



NJPH

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

Vol. 40

No. 2

Whole Number 186

May 2012

Post Offices on Post Cards



The Garden State PC Club's annual publication will feature NJ Post Offices on post cards this year. Contribute and make this an excellent philatelic and deltiological resource (see page 64 & 88). This post card shows the Port Colden Post Office on the Morris Canal.

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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/

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PRESIDENT’S MESSAGE

This issue of *NJPH* includes a wide range of articles, both long and short, touching upon the broad range of our State’s postal history. Naval buffs will enjoy the conclusion of Captain Lawrence Brennan’s two-part article “*From Guadalcanal to the Garden State*” that details the history of a Jersey-built ship, the attack transport USS *American Legion* in the epic battle at Guadalcanal and that of a Hoboken native, U.S. Marine Col. Edward G. Hagen who participated in that campaign. Those of you with a focus on classic U.S. stamps will find interest in my article that describes the only known covers with the five cent 1856 Issue used from New Jersey, all on letters to a naval officer in China from his wife in Trenton. Long-time contributor Arne Englund provides post office histories on four Warren County towns along the Morris Canal and the Morristown-Easton Turnpike; Jim Walker on post office cancellers used in Parker and Califon, Gene Fricks shows a cover with a Women’s Suffrage “Cinderella” label used on a 1903 cover to Clarksboro and, in a second article, asks our Society members to identify additional postmarks from Clarksboro. John Dowd illustrates a number of early scouting postcards used from New Jersey, and Thomas Nemeth provides a short piece on the NJ Central Railroad RPO at Bridgeton. We are also pleased to reprint an article on the history of the Riverton post office, co-authored by members of the Historical Society of Riverton including our own Society member, Paul W. Schopp. Society members Arne Englund and Doug D’Avino ask for your help in providing post cards depicting New Jersey post offices for inclusion in the Garden State Postcard Club’s check list for the Fall 2012 Issue Of *HILITES*, to be published in September. Remembering the Centennial of the Titanic sinking, Jean Walton provides a poignant story that details the work of John March, a resident of Newark who served as a postal clerk on the Titanic and who died in that tragedy.

The Society will hold its annual meeting at NOJEX 2012 on Sunday, May 27 at noon. We will have a table near the entrance to the Show so please be sure to stop by and say hello. Better yet, volunteer and stay a couple of hours, sign up a new member and sell some literature! Long-time Society member Professor Mark Sommer, has donated long runs of two publications. The first is the now defunct *North Jersey Philatelist*, from July 1962 through June 1980. Published by the North Jersey Federated Stamp Clubs for many years, it contains a wealth of information that can’t be found elsewhere. The second is *The Philatelic Exhibitor* from its first issue in the fall of 1986 through No. 92 in October 2009. We will auction the runs of both publications to the highest bidder at our annual meeting.

We are fortunate that even with the broad range of New Jersey postal history, from the stampless period to the classics through the modern issues, our collecting interests rarely touch upon faked and forged covers. However, many areas of United States philately have been plagued with “bad” covers. At our annual meeting on Sunday, I will give a talk and a power point presentation on the “*Fakes & Forgeries from the Philatelic Foundation.*” I have enclosed a free pass to the Show. Complete show information can be found at www.nojex.org.

I hope to see many of you at NOJEX. Have a great summer!

ROBERT G. ROSE

**COME TO THE
NEW JERSEY POSTAL HISTORY SOCIETY
ANNUAL MEETING
& POWER POINT PRESENTATION:
Robert G. Rose: "Fakes & Forgeries from the Philatelic Foundation"
SUNDAY, MAY 27 - 12:00 NOON**



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APS Chapter 508

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SHARE YOUR HOMETOWN POST OFFICES: Garden State Postcard Club Checklist

By Doug D’Avino & Arne Englund

This September, the Garden State Postcard Club (GSPCC) will hold its 53rd Annual Show and reissue a revised and updated version of their 1982 New Jersey Post Offices on Postcards checklist.

To produce an issue as complete as possible, GSPCC is asking for NJPHS members' assistance in identifying as many postcards as possible that depict NJ post offices. For the purpose of this checklist, a post office is any building in NJ where you can mail a letter, as designated by the U.S. Government. If the building was a residence, general store or other place of business, as long as it is identified on the card as a post office, either with a sign, or in the card text, it qualifies.

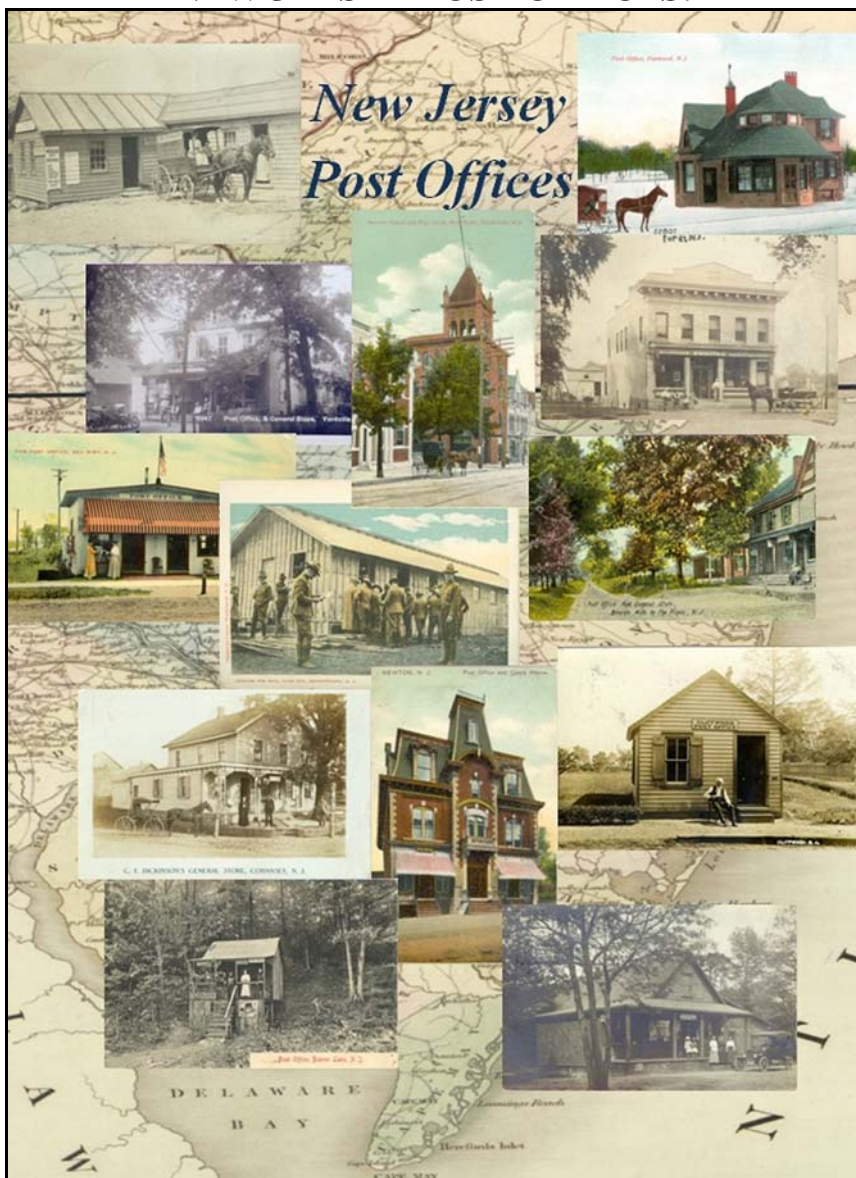
For each postcard, GSPCC will need the following information:

- the full caption text
- publisher's name
- full card number & format (BW, color, real photo, chrome, blue, green or sepia).

Alternately, you can just provide an image or repro copy of BOTH the picture side & the address side of the card (the address side is crucial for publishers' information). Postcard information is needed by August 2012 and may be sent to Chris Wolff, Editor GSPCC Hilites, 44 Beech Avenue, Berkeley Heights, N.J. 07922

or rcwbookman@yahoo.com, or go to <http://www.seocom.com/gspcc/checklists.html> to download a data submission form

CONTRIBUTE YOUR VIEWS OF NEW JERSEY POST OFFICES!



Illus. courtesy Doug D’Avino

FIVE CENT 1856 STAMP ON COVERS FROM NEW JERSEY

By Robert G. Rose

Have you ever fantasized, as have I, of forming a collection of United States classic stamps used on covers from New Jersey? If so, the task to put such a collection together would be a real challenge. For unlike its neighboring states with cities such as Boston, New York and Philadelphia, where substantial commercial correspondences were preserved to the later benefit of collectors, there have been no major “finds” of covers from New Jersey bearing postage stamps from the first issue in 1847 and the second issue of 1851-56.¹ Were it not for the fact that a young bride living in Trenton was a regular writer to her husband, a naval officer on patrol in China in 1856, there would have been a total absence of covers from New Jersey showing use of the five cent 1856 stamp.

In 1856, Lieutenant Earl English was stationed aboard the U.S.S. Sloop *Levant* off the coast of China. On May 12, 1856 the *Levant* joined the East India Squadron, having set sail from the New York Naval Yard in Brooklyn on November 13, 1855 and arriving by way of Rio de Janeiro, the Cape of Good Hope and Hong Kong.² English was born in Crosswicks, New Jersey, Burlington County, on February 18, 1824.³ He entered the naval service in 1840 at age 16 and was graduated from the Naval Academy in Annapolis in 1846. He was commissioned a lieutenant in September 1855.

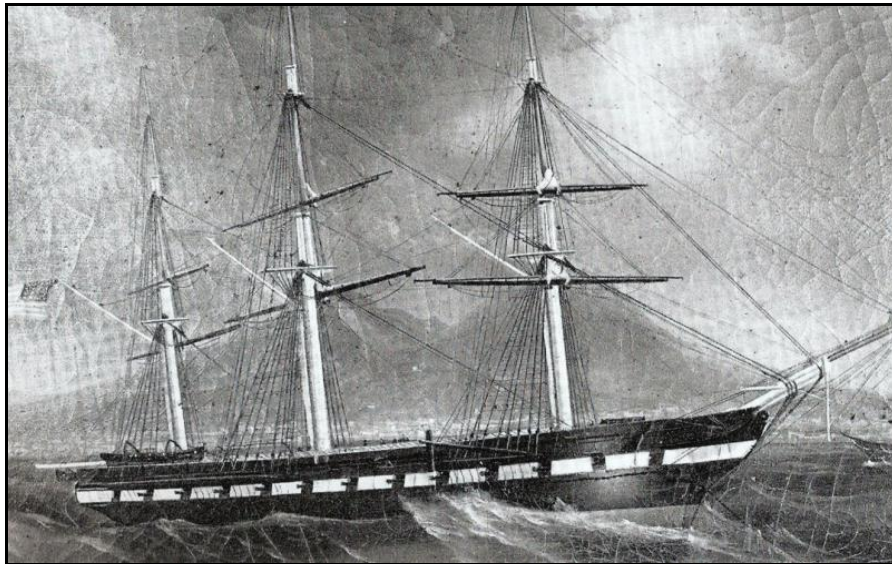


Fig. 1: The U.S.S. Sloop Levant, built in 1837 in the New York Naval Shipyard, served in the West Indies, the Mediterranean, during the Mexican war, and with the East India Squadron, and the Pacific Squadron.

Following the *Levant's* arrival in Chinese waters, she carried the U.S. Commissioner to Shanghai, arriving there on July 1, 1856.⁴ With news of the breakout of the Second Opium War, the *Levant* and her sister ship, the U.S.S. Sloop *Portsmouth*, landed a detachment of 150 marines and sailors in Canton. While withdrawing from that city on November 15, 1856, a Chinese garrison on the Pearl River opened fire on the American ships.⁵ The next day, the two sloops, accompanied by a steam frigate, retaliated, engaging the Chinese Pearl River forts. Over the next

FIVE CENT 1856 ON COVER FROM NJ ~ Robert G. Rose

several days, both sides fired on each other.⁶ The fighting ceased on November 24, 1856 following the capture of several of the Chinese forts by the American forces. During the engagement, the *Levant* took 22 cannon ball shots into her sails, rigging and hull, and suffered one killed and six wounded sailors.⁷ A year later, English took part in the Battle of Canton at which he was wounded.⁸ He was a career officer, having later been commissioned a Captain in 1871, a Commodore in 1880 and a Rear Admiral in 1884. He retired from the Navy in 1886 and died in 1893.⁹ He is buried next to his wife, Elizabeth, at Arlington National Cemetery.¹⁰

Elizabeth was apparently a regular letter writer to her husband at the time the *Levant* joined the East India Squadron in China. Three of her letters were postmarked at Trenton, her home during this period, and are among the most sought after covers from the classics period because she attempted to prepay each of her precious letters in an attempt to insure their delivery with a *strip of four* of the five cent 1856 stamp, Scott No. 12.

Two of the three covers, shown in *Figures 2* and *3*, are postmarked from Trenton on August 19, 1856. The third cover in *Figure 4* is postmarked on September 5, 1856. The two covers in *Figures 2* and *4* were once part of the collection of the five cent stamp of 1856 owned by Frederick R. Mayer that was sold at public auction in 2005.¹¹

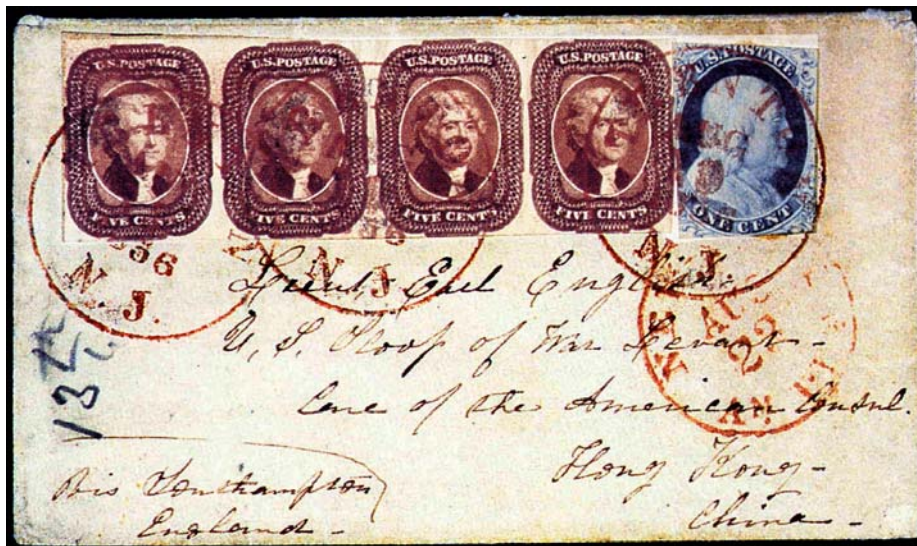


Fig. 2. Strip of four with red Trenton August 19, 1856 postmark and red New York Am Pkt. August 22 exchange marking to China via Southampton.

The first cover was prepaid with a strip of four of the five cent stamp and a single one cent stamp (Scott No. 9) to prepay the 21 cent British open mail rate carried by American packet to Southampton. The balance of the postage, amounting to 6 pence for its carriage to Hong Kong, was supposed to have been collected upon arrival and the cover should have been so marked with collect postage due on receipt, but was not.¹² The cover was backstamped upon its arrival in Hong Kong on December 1, 1856, after nearly four months in transit.¹³



Fig. 3. Strip of four with red Trenton August 19, 1856 postmark and red New York Am. Pkt. August 23 exchange marking to China via Southampton.

The second cover was postmarked in Trenton on August 19, 1856, the same date as was the cover in *Figure 2*. However, the New York exchange marking is dated one day later, August 23. Like the previous cover, the stamped postage prepaid the 21 cent rate to Southampton but the cover should have been marked with six pence collect postage due in Hong Kong.¹⁴



Fig. 4. Strip of four with red Trenton September 5, 1856 postmark and red New York Br. Pkt. September 9 exchange marking to China via Southampton.

The third cover of the trio was postmarked in Trenton on September 5, 1856, some three weeks later than the first two. Like those two covers, the stamped postage was intended to prepay the 21 cent rate to Southampton. According to the description of its routing in the *Frajola & Mayer* book,¹⁵ the letter missed the sailing of the American packet and was carried as an overpaid five cent British open mail letter to Southampton. There, presumably because of the

weight of the one or two letters that were enclosed, the cover was rated at 2 shillings due upon receipt. The ship that carried this cover on the last leg of its trip from Galle, Ceylon to Hong Kong, was the P&O steamer *Norma*, which arrived in Hong Kong on December 1, 1856 with a Hong Kong backstamp of the same date. Thus, all three letters addressed to Lt. English arrived on the same ship. One can only imagine Lt. English's joy in receiving his wife's letters while so far from his Trenton home!

ENDNOTES:

¹ Only four genuine usages of the 10 cent 1847 Issue from New Jersey have been reported. See Robert G. Rose, "10c 1847 Usage in New Jersey," *The Collectors Club Philatelist*, Vol. 84, No. 2 (March-April 2005), p.79. A census of both 5 cent and 10 cent 1847 covers used from New Jersey can be found in the monumental work by Thomas J. Alexander, *The United States 1847 Issue: A Cover Census*, pp. 319-28 (The U.S. Philatelic Society, Inc. 2001). The late Brad Arch assembled the finest collection of the 1847 Issue (Scott Nos. 1 & 2) used from New Jersey. Following his passing, his collection was sold by Robert A. Siegel Auctions, Inc., Sale 825, June 27-29, 2000. A number of 10 cent 1851 Issue (Scott Nos. 13-16) covers from the English correspondence have been sold at public auction; see Robert G. Rose, "New Jersey Classics Featured in Recent Auction Sales," *NJPH*, Vol. 31, No. 3 (August 2003), pp. 95-97; "The 10 Cent 1855 Issue on Cover," *NJPH*, Vol. 31, No. 2 (May 2003), pp. 52-53. Only a single usage of the 12 Cent 1851 Issue (Scott No. 17), has been reported from New Jersey, a bisect postmarked from Trenton; see Robert G. Rose, "Twelve Cent 1851 Usage in New Jersey," *NJPH*, Vol. 36, No. 2 (May 2008), p. 91.

² USS Levant (1837), http://en.wikipedia.org/wiki/USS_Levant (4/30/2012)

³ <http://www.arlingtoncemetery.net/eenglish.htm> (4/30/2012).

⁴ USS Levant (1837), http://en.wikipedia.org/wiki/USS_Levant (4/30/2012)

⁵ The Battle of the Pearl River Forts, http://en.wikipedia.org/wiki/Battle_of_the_Pearl_River_Forts (4/30/2012)

⁶ *Ibid.*

⁷ *Ibid.*

⁸ <http://www.arlingtoncemetery.net/eenglish.htm>

⁹ *Ibid.*

¹⁰ *Ibid.* The Levant was lost at sea with all aboard after leaving Hawaii on September 18, 1860 while on route to Panama. http://en.wikipedia.org/wiki/USS_Levant (1837)

¹¹ R. Frajola & F. Mayer, *The United States Five Cent Stamp of 1856*, pp. 125-27, Figures 11-1 & 11-2 (The Collectors Club 2005). All three covers have distinguished provenances:

Figure 2: August 19, 1856 Trenton postmark in red with red "New York Am. Pkt. Aug. 22" exchange marking with British and Hong Kong transit marking backstamps. With original letter enclosed and Lt. English's pencil notation indicating the letter is the "13th" received.

Robert A. Siegel Auction Galleries, Inc., *Paul C. Rohloff Collection*, Sale 512, May 18-19, 1977, lot no. 279;

Robert A. Siegel Auction Galleries, Inc., *The Kapiloff Collection*, Sale 744, October 3, 1992, lot no. 46;

Matthew Bennett International, *The Frederick R. Mayer Collection: The United States 1856 Five Cent Issue*, Sale No. 294, October 21, 2005, lot no. 163.

Figure 3: August 19, 1856 Trenton postmark in red with red "New York Am. Pkt. Aug. 23" exchange marking with British and Hong Kong transit marking backstamps. With two original letters enclosed and Lt. English's pencil notation indicating the letter is the "10 and 11" received.

Robert A. Siegel Auction Galleries, Inc., Rare Covers from the *Dr. W.F. Amonette Collection*, Sale 784, October 29, 1996, lot no. 2063. Where stated that Dr. Amonette was offered this cover from the original find.

Illustrated on catalog cover.

Offered for Sale by Andrew Levitt Philatelic Consultant, *Collection Builders Net Price Catalog & Handbook*, Vol. II, No. 2, 1997, p. 53 at \$50,000.

Figure 4: September 5, 1856 Trenton postmark in red with red "New-York Br. Pkt. Sep. 9" exchange marking with British and Hong Kong backstamps.

Christies' Robson Lowe New York, *The Louis Grunin Collection of United States 1851-57 Stamps and Covers*, Part Three, March 16, 1988, lot no.106.

Matthew Bennett International, *The Frederick R. Mayer Collection: The United States 1856 Five Cent Issue*,

Sale No. 294, October 21, 2005, lot no. 164

- ¹² R. Frajola & F. Mayer, *op. cit.*, pp. 125-26, Figure 11-1. The description of the routing of this cover between Southampton and Hong Kong differs slightly from what appears to be its correct routing as described in its sale at auction of the Mayer Collection. In addition, the book's reference to the pencil notation "13th" (November 13) as its docketed date of receipt is incorrect, given the Hong Kong backstamp date of December 1, 1856. Rather, as seen on additional covers from this correspondence, Lt. English numbered the sequence of letters received from this wife with a pencil notation on the face of most covers.
- ¹³ Matthew Bennett International, *The Frederick R. Mayer Collection: The United States 1856 Five Cent Issue*, Sale No. 294, October 21, 2005, lot no. 163. The auction lot description provides an accurate account of the routing and time sequence for each of the ships that carried this letter.
- ¹⁴ Robert A. Siegel Auction Galleries, Inc., *Rare Covers from the Dr. W.F. Amonette Collection*, Sale 784, October 29, 1996, lot no. 2063.
- ¹⁵ R. Frajola & F. Mayer, *op. cit.*, pp. 126-27, Figure 11-2.
- ¹⁶ Illustrations below: <http://www.ibiblio.org/chineseart/contents/arti/c02s01.html> & <http://www.buzzle.com/articles/opium-war-1839.html> (First Opium War)



WE NEED ARTICLES NOW!

Articles on items in your collection, studies you are doing, or other material pertinent to

New Jersey postal history are always welcome.

PLEASE submit these to your Editor: Robert G. Rose

at One Jefferson Road

Parsippany, NJ 07054-2891

or rrose@daypitney.com

**FROM GUADALCANAL TO THE GARDEN STATE: August 6, 1942¹ ;
A Cover from a NJ US Marine officer on a New Jersey-built ship, Part II
By Captain Lawrence B. Brennan, U.S. Navy Retired²**

[This concludes the story begun in our last issue, of Lt. Col Hagen, his letter on the eve of the Guadalcanal landings, and his ship, the USS American Legion, built by the New York Shipbuilding Company in Camden, New Jersey.] (Footnotes at bottom of page are Morison's; endnotes are the author's.)

USS AMERICAN LEGION (AP-35 - 1 Aug 1941 - to APA-17, 1 February 1943)

(Note that much of the information below comes from the DANFS site – The Dictionary of American Fighting Ships, online)³

USS *American Legion* (AP-35/APA-17) was a *Harris*-class attack transport that served with the US Navy during World War II. A passenger and cargo steamship, the vessel was laid down as *Badger State* on January 10, 1919 at Camden, New Jersey, by the New York Shipbuilding Corporation, and launched on October 11, 1919. Delivered to the United States Shipping Board (USSB) upon completion on 15 July 1921, she was renamed *American Legion*. The ship was 535 feet 2 inches (163.12 meters) long, with a beam of 72 feet (22 meters), and a draft of 31 feet 3 inches (9.53 meters). She was capable of speeds up to 18 knots propelled by two Westinghouse geared turbine drives. During World War II, her armament consisted of four 3"/50 cal. DP gun mounts, a pair of twin 40 mm gun mounts, a pair of quad 1.1" gun mounts, and ten single 20 mm gun mounts. *American Legion* had accommodations for Troops: 107 Officers, 1,537 Enlisted and was capable of carrying 120,000 cu ft, 2,500 tons of cargo. Her crew consisted of 43 officers and 639 men.

For over four years, *American Legion* remained in the hands of the Federal Government, under the auspices of the USSB. However, on December 18, 1925, as part of a "package deal" which involved the sale of the liners *American Legion*, *Southern Cross*, *Pan America*, and *Western World*, the government sold these ships to the Munson Line for operation on the New York-to-South America run, until financial difficulties forced foreclosure of the Munson Line on 13 March 1939. She was then laid up in the Patuxent River.

At the beginning of World War II in Europe, the Maritime Commission (the successor to the USSB) transferred *American Legion* to the War Department on November 28, 1939 for use as a troop transport. The worsening situation in Europe, though, soon resulted in the ship's receiving a special mission. The invasion of Norway in April 1940 put the Norwegian Royal Family in danger. President Franklin D. Roosevelt directed that *American Legion* leave New York immediately and proceed to Petsamo in northern Finland. Once there, she was to embark the Crown Princess Märtha of Norway and her family to bring them to the United States. The transport would "likewise bring back to this country such Americans in Scandinavian countries as can be accommodated and as may not be able to return safely in any other way."

American Legion – her neutrality shown clearly by the U.S. flags painted prominently on both sides – sailed for Finland on July 25, and reached Petsamo on August 6, as scheduled. On the 15th, she embarked Crown Princess Märtha, and her three children and 897 American nationals and refugees, including a young Danish comedian and musician, Victor Borge. The American Legation in Stockholm also consented to the embarkation of 15 "prominent nationals of American republics...including the Mexican minister..."

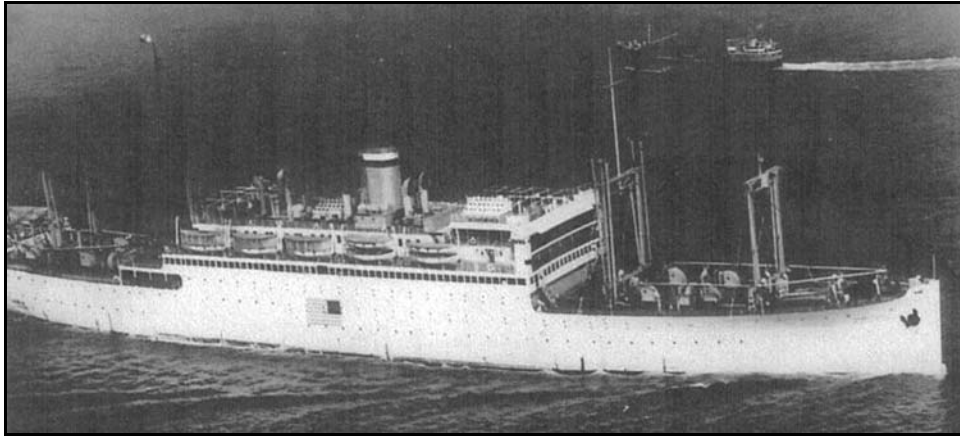


Fig. 13: USS American Legion, as she appeared in 1940, with US flags painted clearly on her sides to show her neutrality. This is likely how she would have appeared when rescuing the Norwegian Royal Family in August 1940. She also carried a 40mm Bofors gun, delivered to her from the (also neutral) Swedish, a gun which became an important upgrade to the US anti-aircraft arsenal. Photo from Frederick Wood Collection

American Legion also took on board another important cargo at Petsamo. Before departing on August 16th, after trucking this special cargo the entire length of Sweden, the transport loaded a twin-mount 40-millimeter Bofors anti-aircraft gun, including spare parts and 3,000 rounds of ammunition. The cooperation of three governments made possible the shipment of the Bofors gun. *American Legion* was the last neutral ship permitted to leave Petsamo on August 16. It reached New York 12 days later, having been escorted the final leg of the voyage by several destroyers. The Bofors brought from Petsamo was shipped to the Naval Weapons Station, Dahlgren, Virginia for testing. Ultimately this gun was adopted by the U.S. Navy and produced domestically, and proved to be a significant upgrade to the U.S. anti-aircraft capability.

American Legion soon returned to more prosaic duties and resumed its regularly scheduled service between New York and the Canal Zone transporting men and cargo to such ports as Hamilton, Bermuda, and Port-of-Spain, Trinidad, as well as to Cristóbal, in the Canal Zone.

As the neutral United States began assuming a greater share of the Battle of the Atlantic to aid the British, the 6th Marine Regiment was taken to Iceland, where it relieved a British garrison. *American Legion* departed from New York on July 27, 1941, as part of a convoy which included within its escort *USS Wasp*. This was her last mission for the Army Transport Service.

On August 21, *American Legion* was acquired by the Navy and classified as a transport, AP 35. She was placed in commission on August 26, 1941, Commander Thomas D. Warner in command. After repairs and modifications, on September 12 she commenced taking on cargo and the following day she began embarking civilian passengers for her maiden voyage as a Navy transport.

Underway for the Gravesend Bay Explosive Anchorage soon afterwards, *American Legion* loaded a cargo of ammunition – under the supervision of a detail of Coast Guardsmen from USCGC *Arundel* (WYT 90), the following day she weighed anchor for Charleston, South Carolina and reached her destination on September 18. She continued operations in the Atlantic and Caribbean before returning to New York at the end of October 1941 for lengthy repairs and upkeep until January 1942.

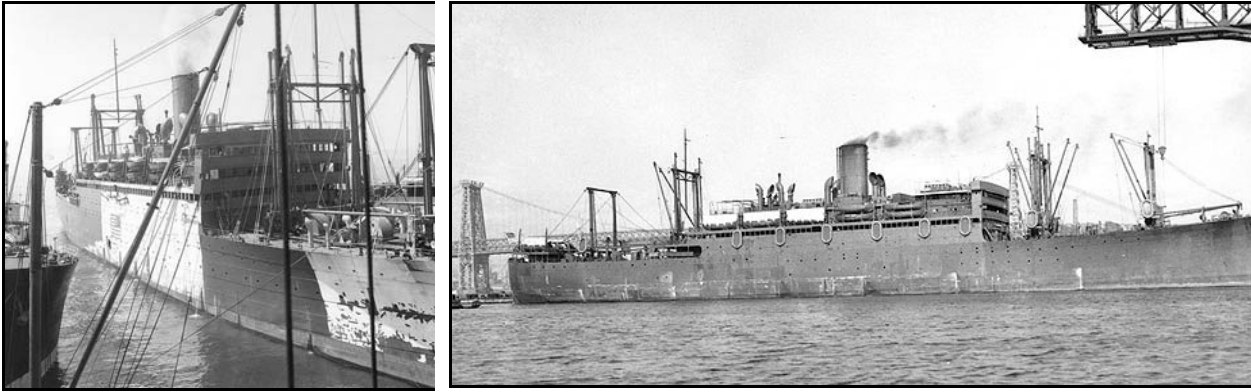


Fig. 14 & 15: USS *American Legion*, August 1941, in transition, from the neutral white to the Navy gray. Shown at the NY Naval Yards at right in October 1941, sporting her newly painted exterior.

NA photos 19-N-25097 & 19-N-25715.

Assigned to the Naval Transportation Service (NTS) on February 6, 1942, *American Legion* sailed in convoy on the first leg of her voyage, bound for Halifax. “Engineering unreliability” caused her to be returned to Boston for repairs. Ultimately deemed ready for service on March 28, 1942, *American Legion* reported for duty with the NTS. She lost about five months due to maintenance and repair since her commissioning.

On April 9, 1942, *American Legion* sailed from New York for the Panama Canal Zone bound ultimately for Tongatapu, in the Tonga, or Friendly Islands, arriving on May 8, 1942 before proceeding to Wellington, New Zealand, arriving there on May 29. *American Legion* remained earmarked for participation in the invasion of Guadalcanal. There, the 22 year old ship would embark a 49 year old Marine Lieutenant Colonel Edward G. Hagen, and they would be among the first to land at Guadalcanal.

Three days before sailing from Wellington, she received an augmentation of her antiaircraft battery, a dozen Oerlikon 20 mm cannon. Rendezvousing with Task Force 44 (TF-44), the transport, with elements of the 1st Marine Division embarked, proceeded to Koro Island, in the Fiji Islands, for rehearsals for Operation Watchtower. There, the ship embarked war correspondent Richard Tregaskis, whose experiences would later be chronicled in the book, *Guadalcanal Diary*.

Assigned to Task Group “X-ray,” ten attack transports and five attack cargo ships, *American Legion* proceeded to the Solomon Islands. On the morning of August 7, 1942, she went to general quarters at 05:45 and manned “ship to shore” stations fifteen minutes later. At 06:14, cruisers and destroyers opened fire on the beachheads, softening up the beaches for the impending landing. *American Legion* and *USS Fuller* (AP 14) soon landed the first troops to go ashore on Guadalcanal.



Fig. 16: Amphibian tractors (LVT(1)) landing on Guadalcanal Aug. 7, 1942.

NH photo 99749.

That afternoon, while the landings proceeded, *American Legion* joined in the anti-aircraft barrage that repelled the initial Japanese air attacks on the invasion fleet. Discharging cargo at “Red” Beach on the morning of August 8, the transport got underway as a wave of Japanese twin-engine bombers appeared. At noon, *American Legion* sighted the incoming planes, which dropped their bombs near the supporting cruisers and destroyers before heading toward the amphibious ships. A lone Mitsubishi G4M1 Type 97 land attack plane (“Betty”) passed from starboard to port directly over *American Legion*’s stern, at 100 feet. The after 20-millimeter guns and .50-caliber machine guns – as well as the larger 3-inch guns – all opened fire, while the ship’s crew could see the Japanese aircrew sweep the decks with machinegun fire which fatally wounded Seaman 1st Class Charles Kaplan. The “Betty” crashed into the water close aboard on the port quarter.



Fig. 17: Low flying “Bettys” attack the landing craft at Guadalcanal.



Fig. 18: A downed “Betty – a Mitsubishi G4M1.

American Legion still lay off “Red” Beach in the predawn hours of August 9th, and began observing heavy gunfire commencing at 01:48 to the northwestward. Lookouts also saw flares and tracers, with parachute flares brightly lighting up the area to the northeastward. Transport Group “X-ray” ceased discharging cargo and darkened ship, remaining shut down for the rest of the night, crews at general quarters. *American Legion*’s men did not know it at the time, but they were witnessing the disastrous Battle of Savo Island,* in which three US heavy cruisers were sunk and a fourth damaged and an Australian heavy cruiser sunk.

The next morning, the transport began embarking survivors from Savo Island, from the sunken *USS Quincy* (CA 39) and *USS Ellet* (DD 398), completing the transfer by 14:00. Within a half hour, *American Legion* got underway, leaving behind one officer and 19 enlisted men as part of the naval base at Guadalcanal.

American Legion, with the rest of the amphibious ships of TF 62, then proceeded to Nouméa, New Caledonia, arriving on August 13. She transferred the embarked survivors to *USS Argonne* (AG 31) and *USS Wharton* (AP 7). Over the next several months, *American Legion* carried out a series of supply runs, including as ports of call Guadalcanal; Tulagi; Auckland, New Zealand; Nouméa; Brisbane, Australia; and Espiritu Santo, in the New Hebrides. On February 1, 1943, the ship was reclassified to an attack transport APA 17. Troop and cargo runs then followed, between Auckland, New Zealand; Nouméa, New Caledonia; and Guadalcanal, before she put into Efate, in the New Hebrides, on October 22, 1943, in preparation for the invasion of Bougainville, Solomon Islands.

* See below

FROM GUADALCANAL TO THE GARDEN STATE: PART II ~ Lawrence B. Brennan

Nearly 15 months after her first amphibious landing at Guadalcanal *American Legion* participated in her second and final assault. Arriving off Cape Torokina, Bougainville, on the morning of November 1, 1943, *American Legion* anchored, but the arrival of Japanese planes caused the ship to again get underway. In attempting to move to a new site, crew members noted shoal water, and soon the *American Legion* was fast aground. With help from two other ships, *American Legion* eventually worked free. After standing out to sea during the night, the ship returned to the transport area the following morning and completed discharging cargo.

Following the landings at Cape Torokina, *American Legion* returned to the United States via Pago Pago, Samoa, and reached San Francisco on December 8, 1943, having traveled 83,140 nautical miles since leaving New York the previous spring. She then underwent repairs at San Francisco into the spring of 1944. This was followed by a period in training capacity for the duration of World War II.

At the end of the war, *American Legion* steamed to the Western Pacific for “Operation Magic Carpet,” the return of US forces for the massive demobilization. Departing San Diego on September 7, 1945, *American Legion* proceeded to San Francisco, stopping there only briefly before sailing on September 11, for Pearl Harbor and Guam. She returned to San Pedro on October 24, and sailed for her second Pacific voyage on November 8, bound for the Philippines. She again reached San Francisco on December 12, 1945. Clearing the Golden Gate for the last time on March 6, 1946, she reached Olympia, Washington, on the 9th. She was decommissioned on March 28, 1946 and turned over to the War Shipping Administration for disposal. She was ultimately sold for scrap on February 5, 1948 to Zidell Ship Dismantling Company, of Portland, Oregon. *American Legion* was awarded two battle stars for her World War II service.

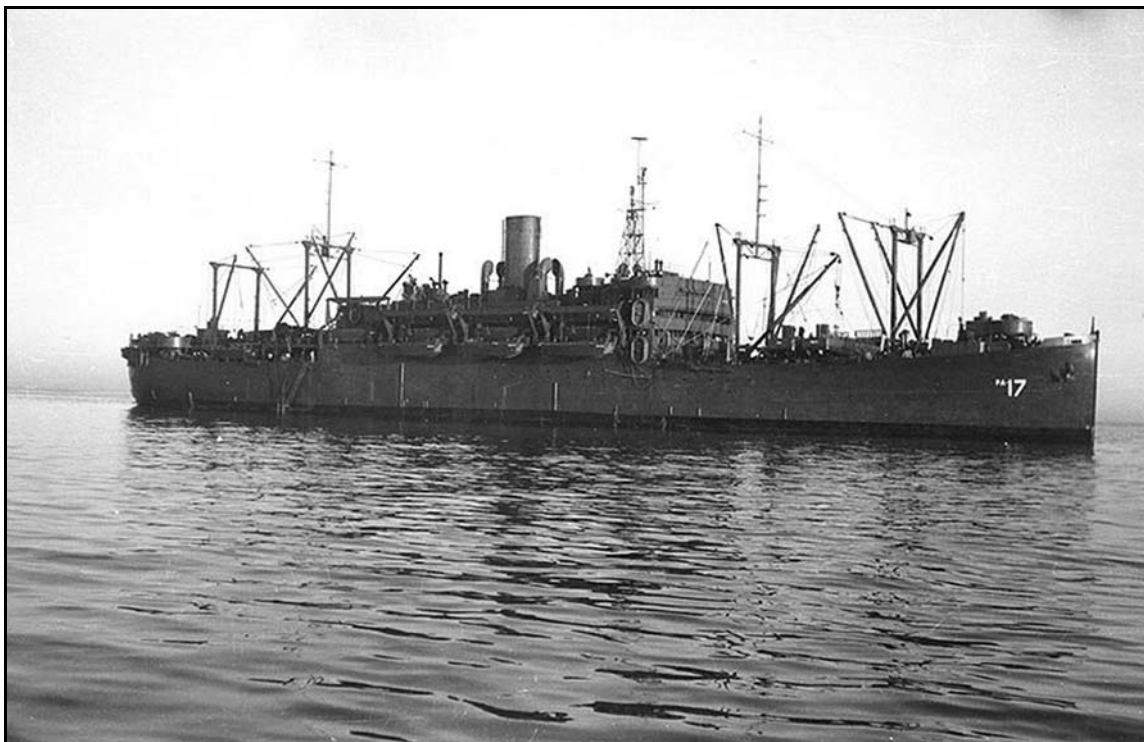


Fig. 19: American Legion: As of February 1, 1943, the ship was reclassified as an attack transport, APA-17 .

THE BATTLE OF SAVO ISLAND

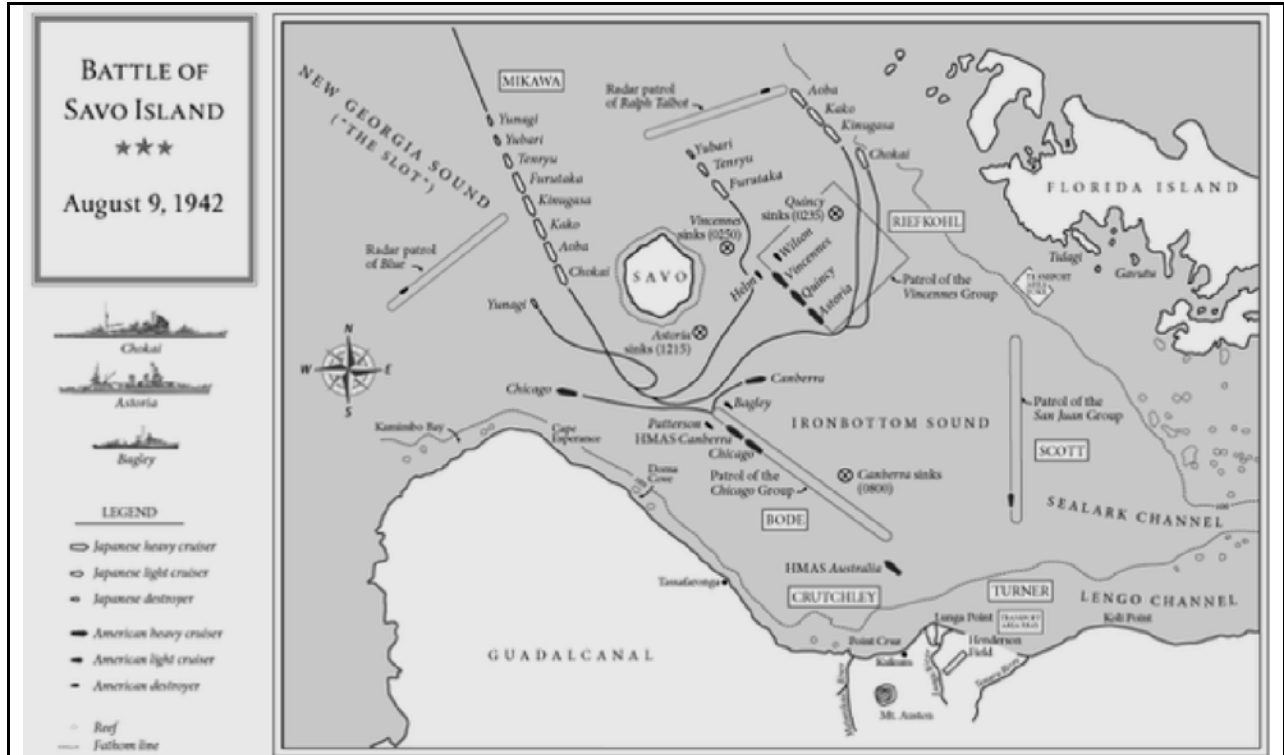


Fig. 20: Responding to Guadalcanal, the Japanese sent a fleet down "The Slot," engaging the American and Australian ships off Savo Island, in what is still the worst naval defeat in U.S. history. This left Guadalcanal in a vulnerable position. Ironbottom Sound received its name as a result of the number of ships sunk in that encounter.

Map credit: <http://designrelated.com/portfolio/LumPennington/entry/50338>⁴

The landings at Guadalcanal were a magnet for the Japanese at Rabaul. At ComSoPac headquarters, Tulagi's radio was heard on D-Day "frantically calling for dispatch of surface forces to the scene" and designating carriers and transports as targets for heavy bombing. The messages were sent in plain language, emphasizing the plight of the Japanese garrison. And the enemy response was prompt and would be characteristic of the months of naval air and surface attack to come.

The brutal first sea battle between Guadalcanal and Savo Island is best summarized in Morison, *U.S. Naval Operations*, Vol. V:⁵

¹ Every ship in this battle excepting *Jarvis* submitted an Action Report. Admiral Turner made none, but early in 1943 Admiral A. J. Hepburn conducted for Cominch an investigation of the facts. His "Report of Informal Inquiry into Circumstances Attending Loss of U.S.S. *Vincennes* . . . on Aug. 9, 1942 in the Vicinity of Savo Island" 13 May 1943 is brief; but is accompanied by a valuable Appendix, a collection of statements by about 100 officers and men. This Appendix is wanting in all but two existing copies of the Report, one of which I have used. Beginning in April 1943, I have frequently discussed the battle with key officers who participated. After the war the usual interrogations of Japanese officers were made and appear in *Inter.Jap. Off.* The Japanese after the war prepared, for ATIS, "Historical Reports, Naval Operations" 15 Mar. 1946, which include one on this battle (ATIS 15685). Several War Diaries of enemy ships are in the Washington Document Center. Concurrently with the research on this chapter, Commo. R. W. Bates and Cdr. W. D. Innis were making the *War College Analysis* for the Naval War College. It is a far more thorough investigation than Admiral Hepburn could or did make in 1943, and I am more indebted to it than to any other source, although it was still incomplete when this volume went to press. Finally, in June 1949, Lt.

CHAPTER II: The Battle for Savo Island: 0 Aug. 1942: 1-The Setup, 7-8 August

FROM NOUMEA, on 8 August, Admiral Ghormley greeted all hands in and around Guadalcanal, declaring that the “results so far achieved make every officer and man in the South Pacific area proud of the task forces.” Yet, even before the sun dropped behind Cape Esperance, the enemy was setting the stage for an outstanding victory. The Battle of Savo Island placed the occupation of Guadalcanal in jeopardy and delayed the completion of Operation “Watchtower” for several months. It was one of the worst defeats ever inflicted on the United States Navy.

An Imperial Japanese Navy cruiser-destroyer force reacted to the invasion with a stinging response. Admiral Turner had positioned three cruiser-destroyer groups to bar the Tulagi-Guadalcanal approaches. At the Battle of Savo, the Japanese demonstrated vast superiority in night fighting and their magnificent night optics and Long Lance torpedoes, shattering two of covering forces without loss to themselves. Four heavy cruisers were lost—three American, one Australian—and another lost her bow. As the sun rose over what soon would be called “Ironbottom Sound,” Marines watched as Higgins boats rescued survivors. Approximately 1,300 sailors died that night and another 700 suffered wounds or were badly burned. Japanese casualties numbered fewer than 200 men.

The Japanese suffered damage to only one ship in the encounter, the cruiser Chokai. USS Vincennes (CA 44), Astoria (CA 34), and Quincy (CA 39) were sunk as was HMAS Canberra. USS Chicago (CA 29) and USS Talbot (DD 114) were badly damaged. The Japanese force—five heavy cruisers, two light cruisers, and a destroyer—departed before dawn without attempting to disrupt the landing further.

When the attack-force commander, Vice Admiral Gunichi Mikawa, returned to Rabaul, he expected accolades from his superiors. He received those, but also criticism. Admiral Isoroku Yamamoto, criticized his subordinate for failing to attack the transports. Mikawa could only reply that he did not know Fletcher's aircraft carriers were so far away. The Japanese naval victory caused celebrating superiors in Tokyo to allow the event to overshadow the importance of the amphibious operation.

The debacle prompted reconsideration of naval support for operations ashore. Fletcher was concerned for his carriers; he had already lost about a quarter of his fighter aircraft. He had already lost two carriers; one each at Coral Sea and at Midway. He could not risk the loss of a third. Before the Japanese cruiser attack, he obtained Ghormley's permission to withdraw from the area.

At a conference on board Turner's flagship, USS McCawley (A-10), on the night of August 8, Turner informed General Vandegrift that Fletcher's impending withdrawal meant that he would have to pull out the amphibious force's ships. The simultaneous Battle of Savo Island reinforced the decision to pull away before enemy aircraft struck. On August 9, the transports withdrew to Noumea. The unloading of supplies ended abruptly, and ships still half-full steamed away. The forces ashore had 17 days' rations—including captured Japanese food—and only four days' supply of

Roger Pineau USNR of my staff went over this chapter with Admiral Mikawa, Capt. T. Omae, his chief of staff in the Battle, and Capt. Watanabe of Yamamoto's staff, who had gone to Rabaul immediately after the Battle to investigate. They made sundry suggestions which, if accepted, are incorporated here.

ammunition for all weapons. Not only did the ships take away supplies, they also took the Marines still on board, including the 2d Marines' headquarters element. Off loaded at Espiritu Santo in the New Hebrides, the infantry Marines and their commander, Colonel Arthur, were most unhappy and remained so until they finally reached Guadalcanal on 29 October.

Ashore, General Vandegrift ordered rations reduced to two meals a day. The reduced food intake would last for six weeks, and the Marines would become familiar with Japanese canned fish and rice. Most of the Marines smoked and they were soon disgustingly smoking Japanese-issue brands. The ships had also hauled away empty sand bags and valuable engineer tools. So the Marines used Japanese shovels to fill Japanese rice bags with sand.

The brutal land and sea battles would continue into early 1943 and ended as the Japanese Navy withdrew the last ground forces.

The Battle for Guadalcanal was a lengthy campaign. Ashore it was a bloody battle, perhaps reaching its crescendo at the hand-to-hand Battle of Edson's Ridge where Marines were forced to call artillery fire on their own positions to defeat the Japanese attack. At sea there were a series of engagements which show the great costs imposed by U.S. and Japanese forces on each other.

- August 7, 1942: landings at Guadalcanal and Tulagi
- August 9, 1942: Battle of Savo Island — *USS Astoria*, *USS Quincy*, *USS Vincennes*, and *HMAS Canberra* lost.
- August 23-25, 1942: Battle of the Eastern Solomons — *USS Enterprise* (CV-6) heavily damaged.
- September 15, 1942: — *USS Wasp* (CV-7) sunk by submarine launched torpedoes.
- October 11-12, 1942: Battle of Cape Esperance — *USS Duncan* (DD-485) sunk, *USS Boise* (CL-47) damaged.
- October 26, 1942: Battle of Santa Cruz Islands — *USS Hornet* (CV-8) sunk and *USS Enterprise* (CV-6) damaged. This was the last large, fast U.S. Navy carrier sunk during World War II.
- November 13-15: Battle of Guadalcanal — two CLs and seven DDs *USS Atlanta* (CL-51) sunk; *USS Preston* (DD-379) *USS Walke* (DD-416), *USS Barton* (DD-599) lost.
- November 30, 1942: Battle of Tassafaronga — *USS Northampton* (CA-26) lost and three other heavy cruisers (*USS New Orleans* (CA-32), *USS Pensacola* (CA-24), and *USS Minneapolis* (CA-36) severely damaged.
- February 7-8, 1943: Imperial Japanese Naval forces complete withdrawal.

FROM GUADALCANAL TO THE GARDEN STATE: PART II ~ Lawrence B. Brennan

Morison, *U.S. Naval Operations*, Vol. V summarizes the battle:

In war's brutal scale of lives lost against lives risked, the blood-letting from 60,000 Army and Marine Corps troops committed to Guadalcanal, had not been excessive; 1592 killed in action. Navy losses, never to this day compiled, were certainly in excess of that figure, and several score fliers of all three air forces had given their lives. But the Japanese had lost about two thirds of the 36,000 men who fought on Guadalcanal — 14,800 killed or missing, 9000 dead of disease and 1000 taken prisoner. Many thousand more soldiers went down in blasted transports or barges, and the number of Japanese sailors lost in the vicious sea battles will never be known, because such matters do not interest the Japanese.

On the material side the tallies of combat ships lost by each side in the Guadalcanal campaign² are surprisingly even: —

	<u>Allied</u>		<u>Japanese</u>	
	<u>number</u>	<u>tonnage</u>	<u>number</u>	<u>tonnage</u>
Battleships	0		2	62,000
Aircraft Carriers	2	34,500	0	
Light Carriers	0		1	8,500
Heavy Cruisers	6	56,925	3	26,400
Light Cruisers	2	12,000	1	5,700
Destroyers	14	22,815	11	20,930
Submarines	<u>0</u>	<u> </u>	<u>6</u>	<u>11,309</u>
<i>Total</i>	24	126,240	24	134,839

Tactically — in the sense of coming to grips with the enemy — Guadalcanal was a profitable lesson book. The recommendations of Guadalcanal commanders became doctrine for Allied fighting men the world over. And it was the veteran from “the ‘Canal” who went back to man the new ship or form the cornerstone for the new regiment. ...



Fig. 21: The USS Blue & Patterson removing crew from the damaged Australian ship HMAS Canberra, which would later be scuttled.

² Table compiled by Mr. W. L. Robinson. It does not include transports (AP, AK or APD) of which the Japanese had far the heavier loss, or auxiliaries such as *Seminole*, or patrol craft.

COLONEL EDWARD G. HAGEN, United States Marine Corps

Colonel Hagen was born in Hoboken, New Jersey on September 15, 1893, and lived in Cranford, NJ. He was a member of the class of 1917 United States Naval Academy and was commissioned as a Second Lieutenant, U.S. Marine Corps on March 30, 1917.

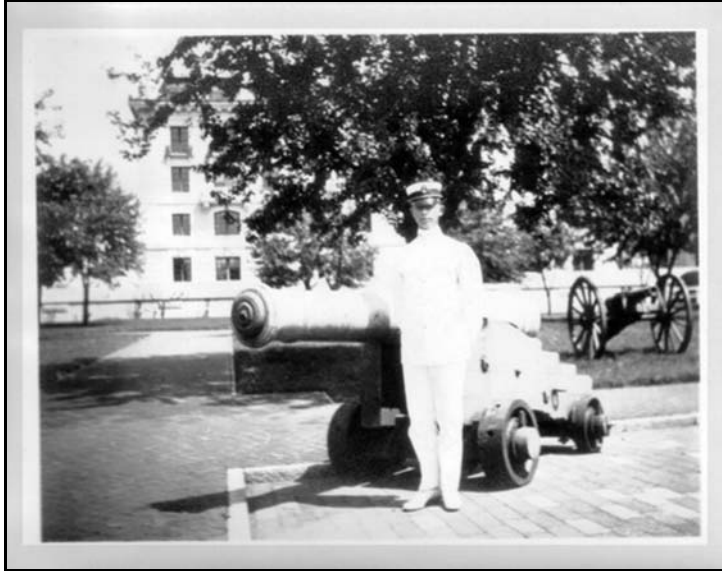


Fig. 22. E.G. Hagen as a cadet at the Naval Academy ca. 1915 (admitted Apr. 21, 1913 at age 18).

Fig. 23: E.G. Hagen in winter wear at Annapolis.

A Yearbook inscription in 1917: EDWARD GILLETTE HAGEN Cranford, New Jersey ~"Eddie ... is to each of us an example of what quiet, steady strength of mind and firm unobtrusive will can do. ...Eddie is a mighty true friend, he possesses a very keen sense of humor, and has an unusual amount of gray-matter..."



Hagen became a Chinese language specialist and served as a U.S. language officer in Peiping from 1930 to 1934. As a Major, he served at the United States Embassy in Peiping as Assistant Naval Attaché (appointed Feb. 13, 1937), along with Colonel Joseph Stillwell, U.S. Army who was the Military Attaché before gaining fame as the U.S. Army commander in the Burma, India, China Theatre during World War II.⁶

One great historical record of the invasion of Guadalcanal was the photograph of the First Marine Division leadership taken at General Vandegrift's order during a conference of senior Marines during the first week of the Guadalcanal campaign.⁷



Fig. 24: Edward Gillette Hagen is shown in the third row, at the arrow. Photo taken August 11, 1942.⁸

Almost 49 years old at the time of the Guadalcanal landings, Lieutenant Colonel Hagen served on Guadalcanal for the first month until September 14, 1942. Promoted to Colonel, he commanded forces at the end of the war on Iwo Jima and subsequently returned to China after the Japanese surrender.

CONCLUSION

The war progressed westward for three years after the landings at Guadalcanal with MacArthur's forces "island hopping" through the Southwest Pacific and Admiral Nimitz's forces striking the Imperial Japanese Navy and capturing islands across the North and Central Pacific Ocean Area. On September 2, 1945, the United States Navy arrived at Tokyo Bay where the fleet commander was a native of New Jersey and ultimately its only five star officer. But the story of Fleet Admiral William F. Halsey, Jr., U.S. Navy is another subject for another day.

ENDNOTES:

¹ Copyright 2012 by Lawrence B. Brennan; all rights reserved. This article may not be reproduced without the express consent of the copyright holder. The footnotes included are quotes from Morrison, *The History of U.S. Naval Operations During World War II: The Struggle for Guadalcanal*, Vol. V. The numbering of Morrison's footnote changed because of the selective quotes from his masterful work. The end notes are the author's.

² Captain Lawrence B. Brennan, JAGC, U.S. Navy (Ret.) is the son of a World War II and Korean War Naval Reservist and the grandson of a World War I Marine. He commanded two Naval Reserve Units during hostilities, NR Naval War College (Law) 401 and NR Civil Law (Admiralty) 111, served as Executive Officer of NR NWC (Law) 401, Personal Counsel for Commander-in-Chief, U.S. Pacific Command, Staff Judge Advocate for Navy Space Command, Senior Admiralty Counsel, Legal Advisor for DCNO N3/5, and an action officer at OPNAV 616

and N3/5L. He drafted the transmittal letters for the Law of the Sea Treaty to the Senate and for decades has been a specialist in operational law, particularly prize law and the rules governing visit and search. On active duty Larry prosecuted and defended Sailors and Marines in pay grades E-1 through O-10. He investigated and prosecuted the CO and XO of USS PETREL (ASR-14) for lobster poaching. He was the Legal Officer in USS NIMITZ (CVN-68) during the record-setting deployment to the Indian Ocean and attempt to rescue the U.S. hostage in Teheran as well as Staff Judge Advocate for Commanders, Carrier Groups Two, Three, Four, Six, Seven, and Eight. He was counsel and principal draftsman of the investigation into the fatal flight deck crash on board NIMITZ by an EA6B Prowler from VMAQ TWO which resulted in Navy's "Zero Tolerance" policy. Captain Brennan also was embarked in USS CONSTITUTION in 1997 when she sailed for the first time in more than a century. he was involved in the defense of the United States in the claims arising from the collision between FV EHIME MARU and USS GREENEVILLE (SSN-772) off Honolulu in 2001 and was involved in the litigation arising from the making of the movie "The Final Countdown" on board NIMITZ. Larry is a graduate of Fordham College, B.A. *magna cum laude* 1974 and Fordham Law School J.D. 1977. He served as an admiralty litigator in the U.S. Department of Justice and has been a partner in two New York law firms specializing in worldwide marine casualty litigation. Larry is most proud that in nearly 34 years of commissioned service he never received an end of tour award. Larry is a member of NJPHS and has authored a series of articles about the New Jersey-built fast carriers. He also has written many articles for the Universal Ship Cancellation Society LOG (www.uscs.org) and other professional and philatelic publications

³ USS *American Legion* (AP-35/APA-17), *Dictionary of American Naval Fighting Ships*. Naval History & Heritage Command (NHHC) http://www.history.navy.mil/danfs/a8/american_legion.htm

⁴ <http://designrelated.com/portfolio/LumPennington/entry/50338>

⁵ Morrison, *The History of U.S. Naval Operations During World War II: The Struggle for Guadalcanal*, Vol. V Little, Brown and Company, Boston, 1954..

⁶ US. Dept. of State, United States. Foreign Service, United States. International Cooperation Administration – 1938. Maj. Edward Gillette Hagen, b. Hoboken, NJ SEPT 15, 1893, USNA grad 1917, entered US Marine Corps Mar. 30, 1917, language officer at Peiping 1930-34 ; assigned as asst. naval att. at Peiping Feb. 13, 1937 ; married..

⁷ General Vandegrift and His 1st Marine Division Staff. "Whenever a work about the Guadalcanal operation is published, one of the pictures always included is that of Major General Alexander A. Vandegrift, 1st Marine Division commanding general, and his staff officers and commanders, who posed for the photograph on 11 August 1942, just four days after the assault landings on the island. Besides General Vandegrift, there are 40 Marines and one naval officer in this picture, and each one deserves a pages of his own in Marine Corps history.

Among the Marines, 23 were promoted to general officer rank and three became Commandants of the Marine Corps: General Vandegrift and Colonels Cates and Pate. The naval officer, division surgeon Commander Warwick T. Brown, MC, USN, also made flag officer rank while on active duty and was promoted to vice admiral upon retirement.

Four of the officers in the picture served in three wars. Lieutenant Colonels Gerald C. Thomas, division operations officer, and Randolph McC. Pate, division logistics officer, served in both World Wars I and II, and each commanded the 1st Marine Division in Korea. Colonel William J. Whaling similarly served in World Wars I and II, and was General Thomas' assistant division commander in Korea. Major Henry W. Buse, Jr., assistant operations officer, served in World War II, Korea, and the Vietnam War. Others served in two wars—World Wars I and II, or World War II and Korea. Represented in the photograph is a total of nearly 700 years of cumulative experience on active Marine Corps service.

Three key members of the division—the Assistant Division Commander, Brigadier General William H. Rupertus; the Assistant Chief of Staff, G-1, Colonel Robert C. Kilmartin, Jr.; and the commanding officer of the 1st Raider Battalion, Lieutenant Colonel Merritt A. Edson—were not in this picture for a good reason. They were on Tulagi, where Rupertus headed the Tulagi Command Group with Kilmartin as his chief of staff, and Edson commanded the combat troops. Also notably absent from this photograph was the commander of the 7th Marines, Colonel James C. Webb, who had not joined the division from Samoa, where the regiment had been sent before the division deployed overseas.

General Vandegrift, in his memoir, *Once a Marine*, explained why this photograph was taken. The division's morale was affected by the fact that Vice Admiral Frank Jack Fletcher was forced to withdraw his fleet from the area—with many of his ships not yet fully unloaded and holding more than half of the division's supplies still needed ashore. Adding to the Marines' uneasiness at seeing their naval support disappear below the horizon, was the fact that they had been under almost constant enemy air attacks beginning shortly after their landing on Guadalcanal. In an effort to counter the adverse influence on morale of the day and night air attacks, Vandegrift began making

tours of the division perimeter every morning to talk to as many of his Marines as possible, and to keep a personal eye on the command. As he noted:

“By August 11, the full impact of the vanished transports was permeating the command, so again I called a conference of my staff and command officers ... I ended the conference by posing with this fine group of officers, a morale device that worked because they thought if I went to the trouble of having the picture taken then I obviously planned to enjoy it in future years.”

Recently, General Merrill B. "Bill" Twining, on Guadalcanal a lieutenant colonel and assistant D-3, recalled the circumstances of the photograph and philosophized about the men who appeared in it:

“The group is lined up on the slope of the coral ridge which provided a degree of protection from naval gunfire coming from the north and was therefore selected as division CP ...

There was no vital reason for the conclave. I think V[andegrift] just wanted to see who was in his outfit. Do you realize these people had never been together before? Some came from as far away as Iceland...

V[andegrift] mainly introduced himself, gave a brief pep talk ... I have often been asked how we could afford to congregate all this talent in the face of the enemy. We didn't believe we (at the moment) faced any threat from the Japanese. The defense area was small and every responsible commander could reach his CP in 5 minutes and after all there were a lot of good people along those lines. Most of the fresh-caught second lieutenants were battalion commanders two years later. We believed in each other and trusted. “—Benis M. Frank

The General and His Officers on Guadalcanal, According to the Chart: 1. Col George R. Rowan, 2. Col Pedro A. del Valle, 3. Col William C. James, 4. MajGen Alexander A. Vandegrift, 5. LtCol Gerald C. Thomas, 6. Col Clifton B. Cates, 7. Col Randolph McC. Pate, 8. Cdr Warwick T. Brown, USN, 9. Col William J. Whaling, 10. Col Frank B. Goettge, 11. Col LeRoy P. Hunt, Jr., 12. LtCol Frederick C. Biebush, 13. LtCol Edwin A. Pollock, 14. LtCol Edmund J. Buckley, 15. LtCol Walter W. Barr, 16. LtCol Raymond P. Coffman, 17. LtCol Francis R. Geraci, 18. LtCol William E. Maxwell, 19. **LtCol Edward G. Hagen**, 20. LtCol William N. McKelvy, Jr., 21. LtCol Julian N. Frisbie, 22. Maj Milton V. O'Connell, 23. Maj William Chalfant III, 24. Maj Horace W. Fuller, 25. Maj Forest C. Thompson, 26. Maj Robert G. Balance, 27. Maj Henry C. Buse, Jr., 28. Maj James W. Frazer, 29. Maj Henry H. Crockett, 30. LtCol Lenard B. Cresswell, 31. Maj Robert O. Bowen, 32. LtCol John A. Bemis, 33. Col Kenneth W. Benner, 34. Maj Robert B. Luckey, 35. LtCol Samuel B. Taxis, 36. LtCol Eugene H. Price, 37. LtCol Merrill B. Twining, 38. LtCol Walker A. Reaves, 39. LtCol John D. Macklin, 40. LtCol Hawley C. Waterman, 41. Maj James C. Murray, Jr..

⁸ Shaw, Henry I., *First Offensive: The Marine Campaign for Guadalcanal*, Google Ebook, <http://books.google.com/books?id=ka66ewuwylIC&printsec=frontcover#v=onepage&q&f=false> (5/12/2012).



WOMEN'S SUFFRAGE IN NEW JERSEY

By Gene Fricks

This abused cover from the Peaslee correspondence in Clarksboro, NJ is significant because it is the first artifact to document existence of suffrage sentiment in Gloucester County prior to 1917. The writer, a graduate of Swarthmore College in Pennsylvania, posted the letter in Plymouth Meeting, PA in 1903. As the backstamps indicate, the letter transited Philadelphia before arriving at Clarksboro. Miss Peaslee, also a Quaker and classmate of the writer, apparently shared the writer's suffrage proclivities. The cinderella label on the cover front is the first of its kind that I have encountered. The label was an intaglio product of the American Bank Note Company. If any of our NJPHS members knows more of its provenance, I trust they will share with us. Contact me at genefricks@comcast.net.



1a. Women's suffrage cinderella label enlarged.



Fig. 1: Front and back of a cover to Clarksboro, showing a Women's Suffrage label from 1903.

Women's suffrage struggled along for decades before the state legislature resolved that the question be put to a referendum in October 1915. All during that summer, pro- and anti-suffrage groups marched, met, spoke and agitated. The legislature had also placed on the referendum ballot the question of prohibition of the sale of alcoholic beverages. Suffrage failed in New Jersey by 55,000 votes, but came close to passing in Camden and other south Jersey towns (not Atlantic City firmly in the grip of 'Nucky' Johnson). Prohibition failed by a landslide all across the state, not surprising considering the important role the saloon played in the social and economic life of working people.

Women would get the right to vote by the 19th amendment to the US Constitution enacted by a Republican Congress in 1919 and ratified by the states in 1920. After all that effort only one-third of the women eligible to vote in 1920 bothered to register. The returns suggest that they voted for handsome, personable Warren Harding by an overwhelming margin.

A curious and little known historical fact is that New Jersey women, unmarried and with property in their own name, did have the vote – from 1776 until 1807.¹

ENDNOTES:

¹ Women were allowed to vote under New Jersey's first Constitution in 1776, by the words "All inhabitants of this Colony," and further qualified by an act on Feb. 22, 1797 which referred to voters as "he or she" – See http://www.njwomenshistory.org/Period_2/voting.htm: The statute only legitimized single women and certain women owning property in their own name. The vote in this era generally was restricted to people of property or passing a means test. That some communities paid little attention was an interesting anomaly. The story of woman suffrage in New Jersey is a convoluted one, different depending upon what part of the state you examine. The standard descriptions fail to account for the diversity.

XI. AND BE IT ENACTED, That all free inhabitants of this State, of full age, who are worth fifty pounds, proclamation money, and have resided within the county in which they claim a vote, for twelve months immediately preceding the election, shall be entitled to vote for all public officers, which shall be elected by virtue of this act; and no person shall be entitled to vote in any other township or precinct, than that in which he or she doth actually reside at the time of the election.

Legislative Act Feb. 22, 1797

See also <http://hdl.loc.gov/loc.rbc/rbpe.10006800> and www.NJPostalHistory.org/media/pdf/womenandthevoteNJ.pdf. This continued until 1807, when a referendum in the Legislature restricted suffrage to white males with a worth of £50 property value.

ANDERSON/PORT COLDEN/PENWELL/PORT MURRAY Post Offices

By Arne Englund

Located in the Musconetcong Valley in Warren County, N.J., the post offices at Anderson, Port Colden, Penwell (Hunterdon County) and Port Murray had quite an interconnected relationship, especially early on.

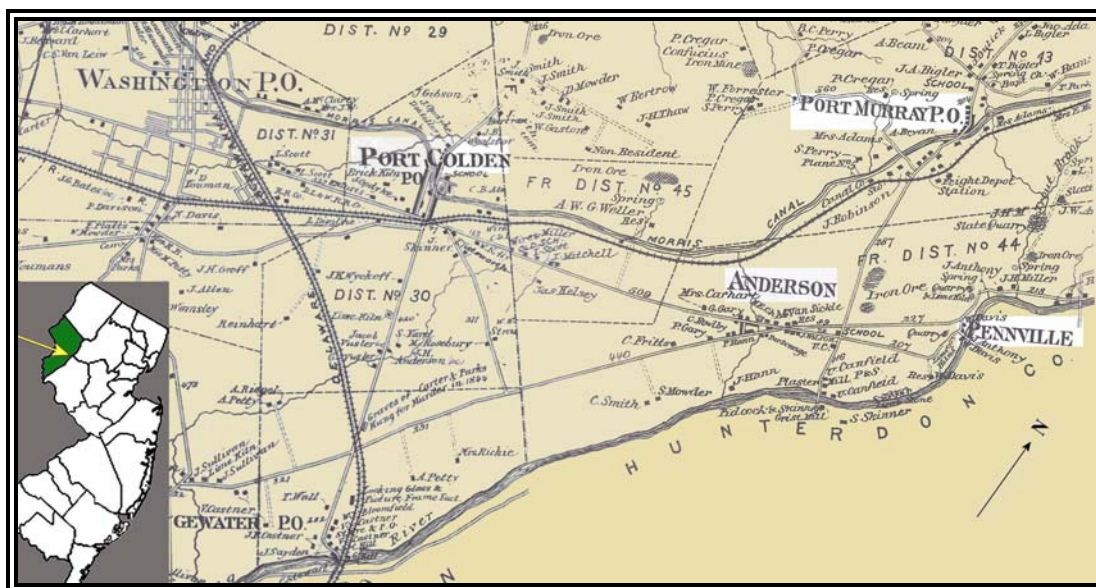


Fig. 1: Map of the eastern edge of Warren County, showing the location of Port Colden and Port Murray on the Morris Canal, and Anderson and Penwell (misabeled here¹), both locations on the old Morristown Easton Turnpike.²

ANDERSON – Post Office established 3 May 1821.

Joseph Anderson, for whom the village is named, built the hotel-tavern, still standing, at Anderson in 1795. It is located along current Rt. 57, in Mansfield Twp., Warren County. This had previously been part of the Morristown Easton Turnpike, which was chartered in 1810, and which ran from Morristown, through Mendham, Chester, German Valley (Long Valley), over Schooley's Mountain, through Penwell, then headed due west along what is now Rt. 57 through Anderson, Port Colden, Washington, Broadway and on out through Phillipsburg to Easton.

Post offices already existed or were established early on along the route at Morristown, Mendham, Chester, Schooley's Mountain, Mansfield (Washington), Stewartsville, and Easton. In 1821, several more post offices were opened in villages along the Turnpike, at German Valley in Morris County, and at Anderson, Pleasant Valley and New Village in Sussex County, in what in 1824 would become Warren County.

Caleb Dusenberry almost certainly maintained the post office in the Anderson (also known locally as Andersontown and Andersonville) hotel-tavern. The second Anderson postmaster's name is written in the records as David P. "Thrope," but this would undoubtedly be David P. Shrope, who married one of Joseph Anderson's seven daughters, Eliza, and who later became a prominent judge in the area. He owned the mill in nearby Penwell in 1828, naming it Penwell Mills, either in honor of his mother who was descended from the Penn family, or for Penwell Shrope, an ancestor who was one of the first settlers in the area.

At various times the Anderson post office was probably either in the hotel-tavern or in the store, which was located across the turnpike road. Thomas Gordon's 1834 *NJ Gazetteer* lists Anderson as being a "post town ...on the turnpike road leading from Phillipsburg to Schooley's Mountain" and containing "two stores and fifteen dwellings." Snell's 1881 *Sussex & Warren County History* lists the hotel as being kept by Mr. Pidcock, and the "only store" as kept by Mr. Van Syckle. Weaver & Kern's 1887 *Warren County Directory* lists Anderson as having a "store and post office, hotel, school, M.E. Church and blacksmith shop. Population, 100."



Fig. 4: An 1881 Anderson postmark, showing both county (Warren) and postmaster (Theo. Pidcock). Pidcock would have had to purchase this canceller himself. Ads in the monthly *Postal Guides* offered to make up fancy cancelling devices for postmasters.



Fig. 5: The 1881 card which carried this cancel. The marking at left is not a cancel, but docketing by the sender, Van Sickle Bros.

Illustration courtesy Ed Siskin

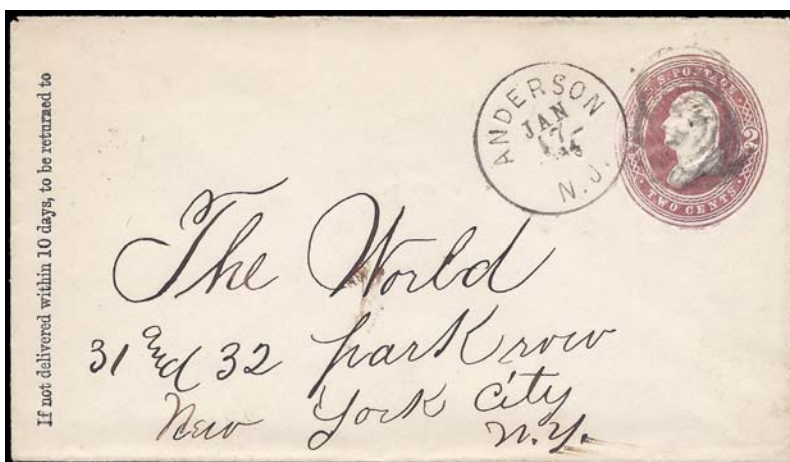


Fig. 6: An 1885 standard CDS Anderson cancel. For a post office which changed postmasters regularly, the special postmaster canceller would have been impractical.

PORT COLDEN – Post Office established 27 Feb 1834.

Port Colden, in Washington Twp., just west of Mansfield, grew up around the Morris Canal, which was opened in 1831.

Named for Cadwallader D. Colden, the 2nd president of the Morris Canal and Banking Company, much of Port Colden's early development was the result of the efforts of William C. Dusenberry, a real go-getter who believed that the prosperity the canal would bring, would make Port Colden an important town. Dusenberry served as Port Colden's first postmaster. In 1822, William and Caleb's father, Henry, of nearby New Hampton, NJ, had been one of the pair of Hunterdon County representatives present when the originator of the idea for the Morris Canal,

ANDERSON/PORT COLDEN/PENWELL/PORT MURRAY POs ~ Arne England

Morristown businessman, George P. MacCulloch, brought together a committee of two prominent citizens from each county to discuss the idea. Henry Dusenberry died in 1825. So it was William C. who put in the application for the large canal basin in the village, who built the 22 room Greek Revival hotel, still standing, and who, amongst other things, commissioned the building of 150 canal boats in 1836. William seems to have had a habit of putting the canal boat before the mule, to paraphrase an old saying. According to Frank Dale, “Around 1840 he went broke and moved away. He died in New York City, still a relatively young man.” The December, 1891 issue of the *Washington Star* noted that Dusenberry’s wife, Jane, still lived in the area, then age 83. Weaver & Kern’s 1887 Directory states: “The settlement was first called ‘Dusenberry’s Folly,’ in contempt for Wm. Dusenberry, one of the founders of the place, for being so foolish as to think that a large town would at some time occupy the present site of the village.” The town did experience a short period of prosperity during the heyday of the Morris Canal.

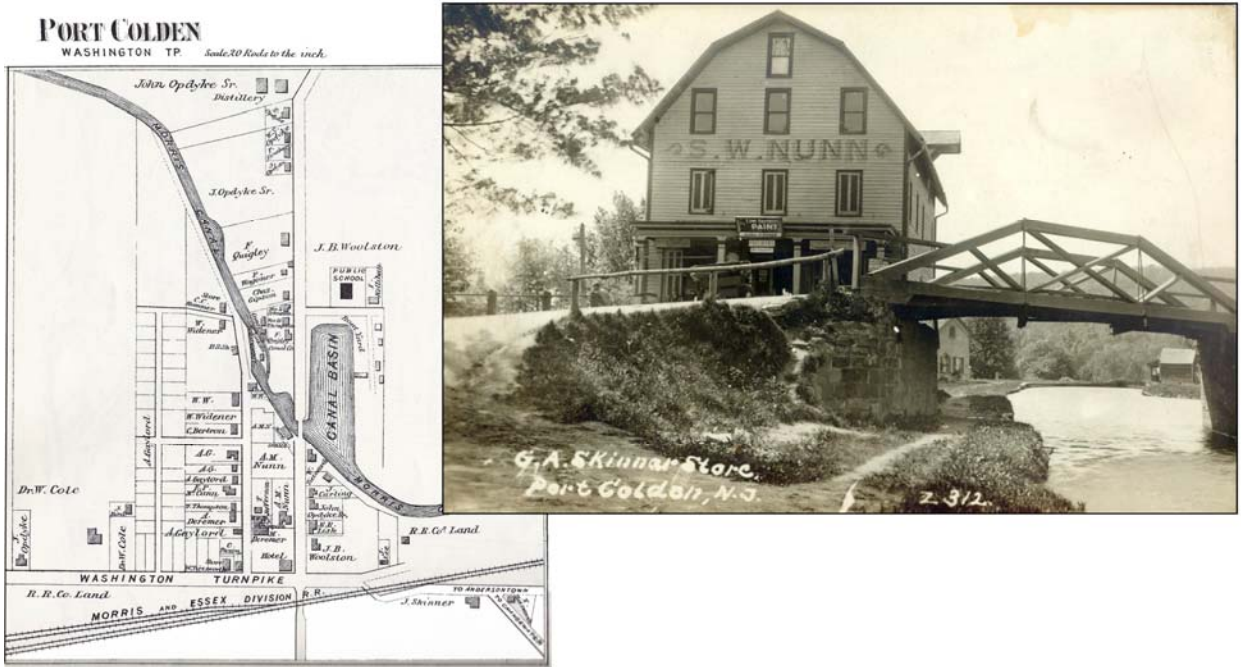


Fig. 7: The store at the side of the canal in Port Colden which served as the post office.
 Illustration Courtesy Doug D’Avino

At Port Colden was the canal basin that Dusenberry had put in his application for (see map above), one of five very large canal basins built in Warren County. This was drained in 1924 when the canal went out of business. There was also a boat yard for the repair of canal boats. Plane 6W, one of only three double track planes on the canal, and a weigh station were located a short distance to the east. Remains of the plane can still be seen today. Lock 6W, which raised and lowered boats 10 feet, was also at Port Colden.

The Port Colden post office no doubt spent much of its existence in the canal store operated by A.M. Nunn, later by S.W. Nunn, and then by G. A. Skinner. This building is still standing today.

In 1887, Port Colden was listed as having three stores, a blacksmith shop, post office, and schoolhouse. The 1887 Directory contains a full page ad for Nunn’s store.



Fig. 8: Two stampless covers from Port Colden from 1836-7, with manuscript marks of Postmaster William Dusenberry. Illustrations courtesy Robert Livingstone

Fig. 9: A FREE cover sent by Samuel Southard (US Senator free frank), cancelled with a Port Colden CDS (Cole's P43) with mss date in 1838.

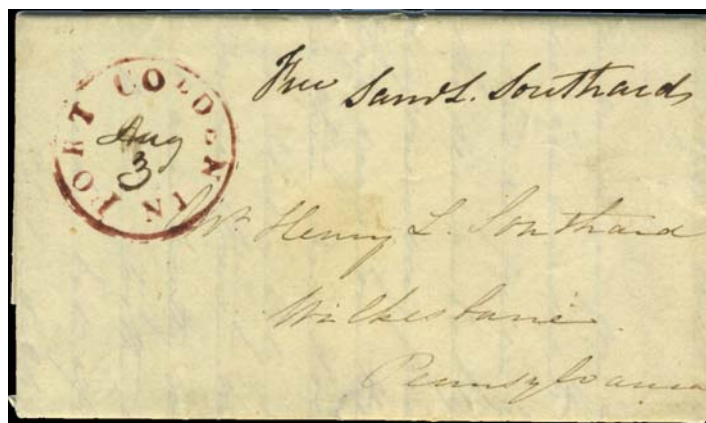


Illustration courtesy Jean Walton



Fig. 10: An 1865 manuscript cancel on a Port Colden cover, and an 1885 CDS.

ANDERSON/PORT COLDEN/PENWELL/PORT MURRAY POs ~ Arne Englund

PENWELL – Post Office established 17 Aug 1863.

Located on the Hunterdon County side of the Musconetcong River in Lebanon Twp., Penwell was and is a grist mill and a cluster of houses.

John Blane, in an 1887 article in *Our Home*, writes: "...farther up the stream stood a mill, which afterward was owned by Judge David P. Shrope. He named it Penwell in honor of his mother, who was a Penwell. It is sometimes erroneously called Pennville."³ The original 18th century wooden mill building had burned early in the 19th century. In 1855, John Anderson built a new mill. Shortly after, he and his wife transferred the property to Hugh E. Anderson, who then operated the mill for 12 years, and also served as Penwell's first and only postmaster. The post office here was closed on August 17, 1867, which coincided with Hugh Anderson's sale of the mill,⁴ with service moved to Port Murray.

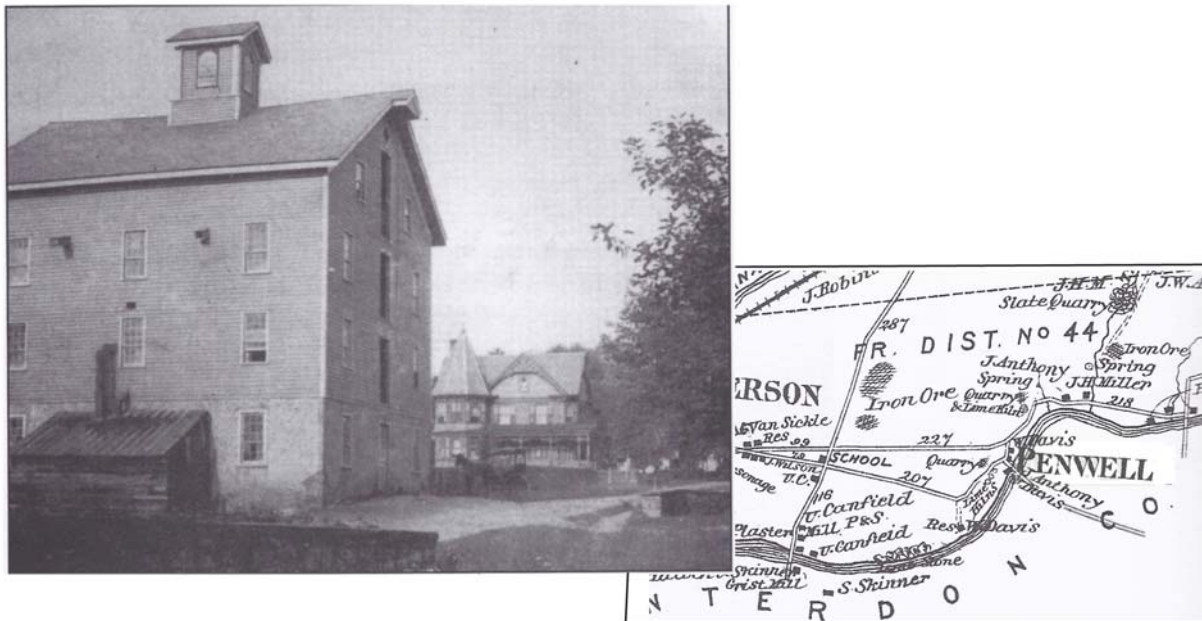


Fig. 11: The old mill in Penwell, and map of Penwell, on the Hunterdon County side of the Musconetcong River..

The Penwell post office was most likely at the mill itself, as there was no other business establishment at Penwell. Hugh Anderson sold the mill to John W. Homer on January 5, 1867, after which the mill and area were also known for a number of years as "Homer's Mills." The current grist mill was built in 1885 and is still in operation.

Postmarks from Penwell are understandably very scarce. If anyone has one or has seen one please let me know. Contact me at alenglund@aol.com.

PORT MURRY/MURRAY – Post Office established 21 Jan 1867.

Located in Mansfield Twp., Port Murry was another town that came into existence as a result of the Morris Canal. Named for Morris Canal and Banking Company President, James B. Murray, not only was Port Murry located on the Canal, but by 1867 it was also along the route of the Morris and Essex Railroad, thus making it a prime location for a post office.

It should be noted that although the post office name was officially Port Murry without an “A” when the post office was established, the town was named, as noted, for James B. Murray. The Beer’s *Warren County Atlas* map of 1874 shows the town as Port Murray, and even two of the early covers illustrated have the manuscript post office cancel spelled as Port Murray.



Fig. 12: The Port Murry store on the Morris Canal, map , and a 1916 Port Murry cancel.

Sometime between 1860 and 1870, probably by 1867, the large front section of the canal store had been added on to the original store building, built by Moore Furman in 1836. In 1881, Snell lists Forker as having the only store in Port Murry. The 1887 Weaver & Kerns *Directory* has a full page ad for Forker’s store. Much, if not all, of the early existence of the Port Murry post office was probably in this store. This building is also still standing, and is fairly unaltered from its original 19th century appearance.



Fig. 13: Two Port Murray manuscript-cancelled covers, (1867? & 1869), shortly after the PO was established – with an “a” in “Murray” earlier than its official change in 1924, and written as one word.

At Port Murry was another canal basin. Plane 5W was just west of the town. Remains of this plane can also still be seen including the Race Tunnel and the Turbine Chamber.

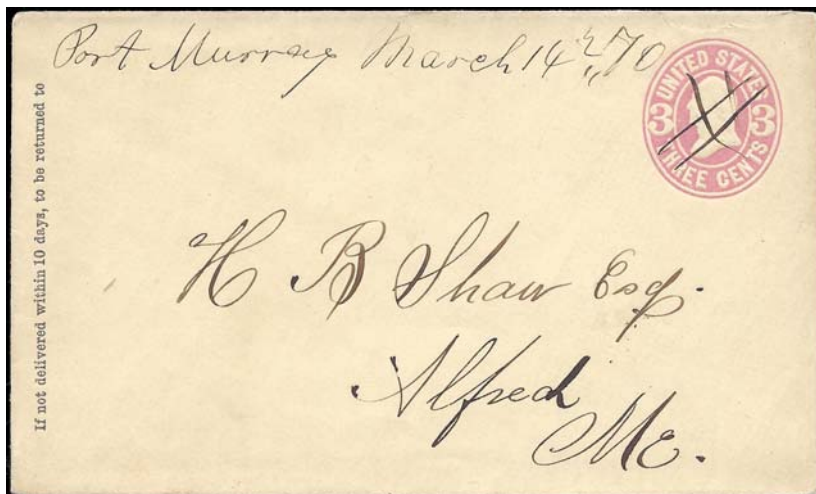


Fig. 14: Port Murray manuscript cancel, March 14, 1870.

The post office spelling officially changed to Port Murray in 1924. The P.O. is still in operation, the office now located in a metal “trailer” building near the railroad tracks in Port Murray.

As an afterthought, it’s gratifying to know that the Anderson Hotel (the stone building across the Rt. 57 may be the old store also), the Port Colden Store, the 22 room “Dusenberry’s Folly” hotel called “Port Colden Manor,” the old Forker store at Port Murray, and the grist mill building at Penwell (a c.1885 mill which is across the road from the original 18th century and 1855 mills) are all still standing.



Fig. 15: Current Port Murray post office, housed in a mobile unit.⁵

NOTE: I’ve given brief descriptions and notes on each of these four post offices, and hopefully some of the sense of the connection between the 4 over time has come across. I would like to, at some point, do a series of articles on the post offices of Warren County, and at that time can go into more detail on these four, as well as all the other Warren County post offices.

A list of postmaster appointments for these four post offices is on the following page.

ENDNOTES & REFERENCES:

ENDNOTES:

- ¹ John Blane, in an article in *Our Home*, edited by Abraham Van Doren Honeyman. Vol. I No.10 Oct. 1873, p. 472, “[Penwell] is sometimes erroneously called Pennville.”
- ² This map, and others used in this article from Beer’s *Atlases of Warren & Hunterdon Counties*, See reference below.
- ³ Blane, op cit..
- ⁴ Anderson sold the mill to John Homer in 1867: <http://www.njskylands.com/tnmills.htm>. (5/10/2012).
- ⁵ On Wikipedia t http://en.wikipedia.org/wiki/File:Port_Murray_Post_Office.jpg (5/10/2012).

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Arne Englund ~ ANDERSON/PORT COLDEN/PENWELL/PORT MURRAY Post Offices

PORT COLDEN-ANDERSON-PENWELL-PORT MURRAY POSTMASTER LIST

PORT COLDEN	ANDERSON	PORT MURRY/MURRAY
	Sussex County	
	Caleb Dusenberry 05/03/1821	
	David P. Shrope 07/19/1822	
	James Anderson Jr. 03/15/1823	
	Changed To Warren County 20 Nov 1824	
	C Dusenberry 11/20/1824	
	discontinued on August 30, 1825 reestablished on November 17, 1825	
	James Rusling Jr. 11/17/1825	
	Joseph Anderson Jr. 05/21/1827	
	Robert Dayton 05/26/1828	
	Mark Thompson 04/19/1830	
	William C. Dusenberry 03/21/1832	
PORT COLDEN		
	← changed to PORT COLDEN on February 27, 1834	
Wm C. Dusenberry 02/27/1834		
James Anderson 05/24/1838		
	changed back to ANDERSON on April 30, 1839→	
PORT COLDEN Reestablish'd 1 Jul 1841	John G. Johnston 04/30/1839	
Wm C. Dusenberry 07/01/1841	Andrew Vansickle 02/11/1841	
Joseph W. Rounswell 10/26/1841	Peter Melick 01/15/1842	
Disc 4/30/1843	John G. Johnston 11/04/1842	
	John Kearns 05/19/1847	
	Jonathan Pidcock 02/23/1849	
PORT COLDEN Reestabl'd Oct 26 1861	Joseph Anderson 08/28/1852	
Geo. T. Woolston 10/26/1861	Hugh E. Anderson 05/23/1863	
	changed to PENWELL in HUNTERDON COUNTY on August 17, 1863	
	Hugh E. Anderson 08/17/1863	
	changed to PORT MURRY on 21 Jan 1867 ANDERSON Reestablish'd 22 Mar 1880	PORT MURRY/MURRAY
Andrew M. Nunn 12/30/1874	Theodore Pidcock 03/22/1880	William Norton 01/21/1867
	David Van Sickle 03/23/1883	Israel Swayze 04/07/1869
	Hannah Van Sickle 03/17/1884	John W. Forker 01/15/1872
	Mary C. Vansickle 03/26/1884	Calvin Perry 04/19/1887
Simon W. Nunn 04/24/1886		John W. Forker 07/12/1889
		Sedgwick R. Brown 09/25/1891
	Disc. Serv. to Port Murry 12 Feb 1889	Fred'k M. Mayberry 04/20/1892
	ANDERSON Reestablish'd 30 Jul 1890	Mrs. Lida Smith 11/28/1894
	Andrew M. Lunger 07/30/1890	Lida Mayberry 04/17/1901
	Ashabel M. Durham 03/12/1892	Alvin Beatty 01/20/1920
	Robert M. Thomas 07/25/1893	d. 8/3/1935
	Harvey Shafer 11/17/1896	Spelling changed to PORT MURRAY on October 15 1924
Anna I. Nunn - 12/19/1908	Hannah Shafer 02/28/1899	Virgil B. Zellars 08/23/1935
Jennie Apgar - 11/19/1914	Robt. M. Thomas 04/21/1900	Virgil B. Zellars 07/13/1936
P.O. Discontinued 30 Aug. 1919 Mail to be sent to Washington, NJ	P.O. Discontinued, Service to Washington 31 Aug 1905	Walter T. Dunlap 06/29/1972
		Walter T. Dunlap 09/29/1973
		Theresa Jones 01/23/2002
		Rex E. Walker 01/23/2002
		Current PO

SPECIAL DELIVERY: Riverton’s United States Post Office

By John McCormick and Patricia Solin, with research assistance by Paul W. Schopp

(Reprinted with permission from the Feb. 2012 Gaslight News, journal of the Historical Society of Riverton, NJ)



Fig. 1: Riverton mail carrier and future postmaster Joseph L. Yearly with his nephew Joseph B. Yearly, 1938.

PHOTO CREDIT: Joseph F. Yearly Photo Album

On July 30, 2009, the United States Post Office announced that 677 facilities would be considered for closing or consolidation, with 200 “most likely” to be actually closed. The Riverton branch of the U.S. Post Office escaped inclusion in that closure list and in several subsequent lists published since. We look back at the many changes to the borough’s postal service over 140 years as it operated from eight different locations.

According to the Historian of the United States Post Office, free mail delivery began nationally July 1, 1863. As long as postage would cover all the ex-



Fig. 2: Riverton, in Burlington County, NJ, is a small residential community on the Delaware River northeast of Camden and southwest of Trenton.
Google Maps

penses of the service, the government established a post office in a community. By 1864, salaried letter carriers delivered mail in 65 US cities, although it went only from post office to post office. Riverton, established in 1851, did not yet have its own post office in 1864. Rather, residents had either to pick up their mail in Palmyra or, as in other cities, pay an extra two-cent fee to a private local carrier for letter delivery.



Fig. 3: Riverton’s first railroad station opened in 1863 and once stood facing the tracks, close to today’s site of the Riverton War Memorial. Railroad agent Charles Mattis lived in the house adjacent to the station and served as Riverton’s first postmaster when the first Riverton Post Office was established in 1871.

PHOTO CREDIT: The New Era, 1909 Christmas Issue, p.23

Riverton’s first railroad station opened in 1863 and once stood facing the tracks near Main and Broad, close to today’s site of the Riverton War Memorial. Charles Mattis, the railroad agent, lived in the house adjacent to the station at 601 Main, and served as Riverton’s first postmaster when the Riverton Post Office was established in 1871. However, borough residents still had to trek to the post office to pick up or to drop off mail. Mattis’ postmaster annual salary in 1872: a whopping \$12.00! The house was razed in 1940 to provide space for the Riverton War Memorial.

		Population of Riverton, NJ													
YEAR	1880	1890	1900	1910	1920	1930	1940	1950	1960	1970	1980	1990	2000	2010	
POP.	586	1075	1332	1788	2341	2483	2354	2761	3324	3412	3068	2775	2759	2779	
% change		+83.4	+23.0	+35.2	+30.9	+6.1	-5.2	+17.3	+20.4	+2.6	-10.1	-9.6	-0.6	+0.7	

Those early days of Riverton were times of development and expansion, marked by population growth with each successive census, from its founding through 1930, and that certainly added to the volume of mail. No longer simply a summer refuge for wealthy Philadelphians, it had become a year-round community in need of a post office upgrade. Post office services over the years operated out of no less than eight locations along Main Street, including the railroad station, a drug store, shared space with an insurance office, what later became the office of the *The New Era* newspaper, and a former bank.

It is also quite possible, as some longtime Riverton residents attest, that post office capacity was influenced through a literally growing business: Dreer's Nursery. In 1873, Henry Dreer moved his nursery business from Philadelphia to Riverton. Employing over two hundred workers in-season, the company was the largest employer in town. Comprising about 100 acres of seeds and plants, and eight acres of greenhouses, the highly regarded House of Dreer demanded a quick and efficient way to mail their delicate products nationally and internationally. The thriving business eventually expanded to 295 acres with a water garden and 14 greenhouses with palms, ferns, bamboo, irises, and hybrid water lilies.

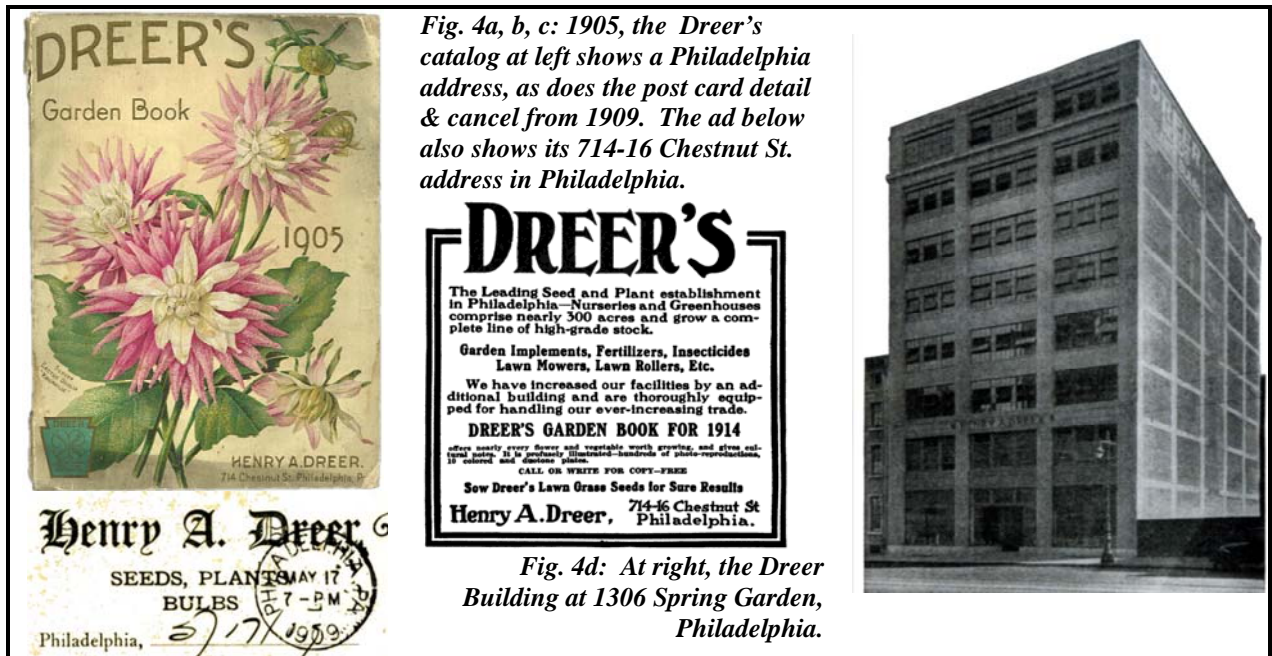


Fig. 4a, b, c: 1905, the Dreer's catalog at left shows a Philadelphia address, as does the post card detail & cancel from 1909. The ad below also shows its 714-16 Chestnut St. address in Philadelphia.

Fig. 4d: At right, the Dreer Building at 1306 Spring Garden, Philadelphia.

In a paper presented at a symposium at the Smithsonian National Postal Museum in 2006, author Dr. Cheryl Lyon-Jenness credits improvements in the postal service that accommodated industrial needs for fueling the horticultural boom during the 19th century. The fortunes of many prominent nurseries and seed companies benefited from their close proximity to population centers and transportation hubs, the firm of Henry A. Dreer among them. However, to what degree the Dreer mail-order business affected the Riverton post office and mail volume cannot be determined. Numerous periodical advertisements over many years always required the respondent to address their request to Philadelphia headquarters, not Riverton. A 1916 Dreer's Garden Book promised, "We deliver post-paid to any Post Office in the United States, Vegetable and Flower Seeds..." It also boasted of "an eight-story ware-house at 710 South Washington Square (Philadelphia), which affords ample storage facilities and room for the careful and prompt filling of orders."

SPECIAL DELIVERY: RIVERTON Post Office ~ McCormick, Solin, & Schopp

The 1938 Hundredth Anniversary Edition of Dreer's Garden Book displays photos of an order-filling department and a mailing department, which appear to be housed in the even larger 1306 Spring Garden Street address in Philadelphia, which the business had occupied since 1924. Further, of twenty-two examples of postmarked Dreer postcards and one letter in our collection, seven have Riverton postmarks, and the rest are from Philadelphia. The assertion of our forebearers notwithstanding, lacking figures that would break down what goods or correspondence were dispatched from where, we cannot determine the impact that the Dreer's seed and plant mail-order business had on the Riverton Post Office.



Fig. 6: Riverton's second railroad station opened 1887, replacing the first one that once stood on the lot now occupied by the Riverton War Memorial. Note Roberts Store, built 1891 on point. View is toward the river at Broad & Main. IMAGE CREDIT: Vintage Postcard Courtesy Bob Beishline

In 1887, when the first railroad station had proved inadequate, a larger brick structure at Broad and Main replaced it, across from where Zena's Patisserie shop is today. Apparently, the post office remained in the house at 601 Main, where Dorothy Mattis had already assumed the duties of postmaster beginning in 1876. In 1888, the post office moved to Cowperthwaite's Drug Store at 304 Main, where proprietor Milton Cowperthwaite doubled as postmaster. There was still no home delivery for Riverton, however. Postmaster Cowperthwaite's pay, which was based on volume, had jumped to an even \$1000.

Realize that in those early days of Riverton's development, the railroad station was on the edge of town, making it inconvenient for those who walked to pick up their mail. The move to Cowperthwaite's in the 300 block of Main made it a more centrally located post office.



Fig. 7: Riverton's first drugstore, c. 1855 at 304 Main St. Proprietor Milton Cowperthwaite also doubled as postmaster from 1888-1898. PHOTO CREDIT: JMcC

Fig. 8 Ogden Mattis was appointed PM in March 1898, and the PO was then at 520 Main St. It quickly expanded and in 1903 was moved to 528 Main St., its first dedicated building.

Philadelphia Inquirer,
July 18, 1898



In March of 1898, the U.S. Senate recorded President William McKinley's nomination for the postmaster position. Stewardship of the post office then passed to Ogden Mattis, son of Dorothy and Charles Mattis, and the venue for postal operations moved to 520 Main Street (see above - now the Presbyterian Thrift Shop).

To the Senate of the United States:
I nominate Ogden H. Mattis to be postmaster at Riverton, in the county of Burlington and State of New Jersey, in the place of Milton Cowperthwaite, removed.
WILLIAM MCKINLEY.
EXECUTIVE MANSION, March 4, 1898.

Rural families living in the area enjoyed home delivery of the mails even before homes within the borough did. Rural Free Delivery began experimentally delivering mail to rural districts in February 1898. Twice a day, carriers picked up incoming mails from Cinnaminson and Riverton and traveled two routes along New Albany, Parry and Lenola roads, and old Burlington Turnpike, now U.S. Route 130. The Rural Free Delivery service became permanent in July 1898.

The diligent postmaster reported on the situation of the new rural delivery service to the United States Postmaster General in October 1898:

The general sentiment of the people is of extreme satisfaction, and they are unanimous in desiring its continuance. There are two other communities in this vicinity that desire the establishment of rural free delivery. The amount of mail matter handled by the rural carriers has increased each month.

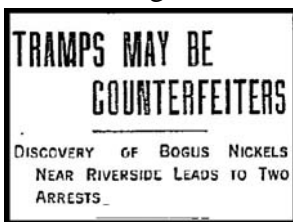
Other residents concurred. RFD was generally recognized as a significant improvement in mail service.

Due to the increase in daily mail volume and stamp revenue generated by the facility, Riverton Post Office advanced from third class to second class in 1901. The US Postmaster General's Report for that year recorded \$1,800 for the Riverton post-master's salary. Since the volume of mail helped to determine the postmaster's pay, enlarging the postal service area and accommodating customers was a win-win for the local postmaster.

During the ten-year tenure of Ogden Mattis, the post office again outgrew its space at 520 Main and leapfrogged over to a new building at 528 Main Street, which opened on February 19, 1903. That day's *Philadelphia Inquirer* proclaimed:

For the first time in its history Riverton has a post office building. The office has been at various times in the station, grocery store, and a shoe store. The great increase of business in the last four years has made it necessary to provide a building specially adapted for post office purposes.

During his term of office, postmaster, Ogden Mattis found himself on both sides of the law in Riverton, and by all contemporary accounts, his standing in the community likely improved in both cases. In July 1904, the *Philadelphia Inquirer* reported that he had helped foil a ring of tramps staying at a farm near Riverside who were passing counterfeit nickels. The cost of the newspaper then: one cent.



Philadelphia Inquirer, July 27, 1904

Riverton citizenry must have been shocked indeed in June 1906, when a federal grand jury indicted their crime-busting postmaster for “making false returns in 1904 and 1905 to the department for the purpose of increasing his compensation.” It found that he had violated postal regulations by selling thousands of dollars’ worth of stamps “to a Philadelphia firm” and then not turning in the money for them until the last calendar quarter—the one which determined his pay for the next year.

POSTMASTER BAILED FOR TRIAL TUESDAY

Ogden H. Mattis, postmaster of Riverton, was arrested last evening on a warrant from the United States District Court, upon an indictment found by the Federal Grand Jury charging him with making false returns to auditors of the Postoffice Department.

The indictment charges Mattis with selling thousands of dollars' worth of stamps to Dreer & Co., Philadelphia seedsmen, whose nurseries are located at Riverton, and then not accounting for the stamps during the quarter in which they were sold, but turning in the money during the last quarter in the year, when his salary for the next year would be fixed.

Under the regulations everything must be settled for at the end of each quarter. Mattis was brought here last night and gave bail for trial Tuesday.

Trenton Evening Times, June 26, 1906

RIVERTON, N.J. POSTMASTERS		
Sources: http://webpm1.usps.gov/pmt003.cfm http://njpostalhistory.org/media/pdf/BurlingtonCoPMlist.pdf		
Charles Mattis	Postmaster	01/18/1871
Dorothy E. Mattis	Postmaster	10/30/1876
Milton Cowperthwaite	Postmaster	03/24/1888
Ogden H. Mattis	Postmaster	03/22/1898
Charles L. Flanagan	Postmaster	05/06/1908
Horace G. Stonaker	Postmaster	03/16/1917
Ross E. Mattis	Postmaster	02/17/1922
Mrs. Mervil E. Haas	Acting Postmaster	07/20/1933
Mrs. Mervil E. Haas	Postmaster	06/12/1934
Joseph L. Yearly	Acting Postmaster	05/04/1959
Joseph L. Yearly	Postmaster	09/01/1961
John G. Albertson	Officer-In-Charge	12/07/1973
John G. Albertson	Postmaster	04/27/1974
Ellen E. Benson	Officer-In-Charge	06/30/1982
R. Scott Pottieger	Postmaster	07/24/1982
Arthur D. Genther	Officer-In-Charge	01/01/1986
Harold Feldman	Postmaster	10/25/1986
John R. Barnes	Officer-In-Charge	09/17/1990
Sandra C. Horn	Postmaster	02/09/1991
Charles J. Schang	Officer-In-Charge	06/18/1993
Charles J. Schang	Postmaster	03/19/1994
Jeffrey Cohen	Officer-In-Charge	03/08/1995
Jeffrey Cohen	Postmaster	03/30/1996
Rich O'Toole	Officer-In-Charge	10/26/2000
David Pignatello	Postmaster	01/27/2001
Kathleen Pfeiffer	Officer-In-Charge	07/10/2002
Joseph D. Murtin	Officer-In-Charge	06/21/2003
Joyce D. Williams	Postmaster	08/20/2005
Vincent A. Risoli	Officer-In-Charge	12/22/2007
William A. Gleason	Postmaster	03/15/2008
Daniel W. Heverly	Officer-In-Charge	03/20/2009
James M. McFadden	Officer-In-Charge	09/14/2009
Fulin Ritt	Postmaster	12/31/2011

The Philadelphia firm, of course, was that of Henry A. Dreer. Mattis pleaded “not guilty.” The *Philadelphia Inquirer* reported on June 25, 1906, “...he was brought here tonight and gave bond for trial next Tuesday.” Perhaps in support of his cause, the editorial page of the *Philadelphia Inquirer* quipped on June 26:

Postmaster Mattes (sic), of Riverton, has come to grief doing too much business for Uncle Sam; which teaches that a good businessman should not waste his energies in a postoffice.”

A July news dispatch pushed the trial into September, but it appears that the trial may have had further delays. Despite being under indictment for fraud, his postmaster’s salary rose to \$2,100 in 1907.

Inexplicably, the matter was not resolved until May 1908, as Mattis’ commission was nearing its end. As described in the May 14, 1908 *Trenton Evening Times* newspaper account, when two US District Court judges passed sentence of a \$400 fine on Postmaster Mattis, “at least 50 friends of Mr. Mattis who were in the court room to testify

as to his character, gathered around him, and practically all of them offered to pay the fine.” Presumably, some of these were buddies from the Riverton Firehouse, Riverton Gun Club, Republican Club, Masons, or Riverton Yacht Club—all organizations with which he had ties—or perhaps even some employees from Dreer’s.

The real head-scratcher is that the one who ultimately wrote out his personal check to cover the fine was Thomas J. Alcott, the very United States Marshal in whose custody Mattis had been. Central to Mattis’ defense was his argument that he had made the false returns to keep his post office out of the carrier class, not for personal gain. Another factor that helped him in receiving the relatively mild sentence was that he had deposited the money in the post office account at the bank.

U. S. MARSHAL PAYS FINE OF PRISONER

Puts Up \$400 for Postmaster Mattis, of Riverton, Convicted of Technical Violation of Law

Special to The Inquirer.
TRENTON, N. J., May 14.—There was an unusual scene in the United States Court here today when United States Marshal Thomas J. Alcott drew his personal check for \$400 and secured the release of a prisoner in his custody.

The case was that of Ogden H. Mattis, postmaster at Riverton, N. J., charged with altering the office's gross receipts, on which the department at Washington based his salary. The offense was a technical one, committed for the good of the office rather than for any personal gain that might accrue, and Postmaster Mattis pleaded non vult when arraigned today before Judges Cross and Lanning.

When the sentence of \$400 fine was imposed fully fifty prominent Riverton men, who were in the room, pressed forward and wanted to pay the fine, but Marshal Alcott beat them out and had his check in the hands of the clerk almost before Mattis realized what had happened.

Postmaster Mattis was represented in court by Counselor Eckard F. Budd, who showed that in spite of the indictment found against him by the Federal grand jury, he had been retained in office and his salary advanced. It was also shown that Mattis was not entirely at fault in the making of the reports to the government.

In this light, an inclination to ascribe the best motives to his alteration of the office's gross receipts is understandable.

Charles L. Flanagan assumed postmaster's duties in May 1908, right before another upsizing. In 1909, the post office service migrated back across the tracks, this time to 609 Main Street (the current place of business for Freddy's Shoe Repair), a small frame building, next to what was then the Cinnaminson Trust Bank. In addition to Charles L. Flanagan, three more postmasters each served terms as postmaster there: Horace G. Stonaker (March 1917), Ross E. Mattis (Feb. 1922), and Mrs. Mervil E. Haas (June 1934).

Nine thousand pieces of mail passed through the post office per day in 1909. Two postal carriers covered about twenty miles on their rural routes, twice each day (except on Sunday) to over 210 families, delivering 800 pieces daily. Riverton had the only post office between Burlington and Camden open on Sundays, with nine mail shipments arriving and departing daily by train. However, Riverton residents still had to trek to the post office to pick up their mail.

Home delivery in Riverton finally debuted November 1, 1922, as it cleared the last obstacle that had blocked it for so long—the establishment of standard house numbers within the borough. Riverton had long before satisfied the other requirements of the 1863 Act of Congress that provided for free mail delivery, such as providing sidewalks, named streets, and street lighting.

Philadelphia Inquirer, May 15, 1908



Fig. 9a & 9b: THEN and NOW

a: ABOVE: Now Freddy's Shoe Repair
 b: AT LEFT: 609 Main Street, 5th location for the Riverton Post Office, operated under three postmasters, 1909-1936.

PHOTO CREDIT: JMcC

SPECIAL DELIVERY: RIVERTON Post Office ~ McCormick, Solin, & Schopp

Meanwhile, in 1928, the Cinnaminson Bank moved across the street to their new larger quarters on the corner of Main and Harrison Street (now the location of The Bank on Main, an event venue owned by the Antonucci Family). In April 1936, the old bank at 611 Main served as the next location in this growing succession of Riverton Post Office sites, with the former post office at 609 Main becoming the new office of Riverton’s hometown newspaper, *The New Era*. Riverton resident Joseph Yearly started his 37-year postal career in 1936 at 611 Main under Postmaster Haas. He recalled that the office employed eight men servicing two deliveries a day in town. A Model A Ford was used for the rural route into Cinnaminson.

IMAGE CREDIT: Vintage Postcard Courtesy Ed Gilmore

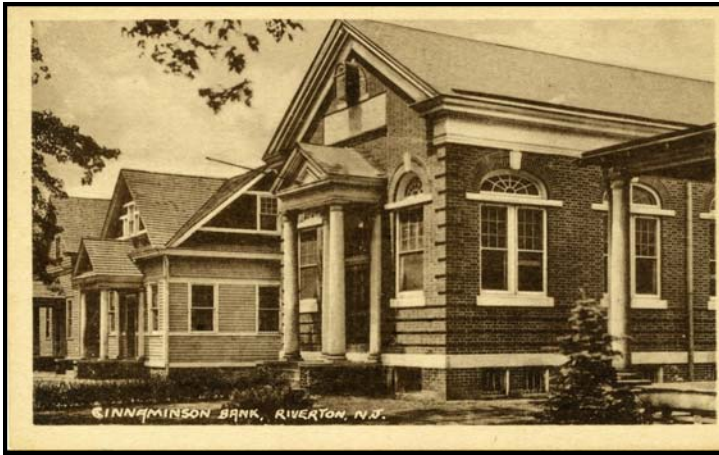


Fig. 10: THEN and NOW



AT RIGHT: Original site of Cinnaminson Nat'l Bank of Riverton from 1907-1928. The building served as a US Post Office from 1936-1940. Now, the historic building houses the full-service graphic artist staff of Jean Pettine Graphic Design. PHOTO CREDIT: JMcC



Postmaster Mervil E. Haas holds Riverton’s length-of-service record, discharging her postmaster’s duties from three different Main Street locations spanning the years 1933-1959. She served the greater part of her career in the next and most ambitious upgrade of all Riverton post offices.



The Riverton Post Office at 613 Main was one of 29 building projects authorized by the Postmaster General and the Secretary of the Treasury for construction in the State of New Jersey by the Emergency Relief and Construction Act of 1932. The Riverton July Fourth festivities agenda in 1940 included a dedication ceremony for the long anticipated new post office facility built expressly for the United States Post Office Department by the Federal Works Agency at 613 Main Street. This new building was one of over 1,100 post offices that the federal government built during the New Deal.

Fig. 11: Mrs. Mervil Haas, PM **RIVERTON NJ PREXIE PRECANCELS, 1922-25**



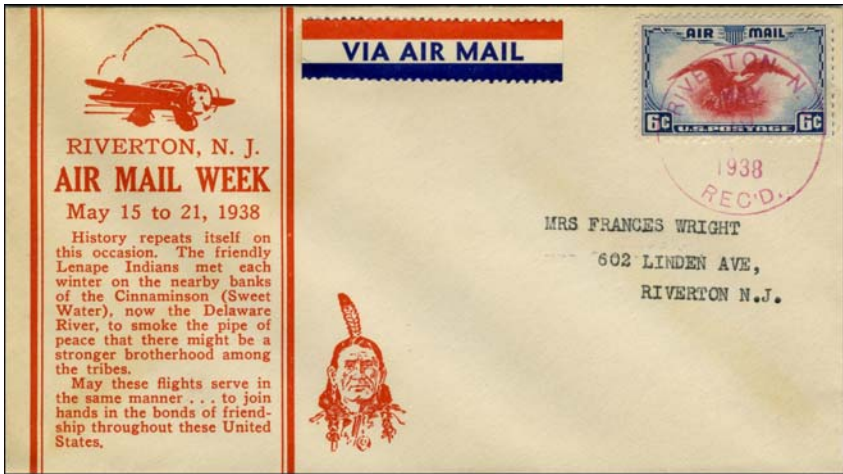


Fig. 12: This Air Mail week cover from 1938 originated at the post office at 611 Main Street



Fig. 13: Cover commemorating the July 4, 1940 dedication of the new Riverton Post Office at 613 Main Street.

Covers from the collection of John McCormick

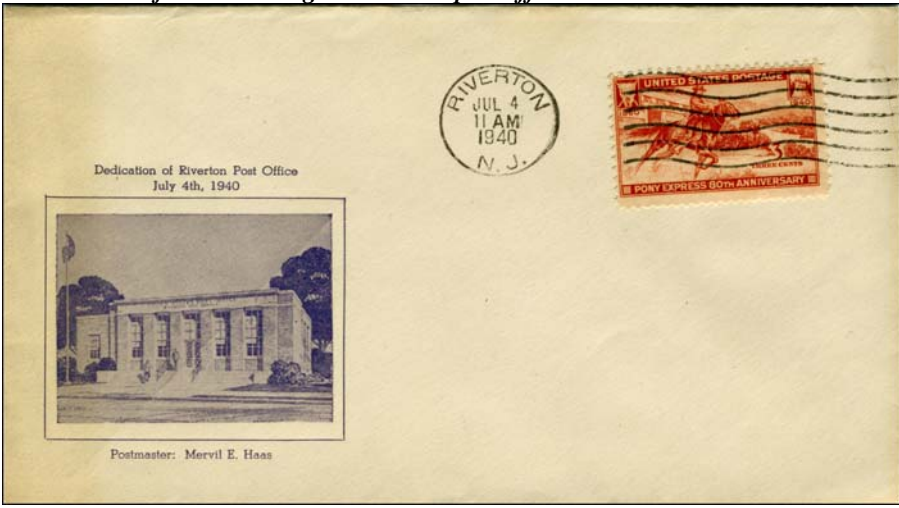
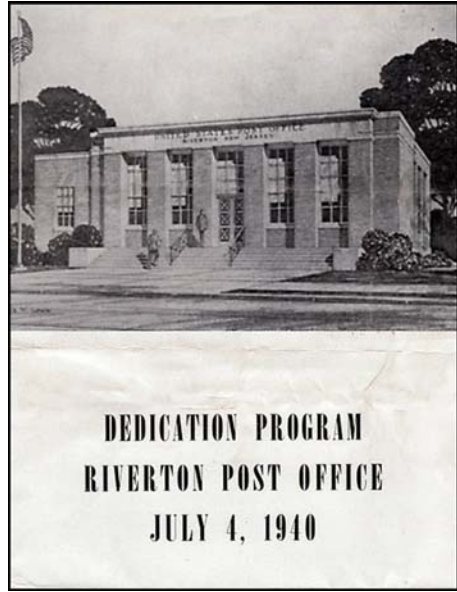


Fig. 14: Dedicated in 1940, this new post office facility opened July 4, 1940, at 613 Main Street. This office would serve Riverton until 2009, when the post office was downsized and the building and land were used for other purposes.

IMAGE CREDITS: PC William Downs, Program - HSR Archives,



SPECIAL DELIVERY: RIVERTON Post Office ~ McCormick, Solin, & Schopp

World War II interrupted Mr. Yearly’s postal career as a carrier from 1942-1945. With the return of GIs after the war, population growth in post-war Riverton and elsewhere created the Baby Boomer demographic, and in 1947 the Riverton Post Office was hiring to fill new substitute clerk-carrier vacancies. Starting pay: \$1.04 an hour.

Joseph Yearly eventually rose through the ranks to become Assistant Postmaster and then succeeded Postmaster Haas in 1961. Over the years, he had seen the cost of mailing a letter increase from three cents to ten cents and the office grow to service 17 routes. Mr. Yearly was at the helm when safe-cracking thieves twice broke into the Riverton Post Office at 613 Main Street. The first time, in February 1964, netted the burglars nothing, but they damaged a vault that held street letter box keys, so the headline read, “Not Rain Nor Sleet But Key Stays Mail.” Five years later, the tear-gas fortified safe did not deter another thief from cutting a 24-by-30-inch hole through the door of the safe with an acetylene torch and fleeing with \$25,000 in stamps.



—Courier-Post Photo by Gary L. Shivers
RIVERTON POSTMASTER Joseph L. Yearly surveys damage to one of three doors forced open by would-be burglars last night. The intruders apparently were routed by tear gas when they knocked off the combination of a safe in the postmaster’s office.



—Courier-Post Photo by Gary L. Shivers
RIFLED SAFE at Riverton Post Office is inspected by Postmaster Joseph L. Yearly and Police Chief Raymond L. Garman of Riverton.
Riverton PO Safe Rifled Despite Tear Gas Device

Fig. 15: Twice Postmaster Yearly had to deal with thieves breaking into the office safe. The first time they were deterred by a shot of tear gas, but the second time resulted in a \$25,000 loss for the post office.

At left: Courier-Post, Feb. 20, 1964
 IMAGE CREDIT: Mary Flanagan
 At right: Courier-Post, Feb. 12, 1969
 IMAGE CREDIT: Mary Flanagan

Joseph Yearly retired in 1974. What he did not know then was that Riverton’s years of growth and development were largely behind it, that declining population was ahead and downsizing was all but inevitable.

In November 1991, all offices and carrier services transferred to the newly constructed “state of the art” Cinnaminson facility, just off Route 130 on Andover Road. In an unusual turn of events, the Cinnaminson Post Office remained a branch of the parent Riverton Post Office. The Riverton site continued to maintain counter services and 250 boxes. This transfer of carrier operations to Cinnaminson only foreshadowed further reduction of services for the post office. Finally, over Memorial Day Weekend 2009, Riverton’s stately post office at 613 Main relinquished all mail services to a diminutive postal facility that opened at 605 Main Street, part of Riverton Square, LLC.



Fig. 16: Cinnaminson Branch of Riverton PO: sign reads Cinnaminson Branch/Riverton, N.J. 08077-9998
 Illus. from Going Postal web site¹

That imposing edifice which dominated Main Street was the Riverton Post Office, familiar in the memories of most Rivertonians, operating for almost seven decades. Many consider its closure a loss, representing more than merely a cutback in services. The shuttered federal building was a blow to Riverton's civic identity that they did not see coming until it was too late. Riverton officials, anxious to move municipal offices from their cramped location in the Borough Hall to a larger building, considered the possibility for a time, but abandoned the idea as impractical. The property languished for months in the doldrums of the commercial real estate listings. Ultimately, a local developer rehabbed the vacant building and it subsequently became the place of business for Tristate HVAC.

Old Riverton Federal PO building abandoned 2009.



Fig. 17: The sun sets on the vacant former Riverton Post Office, Jan. 2011. The sign advertises for "NEW CONSTRUCTION - 3 New single family homes" built facing Cinnaminson Ave. on the large parking lot in the rear of the building.

PHOTO CREDIT: JMcc

Riverton Post Office since 2009 - 605 Main Street



Fig. 18: In 1991, the new facility at Cinnaminson opened as a branch of Riverton, and the main office moved from its home at 613 Main to the building at right, at 605 Main Street, where it remains today.

PHOTO CREDIT: JMcc 2011

The contrasts between the post offices at 613 Main and 605 Main are astonishing and give some residents pause to wonder what further cost-cutting measures will bring. Will 21st century downsizing threaten to return our post office from whence it came – relegated to being a sideline business for a storekeeper?

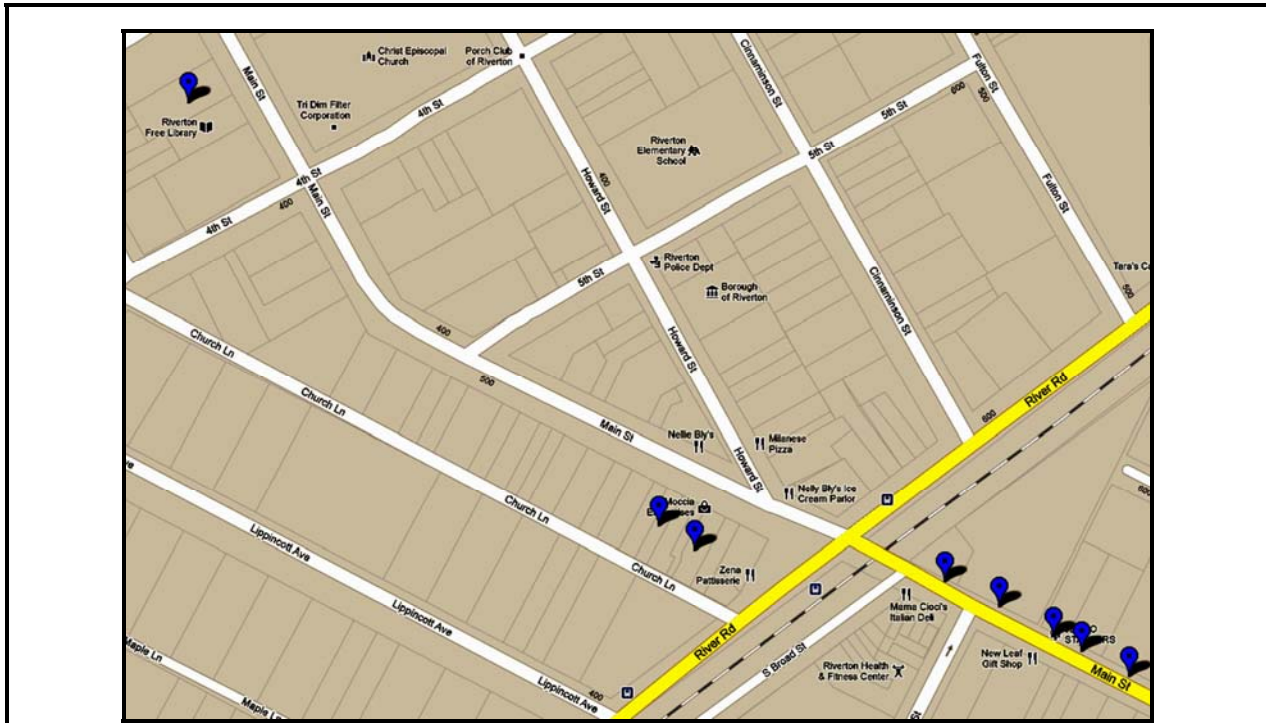
Over the past two years, hundreds of post offices have closed across the Nation as the Postal Service system shrinks in an effort to cut costs. We shall not debate here the many complex reasons for the postal service's financial crisis. Clearly, the universal postal service envisioned by Benjamin Franklin is in jeopardy as events play out which threaten the very "special delivery" that Riverton has enjoyed from its many post offices over the years.

For further information, contact John McCormick at the Historical Society of Riverton, Post Office Box # 112, Riverton, NJ 08077, or at rivertonhistory@usa.com.

[Our thanks to the Historical Society of Riverton, and authors John McCormick, Patricia Solin, and RHS and NJPHS member Paul W. Schopp for this article. We are pleased to present here their much extended version of that article which was first published in the February 2012 Gaslight News.]

¹ Cinnaminson Branch office located on Rte 130, is larger than the main office, with greater facilities. This illustration from Going Postal. Evan Kalish has been GOING POSTAL since 2008, visiting over 3,000 USPS facilities and writing a blog which has drawn international attention. In January 2012, he visited post offices at Palmyra, Riverton, Cinnaminson, and Riverside one afternoon. Go along for the ride at www.colossus-of-roads.blogspot.com

SPECIAL DELIVERY: RIVERTON Post Office ~ McCormick, Solin, & Schopp



RIVERTON POST OFFICE LOCATIONS 1871-2012

1871	601 Main	Riverton’s station house constructed c. 1868, attached to a dwelling , stood on the lot now occupied by the Riverton Veterans Memorial. Stationmaster Charles Mattis also served as the first postmaster. Demolished by 1940.
1888	304 Main	Pharmacist Milton Cowperthwaite also served as postmaster from his drugstore at 304 Main St. It is now a private home.
1898	520 Main	In 1898 the Post Office moved from Cowperthwaite's Drug Store to 520 Main St. at what is today the location of the Presbyterian Thrift Shop (now 518 Main), a property owned by Moccia Enterprises, Inc.
1903	528 Main	Riverton’s first official Post Office operated from (now 530 Main), a site later occupied by John J. Adolph's News Agency, more recently by Matera Real Estate.
1909	609 Main	The post office was here from 1909 -1936. The New Era was published here 1937-1975. Now home of Freddy's Shoe Repair.
1936	611 Main	Original site of Cinnaminson Nat'l Bank of Riverton from 1907-1928. The building served as a US Post Office from 1936-1940. Now, the historic building houses Jean Pettine Graphic Design business.
1940	613 Main	Dedicated July 4, 1940. Served until Memorial Day Weekend 2009. Parking lot developed into three custom home lots and build-ing is now the home of Tristate HVAC.
2009	605 Main	A downsized USPS facility open fewer hours has operated from commercial leased space at 605 Main Street since June 2009.

PARKER AND CALIFON CANCELLERS

By Jim Walker

Occasionally a hand canceling device will turn up at auction or for sale at a flea market. Recently, I had the good fortune to find a group of five cancellers, one of which is a duplex canceling device, from two small towns, Parker, a discontinued post office located in Morris County, and Califon, an active post office in Hunterdon County. Also with this lot is a wooden handle of similar design without a metal attachment with a heavily inked lower end that I believe was used to cancel mail before the duplex canceling device was issued.

Included in this lot is a large assortment of time and date slugs. Some of the metal trays that contain the slugs were tied closed with string but two had spilled their contents into the bag that held the whole works. The earliest year date slug I've found is 1884 and the latest is 1914. There are two font sizes and one tray contains an assortment of time slugs which the last two Califon cancels have space enough to accommodate.



Fig. 1 – Cancellers from Parker and Califon. These two post offices were located probably no more than five to six miles apart.

The first picture shows the five canceling devices from left to right. The first two are Parker, N.J. 28mm with space for three slugs. The next is a Califon device of 27mm with three slug spacing. The fourth is a 29mm Califon, N.J. Rec'd with space for a time slug and the fifth is the duplex canceller of 28mm size with room for a time slug. The last item at the far right is the heavily inked handle without a cancelling device.

The second picture is a close up of the Parker cancellers with examples of their postmarks. Due to excessive wear to the devices I used a thick cloth ink pad to ensure even inking and backed up the card used to receive the cancels with layers of tissue paper so the post mark would print as complete as possible. Both cancels are 28mm however the letters are 1mm wider in the second cancel, this is apparent when comparing the loops of the R's and P's of the town name. Here I have also included a close up example of all the cancels for comparison.

PARKER & CALIFON CANCELLERS ~Jim Walker

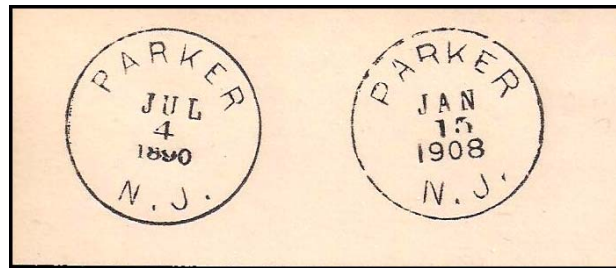


Fig. 2a: Enlarged cancels, both 28mm, but showing different letter shape and spacing.

Fig. 2 – Cancellers from Parker.

The post office at Parker, Washington Township, Morris County was established September 18, 1883. The first postmaster was Austin E. Sutton followed by, I believe, his son Elias B. Sutton on January 31, 1890 and the last person to hold the title of postmaster of Parker was Albert Bunn appointed May 3, 1901. This office was discontinued January 10, 1908 with service provided by the Califon, Hunterdon County N.J. post office. Interestingly, 1884 is the first full year of operation of the Parker post office and it is the earliest year date I've found in the assorted cancelling slugs. Apparently these Parker cancellers were included with the office equipment transferred to Califon when this office was closed, another victim of RFD service.

The second group of cancellers is from Califon, N.J. The Califon post office was established as a result of a name change of the Lower Valley office (which occurred when the train line was established through Califon, and the post office moved from the highway into town by the railway station). This took place on May 10, 1877 with Fredrick H. Eick as first postmaster. As I've stated, the first device is a 27mm with spacing for three slugs, month, day, & year. The next canceller is a receiver cancel usually applied to the reverse of the cover. This is the first one with spacing for the fourth slug, the time, important at the receiving office by now. The last device is the duplex cancel; it too has space for a time slug. The duplex cancel postmarked the cover and canceled the stamp in one operation, a big help for a busy office. Unfortunately, this lot did not include any device to cancel the stamp, but for illustration purposes, the rubber foot of my three-hole punch fit nicely in the 18mm space which is slightly out of round.



These three Califon cancellers saw heavy use in this active post office for many years. Also it should be noted that a four bar cancel was used at this office during this time and a Doane cancel was employed beginning in August of 1906.

Fig. 3: Califon cancellers: 27mm receiver and duplex.

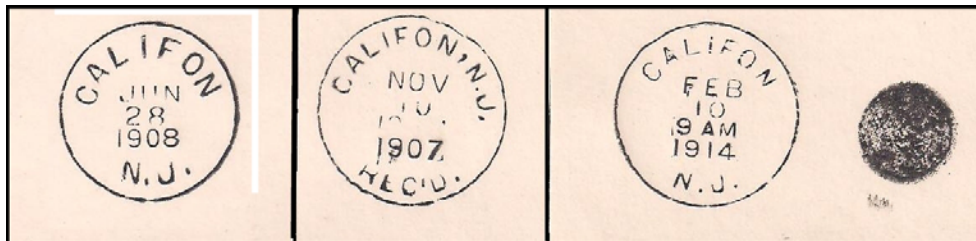


Fig. 3a: Califon cancels from these devices: 27mm at left, a receiver cancel at center, and a duplex cancel at right

These next two pictures show the assorted slugs that came with the cancellers, a view of all seven trays, and a close up of one. All slugs are steel and show varying degrees of wear. The total weight of the slugs and their trays is 2lbs 10+ozs.



Fig. 4: Seven trays of slugs included with the cancellers.

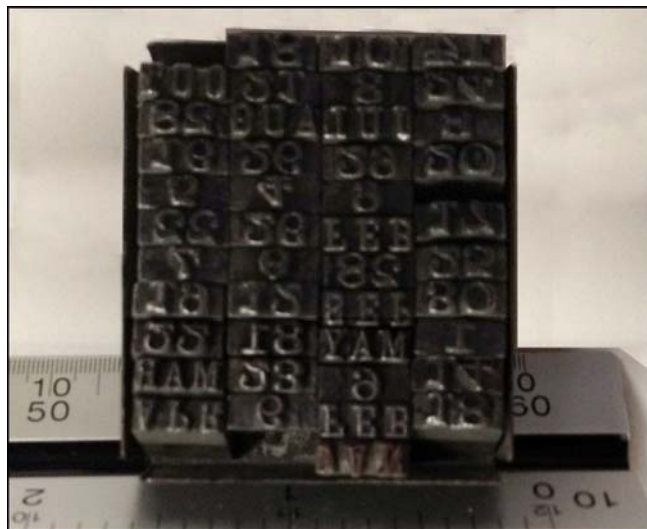


Fig. 4a: Enlargement of one of these.

It is unusual to find a large group with so many small parts relatively complete. Thank Goodness for those of us who never throw anything away!

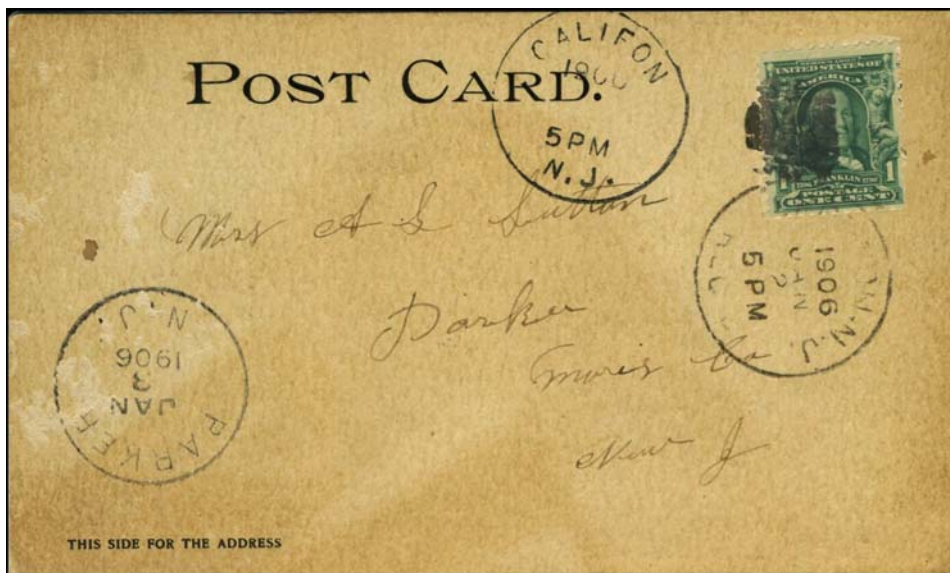


Fig. 5: Post card from 1906, which shows the 2nd type Parker cancel, and both the Califon duplex and the Califon receiver. The year date is shown at the top, instead of at the bottom.

EARLY SCOUTING POST CARDS POSTED IN NEW JERSEY

By John D. Dowd

The post cards in *Figures 1* and *2* represent early memorabilia for the Boy Scouts of America. Stanley H. Lipson had detailed both cards in his book and CD *A Guide to Boy Scout Postcards in the United States*.¹

Several existing youth groups joined under the National Council, Boy Scouts of America (BSA). From its founding in 1910 until Congress granted a national charter in 1916, other youth groups across the country used both 'Scouts' and 'Boy' in their organizations' names, i.e., Boy Rangers, Rhode Island and American Scouts, California and Scout Gum Company, Rochester, New York.



Fig. 1: Shelter for the Night, shows seven scouts under a lean-to. The message side reads in part "... I hope you are a good scout" and is addressed to Brooklyn, NY. The address side contains a one-cent green of the 1912-14 issue (Scott 405b) from a booklet pane and cancelled March 18, 1913 with a six-bar handstamp of Kenilworth, NJ.

Picture post cards were popular at this time and both the BSA and Canadian Scouts imported British post cards for sale to their members and the public.

Kenilworth, NJ, a borough in Union County, originated from a purchase of land in Cranford and Union, two towns in Union County in the 1890s, by the New Orange Industrial Association. The Association subdivided the purchase into building lots and brought in several large industries; they lured Upsala College from Brooklyn with the gift of land for a campus. Originally named New Orange, it was often confused with one of the Oranges in Essex County. Kay and Smith² show the New Orange post office established on June 26 1899 and discontinued May 16 1905, with a name changed to Kenilworth. The borough was incorporated as Kenilworth in 1907.

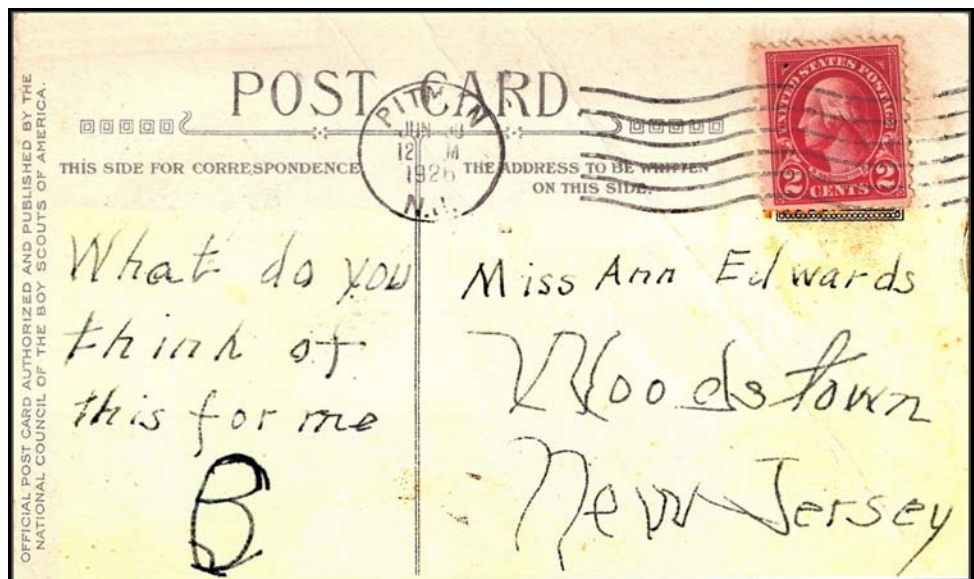
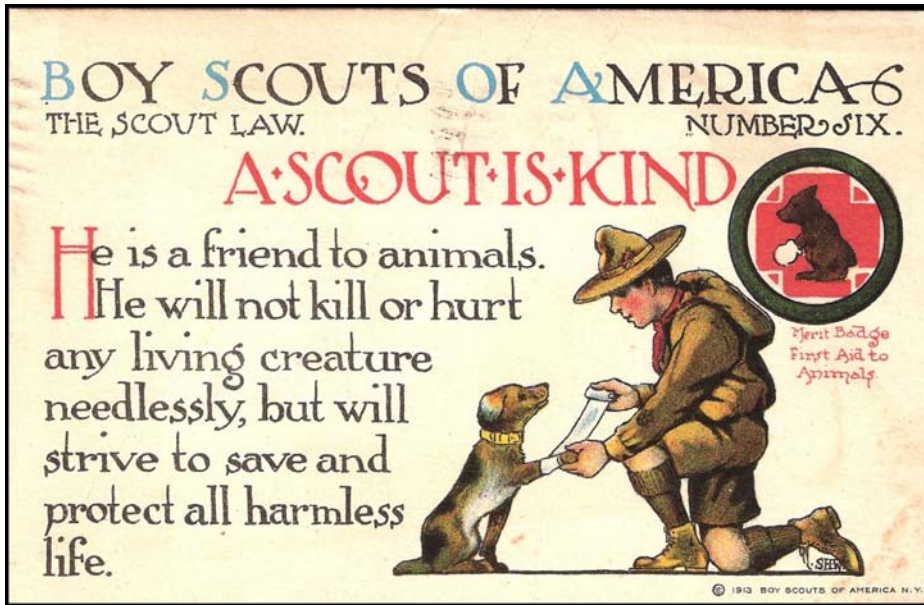


Fig. 2: This card is number six in a series that emphasize the twelve points of the Scout Law: A Scout is Kind. It depicts the early First Aid for Animals merit badge. We can see in the lower right corner the copyright symbol and year, 1913, for the Boy Scouts. On the address side, running from top to bottom on the left margin is a legend, "Official Post Card Authorized and Published by the National Council of the Boy Scouts of America." This replaced the original publisher's imprint, "Henry Heniniger Co., of New York" that appeared on the earliest edition of the card. The handwritten message appears to be from a youth and sent to a girl in Woodstown (Gloucester Co.), NJ, cancelled June 30, 1926.

EARLY SCOUTING POST CARDS POSTED IN NJ ~ John P. Dowd

Pitman derived from a Methodist summer camp established in Glassboro and Mantua townships in 1871. The New Jersey Conference Camp Meeting Association received a charter and was given authority over the land grant in 1872 to plan the campground and to organize meetings. The camp had an auditorium and a central meeting ground. Twelve roads originated from a central area as spokes on a wheel, representing the disciples of Jesus. This area became known as Pitman Grove. While worshippers' tents originally lined the roads, cottages slowly replaced the tents and formed the foundation of the town of Pitman. By the 1880s, the number of cottages had climbed to 400 and residents had begun to stay year-round, both of which led to establishment of the first public school in 1884. In 1904 residents of Pitman Grove voted to incorporate, which took place on May 24, 1905.

Kay and Smith³ note the Pitman Grove post office as established on July 17, 1871, with a change to Pitman on March 6, 1908. The Universal Type DT-600 machine cancel on Fig. 2B represents a very early use of this type.

ENDNOTES:

¹ Lipson, Stanley H., *A Guide to Boy Scout Postcards in the United States*, Little York Mills, Little York, NJ 2000.

² Kay, John L and Smith, Chester M., Jr, *New Jersey Postal History*, Quarterman Publications, Lawrence, MA 1977.

³ Kay & Smith, op cit.

NEW JERSEY CENTRAL HAULS THE MAIL: RPO at BOUND BROOK

By Thomas Nemeth, Editor, *Railpace* Newsmagazine



Until 1965, the Central RR of New Jersey hauled mail for the Post Office, and a mid-day Allentown, PA-Jersey City mail train made Bound Brook at 12:23 PM. The westbound counterpart was the 12:04 PM train. Here two mail clerks unload parcels from the Railway Post Office on the eastbound platform in August 1963.

Photo courtesy Thomas Nemeth, editor & publisher of *Railpace* Newsmagazine, February 2012. Contact Tom Nemeth at railpace@ptd.net or visit <http://www.railpace.com/> for more information.



Cancel #254-K-1

Cancel from Fred MacDonald's NJ Railway Postal Markings, NJPHS, 1984. Route NYC-Ferry/Jersey City to Allentown, PA, (90.3 miles) with last day as noted in 29 years to Oblivion, published by The Mobile Post Office Society, 1980, p.56.

CLARKSBORO QUERY

By Gene Fricks

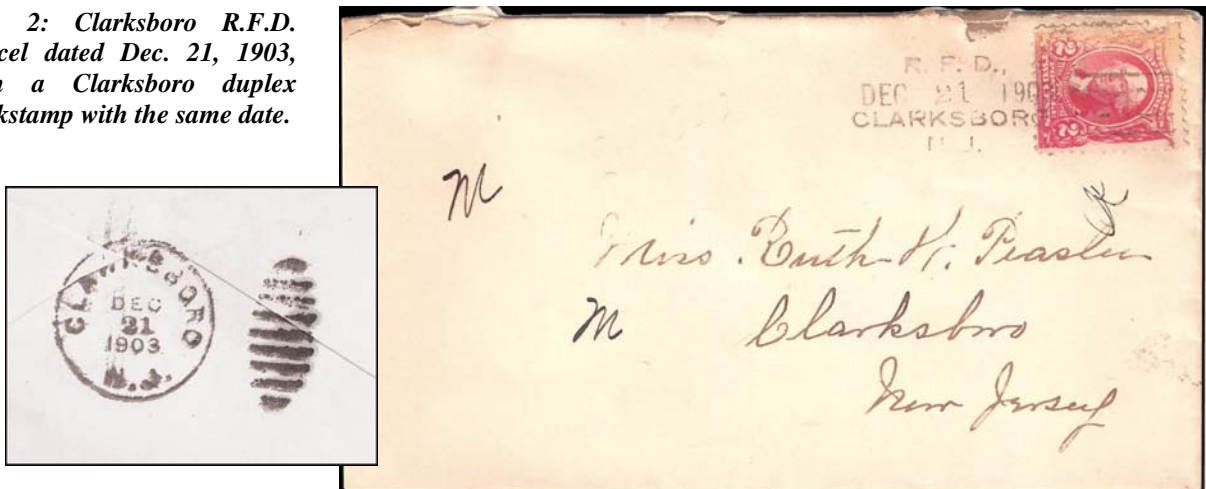
Illustrated here are several examples of handstamp markings from Clarksboro, Gloucester County. The earliest is dated DEC 16 1897 (*Figure 1*) and is backstamped PHILADELPHIA, PA TRANSIT DEC 16 97. The RFD CLARKSBORO DEC 21 1903 (*Figure 2*) also had the duplex CLARKSBORO backstamp. There are a couple of four-bar handstamps (*Figures 4 & 5*) of various diameters. The final example shows a metal duplex example (*Figure 6*) with a "1". I have examples to show use between 1951 and 1960.

Gloucester County seems to have little following in NJPHS. Do our members have examples of additional Clarksboro markings to widen the scope of coverage and documentation?



Fig. 1: Clarksboro CDS dated Dec. 16, 1897.

Fig. 2: Clarksboro R.F.D. cancel dated Dec. 21, 1903, with a Clarksboro duplex backstamp with the same date.



CLARKSBORO QUERY - Gene Fricks

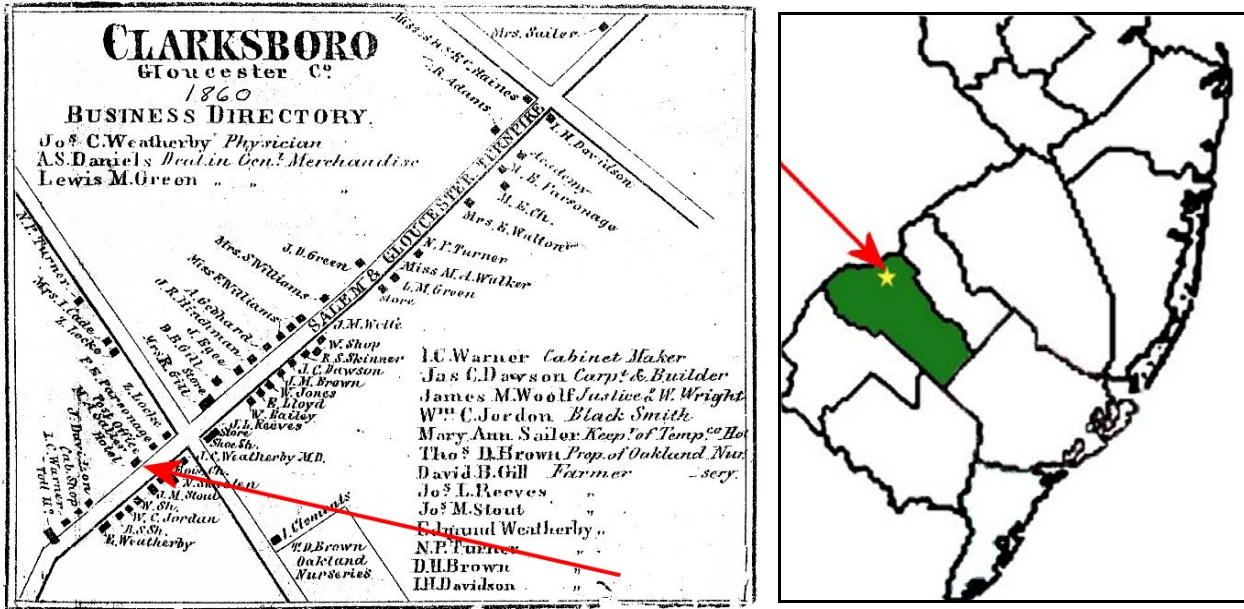


Fig. 3: Clarksborough's post office (indicated on the map at left) was established on Jan. 9, 1827. Its name was changed to Clarksboro in 1893, and it continues in operation today, with a zip code of 08020. The map at right shows its location in Gloucester County.



Fig. 4: A Clarksboro 4-bar cancel dated Dec. 4, 1916.

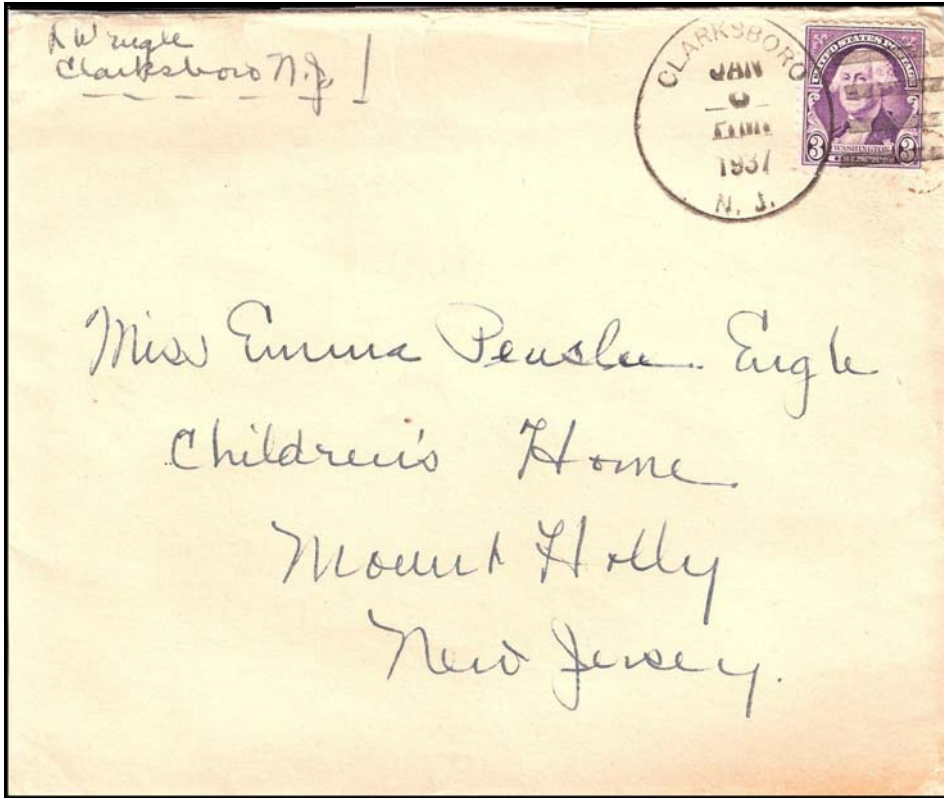


Fig. 5: Another 4-bar cancel from Clarksboro of slightly different dimensions, from January 1937.

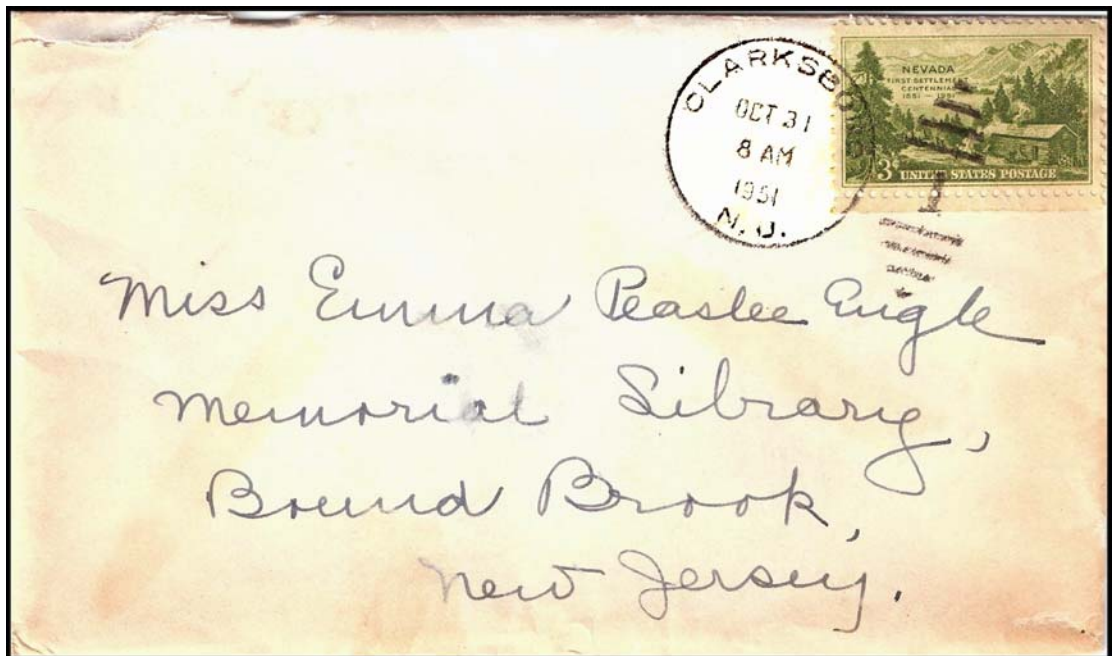


Fig. 6: A metal duplex with a "1" – this one from Oct. 1951. I have examples from 1951-1960.

Help from other members in expanding usage dates and types would be appreciated. Contact Gene Fricks at genefricks@comcast.net or 25 Murray Way, Blackwood, NJ 08012-4400.

TITANIC MAIL CLERK JOHN STARR MARCH

By Jean R. Walton

Lest we forget: On the night of April 14, John Starr March, from Newark, NJ, was one of three American and two British mail clerks aboard the *R.M.S. Titanic*. Often forgotten in the many stories that surround the sinking of the Titanic is the fact that it was a Royal Mail ship, carrying seven million pieces of mail between Europe and the U.S. These sea clerks served on G Deck, which put them well below water level on the forward starboard side, and this was one of the first areas of the ship to flood.



Fig. 1: John Starr March, postal clerk aboard the Titanic from Newark.¹

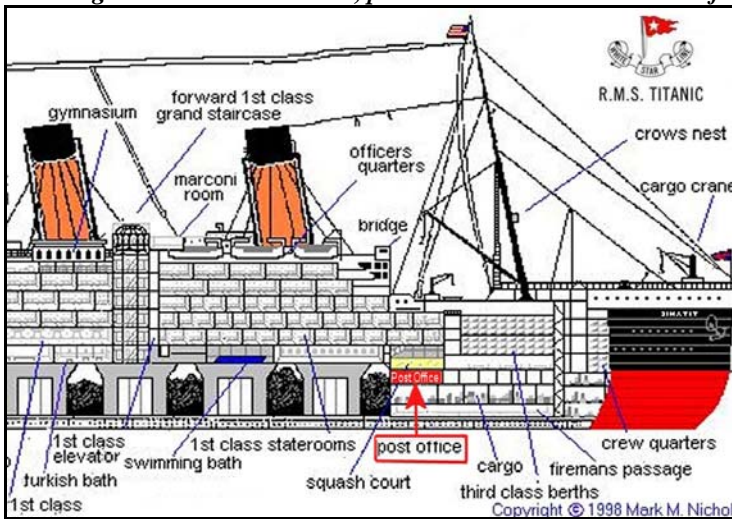


Fig. 2a: Schematic of the Titanic showing location of the post office below the water line on G Deck. As it was located on the starboard side, which was ripped open in the encounter with an iceberg, the post office was one of the first areas to flood, despite the airtight compartments. The five postal clerks strove to secure the mailbags and get them to a higher level.

Both schematics from White Star Line web site. Fig. 2a is also available at History on the Net.²

Fig. 2b: Diagram of the bow section of G deck, showing the post office. Note that this deck also housed 3rd class open berths.



John March was 49 years old in 1912, and the eldest of the American clerks on board. He and his fellow sea clerks (Americans Oscar S. Woody and William L. Gwynn, and British clerks Iago Smith and E. D. Williamson) earned approximately \$1000 a year,³ a considerable salary at the time. Mail was sorted in the mail rooms, with registered mail handled separately. In addition to the many thousands of pieces of mail in the 3,364 mail bags, \$150,000 in money orders also sank with the Titanic – although some of this was reimbursed by the careful records kept.

As the ship flooded, the mail clerks worked as a team, trying to get 200 bags of registered mail to higher decks so that the mail could be saved. They were last seen struggling to preserve the mail, working in two feet of water.⁴

John March and his fellow clerks died April 15 as the ship sank, and their sacrifice was for naught, as the mail now lies in canvas bags on the ocean floor, covered in a strange orange sea growth.⁵ John March's body was identified by his watch, and a ring he wore, and was returned to his two daughters in Newark. He is interred at Evergreen Cemetery in Hillside, NJ. His family received \$2000 compensation, the POD standard at that time for a death on the job.

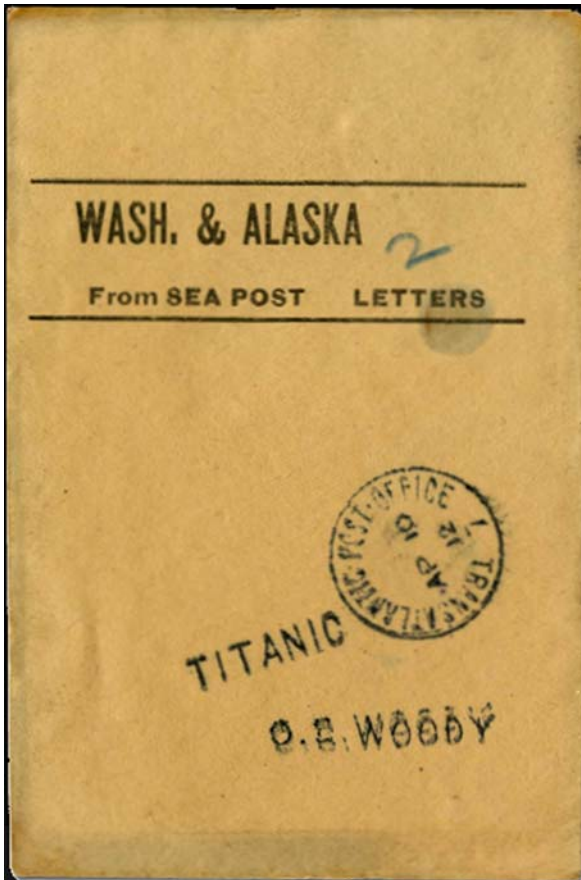


Fig. 3 and 3a: At left, a facing slip used by sea clerks on bundles of sorted mail, indicating destination and the clerk's name. This one was found on the body of American clerk Oscar Woody, cancelled with his name on April 10, 1912 and Titanic's Transatlantic Post Office #7. John March would have had a similar canceller, with his own name, to use on facing slips such as these.⁶

ENDNOTES:

- ¹ A Russian web site: <http://www.mkd.mk/25740/svet/dali-titanik-mozhel-da-se-spasi/>. (4/17/2012)
- ² White Star schematic at <http://www.titanic-whitestarships.com/Titanic%20Deck%20Plans/G%20Deck.gif>, and History on the Net at <http://historyonthenet.com/Titanic/layout.htm>. (4/17/2012)
- ³ *Fire and Ice*, Online Exhibition at the National Postal Museum on the Smithsonian web site. <http://www.postalmuseum.si.edu/fireandice/index.html> (4/17/2012)
- ⁴ *New York Times*, Sunday 21 April 1912, in the Encyclopedia Titanica at <http://www.encyclopedia-titanica.org/journal/new+york+times/> (4/17/2012)
- ⁵ From "Posted on Board the R.M.S. Titanic, a video on the National Postal Museum site in the *Fire & Ice* exhibit at <http://www.postalmuseum.si.edu/fireandice/p1.html>. (4/17/2012)
- ⁶ *Fire and Ice*, op cit.

MEMBER NEWS:

**ANNUAL MEETING, Noon on Sunday, May 27, at NOJEX in Secaucus!
COME MEET YOUR FELLOW MEMBERS!
Powerpoint presentation by Bob Rose on Fakes and Forgeries**

NJPH AS AN ONLINE RESOURCE:

I had the embarrassing experience recently, when researching a question on a New Jersey history blog, of being pointed back to our own journals! If I could overlook our own research resource, it occurred to me that others might as well.

You may have noticed that Google searches are beginning to bring up the contents of past *NJPH* journals in their searches. This is a result of the good work done by Warren Plank in making these available online. This is our 40th year of existence, and the journals from all those years except the past five are available to the public as a philatelic resource. We should not forget, as I did, to take advantage of that. One very positive unintended consequence is that it has attracted some new members.

There are several ways to access our journals. The easiest is to simply visit our [website](#), go to [Journals](#), click on the [Table of Contents](#) link, and you can browse the contents for all journals since the year 2000. Any link shown in blue will take you directly to that journal. For a more specific search, go to the [Free Online Library](#), and download a copy of the Index. Once you have found an article of interest, note the whole number for that issue, and scroll down the page to a link for that particular issue.

Members have the additional resource of being able to access all issues – including the more recent ones – by requesting a Members Only Online Links file (pdf format) from your secretary at Secretary@NJPostalHistory.org, and you will then have, with the web site links, easy access to all 40 years of *NJPH*. *Jean Walton*

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LOOKING FOR LOCAL PICTURE POST CARDS OF OLD NJ GENERAL STORES & POST OFFICES, particularly with post office signs, Contact Doug D'Avino at davinod@earthlink.net.

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@gmail.com

WANTED: STAMPLESS THROUGH PRESIDENTS. For the following New Jersey towns: Allendale, Hohokus, Manasquan, Point Pleasant, Point Pleasant Beach, Ridgewood and Wyckoff. PLS send copies with prices to J. Haynes, Box 358, Allendale, NJ 07401.

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

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WANTED. SCOTT #205 BROWN GARFIELD. Stamps, archival material, multiples, covers, etc. Working on exhibit and can use pretty much anything. Send scans to Ed Andrews via email: afacinc@yahoo.com or call 919-942-6730.

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

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N.J. NATIONAL BANK CHECKS: Checks from the late 1800's. Please e-mail scans or mail photo copies with prices. Contact: Bill Bauerband, PO Box 736, Cedarburg, WI 53012 or e-mail: mydogwatty@gmail.com

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, 616/399-9299.

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

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

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

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

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

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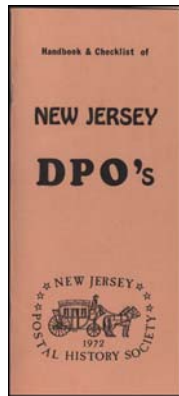
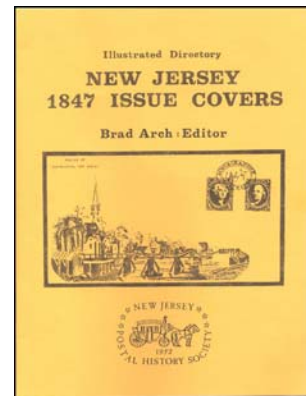
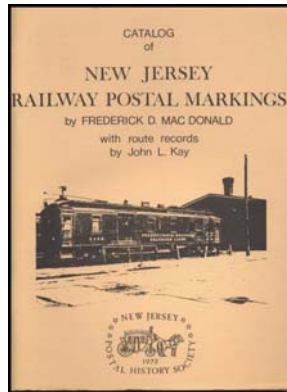
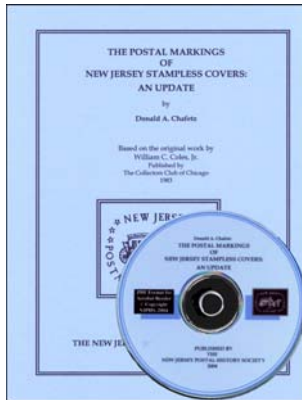
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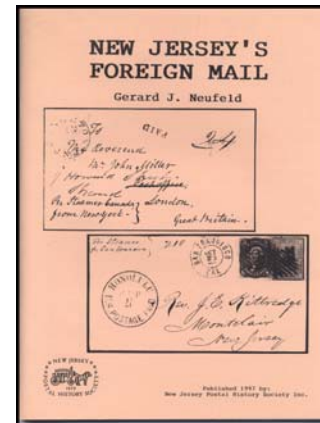
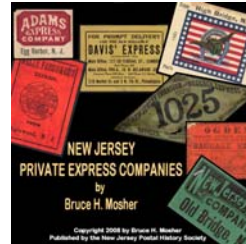
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