the Scandinavian America Line's *S.S. United States*.

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

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



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



Type G

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

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

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

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

ENDNOTES:

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

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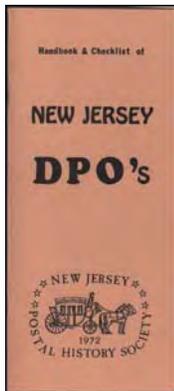
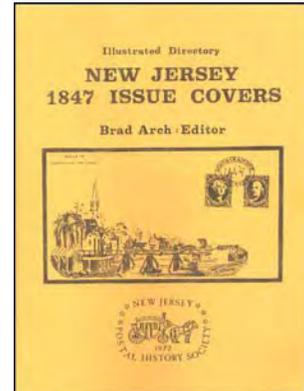
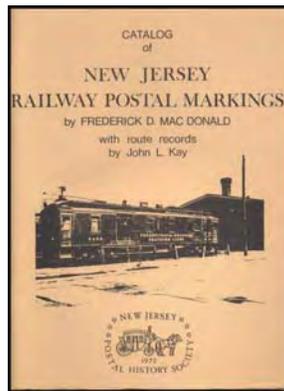
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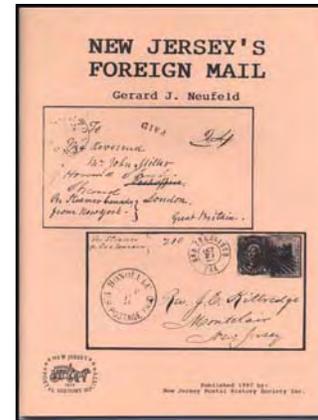
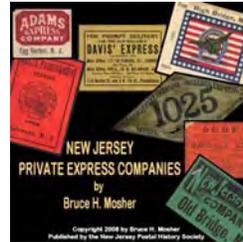
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