



NJPH

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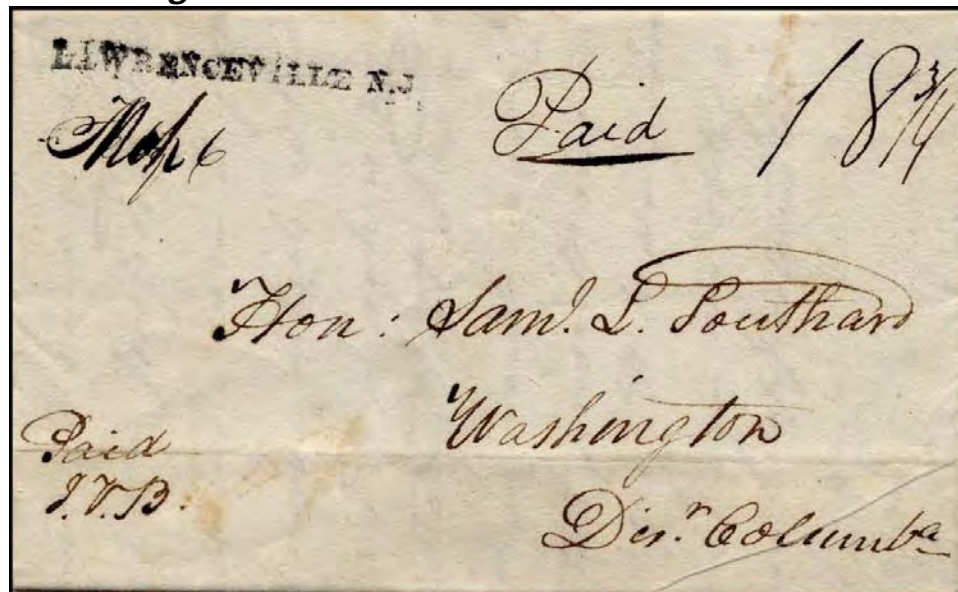
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August 2015

Straight Line Post Marks of NJ: Lawrenceville



An 1829 Lawrenceville, NJ straight line marking on a stampless folded letter addressed to New Jersey's Samuel L. Southard, then completing his term as Secretary of the Navy. Straight line hand stamps are explored in this issue by Robert G. Rose. The first of this series is devoted exclusively to Lawrenceville, which used the greatest number of straight line hand stamps in New Jersey. See page 128.

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PRESIDENT’S MESSAGE

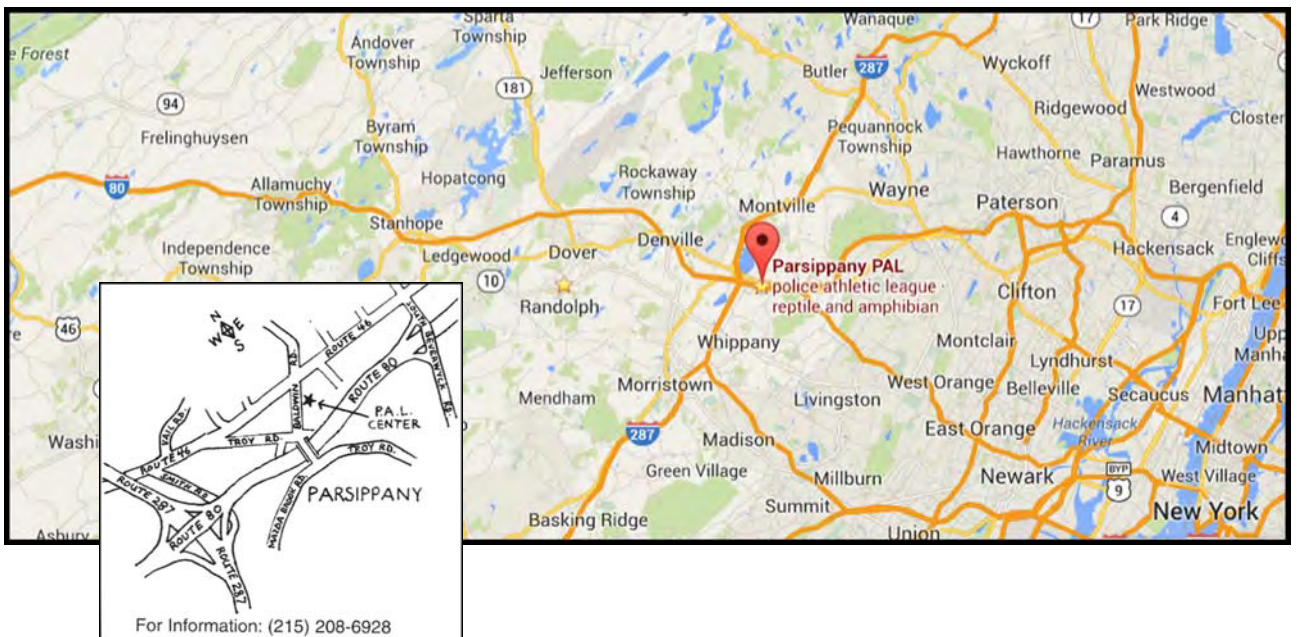
The broad scope of postal history never ceases to amaze and inform me. This issue of *NJPH* addresses a number of diverse topics which will provide for an interesting evening’s read. Captain Lawrence Brennan returns to these pages with a display of the many covers cancelled on board New Jersey built warships that participated in the surrender of Japan in Tokyo Bay, this year marking the 70th Anniversary of VJ Day. Larry also contributes an article about the life and career of New Jersey born and educated Navy Chaplain C.S. Stewart. Mails are sometimes misdirected when similar destinations are confused. Ed and Jean Siskin write of a Morristown/Moorestown misdirection, and Gene Fricks, a Vernon/Verona misdirection. Lawrenceville’s stampless straight line handstamps are the subject of my article. Larry Lyons returns to these pages with an article detailing the local stamps issued by Hackney & Bolte in Atlantic City. Jean Walton contributes another in the series of home town post offices, this concerning Bivalve, the former oyster town on Delaware Bay. Finally, be sure to read the fascinating article that Jean researched concerning the many philatelic contrivances of Glenn Dye, a truly “New Jersey Original.”

NJPH was awarded a Gold Medal at StampShow held in Grand Rapids, Michigan this month. Entered in the category of society journals and periodicals, it was the only non-national publication to win a Gold. Again, kudos to Jean Walton for all of her work in achieving this recognition for our Journal. I had the privilege of participating in the Champion of Champions competition at the Show with my exhibit of “*New Jersey Stampless Covers: Handstamp Postal Markings 1775-1855.*” Two of our Society members also showed their outstanding exhibits in the Champion of Champions competition: John Barwis’ “*Philadelphia – Great Britain Mails,*” and Nick Lombardi’s “*The 1903 Two Cent Washington Shield Issue.*” I also enjoyed the opportunity of chatting with several of our Society members who attended the Show: Roger Brody, Gordon Eubanks, Steven Roth, Vern Morris, and Joe Geraci.

Enjoy what’s left of the summer!

ROBERT G. ROSE

Come to the Garden State Postcard Club Show!



For specific directions visit our web site at: <http://www.seocom.com/gspcc/gspccshow.html>
PAL Center, 33 Baldwin Road, Parsippany, NJ Show Chairman: [Mike Schwartz](#)

The topic of the Fall 2015 issue of the *Hi-Lites* is post cards of
NJ GAS STATIONS AND CAR DEALERSHIPS

NJ STRAIGHT LINE HANDSTAMP POSTMARKS: Lawrenceville, NJ

By Robert G. Rose

The U.S. Philatelic Classics Society is in the process of completing an update of the *American Stampless Cover Catalog*, which was last revised in 1997. That project has been supported by the New Jersey Postal History Society, whose members have researched, collected and compiled data for the catalog's New Jersey listings.¹ The project has provided the author with the opportunity of taking a fresh look at the listings for the straight line postmarks which are among the most avidly sought by collectors of stampless covers. This article's focus is on the straight line postmarks from Lawrenceville, which post office produced the widest variety of such markings.

Between 1829 and 1854, the Lawrenceville post office used six different straight handstamps. All are detailed in the Coles Book.² These handstamps were produced locally from printer's type face giving rise to variations in length as the handstamps wore out and were replaced by those with different settings. In addition, minor variations as much 2 mm in length resulted from the resetting of loose letters in existing handstamps.³

In 1829 and 1830, Lawrenceville used two different handstamps. The first and largest is the black straight line, measuring 50½ x 2½ mm with variations in height to as much as 4 mm, illustrated in *Figure 1*. Coles records fewer than 10 examples of this marking. This folded letter, dated March 6, 1829 to Washington, D.C., was sent paid for 18¾ cents at the single letter rate of from 150 to 400 miles per the Act of March 3, 1825. This rate seems strange based on modern coinage, but came into being because of the prevalence of Spanish coinage in the United States prior to the Civil War, and represents the equivalent of 1½ reales.

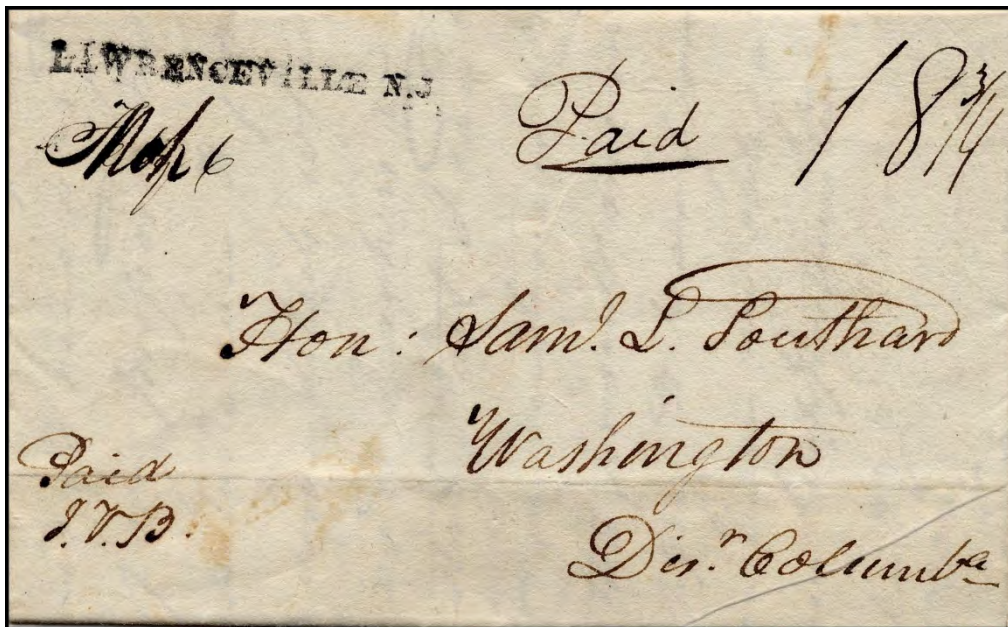


Fig. 1: 50½ x 2½ to 4 mm black straight line, March 6, 1829 to Washington, D.C.

A variety of the first handstamp is illustrated in *Figure 2*. This black straight line measures 50½ mm, but the height of printer's type measures only 2½ to 3 mm. This June 8, 1829 folded letter was sent paid to Trenton, originally at 8 cents, and then correctly rerated at 6 cents, the single letter rate for not over 30 miles per the Act of April 9, 1816.

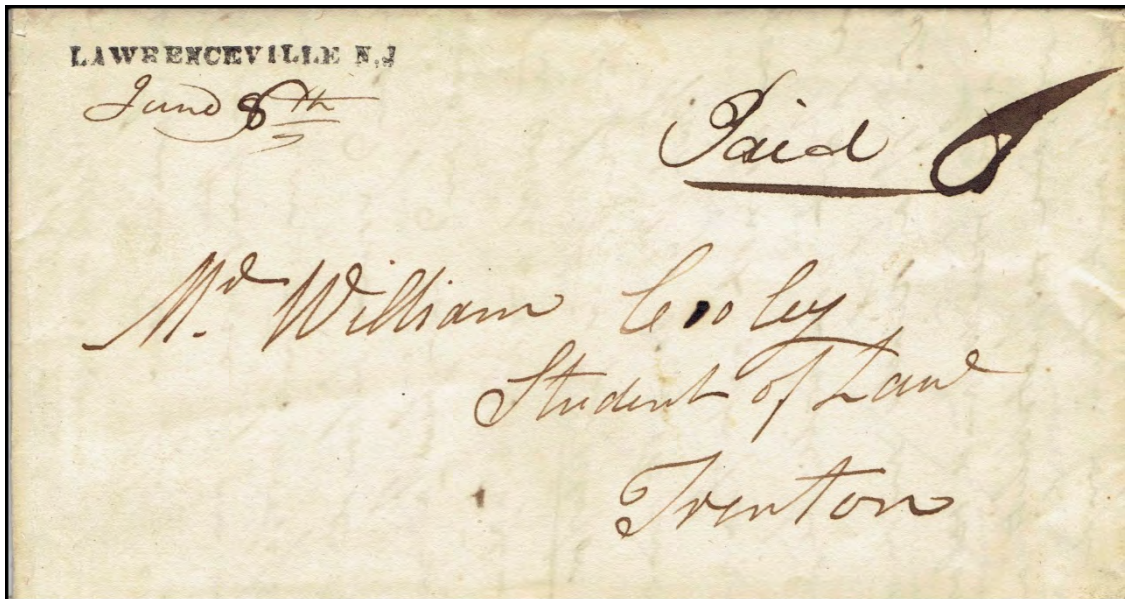


Fig. 2: 50½ x 2½ to 3 mm black straight line, June 8, 1829 to Trenton.

At the same time that the first handstamp and its variation were used in 1829-30, a second slightly smaller handstamp saw service. This black straight line measures 49 x 2½ mm and is illustrated in *Figures 3 & 4*. The 1829 usage was sent unpaid at 6 cents, the single letter rate for not over 30 miles per the Act of April 9, 1816. The 1830 usage was sent unpaid for 18¾ cents at the single letter rate of from 150 to 400 miles per the Act of March 3, 1825.

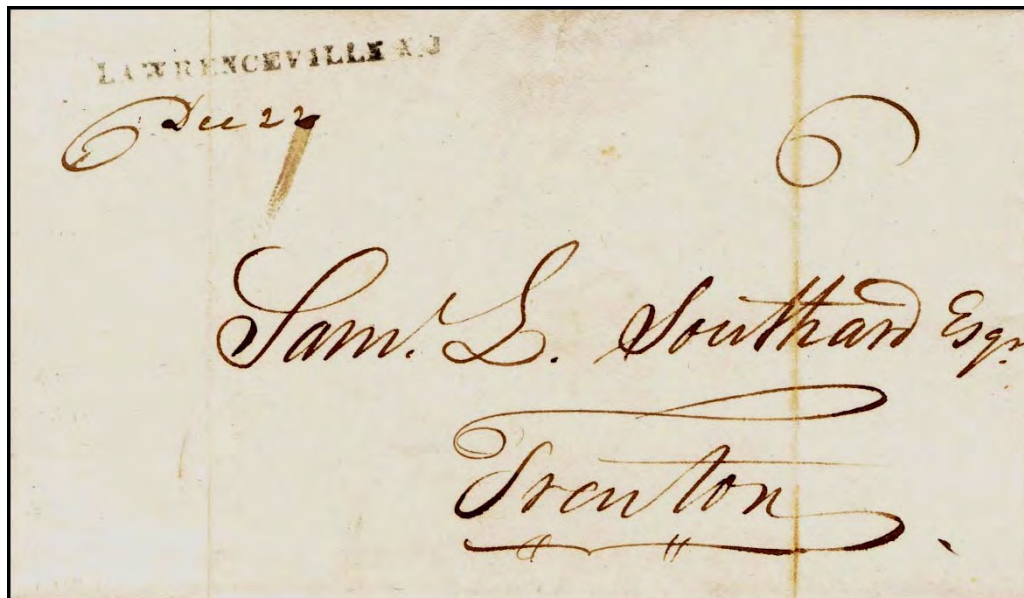


Fig. 3: 49 x 2½ mm black straight, December 22, 1829 to Trenton.

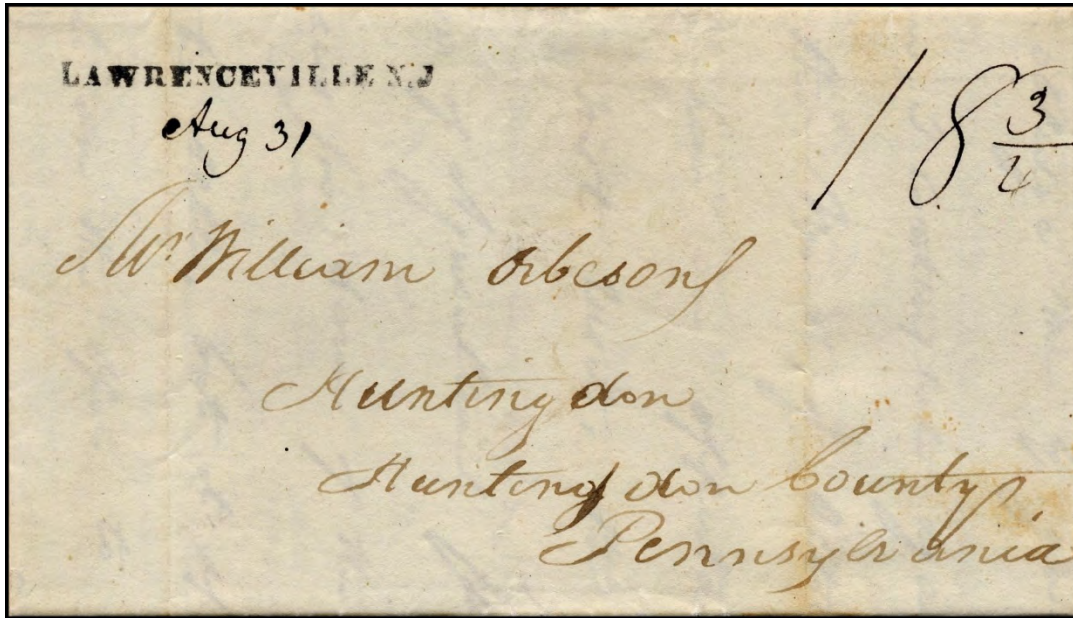


Fig. 4: 49 x 2½ mm black straight line, August 31, 1830 to Huntington, Pennsylvania.

From 1838 to 1841, a third black handstamp was used measuring 34 x 2 mm and is illustrated in *Figures 5 & 6*. The 1838 usage was mailed “FREE” as evidenced by the handstamp, to U.S. Senator Samuel Southard in Jersey City at a time when he was president of the Morris Canal and Banking Company which was then headquartered in that city.⁴ The 1839 usage (see *Figure 6*) shows a variety in the type face as evidenced by the vertical drop of the first three letters “LAW” in the handstamp. It was prepaid as indicated by the “PAID” handstamp at the single letter rate of 10 cents for 30 to 80 miles per the Act of April 9, 1816.

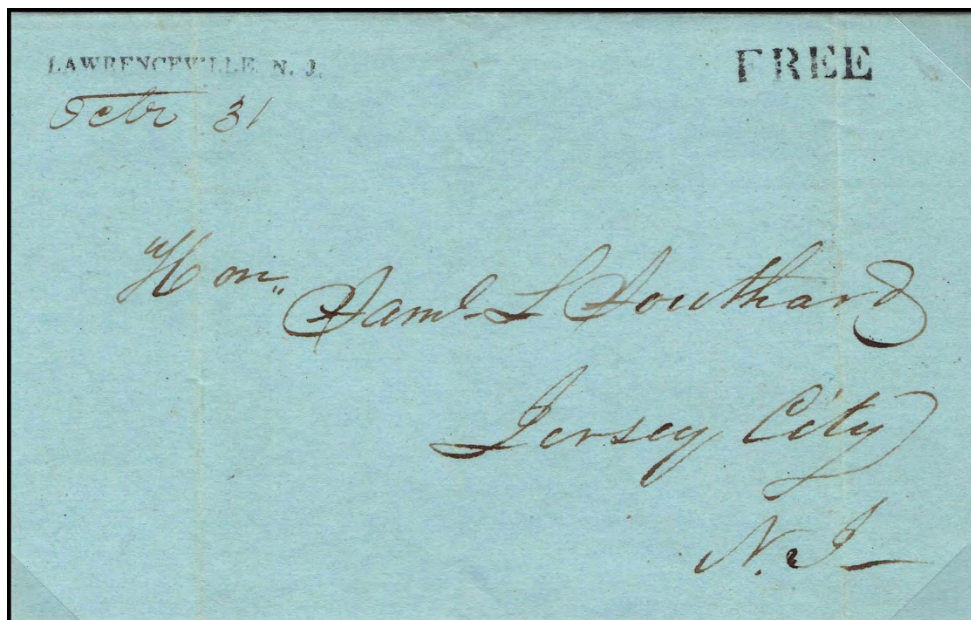


Fig. 5: 34 x 2 mm black straight line, October 31, 1838 to Jersey City.

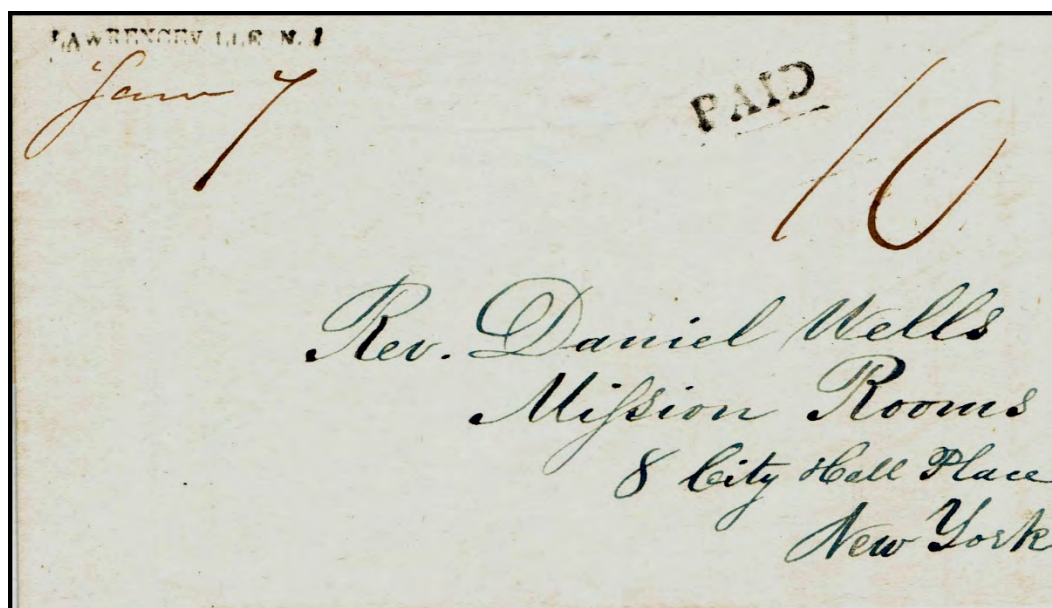


Fig. 6: 34 x 2 mm black straight line, dropped “LAW” variety, January 7, 1839 to New York.

A fourth black handstamp, measuring 36 x 2 mm was used from 1842 to 1843 as shown in *Figure 7*. This 1843 usage was mailed unpaid at the single letter rate of 10 cents for 30 to 80 miles per the Act of April 9, 1816.

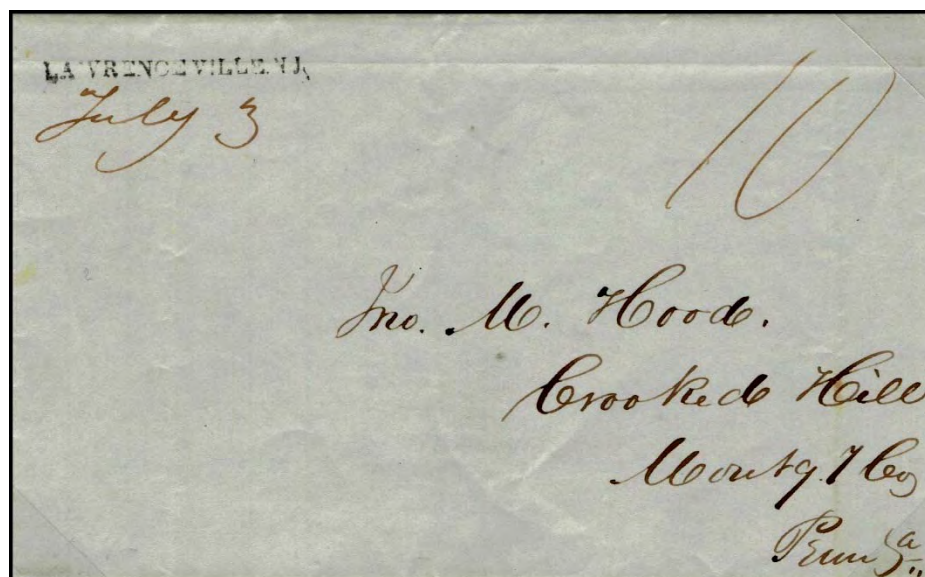


Fig. 7: 36 x 2 mm black straight line, July 3, 1843 to Crooked Hill, Pennsylvania.

Following the brief period of use of a rimless circular handstamp from 1844 to 1847, Lawrenceville again returned to the use of a fifth straight line handstamp. However, a most unusual format was chosen, the use of a *slanted lettered* handstamp. This 41 x 2 mm handstamp was used in black only in 1849 and in blue from 1849 to 1850. *Figure 8* shows the use of the black handstamp on a folded letter sent unpaid at the reduced 5 cents ½ ounce letter rate under 300 miles per the Act of March 3, 1845. Fewer than 10 examples of this black handstamp are reported.

NJ STRAIGHT LINE HAND STAMP POSTMARKS: Lawrenceville – Robert G. Rose

Figure 9 shows the use of this same handstamp in blue, prepaying the same 5 cents rate as indicated by the matching blue “PAID” and “5” handstamps. Fewer than five examples of this straight line handstamp in blue have been reported. Curiously, both of the handstamps in the illustrated covers are missing the “J.” of “N.J.”

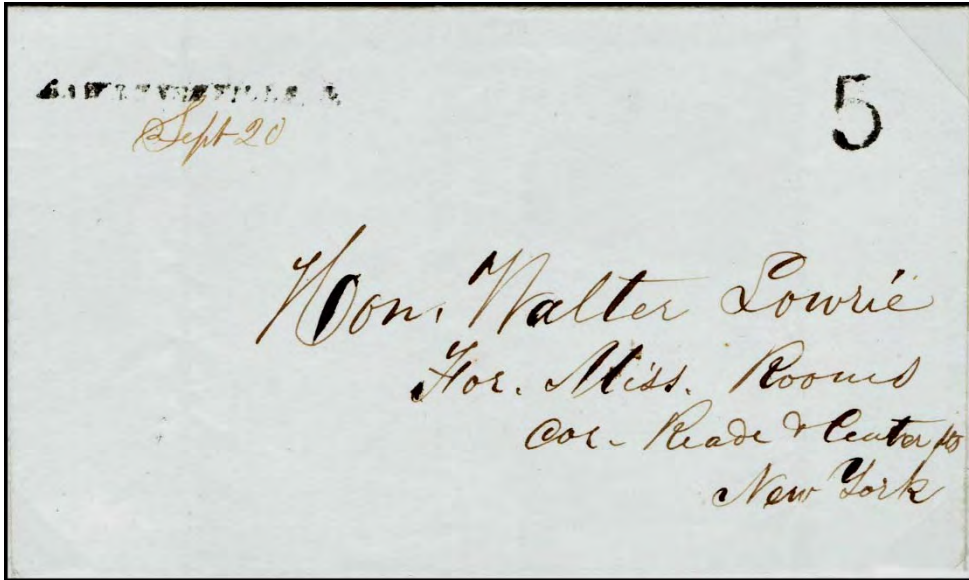


Fig. 8: 41 x 2 mm slanted lettered black straight line, September 20, 1849 to New York.

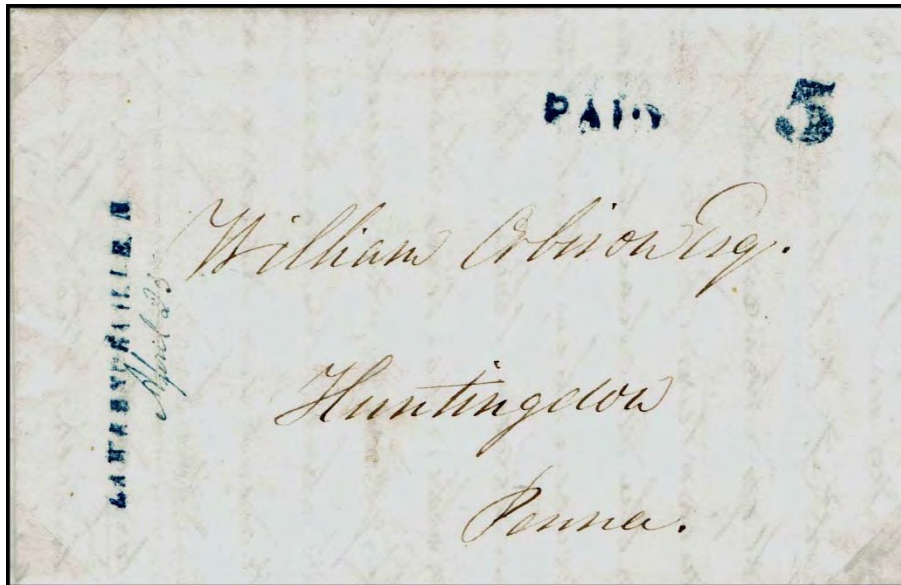


Fig. 9: 41 x 2 mm slanted lettered blue straight line, April 25, 1850 to Huntingdon, Pa.

The sixth and final straight line used by the Lawrenceville post office is a 41 x 6½ mm double line handstamp with date below that is reported from 1853 to 1854, just prior to the end of the stampless period in 1855. *Figure 10* shows the use of this handstamp on an 1854 cover sent prepaid, as indicated by the matching “PAID 3” for the single letter ½ ounce rate of 3 cents not over 3,000 miles per the Act of March 3, 1851, which again reduced postal rates. This double line handstamp is also seen occasionally on covers with the 3 cent 1851 issue, Scott No. 11.

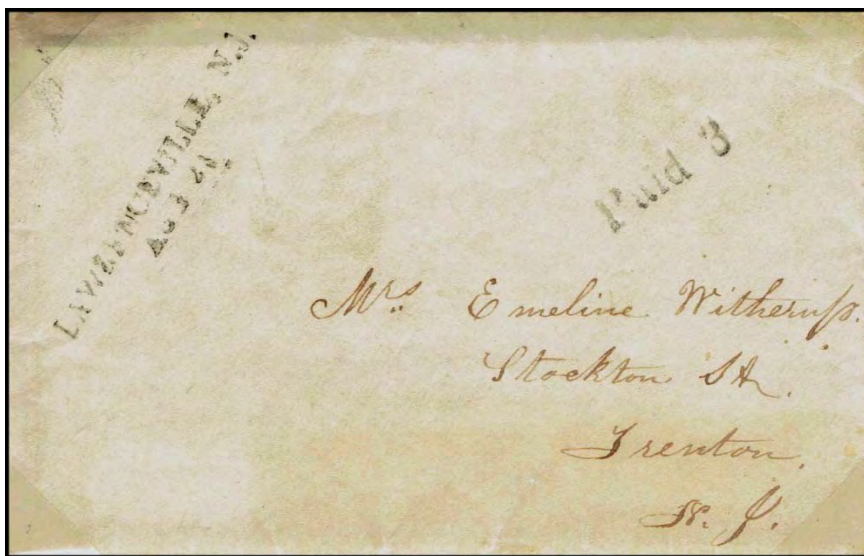


Fig. 10: 41 x 6½ mm double line handstamp, August 23, 1854, to Trenton.

As evidenced by the two to three year usage of these straight line handstamps, markings made from printers’ type face proved not to be durable. Yet alone among New Jersey post offices, Lawrenceville used them to postmark its mail for almost 25 years, to the exclusion of the typical circle handstamps that came into widespread use by the 1830s.

ENDNOTES:

- ¹ Ed Siskin has compiled the Colonial postmarks, Steven M. Roth the manuscript postmarks, and this author the handstamp postmarks.
- ² Coles, Jr., William C. *The Postal Markings of New Jersey Stampless Covers*, Collectors Club of Chicago, 1984, pp.198-99.
- ³ *Ibid*, p. 199. Coles suggests that these minor variations “are due probably to inaccurate resetting after hand stamp was dropped.”
- ⁴ Birkner, Michael, *Samuel L. Southard: Jeffersonian Whig*, Fairleigh Dickinson University Press 1984, pp. 185-186. For an illustrated history of Southard correspondence from New Jersey, see the series of articles by Jean Walton appearing in *NJPH*, Whole Nos. 110-111, 114-117, 121-123, & 142-147, November 1994 to September 2002.

CHAPLAIN CHARLES S. STEWART, US Navy (Retired) 1795-1870 and a 158 year old cover

By: Captain Lawrence B. Brennan, U.S. Navy (Retired)¹

*“The moral field in which I am to labor is confessedly a hard one ...”*²

“I never witness [a flogging] without being tempted to ask Paul’s question to the centurion, ‘Is it lawful for you to scourge a man that is a Roman?’”

Chaplain Charles S. Stewart, United States Navy, USS GUERRIERE

“Stewart’s Visit to the South Seas”

*The Sailors Magazine and Naval Journal, August 1831*³

Charles S. Stewart was recognized as a “pioneer,” “creator,” and “one of the three ‘great’ chaplains” in the organization and development of the Chaplains Corps through the Civil War⁴ by an official historian of the of the United States Navy Chaplain Corps, Reverend Clifford Drury.⁵ He was a Navy Chaplain for more than 40 years from the administration of John Quincy Adams to the administration of Ulysses S. Grant; he served during 13 of the 18 presidencies during his lifetime, which ranged from Washington’s second term to Grant’s first term. He was a prolific author.⁶

The son of Robert Samuel Stewart⁷, he was born in Flemington, New Jersey, 16 October 1798, and he was graduated from the College of New Jersey (now Princeton University) in 1815. Thereafter he studied law at Litchfield Law School between 1815 and 1818 but never practiced law.⁸



Fig. 2: Harriet Stewart, from a portrait painted in 1822.



Fig. 1: Charles S. Stewart, 1795-1870. This picture dates from his later years, ca. 1863.

An 1821 graduate of the Princeton Theological School, Stewart was ordained in the Presbyterian Church of New Brunswick on 14 August 1821. The

following year he was married to Harriet Bradford Tiffany⁹ on 22 June 1822; they had three children¹⁰ before she died at age 32.¹¹ The Stewarts were commissioned by the American Board of Commissioners of Foreign Missions to the Sandwich Islands (Hawaiian Islands) along with freed Black missionary, Betsey Stockton.¹² They sailed from New Haven, Connecticut on 20 November 1822 aboard *Thames* with the second company of missionaries to the islands. Their first child, Charles Seaforth Stewart, was born shortly before their arrival in the Islands, in April 1823. After

serving at the mission at Lahaina on Maui, the Stewarts returned to the U.S. in 1825 because of Mrs. Stewart's health; reportedly she was on her "deathbed,"¹³ although (perhaps because of the return) she lived until 1830.

The third member of their party, Betsey Stockton, is a story all of its own. Sent as a teacher in this group of missionaries appointed by the American Board of Commissioners of Foreign Missions to the Sandwich Islands, she was the first single woman appointed by the ABCFM. Born in slavery in 1798 and owned by Robert Stockton, she was given to his daughter on her marriage to Ashbel Green, President of the College of New Jersey, and the Greens fostered her education and gave her full use of their library. She became a member of the First Presbyterian Church in Princeton in 1817, and was formally freed at that time. She was eager to do missionary work, and was recommended by the Greens to the Board. Her desire was to serve in Africa, but she accepted this appointment to the Hawaiian Islands, and in 1822 travelled with the Stewarts and several others by ship to Hawaii.¹⁴



Fig. 3: Betsey Stockton, circa 1863.

Betsey Stockton taught school in Hawaii for native children, and trained native teachers as well. She and the Stewarts returned to the U.S. in 1825, because of Mrs. Stewart's health. She taught in an infant school in Philadelphia and established a school for Indians in Canada. In 1835 she returned to Princeton and helped found Princeton's First Presbyterian Church of Color, and its Sabbath School. The church was renamed the Witherspoon Street Church in 1848, and she taught there until her death in 1865.

There were several books which came out of this period of their lives: notably by Stewart, *Private Journal of a Voyage to the Pacific Ocean and Residence at the Sandwich Island in the Years 1822, 1823, 1824, and 1825* (New York: John P. Haven, 1831), and Betsey Stockton's own journal, published in the *Christian Advocate* in 1824 and 1825.¹⁵

Reverend Stewart received an appointment as a chaplain in November 1828; he was commissioned Chaplain, United States Navy, on 10 January 1829. He served on USS GUERRIERE¹⁶ between 15 November 1828 and 30 June 1829. Thereafter, Chaplain Stewart was reassigned to USS VINCENNES¹⁷ from 1 July 1829 until 10 July 1830. He made his first cruise to Brazil, Peru, and other South American countries, on board VINCENNES in 1829-30; he was the first chaplain to circumnavigate during VINCENNES's 1830-31 cruise. His *New York Times* obituary noted, "On this cruise, Chaplain Stewart distinguished himself by working strongly for the abolition of the practice of flogging sailors and also by his efforts in various foreign ports to prevent the exploitation of natives by American business interests."¹⁸



Library of Congress ID #3b51002u

Fig. 4: The U.S. Sloop Vincennes, from a Currier & Ives print in 1845.

Following the death of his first wife, Chaplain Stewart was granted a leave of absence between 1831 and 1833. The widower took a second wife, Sarah Ann Skillman, on 24 September 1835. After that lengthy leave, he returned to sea duty in USS DELAWARE¹⁹ from 16 May 1833 until February 1834 and then in USS UNITED STATES²⁰ from 19 February 1834 until 31 December 1834. He also wrote a book on English and Irish society, which was published in 1834. He became editor of the *Naval Magazine* in 1836. Chaplain Stewart enjoyed a lengthy tour of shore duty at Navy Yard, New York, from 9 February 1835 until 25 May 1839.

He again went to sea in USS BRANDYWINE²¹ from 25 May 1839 until 12 February 1842, before going ashore at the Receiving Station, New York from 9 January 1843 until 1 May 1845 and then a back-to-back shore tour at Naval Hospital, New Hampshire from 1 May 1845 until 28 May 1846.

Chaplain Stewart was reassigned to sea again in USS CONGRESS²² from 25 April 1850



US Naval History Center²⁰

Fig. 5: USS Congress (1842-1862).

until 21 July 1853. Unfortunately, the published Navy Chaplain Corps records do not reflect where he served between July 1853 and April 1856 and again between May 1857 and June 1860. We know from the cover (see *Figure 6*) which is the subject of this article that in 1857 Chaplain Stewart was in London.²³ Between those two gaps in his known service Chaplain Stewart was assigned ashore to Receiving Ship, New York from 21 April 1856 until 1 May 1857.

On 14 June 1860, Chaplain Stewart's final sea tour began in USS NIAGARA²⁴ where he served until 14 June 1862. At age 67 he came ashore at the Navy Yard, New York on 21 July 1862, where he was stationed until 18 October 1866. The Chaplain received a commission as a Commander in 1864 when Navy chaplains were afforded grades of commissioned officers. He died at Cooperstown, New York at age 75 on 14 December 1870.²⁵



Fig. 6: A cover addressed to Rev'd Chas Sam'l Stewart, U.S. Navy at Morleys Hotel in London, sent from France with a French stamp of the Second French Empire, dated June 29, 1857.

Figure 6 is a cover addressed to Chaplain Stewart at Morleys Hotel, London, England which was postmarked in Paris on 29 June 1857. It bears franking of a single reddish orange 40 centime imperforate Emperor Napoleon III stamp issued between 1851 and 1861 bearing the inscription "Empire Franc." About 59 million of these stamps (number 15) were printed; they were designed and engraved by Jacques Jean Barre.^{26,27} On the face, there are two circular postmarks – one black and one red - and one – black with concentric circles - on the reverse in addition to the cancellation of the stamp in black and the boxed letters on the face of the cover in the lower right quadrant.

Between the horrors of 1848 and the uprisings across Europe and the Franco Prussian War in 1870 France enjoyed a relatively stable period under the Second French Empire (French: *Le Deuxième empire français*). This was the Imperial Bonapartist regime of Napoleon III, between the Second Republic and the Third Republic. During the United States Civil War the French installed a government in Mexico but that was short lived.²⁸

ENDNOTES

¹ Copyright MMXV by Captain Lawrence B. Brennan, U.S. Navy (Retired). He is an admiralty and insurance coverage litigator in New York City specializing in complex coverage and bad faith litigation and major marine casualties including pollution and environmental damage. He also is an Adjunct Professor of Law at Fordham Law School. All legal and moral rights reserved. No claim to copyright is made to official U.S. Government publications and documents or item in the public domain. This article may not be copied or reprinted without the prior express written consent of the copyright holder.

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- ² The second article of Navy Regulations 1775 read: "The Commanders of the ships of the thirteen United Colonies, are to take care that divine service be performed twice a day on board, and a sermon preached on Sundays, unless bad weather or other extraordinary accidents prevent."
- ³ *The Sailors' Magazine and Naval Journal*, American Seaman's Friend Society, 1831, Vol. 3 & 4, at http://books.google.com/books?id=GNUZAAAAYAAJ&pg=PA365&lpg=PA365&dq=Charles+S.+Stewart+%2B+navy+%2B+chaplain&source=bl&ots=16Hc3vQFCF&sig=GTyAJG1U4oDJ04SuO8OB_7EY588&hl=en&sa=X&ei=jXFNU5FGZWksQTU7oHwCA&ved=0CDkO6AEwAw#v=onepage&q=Charles%20S.%20Stewart%20%2B%20navy%20%2B%20chaplain&f=false
- ⁴ Harris, Rev. William O., "Military Chaplains Part of Princeton's Earliest History," online at http://www.ptsem.edu/Publications/inspire2/6.3/feature_1/earliest_history.htm. William O. Harris was Princeton Seminary's librarian for archives and special collections. He served as a navy chaplain for three years (1954–1956) aboard navy destroyers in the Pacific Ocean off the coasts of Korea and China.
- ⁵ For biography of Clifford Merrill Drury, see <http://socialarchive.iath.virginia.edu/xtf/view?docId=drury-clifford-m-cr.xml>.
- ⁶ Stewart published numerous books on his travels to various parts of the world including *The Hawaiian Islands in 1822, Journal of a Residence in the Sandwich Islands During 1823, 1824 and 1825*, (1828), *A Visit to the South Seas In the United States' Ship Vincennes During the Years 1829 and 1830 Including Scenes in Brazil Peru* (1831), *Sketches of Society in Great Britain and Ireland*, (1834), *Brazil and La Plata, The Personal Record of a Cruise*, (1856), and *Charles S. Stewart and the Gulf Coast Blockade, 1861-1862*; reissued with *Letters of a Naval Chaplain*, by Charlotte Parker Hallock (1976).
- ⁷ Robert's father (Reverend Charles Stewart's grandfather) was Charles Stewart (1729-1800), the Commissary General of Issues, Continental Army and delegate to Continental Congress from NJ.
- ⁸ *Catalogue of the Litchfield Law School* (Hartford, CT: Press of Case, Tiffany and Company, 1849), 15. Stewart, Charles Samuel, *Lectures of Reeve and Gould, 1818*, Notebook, Harvard Law Library.
- ⁹ Harriet Bradford Tiffany, June 24, 1798 - September 6, 1830.
- ¹⁰ They had three children: Charles Seaforth 1823-1904 (originally Charles Clasby - Captain of "Thames"), Harriet Bradford Stewart 1825-1843 and Martha Stewart Wilson 1828-1860. Only the son, the first born, lived a full life; his two younger sisters died at ages 18 and 32 respectively. <http://genforum.genealogy.com/cgi-bin/pageload.cgi?New.Haven::ct:6207.html>.
- ¹¹ Charles Samuel's son, Charles Seaforth, soldier, born at sea, 11 April, 1823, was graduated in 1846 at the United States Military Academy, where he was assistant professor of engineering in 1849-1854. He was made 1st lieutenant in the corps of engineers in 1853, serving as assistant engineer in 1854-57, and as superintending engineer in the construction of fortifications in Boston harbor until 1861, having been promoted captain in 1860. He served during the Civil War in the Corps of Engineers, was made major in 1863, and was chief engineer of the Middle Military Division in 1864-65. He was made lieutenant-colonel in 1867, colonel in 1882, and was retired in 1886.
- ¹² Stockton, Betsey (c. 1798 – October 24, 1865), Born in slavery about 1798, Betsey was given by her owner Robert Stockton to his daughter upon her marriage to Reverend Ashbel Green, president of the College of New Jersey (now Princeton University). She, as well as Charles Stewart - then a student at Princeton, were caught up in the religious fervor of the era. She became a convert, and in 1817, Betsey Stockton was admitted as a member of the First Presbyterian Church in Princeton, New Jersey, and formally freed at that time. <http://www.phcmontreat.org/bios/Bios-Missionaries-Hawaii.htm>
- ¹³ <http://genforum.genealogy.com/cgi-bin/pageload.cgi?New.Haven::ct:6207.html>.
- ¹⁴ Introduction: Betsey Stockton journal at http://www3.amherst.edu/~aardoc/Betsey_Stockton_Journal_1.html.
- ¹⁵ Stockton, Betsey, Journal, "Religious Intelligence. Sandwich Islands," *Christian Advocate* 2 (May 1824): 233–35; 2 (December 1824): 563–66; 3 (January 1825): 36–41, published by Ashbel Green and available at http://www3.amherst.edu/~aardoc/Betsey_Stockton_Journal_1.html#back15. Excerpted from *African-American Religion: A Historical Interpretation with Representative Documents*, edited by David W. Wills and Albert J. Raboteau (emeritus), to be published by the University of Chicago Press. ©2006 by the University of Chicago. All rights reserved.
- ¹⁶ USS *Guerriere* was the first frigate built in the United States since 1801. The name came from a fast 38-gun British frigate captured and destroyed in a half-hour battle by USS *Constitution* 19 August 1812.

¹⁷ USS *Vincennes* (1826) was a 703-ton *Boston-class sloop* of war serving from 1826 to 1865. During her service, *Vincennes* patrolled the Pacific, explored the Antarctic, and blockaded the Confederate Gulf coast in the Civil War. Named for the Revolutionary War Battle of Vincennes, she was the first U.S. warship to circumnavigate the globe. Her service life nearly coincided with that of Chaplain Stewart.

Vincennes—the first American ship to be so named—was one of ten sloops of war whose construction was authorized by Congress on 3 March 1825. She was laid down at New York in 1825, launched on 27 April 1826, and commissioned on 27 August 1826, with Master Commandant William Compton Bolton in command. She was decommissioned after the Civil War after more than 40 years of service.

¹⁸ *The New York Times*, December 19, 1870.

¹⁹ The third USS *Delaware* of the United States Navy was a 74-gun ship of the line, named for the state of Delaware. She was laid down at Norfolk Navy Yard in August 1817 and launched on 21 October 1820. She was roofed over and kept at the yard in ordinary until on 27 March 1827, was she was ordered repaired and fitted for sea.

Delaware was decommissioned on 10 February 1830, and lay in ordinary at Norfolk until 1833. Recommissioned on 15 July 1833, she received President Andrew Jackson aboard on 29 July, firing a 24-gun (*sic*) salute at both his arrival and departure. The following day she set sail for the Mediterranean where she served as flagship for Commodore D. T. Patterson and cruised on goodwill visits and for the protection of the rights and property of American citizens until her return to Hampton Roads on 16 February 1836. She was placed in ordinary on 10 March 1836 until recommissioned on 7 May 1841 for local operations from Norfolk.

Delaware returned to Hampton Roads on 4 March 1844 and was decommissioned at Norfolk Navy Yard. on the 22nd. Still in ordinary there in 1861, she was burned on 20 April along with other ships and the yard facilities to prevent their falling into Confederate hands.

In June 1930, a bronze replica of *Delaware's* figurehead was presented by the Class of 1891 to the United States Naval Academy. This bust, one of the most famous relics on the campus, has been widely identified as that of Native American leader of the Shawnee people, Tecumseh. However, when it adorned the man-of-war, it commemorated not Tecumseh but Tamanend, the revered Delaware chief who welcomed William Penn to America when he arrived in Delaware country on 2 October 1682.

²⁰ USS *United States* was a wooden-hulled, three-masted heavy frigate of the United States Navy and the first of the six original frigates authorized for construction by the Naval Act of 1794. She was built at Humphrey's shipyard in Philadelphia and launched on 10 May 1797 and immediately began duties with the newly formed United States Navy protecting American merchant shipping during the Quasi-War with France.

In 1861 *United States* was in port at Norfolk and was seized and subsequently commissioned into the Confederate States Navy as CSS *United States*, but was later scuttled by Confederate forces. Union forces raised the scuttled ship, and retained control of the ship until she was broken up in 1865.

²¹ USS *Brandywine* (formerly *Susquehanna*) was a wooden-hulled, three-masted frigate of the United States Navy bearing 44 guns which had the initial task of conveying the Marquis de Lafayette back to France. She was later recommissioned a number of times for service in various theaters, such as in the Mediterranean, in China and in the South Atlantic Ocean. She was well suited for diplomacy.

²² USS *Congress* (1841) — the fourth United States Navy ship to carry that name — was a sailing frigate, like her predecessor, USS *Congress* (1799). Photo number NH 590 on US Naval History Center at <http://www.history.navy.mil/photos/sh-usn/usnsh-c/congres4.htm>. *Congress* served with distinction in the Mediterranean, South Atlantic Ocean, and in the Pacific Ocean. She continued to operate as an American warship until the American Civil War, where she was sunk by the ironclad CSS *Virginia* in battle off Newport News, Virginia.

²³ Series: V. Papers of Charles Samuel Stewart Stewart, Charles, 1729-1800. Charles Stewart family papers, 1768-1877: Guide. Houghton Library, Harvard College Library. For finding aid and further study, see <http://oasis.lib.harvard.edu/oasis/deliver/~hou01286>

²⁴ The second USS *Niagara* was a steam-driven screw frigate in the United States Navy. *Niagara* was launched by New York Navy Yard on 23 February 1855; sponsored by Miss Annie C. O'Donnell; and commissioned on 6 April 1857.

Niagara recommissioned on 14 May 1860, Captain William McKean in command. Another unique assignment awaited; she was to carry Japan's first diplomatic mission to the United States from Washington to New York, and then home. Leaving New York on 30 June, *Niagara* called in Porto Grande, Cape Verde Islands; São Paulo-de-Loande (now Luanda), Angola; Batavia (now Djakarta), Java; and Hong Kong. The frigate entered Tokyo Bay on

8 November to land her distinguished passengers, then sailed on 27 November for Hong Kong, Aden, and Cape Town, returning Boston on 23 April 1861 to learn of the outbreak of the Civil War.

Quickly preparing for duty on the blockade of southern ports, USS *Niagara* arrived off Charleston, South Carolina on 10 May, and two days later captured blockade runner CSS *General Parkhill* attempting to make Charleston from Liverpool. Through the summer she gave similar service at Mobile Bay, and was at Fort Pickens, Florida on 22 September when Flag Officer William McKean in *Niagara* took command of the East Gulf Blockading Squadron. She engaged Confederate defenses at Fort McRee, Pensacola, and Warrington on 22 November, and was hulled twice above the waterline. On 5 June 1862 she sailed for repairs at Boston Navy Yard, where she decommissioned 16 June. Recommissioned 14 October 1863, *Niagara* steamed from New York on 1 June 1864 to watch over Confederate warships then fitting out in Europe. She reached her base at Antwerp on 26 June, and from there roved the English Channel, the French Atlantic Coast and the Bay of Biscay. On 15 August she took steamer *Georgia*, a former Confederate warship, off Portugal. In February and March, with USS *Sacramento* she lay at Ferrol, Spain, to prevent Confederate ironclad *Stonewall* from departing, but the much more powerful southern ship was able to make good her escape.

Niagara patrolled with the European Squadron until 29 August when she cleared Cadiz for Boston, arriving on 20 September. There she decommissioned on 28 September 1865, remaining in the Boston Navy Yard until sold on 6 May 1885.

²⁵ Some of Stewart's papers are archived at New York State Historical Association – Research Library. Title Rev. Charles S. Stewart Papers. Date [inclusive] 1822-1862. New York State Historical Association – Research Library, Special Collections, P.O. Box 800, 5798 State Highway 80, Cooperstown, NY 13326, ACCESSION NUMBERS nm-009.57 – Nm-039.57, Nm-001.03.

²⁶ <http://www.stampworld.com/stamps/France/>

²⁷ Ibid.

²⁸ There is more to the French adventure in Mexico beyond the Charlton Heston movie “Major Dundee.”

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'MOORESTOWN FROM MORRISTOWN' AUXILIARY MARK

By Ed & Jean Siskin

Having lived in Moorestown thirty years ago, it was a common occurrence to find that our mail had been delayed because it had initially been misdirected to Morristown. Clearly this was not just a recent problem. *Figure 1* shows a 1906 cover with an auxiliary mark to correct for this misdirection. This is the only auxiliary mark of this type, from any place, we have ever seen.

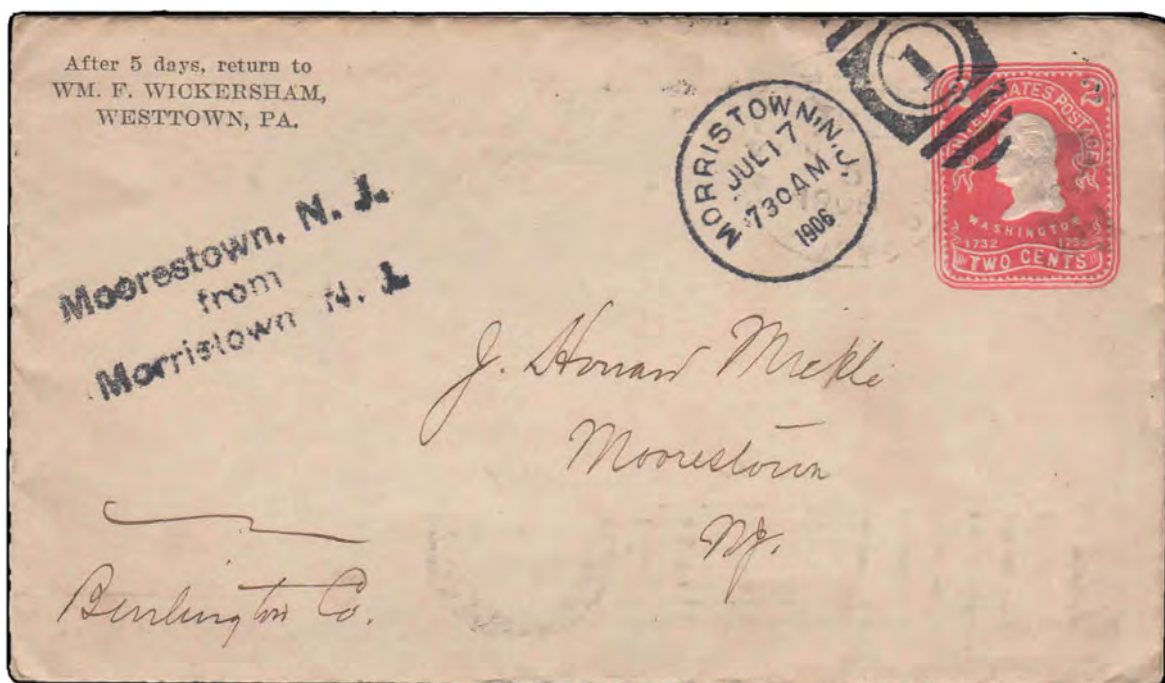


Fig. 1: A letter mailed from Westtown, PA, July 15, 1906, and directed to Moorestown, Burlington Co., apparently missed, as it went instead to Morristown, in Morris County. An auxiliary mark routing it from Morristown to Moorestown suggests this wasn't the only time this happened.

The subject letter was mailed from Westtown, Pennsylvania. The very faint Westtown postmark shows a July 15 1906 date. As shown by the back stamps pictured in *Figure 2*, the cover arrived in Morristown at 6:00 am on July 17th. It was redirected to Moorestown, arriving at 5:00 pm the same day. This was more rapid service than we experienced more than eighty years later.



Fig. 2: The reverse of the above cover, with a morning cancel from Morrictown, and an evening cancel the same day (July 17, 1906) from Moorestown. Fast service!

Although the cover has no contents, it is interesting to speculate about what might have been contained originally.

Westtown was the home of Westtown School, a famous Quaker boarding school started in 1799 and still flourishing today. Referring to contemporary issues of *The Westonian*, a monthly magazine for friends of the school, we find that William F. Wickersham, as noted in our cover's corner card, was then principal of the school. J. Howard Mickle of Moorestown, the addressee, was a twenty-nine year old alumnus of the school and served on its Shops and Manual Training Advisory Committee.

All in all, this is a fun cover.

N.J. LOCAL POSTS: Hackney & Bolte Penny Post, Atlantic City

By Larry Lyons

This is the sixth of a series of articles on New Jersey's local stamps. Local Posts were established as early as the 1840s by enterprising private individuals and companies who carried letters within city limits – including to and from Post Offices. They flourished for a number of years until they were finally outlawed by the government. The author, Larry Lyons, is a noted authority on United States local stamps, and is the editor-in-chief of "The Penny Post," the prize winning journal of The Carriers and Locals Society. We appreciate his contributions.

The research for this article turned up some additional historical information on the local posts operating in Atlantic City which included Faunce's Penny Post, the subject of my last article in *NJPH*. This information will be reported here. In addition, the auction records have been incorrect as to the known quantity of the Hackney & Bolte covers in existence and this article will clear up the errors and inaccuracies based on the author's research. The Hackney & Bolte adhesive can be seen in *Figure 1*.



Fig. 1: The Hackney and Bolte adhesive which is recorded used May 25, 1886 to June 30, 1887.

The History

The following historical article appeared in the *Postal History Journal* a number of years ago. It also appeared in *NJPH* in March 1980 in a more abbreviated form.¹ This author finds no reason to contradict any of the details contained in this early article.

Local Posts in Atlantic City

By Craig C. Mathewson

The first post in Atlantic City, New Jersey, was established at Massachusetts and Baltic Avenues on June 27, 1854, the year the town was incorporated. Robert B. Leeds was the postmaster. By 1884 the post office had changed location four times, being then at Pennsylvania and Atlantic Avenues. Levi C. Albertson had succeeded to the postmastership.

In the thirty years since its founding, Atlantic City had experienced phenomenal growth (having attained a permanent population of 7,500), but outgoing mail still had to be taken to the post office and the incoming mail picked up there. To alleviate the

NJ LOCAL POSTS: Hackney & Bolte, Atlantic City ~ Larry Lyons

inconvenience this caused, Edward S. Stelz started private penny-post mail delivery in the area west of Tennessee Avenue on July 7, 1884. John Adams began a similar delivery on July 19, 1884, east of Tennessee Avenue.

Ancil Faunce succeeded Stelz, establishing Faunce's Penny Post and issuing in 1885 a circular label or stamp about three-quarters of an inch in diameter with red printing on black background (Scott 152L1). This label, which sold for one cent, would secure delivery to and from the post office when affixed to envelopes or postal cards. Evan Hackney and Charles Bolte succeeded Adams in 1885, establishing the Hackney & Bolte Penny Post, issuing a similar label (Scott 153L1) and performing the same services. Mail boxes were placed on city lamp posts for collection, and, for the convenience of the public, the stamps were sold to local stores at 75 cents per hundred.

Meanwhile the post office site was again changed, this time moving three blocks downtown to 1210 Atlantic Avenue, with Willard Wright appointed postmaster in 1886.

These local posts were destined to be short-lived, however, because on July 1, 1887, a free mail delivery system was inaugurated by the post office, causing their discontinuance. While examples of these "stamps" issued by these posts are known to exist on envelopes bearing Atlantic City postmarks during the brief period the posts operated they are among the scarcer and lesser known of all the local stamps that flourished throughout the country during the 19th century.²

As indicated in the above article, a free mail delivery system was inaugurated by the post office on July 1, 1887. This was a Friday. This author finds three Hackney & Bolte covers dated June 30, 1887 which was a Thursday. The writer concludes this was the last day of operation of the Hackney & Bolte Penny Post.



Fig. 2: Hackney & Bolte adhesive on a cover dated June 30, 1887, 4pm addressed to H.L. Remick in Philadelphia. Siegel Auctions, (Kuphal), November 15-16, 2006, lot 1563.

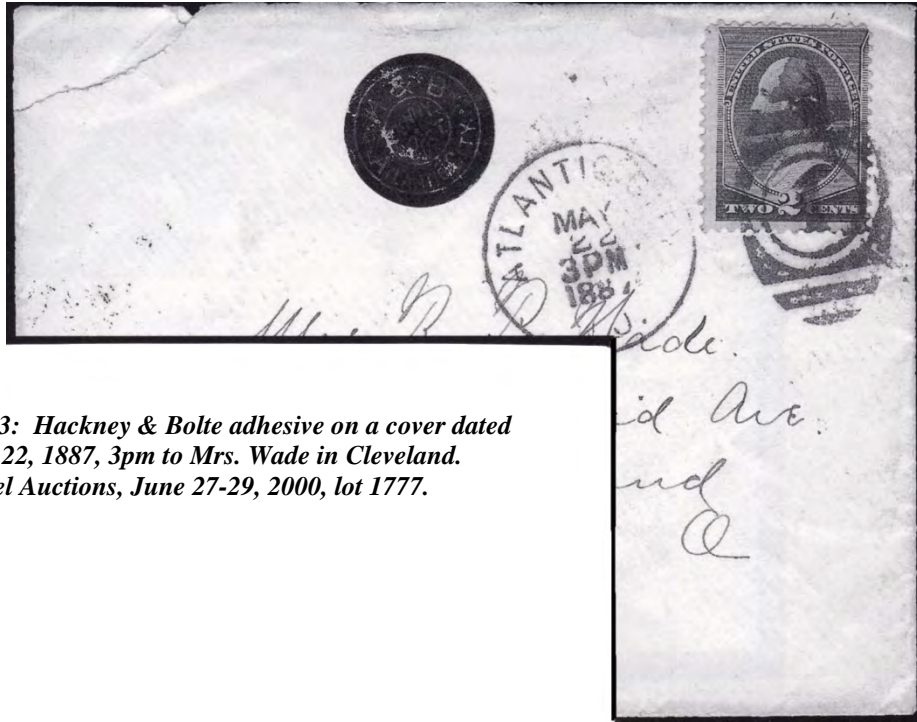


Fig. 3: Hackney & Bolte adhesive on a cover dated May 22, 1887, 3pm to Mrs. Wade in Cleveland. Siegel Auctions, June 27-29, 2000, lot 1777.



Fig. 4. Hackney & Bolte adhesive on a cover dated June 30, 1887, 4pm to Mr. E.J. Davis in Atlantic City. Siegel Auction, June 27-29, 2000, lot 1775.



Fig. 5: Hackney & Bolte adhesive on a cover dated June 30, 1887, 4pm to H.L. Davis at the same address as the cover in Figure 4. Siegel Auctions, June 27-29, 2000, lot 1776.

The earliest documented use of the Hackney & Bolte stamp is on a postcard dated May 25, 1886. (See *Figure 6* below.) As indicated in my previous article on Faunce's Penny Post, there is only one dated example of a Faunce's adhesive on a cover and that date was February 18, 188___. This writer believes that year date was 1886. Ancil Faunce had started his post in the fall of 1884 based on advertisements; therefore he probably ran his local post for about 16-18 months. The Hackney & Bolte proprietorship followed and lasted for approximately 14-16 months. According to multiple sources, both Evan Hackney and Charles Bolte were post office clerks and created their local post to provide service in Atlantic City because carrier service was not yet available. It was legal for a private company to operate in a city or town if no government service existed.

The net sale Catalog of the William Middendorf Collection, May 1991, by Richard Frajola, states that the Hackney and Bolte service "ended on June 27, 1887." The record indicates, however, that the service ended on June 30, 1887.

Recorded Examples

This author's research records four Hackney & Bolte covers, three postcards with Hackney & Bolte adhesives and one adhesive on a dated piece.

In the Edgar Kuphal sale held at the Siegel Auction Galleries on November 15-16, 2006, lot 1563 states "one of two covers known to us with the Hackney & Bolte stamp tied in combination with United States postage." The description also states "this cover was contained in the Frank A. Hollowbush collection and that there are two covers both dated June 30, 1887 and addressed to different persons." The lot description also states "a postal card with the Hackney & Bolte stamp tied on front is also known." The cover in lot 1563 is addressed to Mr. H.L. Remick in Philadelphia. The cover in lot 1563 of the Kuphal sale indeed comes from the Frank Hollowbush sale held by John Fox on August 15, 1966. It was lot 280. No other Hackney & Bolte cover was contained in that sale. This cover was sold again in a Schuyler Rumsey sale

of December 6-8, 2010, lot 1260. The description of the lot in the Schuyler Rumsey sale states “a great on cover rarity, this being one of two cover usages known, mailed on the same day, a third usage on a postcard is also known.” This description probably was based on the earlier Siegel sale description.

The Richard Schwartz sale held at the Siegel Auction Galleries on June 27-29, 2000 contained three Hackney & Bolte covers. The one in lot 1775 was addressed locally to E.J. Davis and is dated June 30, 1887, 4pm. The lot description says “Ex-Hollowbush” but the cover was not in the Hollowbush sale. The second Hackney & Bolte cover in the Schwartz sale was lot 1776. This second cover is also dated June 30, 1887, 4pm and is locally addressed to H.L. Davis at the same address as the cover to Mr. E.J. Davis. The third cover from the Schwartz sale was lot 1777. This cover is dated May 22, 1887, 3pm and is addressed to Mrs. Wade in Cleveland. Two of the four covers have the Hackney & Bolte stamp tied and two are untied. Perhaps the lot description was intended to state “two known tied examples,” but the description was misleading with no mention made of the knowledge concerning the existence of the two untied examples on cover. See *Figures 2-5*.

The Postcards



Fig. 6: Hackney & Bolte adhesive on a postcard dated June 15, 1886, 7:30am. to Mr. M.W.B. Reed in Philadelphia. One of three recorded examples on a postcard. Schuyler Rumsey, April 22-25, 2010, lot 981.

A postcard, WX-8, can be found in the Siegel auction of April 27, 1990, lot 546, which has a Hackney & Bolte adhesive on the front and another on the back. This postcard is dated September 10, 1886 and is addressed to Abbott in Philadelphia. This postcard was also in the Siegel sale of August 20-21, 1975 where it was lot 1124. A second postcard, WX-8, dated May 25, 1886, 3pm can be found in the Siegel sale (Golden) of November 15-17, 1999, lot 1146. It is addressed to Akron, Ohio. The third postcard, WX-8, I was able to find is dated June 15, 1886, 7:30am and is addressed to Reed in Philadelphia. This was in the Schuyler Rumsey sale of April 22-25, 2010, lot 981. See *Figure 6*.

On Piece

The one example I was able to locate on piece is dated June 28, 1887 and has a US #206 stamp. This was found in the Robson Lowe sale of March 1, 1973. It was lot 1595.

Example not Genuine

Another example is on a cover dated March 23 to Thompson at May's Landing. Although this cover has a very early Philatelic Foundation Certificate, it was concluded the Hackney & Bolte stamp did not originate on this cover. I found this explanation in the Suburban sale of November 15, 1997, lot 239.

Conclusion

The author concludes that four genuine Hackney & Bolte covers exist as well as three postcards with Hackney & Bolte stamps. The census confusion probably resulted from three of the covers having the same date of June 30, 1887, and having two of the covers addressed to Davis, albeit different Davises but at the same address.

The author believes the number of off cover examples of the Hackney & Bolte stamp is about ten. However, because they are all die cut, it is nearly impossible to tell them apart with specificity.

ENDNOTES:

¹ *NJPH*, Vol. VIII, No. 2, Whole no. 37, March 1980, available at <http://njpostalhistory.org/media/archive/037-mar80njph.pdf>. Craig cites as a reference Frank Butler's *Book of the Boardwalk, Atlantic City, NJ*, Haines and Co., 1952.

² *Postal History Journal*, No. 82: June 1989, Craig C. Mathewson, p 49.

**NEW JERSEY BUILT WARSHIPS AT TOKYO BAY ON 2 SEPTEMBER 1945 FOR
THE SIGNING OF THE INSTRUMENT OF SURRENDER¹**

By: CAPTAIN LAWRENCE B. BRENNAN, U.S. NAVY (RETIRED)²

*“from this solemn occasion a better world shall emerge
out of the blood and carnage of the past,
a world founded upon faith and understanding,
a world dedicated to the dignity of man and
the fulfillment of his most cherished wish
for freedom, tolerance, and justice.”*

**General of the Armies Douglas A. MacArthur, United States Army
2 September 1945 on board USS Missouri (BB 63)**

INTRODUCTION

On 2 September 1945, 258 warships of the navies of victorious Allies anchored in Tokyo Bay, near the site where in 1853 Commodore Perry had anchored. The United States Navy, which undertook the bulk of the combat in the Pacific was the largest force; the Royal Navy and the Commonwealth Navies were well represented.³ This article is the story of more than 20 of the New Jersey-built major surface combatant U.S. Navy ships which were present on that historic morning.

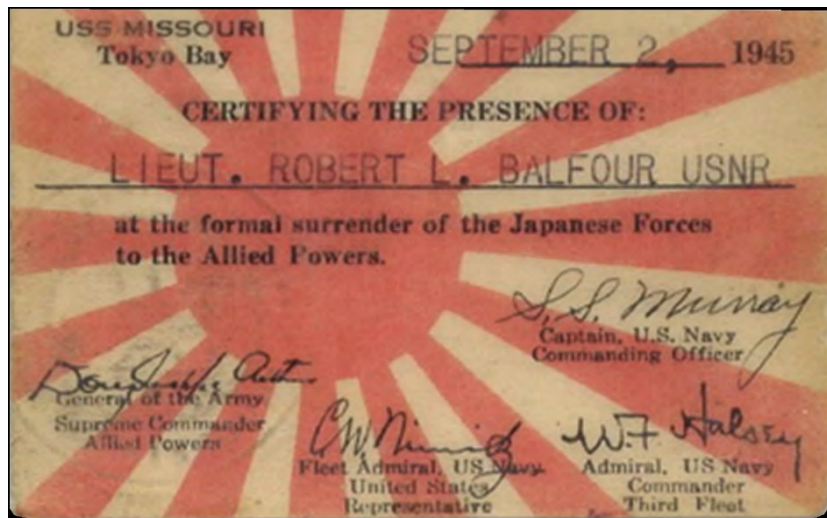


Fig. 1: Attendance certificate, Japanese surrender on the USS Missouri, signed by General of the Armies D. A. MacArthur, Fleet Admiral C. W. Nimitz, Admiral W. F. Halsey, and Captain S.S. Murray, September 2, 1945.⁴

The combat commander of the Third Fleet which dominated the waters of Japan that day was a native of New Jersey, Admiral William F. Halsey, Jr. USN. The son of a naval officer, Halsey was born in Elizabeth in 1882 and educated at the Pingry School before attending the U.S. Naval Academy. He would become a Fleet Admiral, the only naval five star flag officer who commanded combatant ships, aircraft, and fleets at sea. Vice Admiral Halsey who was at sea returning to Pearl Harbor on the morning of 7 December 1941, commanded the carriers that raided the Pacific and launched Colonel Doolittle and his bombers in mid-April 1942. Halsey commanded the naval forces during the crucial months after the invasion of Guadalcanal and

then commanded the naval forces serving in cooperation with General MacArthur. During the great offensives of 1944-1945, as Commander, Third Fleet, Halsey rotated command of the Big Blue Fleet, which was renamed Fifth Fleet when commanded by Admiral Raymond Spruance, USN.

To accept the Allies' Potsdam Terms, the Emperor of Japan recorded his first speech to the Japanese people which was broadcast on 15 August 1945. Halsey navigated the transition from war to peace just as he had anticipated the transition to hostilities more than a week before the attack at Pearl Harbor. Third Fleet was operating off the coast launching morning airstrikes on Japan when Halsey received an order from Nimitz "Air attack will be suspended X Acknowledge."⁵ In the greatest Rule of Engagement ever issued, Halsey ordered, "Investigate and shoot down all snoopers – not vindictively, but in a friendly sort of way."⁶ Not coincidentally, on 28 November 1941, Halsey had issued Battle Order No. 1 to his force delivering aircraft to Wake Island. "1. The *Enterprise* is now operating under war conditions. 2. At any time, day, or night, we must be ready for instant action. 3. Hostile submarines may be encountered ..."⁷ During the half month between Emperor Hirohito's announcement and the surrender ceremony, Third Fleet was "the only military unit at hand with sufficient power to take Japan in custody at short notice and enforce the Allies' will until occupation troops arrived."⁸ A major achievement of Third Fleet during this interregnum was Operation Swift Mercy – the rescue of Allied Prisoners of War, begun in advance of MacArthur's planned recovery of POWs, due to "urgency."⁹

That Sunday morning 2 September 1945 Fleet Admiral Chester W. Nimitz, USN, broke his flag at the main along with the flag of General of the Armies, Douglas A. MacArthur, U.S. Army, who was ferried to USS MISSOURI (BB 63) in the New Jersey-built destroyer, USS BUCHANAN (DD 484). At 0856, representatives of the Imperial Japanese Government and Imperial General Staff were delivered by a New Jersey-built destroyer, USS LANSLOWNE (DD 486) to MISSOURI, the site personally selected by President Truman for the surrender ceremony. As Supreme Commander of the Allied Forces which would occupy Japan and liberate captured territory, MacArthur presided and signed the Instrument of Surrender on behalf of the Allied Forces. Nimitz, the Senior Officer Present Afloat (SOPA), signed on behalf of the United States. Within 25 minutes of their arrival, the Japanese representatives departed MISSOURI receiving honors due their offices.¹⁰



*Fig. 3: Japanese present at the surrender.*¹²



Fig. 2: U.S. Navy carrier planes fly in formation over USS Missouri (BB-63) during the surrender ceremonies.

Photographed by Lt. Barrett Gallagher, USNR, from atop Missouri's forward 16-inch gun turret.¹¹

NJ WARSHIPS AT TOKYO BAY ON VJ Day ~ Capt. Lawrence B. Brennan, USN (Ret.)

Admiral Halsey described his final role.

[Fleet Admiral Nimitz's] war plans officer, Rear Adm. Forrest P. Sherman, and I were asked to stand behind his chair while he signed. Newsreels show MacArthur putting his arm around my shoulders at this moment and whispering to me, and many of my friends have asked what he was saying. Again we fell short of the solemn occasion. MacArthur said, "Start 'em now!" I said, "Aye, aye, sir!"

He was referring to a mass flight of 450 planes from [Task Force] 38, which we had ordered to orbit at a distance until we gave word. We pass it to them now, and they roared over the *Missouri* mast-high.¹³



Fig. 4: Fleet Admiral Chester W. Nimitz, USN, signs the Instrument of Surrender as United States Representative, on board USS Missouri (BB-63), 2 September 1945. Standing directly behind him are (left-to-right): General of the Army Douglas MacArthur; Admiral William F. Halsey, USN, and Rear Admiral Forrest Sherman, USN.¹⁴

THE COVERS

The following pages illustrate covers from the New Jersey-built warships that were at Tokyo Bay that morning. The majority of the illustrated covers were postmarked while the ships were in Tokyo Bay, some even postmarked on the surrender date. A few covers are postmarked either during the war days before surrender or within a year of 2 September 1945. In rare cases I have included more than one cover from a ship where it had different postmarks while in Japanese waters. The covers include New Jersey-built battleships, light aircraft carriers, a single light cruiser, destroyers, and destroyer escorts. I have not included amphibious or service force ships. No fleet carriers or submarines that were at Tokyo Bay were built in New Jersey.

BATTLESHIPS (BB)



Fig. 5: A real mail cover from USS COLORADO (BB 45) while at Tokyo Bay. The cover bears a rubber stamp cachet on the left face and a steel machine postmark dated 12 September 1945 in black identified as a Locy Type 7drz. The cover is uncensored and hand addressed by a ship's officer to a

soldier who may have been a relative of the sender, bearing an airmail stamp.



Fig. 6: A philatelic cover from USS IDAHO (BB 42) while at Tokyo Bay. The cover bears a hand-drawn cachet in black ink and a rubber handstamp hand postmark dated 2 September 1945 in black identified as a Locy Type 3r(AC-BBT). The cover is censored, has the hand written return address of an officer serving in the staff embarked in the ship, but unaddressed, bearing three Occupied Nations stamps.

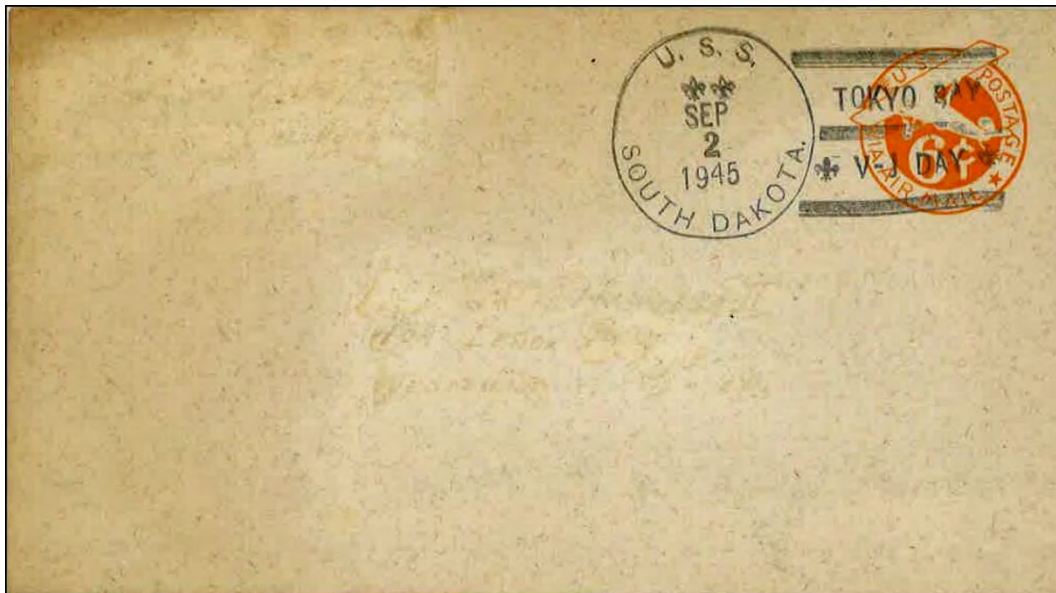


Fig. 7: A philatelic cover from USS SOUTH DAKOTA (BB 57) while at Tokyo Bay. The cover bears a rubber handstamp hand postmark dated 2 September 1945 in black identified as a Locy Type 3(AC-BTB). The cover is uncensored and unaddressed (or address erased) on a 6 cent embossed airmail envelope. This cover may be backdated because the use of postmarks with ships' names was not reauthorized until Navy Day, 27 October 1945. SOUTH DAKOTA was not commissioned until April 1942. Thus, it is improbable that she had a Type 2 name postmark while at Tokyo Bay.

SMALL CARRIERS (CVL)



Fig. 8: (top) A non-philatelic cover from USS BATAAN (CVL 29) while at Tokyo Bay. The cover bears an undated rubber handstamp straight line (SL) postmark reading “ANCHORED TOKYO BAY” but a pencil notation indicating that the removed letter was dated 30 August 1945. The cover is uncensored on a 6¢ embossed airmail envelope.

Fig. 9: (middle) A second non-philatelic cover from the same sender as Figure 8 sent from BATAAN while at Tokyo Bay. The cover bears a rubber stamp hand postmark dated 3 September 1945 in black identified as a Locy Type 2z and an undated rubber handstamp straight line (SL) “ANCHORED TOKYO BAY” (this time as a cachet, not a postmark) plus a pencil notation indicating that the removed letter was dated 3 September 1945. Again, the cover is uncensored on a 6¢ embossed airmail envelope.

Fig. 10: (bottom) A non-philatelic cover from a different sender than Figures 8 and 9 while BATAAN still was at Tokyo Bay. The cover bears an undated rubber handstamp straight line postmark reading “TOKYO BAY” but a pen notation indicating that the removed letter was dated 9/4 [1945]. The cover is uncensored and bears an airmail stamp.

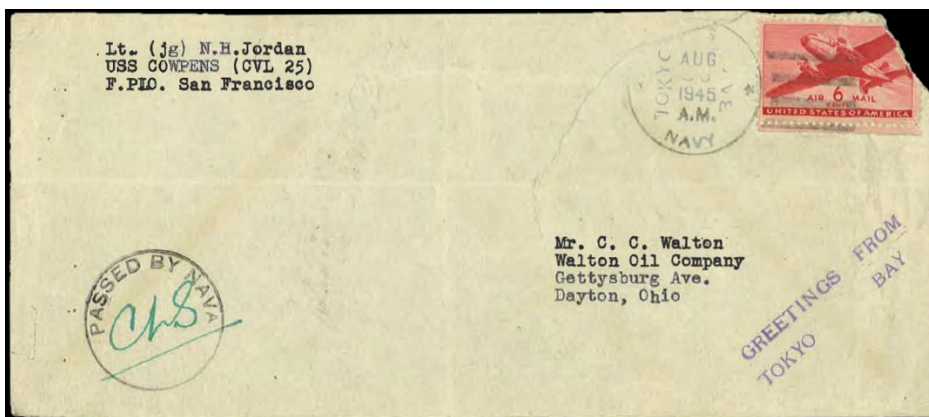


Fig. 11: A non-philatelic cover from USS COWPENS (CVL 25) while at Tokyo Bay. The cover bears a rubber stamp hand postmark dated 3 September 1945 in black identified as a Locy Type Pz (C-82) and a rubber stamp two straight lines cachet “GREETINGS FROM/ TOKYO BAY.” The cover is censored and franked with a 6¢ airmail stamp.

LIGHT CRUISER (CL)



Fig. 12: A sailor's mail cover from *USS WILKES-BARRE (CL 102)*. The cover bears a rubber handstamp hand postmark dated 8 September 1945 in black ink which is contained in the USCS Postmark Catalog as Illustration W-27b. The cover is uncensored and addressed on a 6 cent airmail stamp with a mimeographed cachet as well as handwritten address and return address. Courtesy Steve Shay, USCS

This cover, posted on the Universal Ship Cancellation Society's Facebook page by Secretary Steve Shay, is legitimate. However, both 2 September 1945 covers from this ship illustrated on the Naval Cover Museum contain this note:

The device from which this postmark was produced was later obtained by a cover dealer and used to produce hundreds of fake covers. Genuine covers are censored, postally used, with a mimeograph cachet and either sent free or with a 6¢ airmail stamp. Fake covers usually have 3¢ commemorative stamps, colored printed cachets, and no address or censor mark. Covers with the 9efu and "TOKYO/BAY" or "NAVY/DAY" as killers are also believed to be fake products of the same dealer. (USCS Postmark Catalog, 1997).

DESTROYERS (DD)

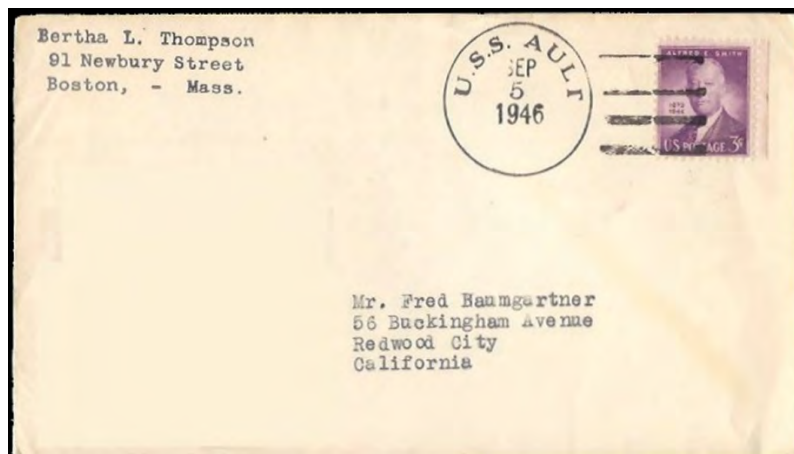


Fig. 13: A philatelic cover from *USS AULT (DD 698)* one year after she was at Tokyo Bay. The uncensored, peace time cover, sent by the only woman who has served as president of the Universal Ship Cancellation Society, bears a rubber handstamp postmark dated 5 September 1946 in black identified as a Locy Type F, USCS Postmark Catalog Illus. A-56. The cover is posted on the online Naval Cover Museum site and was uploaded by my good friend, Greg Ciesielski, a director of the Universal Ship Cancellation Society.

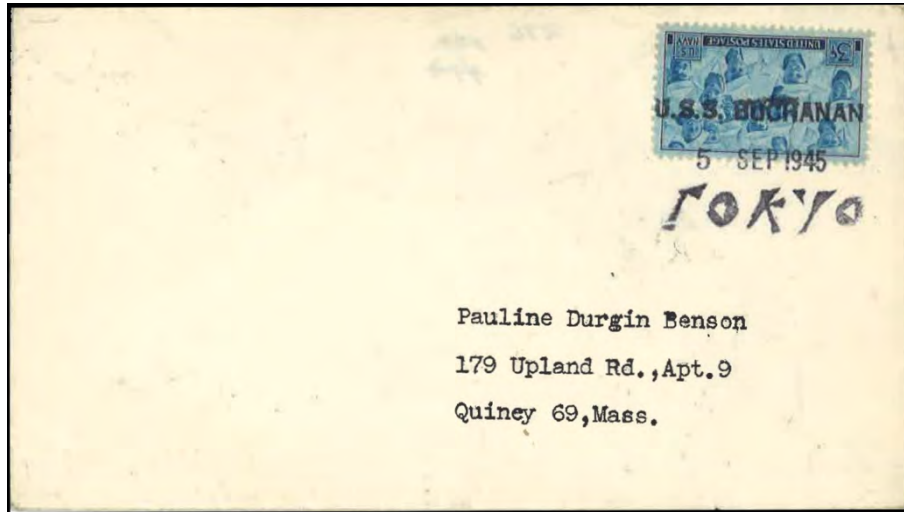


Fig. 14: A real mail cover from USS BUCHANAN (DD 484) while at Tokyo Bay. The uncached cover bears a rubber handstamp postmark dated 5 September 1945 in black identified as a Locy Type F (B-63). The cover is uncensored and type-addressed bearing an upside down three cent Navy stamp (Scott No. 935).

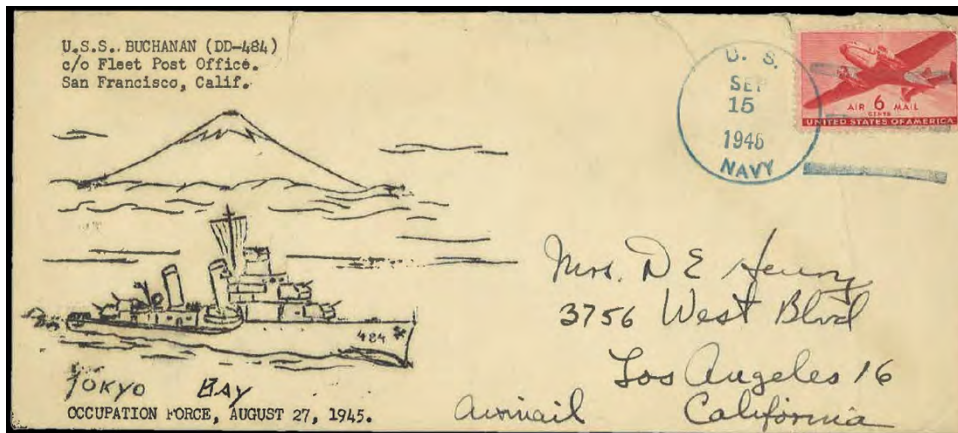


Fig. 15: A second cover from USS BUCHANAN while at Tokyo Bay. The Number 10 sized cover bears a mimeograph cachet on the left face with a rubber handstamp postmark dated 15 September 1945 in black identified as a Locy Type 3z. The cover is uncensored and type-addressed bearing a six cent airmail stamp.

Fig. 16: A real mail cover from USS CLARENCE K. BRONSON (DD 668) while at Tokyo Bay. The cover bears a rubber handstamp postmark dated 22 October 1945 in black identified as a Locy Type P(C-122b). The cover is uncensored and hand-addressed bearing a six cent airmail stamp.



Capt. Lawrence B. Brennan, USN (Ret.) ~ NJ WARSHIPS AT TOKYO BAY ON VJ Day

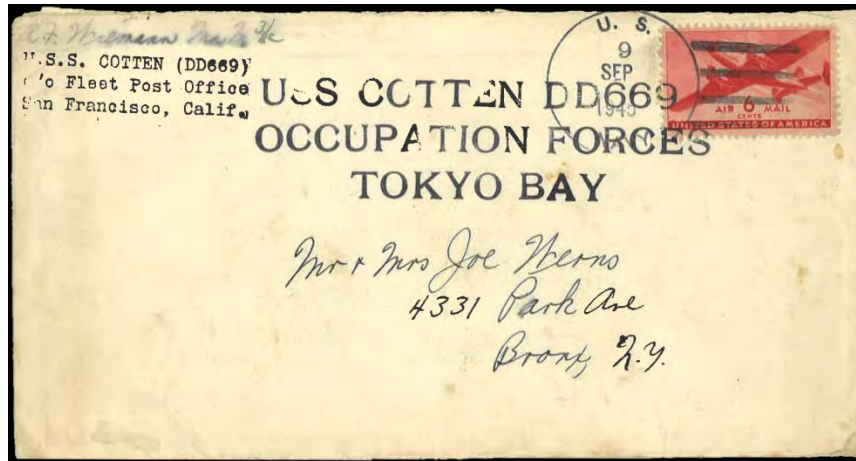


Fig. 17: A real mail cover from USS COTTEN (DD 669) while at Tokyo Bay. The cover bears a rubber handstamp postmark dated 9 September 1945 in black identified as a Locy Type 2z and another postmark (SL3bsn(78a)) used here as a cachet. The cover is uncensored and hand-addressed bearing a six cent airmail stamp.

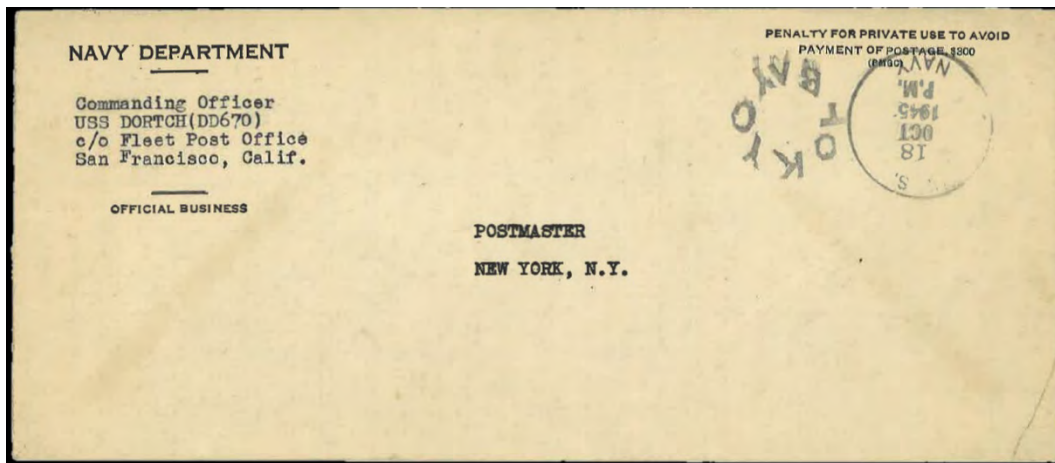


Fig. 18: An official mail cover from USS DORTCH (DD 670) while at Tokyo Bay. The cover bears an inverted rubber handstamp postmark dated 18 October 1945 in black identified as a Locy Type Pz (D-29). The cover is uncensored and type-addressed bearing a penalty frank.



Fig. 19: A sailor's mail cover from USS GATLING (DD 671) a month before she was at Tokyo Bay. The censored cover bears a rubber handstamp postmark dated ? August 1945 in black identified as a Locy Type 2z* and the address is handwritten. The cover is posted on the Naval Cover Museum and was uploaded by my good friend, Greg Ciesielski, a director of the Universal Cancellation Society.¹⁵



Fig. 20: A philatelic mail cover from USS HEALY (DD 672) while at Tokyo Bay. The cover bears a straight line rubber handstamp postmark dated 28 November 1945 in black identified as a Locy Type Pz (H-21c). The cover is uncensored and type-addressed bearing a U.S. Marine Corps three cent stamp (Scott No. 929). The rubber stamp cachet probably is an add-on and unrelated to Tokyo Bay.

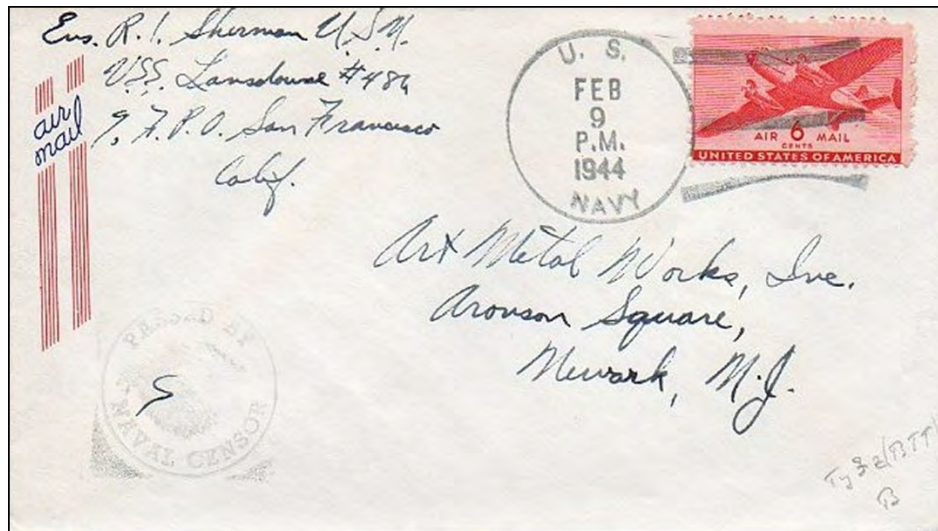


Fig. 21: A sailor's mail cover from USS LANSDOWNE (DD 486) more than a year and a half before the end of the war in the Pacific. The cover bears a rubber handstamp postmark dated 9 February 1944 in black identified as a Locy Type 3z. The uncached cover is censored and hand-addressed bearing a six cent air mail stamp. The sender was an Ensign in the ship's wardroom. The cover is posted on the Naval Cover Museum and was uploaded by my good friend, Jon Burdett.¹⁶



Fig. 22: An uncached philatelic cover from USS LARDNER (DD 487) nearly half a year after the surrender ceremony at Tokyo Bay. The cover is on a three cent embossed envelope and bears a rubber handstamp postmark dated 11 February 1946 in black identified as a Locy Type P (3z, "USS LARDNER" in bars). The cover is posted on the Naval Cover Museum and was uploaded by my good friend, Jon Burdett.

Fig. 23: A sailor's mail cover from USS WALDRON (DD 609) 11 months prior to the surrender ceremony at Tokyo Bay. The Special Delivery Air Mail cover on a revalued six cent embossed Air Mail envelope and also bears a Special Delivery stamp (Scott No. E 17) and a handstamp postmark dated 6 October 1944 in black identified as a Locy Type 2z. The cover is uncensored and hand-addressed by a Lieutenant assigned to WALDRON. The cover is posted on the Naval Cover Museum and was uploaded by my good friend, Jon Burdett.

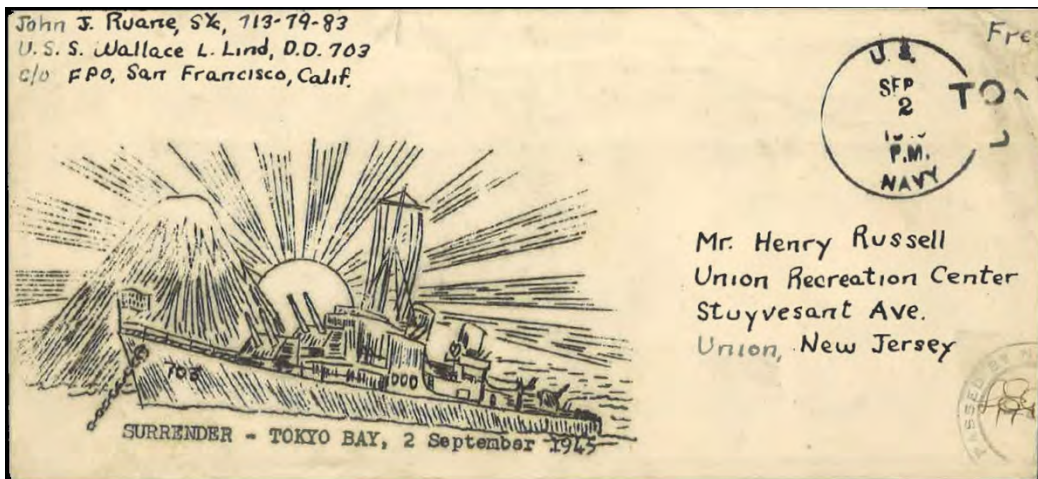


Fig. 24: A cover from USS WALLACE L LIND (DD 703) while at Tokyo Bay. The Number 10 sized cover bears a mimeograph cachet on the left face with a rubber handstamp postmark dated 2 September 1945 in black identified as a Locy Type P(w-6). The cover is uncensored hand-addressed bearing a hand written "free" frank to an addressee in Union, New Jersey.

DESTROYER ESCORTS (DE)

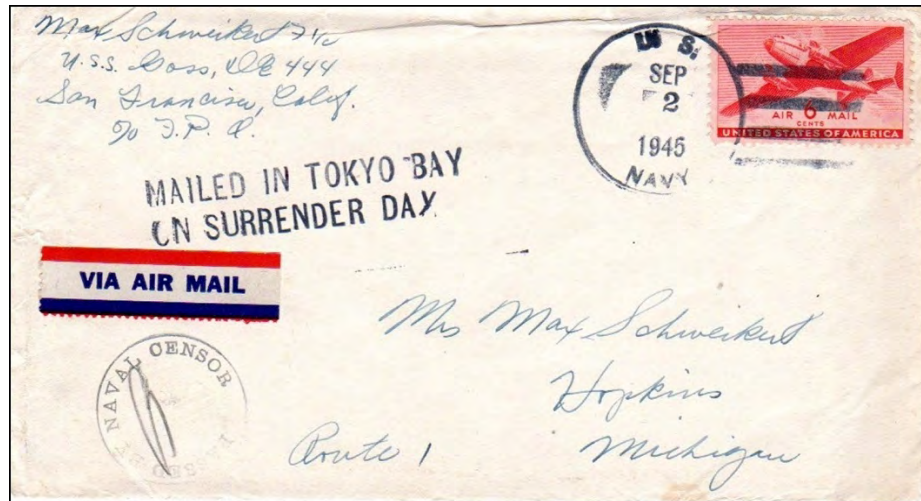


Fig. 25: A non-philatelic cover from USS GOSS (DE 444) while at Tokyo Bay. The cover bears a rubber stamp hand postmark dated 2 September 1945 in black identified as a Locy Type 2z. The cover is censored and hand addressed bearing a six cent airmail stamp. It bears a two line SL cachet reading, "Mailed in Tokyo Bay on Surrender Day". Thanks to my good friend Steve Shay, long serving Secretary of the Universal Ship Cancellation Society, for allowing us to reproduce this cover from his collection and posted on the USCS Facebook site.¹⁷

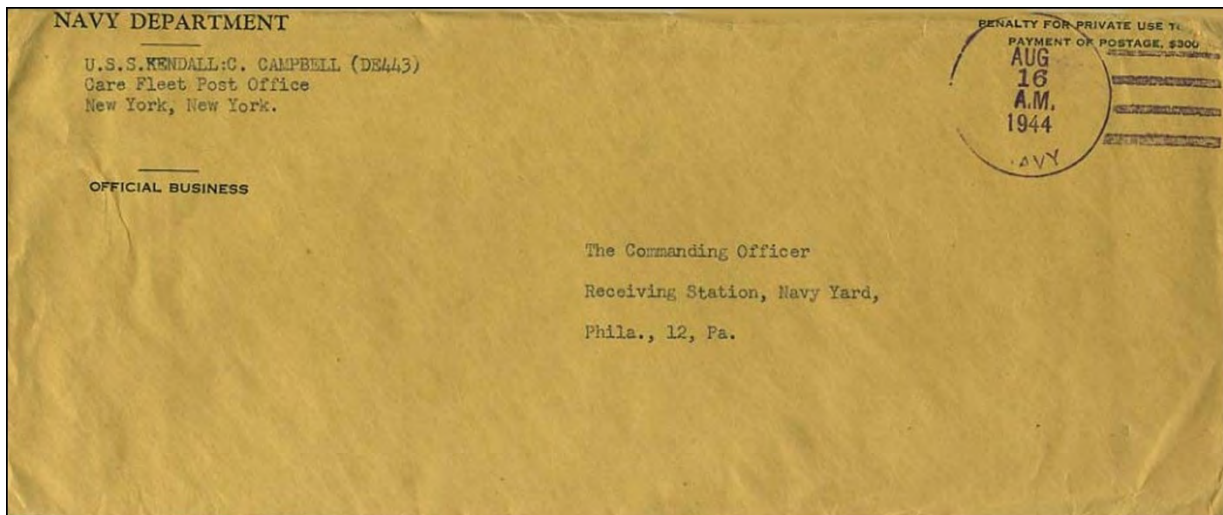


Fig. 26: An official mail cover from USS KENDALL C. CAMPBELL (DE 443) a year prior to the Japanese agreement to accept the Potsdam terms of modified unconditional surrender. The penalty cover bears a rubber stamp hand postmark dated 16 August 1944 in black identified as a Locy Type 2z. The cover is uncensored with typed addressed bearing a penalty "Free" frank. The cover is posted on the Naval Cover Museum and was uploaded by my good friend, Jon Burdett.¹⁸

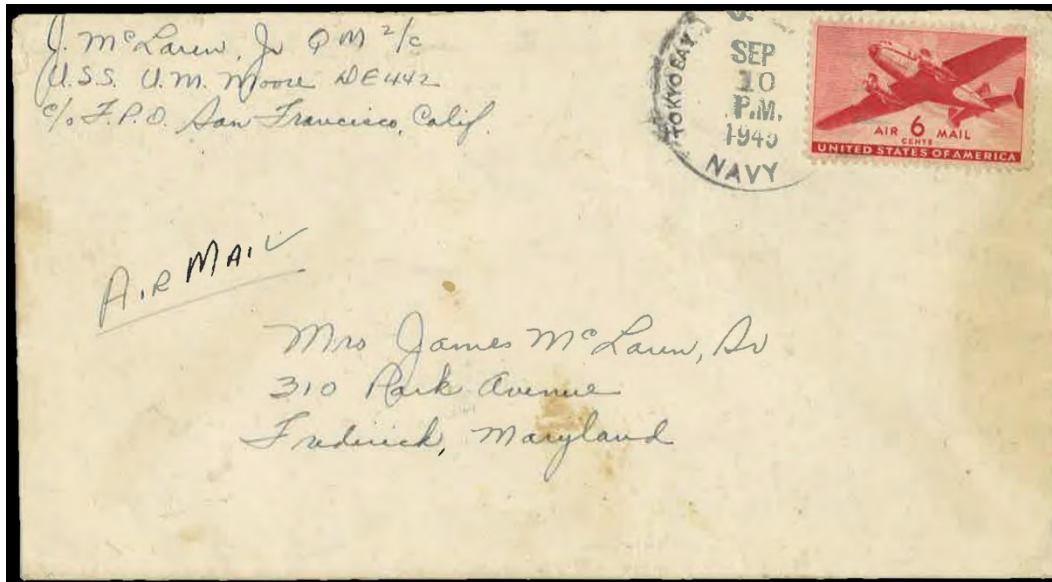


Fig. 27: A non-philatelic cover from USS ULVERT M. MOORE (DE 442) while at Tokyo Bay. The cover bears a rubber stamp hand postmark dated 10 September 1945 in black identified as a Locy Type P(u-1). The cover is uncensored and hand addressed bearing a six cent airmail stamp.

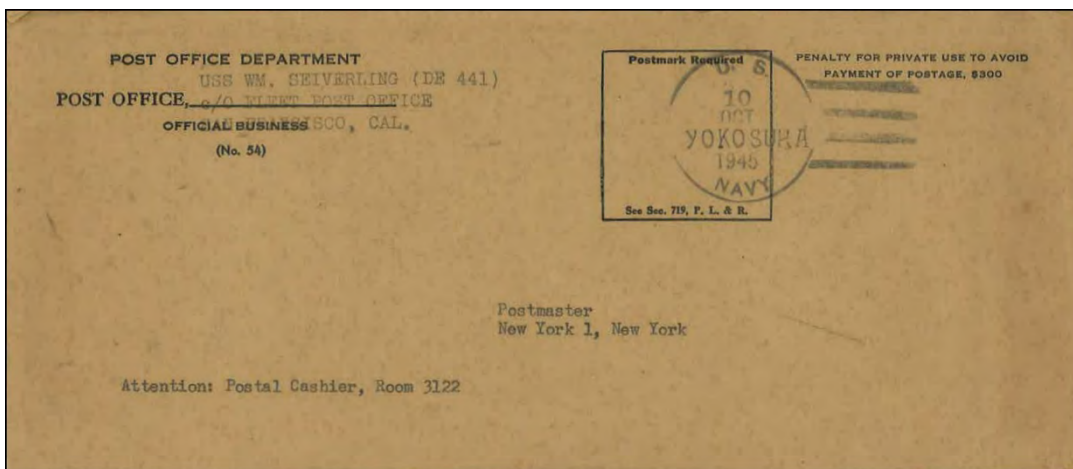


Fig. 28: An official mail cover from USS WILLIAM SEIVERLING (DE 441) while at Yokosuka, Japan. The cover bears a rubber stamp hand postmark dated 10 October 1945 in black identified as a Locy Type P(w-32). The cover is uncensored with typed addressed bearing a penalty "Free" frank.

ENDNOTES:

- ¹ See: <http://www.ibiblio.org/pha/policy/1945/450729a.html>
- ² Copyright MMXL by Lawrence B. Brennan. All legal and moral rights reserved. This article may not be copied, reproduced, or retransmitted without the express prior written consent of the copyright holder.
- ³ <http://www.history.navy.mil/research/library/online-reading-room/title-list-alphabetically/a/allied-ships-present-in-tokyo-bay.html> <http://www.history.navy.mil/faqs/faq69-2.htm> and https://en.wikipedia.org/wiki/List_of_Allied_ships_at_the_Japanese_surrender
- ⁴ <http://www.history.navy.mil/research/library/manuscripts/j/japanese-surrender-on-uss-missouri-attendance-certificate.html>
- ⁵ Halsey and Bryan, *Admiral Halsey's Story*, p. 270.

⁶ Halsey and Bryan, *Admiral Halsey's Story*, p. 272.

⁷ Halsey and Bryan, *Admiral Halsey's Story*, p. 75.

⁸ Halsey and Bryan, *Admiral Halsey's Story*, pp. 267-68.

⁹ Halsey and Bryan, *Admiral Halsey's Story*, pp. 274-81.

¹⁰ In addition to Fleet Admiral Halsey's autobiography, there are numerous detailed accounts of the events of the surrender ceremony. I spent a week conducting depositions of witnesses in the Commanding Officer's in port cabin on board MISSOURI at Pearl Harbor. Perhaps the most detailed account was the oral history of MISSOURI's then-Commanding Officer, Captain S.S. Murray, U.S. Navy. See <http://www.history.navy.mil/research/library/research-guides/us-naval-institute-oral-histories-available-in-the-navy-department-library.html#Murray,S>

Based on eight interviews of Admiral Murray conducted by Etta-Belle Kitchen from May 1970 through May 1971, the volume contains 450 pages of interview transcript plus an index. The transcript is copyright 2001 by the U.S. Naval Institute; the interviewee has placed no restrictions on its use. This is a revised version of the original, which was issued in 1974. The new version has been retyped, annotated with footnotes, and given a detailed index.

An early submariner, in the spring of 1945 Murray took command of the battleship MISSOURI (BB-63), flagship of Admiral William Halsey, Commander Third Fleet. After relating the ship's wartime activities, including bombardments against Honshu, Hokkaido, and Okinawa, he then provides a marvelously detailed description of the events leading up to and during the Japanese surrender ceremony on board the MISSOURI on 2 September 1945.

Other accounts of the ceremony include:

Morison, Rear Admiral Samuel Eliot, USNR (Ret.) *History of United States Naval Operations in World War II, Victory in the Pacific, 1945*, Vol. XIV (Little Brown, 1960).

Morison, Rear Admiral Samuel Eliot, USNR (Ret.), *The Two-Ocean War: A Short History of the United States Navy in the Second World War* (Little Brown 1963), pp. 570-77.

Hobbs, David, "The Royal Navy's Pacific Strike Force", U.S. Naval Institute *Naval History*, February 2013, Vol. 27, No. 1.

McComb, David W., "Destroyers at Tokyo Bay," U.S. Naval Institute *Naval History*, February 2006, Vol. 20, No. 1.

Clift, A. Denis, "'Be Sure Everything Clicks and Clicks on Time'" U.S. Naval Institute *Proceedings*, August 2015 pp. 70-73.

¹¹ <http://www.theindoproject.org/featured/68-years-ago-september-2-1945>

¹² https://www.google.com/search?q=tokyo+bay+september+1945+naval+history+and+heritage+command&biw=1680&bih=915&source=lnms&tbn=isch&sa=X&ved=0CAcQ_AUoAmoVChMIg_HVzIe9xwIVjDo-Ch0rhAui&dpr=1#imgre=bOBcDC8RMEYuuM%3A

¹³ Halsey and Bryan, *Admiral Halsey's Story*, p. 283.

¹⁴ To see the Instrument of Surrender, 2 September 1945, go to:

http://www.archives.gov/exhibits/featured_documents/japanese_surrender_document/

¹⁵ http://www.navalcovermuseum.org/wiki/images/1/17/GregCiesielski_Gatling_DD671_19450800_1_Front.jpg

¹⁶ http://www.navalcovermuseum.org/wiki/images/f/f8/JonBurdett_lansdowne_dd486_19440209.jpg

¹⁷ <https://www.facebook.com/photo.php?fbid=10205960146255552&set=gm.974755349234648&type=1&theater>

¹⁸ http://www.navalcovermuseum.org/wiki/images/8/89/JonBurdett_kendallccampbell_de443_19440816.jpeg

VERNON-VERONA MISSET ITEM

By Gene Fricks



Fig. 1: Another missent card, this one to Verona instead of Vernon, canceled March 9, 1908.

This 1908 card postmarked RANSOM, PA. suffered from penmanship recognition. Addressed to Vernon, NJ, the later site of a ski resort and a Playboy Club, it was missent to Verona, NJ, hometown of the late philatelist Stephen G. Rich. Promptly forwarded to Vernon with arrival the next day, the card likely enjoyed the benefit of good rail connects in that part of New Jersey and an efficient railway mail service. The reverse of the card carries an early photo of the City Hospital, Wilkes Barre. Ransom is located near Wilkes Barre in Luzerne County, which was serviced by frequent trains of the Central Railroad of New Jersey.

GLENN DYE, A NEW JERSEY ORIGINAL

By Jean R. Walton

Recently, in the January 29th issue of Linn's,¹ John Hotchner showed a cover from the Cadillac Post, and gave some brief history of this "local post." Many questions remained, but having had some questions of my own on this service, I decided to see what I could find in the way of answers. I was not entirely successful.

THE CADILLAC LOCAL POST

To begin, it is necessary to understand just what a "modern local post" is. There have been many of these, the most famous of these being Herman "Pat" Herst's local post, begun in May 1953. It is often reported that he discovered a long forgotten postal law which allowed him to carry mail and use local stamps, so long as he was not in competition with the post office. This is covered in US law United States Code, Chapter 18 § 1696,² which states (in part):

Whoever establishes any private express for the conveyance of letters or packets, or in any manner causes or provides for the conveyance of the same by regular trips or at stated periods over any post route which is or may be established by law, or from any city, town, or place to any other city, town, or place, between which the mail is regularly carried, shall be fined not more than \$500 or imprisoned not more than six months, or both.

This section shall not prohibit any person from receiving and delivering to the nearest post office, postal car, or other authorized depository for mail matter any mail matter properly stamped. (Emphasis added.)

Anyone can establish a local post. It requires no permits, and apparently no service (although as the Shrub Oak local post below indicates, some actually did make that attempt). There are some basic rules:³ If mail service is provided, that mail must carry US stamps as well.

No permits of any kind are required to operate a Local Post, although, certain restrictions may apply:

- 1) Local Post stamps may not be affixed on the upper right corner on the address side of an envelope, but rather on the lower left side or the reverse side of the envelope.*
- 2) Local Post stamps and cancellations should not resemble their government counterparts.*

These modern local posts should not be confused with 19th century local posts, such as those described by Larry Lyons in his series on 19th century Local Posts, which provided legitimate services in areas where regular postal service did not exist, or which was sparse, and if used locally only, did not require US postage. The modern day local post is a mostly-for-fun enterprise, usually involved in the production of Cinderellas and covers bearing them, as described the American Philatelist (Vol. 122, p. 621): "Modern-day local posts, which do not typically carry mail (other than in a souvenir capacity), issue stamp-like labels " and goes on to describe Herman "Pat" Herst, Jr.'s Shrub Oak local post. This local post, regarded as the first of modern local posts, originated on May 1, 1953, and did in fact carry mail (until the mail carriers, his children, got too old or too bored, and his dog Alfie took over) – they picked up mail and delivered it to the post office. Even Herst however admitted he was not the first: two earlier posts existed – the Camel Post in 1936 and the Midget Town Local Post in 1939.⁴ Today his Cinderella stamps are sought by collectors. After moving to Florida, he also established the Boca Raton Bicycle Post in 1970, and mailed at least one cover to cataloguer Tadas Edelis.⁵

If covers created using these Cinderella stamps do travel through the mail, they must carry the appropriate U.S. postage, following the rules above. So interesting covers can be created, using local post stamps in conjunction with regular U.S. postage, to commemorate events or persons. A US postmark makes them more “authentic.”

I was surprised to learn in my research that we have had several New Jersey 20th Century local posts. Two of our members that I know of have operated local posts: Gene Fricks offered a service in Lemont, PA between 1970-1972 (the Lemont Local Post), which did not have home delivery, carrying mail from those living a distance from the post office, to that post office, and with the written permission of his patrons and approval of the post office, even picked up mail at the post office and carried to them, at a penny apiece. He used a backwards L in a circle as an identifying cancel. Brad Arch, long time member, operated a local post in Cedar Grove, and named it Bjorn Oya (or Bear Island) Local Post. I have not been able to determine whether any service was ever associated with his post, or whether it was purely the production of stamps and covers for Cinderella collectors. It produced stamps from 1966 to 1970. Although cancels on covers are Cedar Grove, the return address shows Brad Arch at his Hamilton Avenue address in Clifton.⁶

This brings us to Glenn W. Dye, who lists himself as a local post operator beginning in 1953. Dye was born in 1921 in Wildwood, and lived there most of his life. He served in the Navy, from 1942-1946, as a Fireman 2/c by 1945, on the following vessels: USS YMC 111, USS YP 334, USS YR30, USS FLAMINGO, USS LAKE CHAMPLAIN CV-39. After his discharge in 1946, he attended the Philadelphia Technical School in 1947, in refrigeration engineering. He seems to have married, and later divorced, but no further information is available. His career, from 1951 on, seems to have been as Parts Manager for various GMC dealers, most notably Burke, a family owned dealership that still exists in Cape May Court House.⁷



Illus. courtesy Scott Shaulis
Fig. 1: Glenn W. Dye, on the cover of Covers Magazine, Oct. 1950

While he was in the Service, Dye developed an interest in naval covers. He created a number of covers and joined the American Naval Cancellation Society in 1943, and the Universal Naval Cancellation Society the same year, and by 1944 was servicing naval covers for collectors as Grey Cover Service, using an address at 5200 Arctic Avenue in Wildwood.

It appears that these covers were not all legitimate – that is, that they were not always sent from the ships noted, and that some were backdated for the event commemorated. This complicated issue is dealt with by The Universal Ship Cancellation Society in two online articles, the result being that Dye acquired a reputation for “creating” ship event covers and cancellations, and was expelled from the USCS in 1952. If interested, please go to these articles, as the subject for a non-naval cover collector is far more complicated than I can explain here.⁸ He continued to create naval covers into the early 1950s.

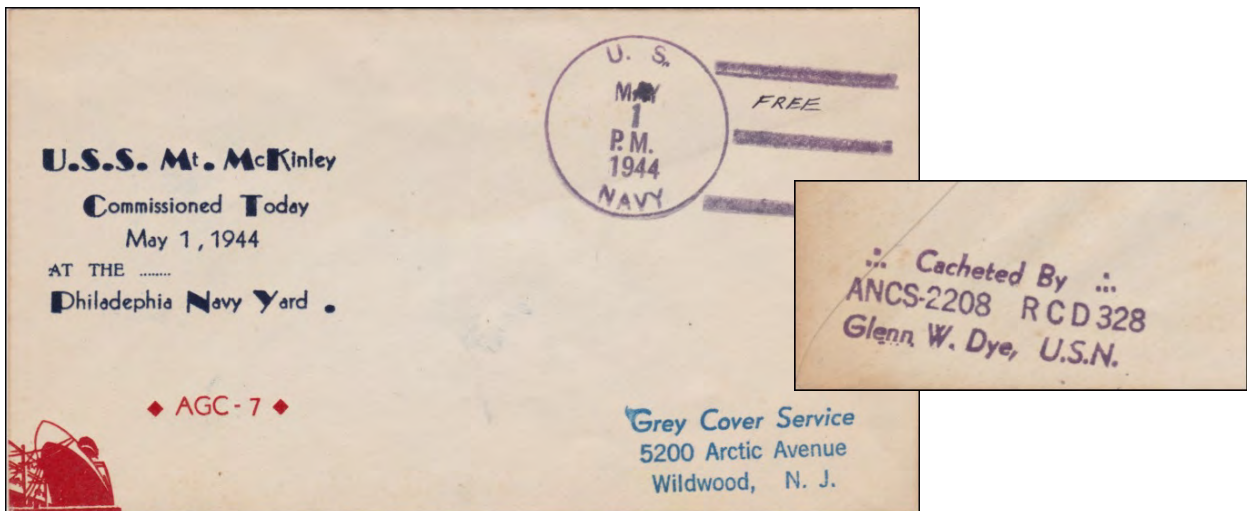


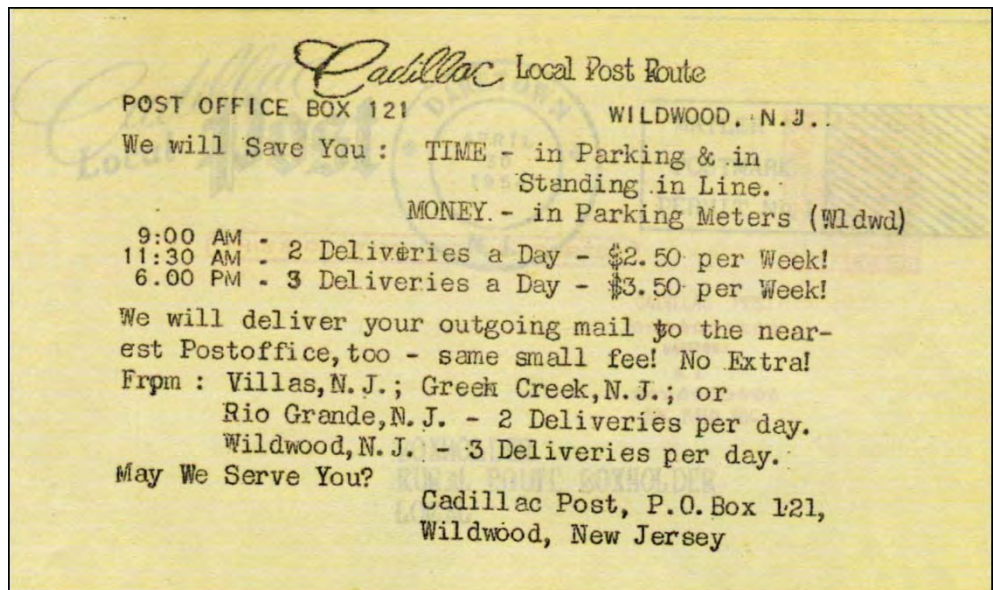
Fig. 2: A Naval event cover, for the commissioning of the USS McKinley on May 1, 1944. Note it is addressed to the Grey Cover Service at Dye's address, and shows his cachet handstamp on the back (inset). Whether it is legitimate or not, I don't know, but I am informed that no commissioning covers are listed in the Locy catalog for this ship.

At this point, a new passion seems to have engaged him, and the Cadillac Local Post was born. Beginning – by his own description - in 1953 in Daretown in Salem County, it served there until that post office closed down in April 1954. Then it moved to Cape May County, where Dye lived – in Wildwood, NJ. Dye describes the route of his “service” including a map, in an insert which sometimes was included with his covers (see Figure 5.)

Just what service he was providing is best described by the post card shown in Figure 3.

All of the towns mentioned by Dye and shown on his map already had post offices. He describes a 60 mile round trip, originally using a '52 Cadillac Coupe de Ville.

Fig. 3: Services offered by Glenn Dye in 1954. (See below for address side)



These small town shore post offices likely had no street delivery, and his service seemed to be designed to deliver mail to the post office for those for whom a trip to the post office was a chore.

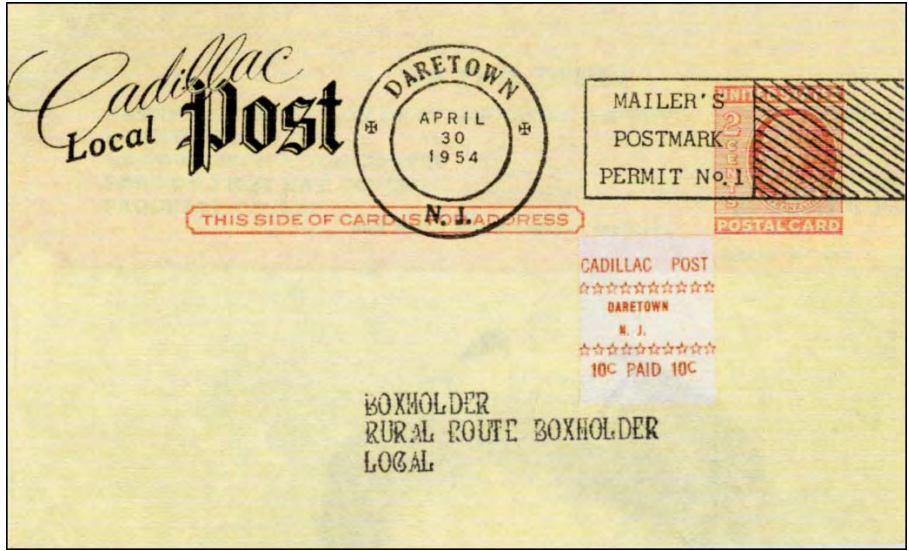


Illustration courtesy Scott Shaulis

Fig. 4: The front of the card shown in Figure 3. It shows the first Cadillac Post stamp used on a card created to commemorate the last day usage from Daretown. It is addressed to local Rural Route boxholders – the message however appears to be directed to boxholders in the towns mentioned in the text, not in Daretown. Note the use of a Mailer’s Postmark Permit (Daretown #1).

A number of Dye’s covers are cancelled at the post offices along his route, but none seem to have been addressed locally,

unless it was to himself. Originally there appears to have been some delivery of mail from clients to the local post offices, but it seems clear from the evidence that this was in fact a reincarnation of the Grey Cover Service, providing attractive and unusual looking covers to collectors far and wide, but, as many modern local posts, devoid of any true mail “service.” This however was not unusual for these modern “local posts” – they served as a means to create collectible covers, and the service provided was, in this case, an affixed Cadillac Post stamp, for (usually) 10¢ a cover. He must have loved doing it, as he certainly could not have been growing rich on this income.

The Cadillac Post ~ Local Route

ONE OF THE MODERN LOCAL POST ROUTES - WHICH WAS STARTED IN 1953 - IS INTERESTING IN THAT IT IS KNOWN AS THE "CADILLAC POST" AND IS CARRIED BY A 1956 COUPE DE VILLE - THE THIRD CARRIER FOR THIS ROUTE! IT STARTED WITH A 1952 COUPE DE VILLE - THE ROUTE STARTED IN 1953 IN DARETOWN, N. J., AND WHEN THAT OFFICE CLOSED DOWN - MOVED SOUTH 2 COUNTIES TO THE CAPE - WHERE IT NOW SERVES!

THE ROUTE - OVER 60 MILES ROUND TRIP - STARTED AT WILDWOOD - TRAVELLED TO DENNISVILLE - CUT ACROSS THE CAPE AND HEADED SOUTH ON THE OCEAN SIDE THROUGH CAPE MAY COURT HOUSE & WHITESBORO (NAMED AFTER A FORMER N.C. SENATOR) - THEN BACK TO WILDWOOD. AT ONE TIME OR ANOTHER IT HAS SERVED A TOTAL OF 11 OFFICES. THESE INCLUDE DARETOWN, WILDWOOD, RIO GRANDE, GREEN CREEK, GOSHEN, SOUTH DENNIS, DENNISVILLE, CAPE MAY COURT HOUSE, WHITESBORO & CAPE MAY POINT PLUS CAPE MAY! OVER THE YEARS SINCE THE INAUGURATION OF THE CADILLAC POST QUITE A FEW LOCAL POST STAMPS HAVE BEEN ISSUED - MANY NOW ARE QUITE VALUABLE TO COLLECTORS OF SUCH MATERIAL!

WE CAN FURNISH 12 MINT VARIETIES ON OR OFF COVER AS THIS DATA WAS ASSEMBLED IN MID-1962 - ALL IN SINGLES OR STRIPS EXCEPTING THE BLUE & GOLD BSA COMMEM & THE RED ON BLUE 1957 CADILLAC. BOTH ARE IN BLOX OF 4!

TO OBTAIN THESE STAMPS ON COVER FOR YOUR COLLECTION - SIMPLY SEND YOUR COVERS, 6 1/2 SIZE, STAMPED WITH A SINGLE STAMP OF THE CURRENT RATE (U.S. POSTAGE) IN THE UPPER RIGHT CORNER, ADDRESSED TO YOURSELF IN THE LOWER RIGHT CORNER - LEAVING ENOUGH ROOM FOR A SINGLE 10¢ CADILLAC POST STAMP TO BE AFFIXED ALSO - LEAVING THEN PUT THIS COVER INSIDE A LARGER ONE ALONG WITH THE 10¢ PER COVER YOU WANT SERVICED (POSTAL MONEY ORDER OR CHECK) AND SEND THE LOT TO:

The CADILLAC POST, BOX 101, WILDWOOD, NEW JERSEY

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GLENN DYE, A NEW JERSEY ORIGINAL ~ Jean Walton

Some of Dye’s stamps were printed elsewhere, but he printed the Daretown stamp himself. The earliest rectangular stamps were printed by Van Dahl in Oregon (those without borders) and David Lionel Press in Chicago (those with borders as shown in *Figure 6*).⁹ However, Dye owned a small hand-operated printing press and created most of his stamps himself. According to Edelis’s catalog, these were all produced singly (not in sheets or blocks), and usually imperforate, on gummed paper. His earliest “picture” stamp was the George Washington stamp, which Dye issued originally in 1953, and reused in different colors from time to time. The Pony Express and the Boy Scout stamp shown in the enclosure in *Figure 5*, were not issued until 1960, and the Cadillac car stamp above was not issued until 1961.¹⁰



Fig. 6: A South Dennis Cadillac Post stamp, tied with the U.S. Post office cancellation at South Dennis, Aug. 12, 1958. This is a typical “Special Route” stamp which Dye used from many of the towns along his route. Note the handstamped corner shows – aside from being a FDC – the route as “To & From” South Dennis.



Fig. 7 & 8: Two uses of the green George Washington Cadillac Post (CP) stamp, in December 1958 (imperf) and October 1959 (perf – unusual for Dye as most of his stamps were issued imperforate) the first from Dennisville, unaddressed, and the second from Rio Grande, address back to Dye himself.

The insert shown above in *Figure 5* was included in Hotchner's Pony Express Cadillac Post cover, in April of 1960. Hotchner's cover is shown below, overlaid on a copy of the USPOD Pony Express envelope:



Illustration of Cadillac cover courtesy of Linn's Stamp News.

Fig. 9: The cover which appeared in Linn's January 29, 2015 issue shows a Cadillac Post 10¢ stamp imprinted on an envelope. The cancel is dated Cape May Point, NJ, April 4, 1960, and is listed in stamp form in Tadas Edelis's catalogue of Modern US Local Posts as a first day.¹¹ It is shown overlaid on the US issue commemorating the Pony Express Centennial Scott U543 with a First day issue date of July 19, 1960.

One of John's questions was how this envelope was allowed to pass at the post office, as it is clearly too much like its "real" USPOD counterpart. That answer may lie in the fact that Dye's cover was printed and used more than three months before the post office issue, so it could not imitate something that had not yet been issued. It is very possible that Dye was aware of this upcoming issue, as he was active in several philatelic societies and journals, and took advantage of the fact that the Cape May Point postmaster might not yet have been aware of the upcoming issue.

Note Dye's cover also carries U.S. postage, but this envelope breaks the rules in more than just similitude issues: nothing was to appear in the upper right hand corner except the U.S. postage.

A second flyer is shown in *Figure 10*, and shows some additional stamps. It was included in a Cadillac Post envelope dated January 6, 1967, with a Kennedy stamp issued by Dye on November 29, 1963 (shown overlaid). The Cadillac postmark reads: "Cadillac Post / Established May 1953 in Daretown, NJ." This flyer is dated 1966 (middle of right margin), and describes the method for acquiring these stamps on cover: "Just send self-addressed and stamped envelopes with proper first class postage affixed, plus 10¢ a cover service fee, in a larger envelope addressed to Cadillac Post with your instructions."

The Cadillac Post ~ Local Route

ONE OF THE MODERN LOCAL POST ROUTES - WHICH WAS STARTED IN MAY 1953 - IS THE CADILLAC LOCAL POST!
 THE ROUTE STARTED IN DARETOWN, N.J. AND MOVED SOUTH TO CAPE MAY COUNTY, WHEN THE U.S.P.O.D. CLOSED DOWN THE DARETOWN OFFICE IN THE SPRING OF 1954.
 THE CURRENT ROUTE COVERS A DISTANCE - ROUND TRIP - OF OVER 60 MILES. OFFICES SERVED ARE MARKED ON THE MAP BELOW.
 CADILLAC POST HAS ISSUED 43 STAMPS SINCE ITS INCEPTION, SOME OF THEM ARE ILLUSTRATED BELOW, AND ARE SHOWN WITH CATALOG NUMBERS AS THEY APPEAR IN THE LOCAL POST CATALOG OF STAMPS AND COVERS!
 ALL ARE ILLUSTRATED EXACT SIDE FOR EASY IDENTIFICATION AND COMPARISON.
 FOR LOCAL POST COLLECTORS, WHO DESIRE COVERS MAILED ALONG THIS ROUTE AND WITH THESE STAMPS SHOWING VARIOUS ROUTE AND STAMPED ENVELOPES WITH PROPER FIRST PER COVER -SERVICE FEE- IN A LARGER ENVELOPE WITH YOUR INSTRUCTIONS, FUNDS MUST BE NOT BE ACCEPTED. POSTAGE DUES WILL BE ORDER YOUR COVERS TODAY FROM :

The CADILLAC POST, BOX

CP 12
CP 29
CP 31
CP 32
CP 33
CP 37
CP 35
CP 38
CP 36
CP 42
CP 34A

WILDWOOD, NJ
JAN 6
A.M.
1967

5c
6c

Mrs. Mary A. Cowdon
527 Front St.,
PHILA., OHIO
43771

CADILLAC LOCAL POST
1967

CADILLAC POST
EST. MAY 1953 IN
DARETOWN, N.J.

GREEN
VILLAS
WHITESBORO
RIO GRANDE
Atlantic Ocean
WILDWOOD
CAPE MAY POINT

LEWIS, DEL.

CP 30B
CP 43
CP 41
CP 40

1966

NINTH REPRINT
OCTOBER 1966

STAMPS NOT ILLUSTRATED HERE ARE NO LONGER AVAILABLE IN SUFFICIENT QUANTITIES TO WARRANT LISTING

Fig. 10: A second flyer sent in an early 1967 CP cover, cancelled in Wildwood Jan. 6, 1967 and using the 5¢ 6th International Philatelic Exhibition Stamp (Scott #1310), shows the proliferation of pictorial stamps produced by Dye.

Glenn Dye and his small hand-operated printing press were used for many different purposes. Many of his items can be recognized by the distinctive type he often used for headings and addresses, for example:

A.F.LIGHTENSTEIN

which make it evident that other local posts, such as the Crest Local Post in Beach Haven, were Dye-operated posts. The Delmont Dime Post, although listed as operator unknown in the Edelis catalog, shows on one known cover a transfer to the Cadillac Post at the Dennisville waystop. Both are described in Dye's own book, *Five 20th Century Local Post Routes*,¹² and it is likely that both were operated by Dye.



Note the font of “Crest Local Post,” and compare with the heading in *Figure 10*, and the return address in *Figure 6*.

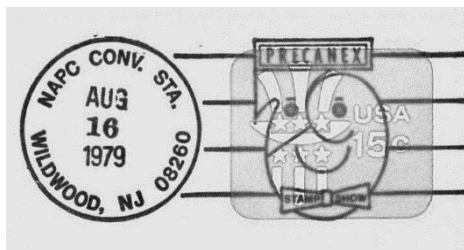
Fig. 11: Crest Local Post, another Dye local post, which existed from May 5 to May 31, 1959.

The Delmont Dime Post described in Dye's *Five 20th Century Local Post Routes*¹³ indicates these stamps were printed by Van Dahl Publishers, in Albany Oregon, as were early stamps for the Cadillac Post. But for the most part, Dye printed his own stamps, which no doubt accounts for the large variety. There are well over 100 known stamps; the Edelis catalog, published in 1974, lists 109, and Dye continued to issue stamps up to the 1980s.¹⁴

Dye produced any number of covers, but probably the greatest number I have seen¹⁵ were produced for the National Association of Precancel Collector Convention, held annually (supposedly) in Wildwood, and often accompanied with a special cancellation – either PRECANEX STA. or PRECANEX STATION, or NAPC Convention Station cancels, (or occasionally just National Stamp Show in the cancel). These appear to be real USPOD cancelling devices, but I would welcome more information on this.

The National Association of Precancel Collectors is a society begun by Dye in 1949. He had been a member of the long established Precancel Stamp Society. Precancels, according to the Domestic Mailing Manual, must be applied in a post office, and the post office holds the device; it cannot be removed from the post office or used outside of post office oversight. Because of his “creative” use of precancels, using his own press, his precancels were not recognized by the PSS, and Dye was dropped from membership because of his questionable productions. The NAPC was Dye's answer – a society he claimed had thousands of members, holding conventions every year in Wildwood, and promoted by Dye's mailings – but those who attempted to attend reported that few showed up, and few dealers were present.

Fig. 12: A 1979 PRECANEX NAPC cancel created by Dye to promote his convention in Wildwood.



GLENN DYE, A NEW JERSEY ORIGINAL ~ Jean Walton

PRECANEX or NAPC cancelled covers used by Glenn Dye across the years:

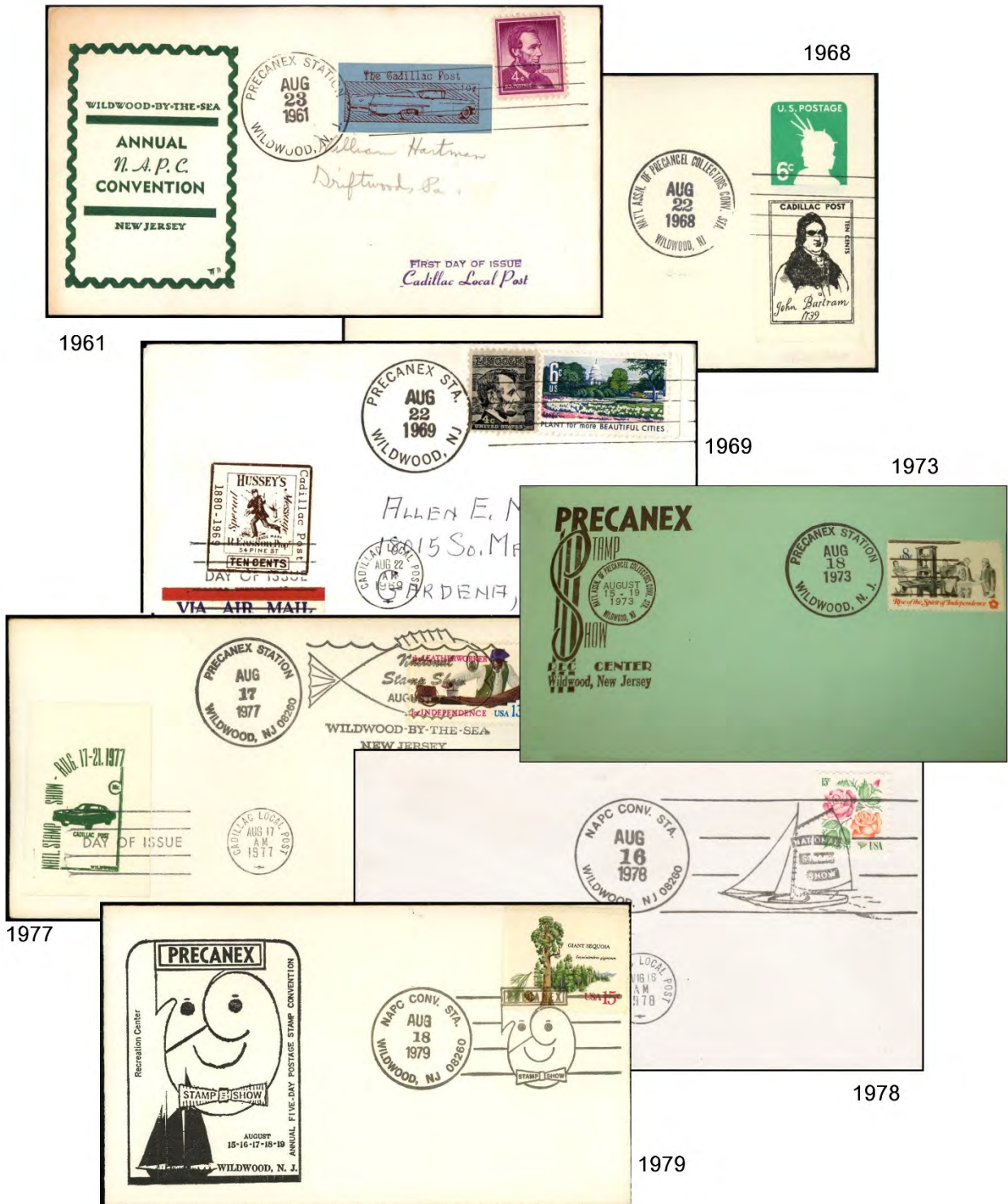


Fig. 13: An array of NAPC (PRECANEX) covers produced by Glenn Dye, some with Cadillac Post stamps, and some not.

One final PRECANEX cover, on a postcard, indicating it to be the 47th NAPC convention, appeared in 1996 (making the first NAPC convention 1949), from Buckeye Lake, Ohio. This cover was after Dye had moved to Ohio to care for his aging mother.

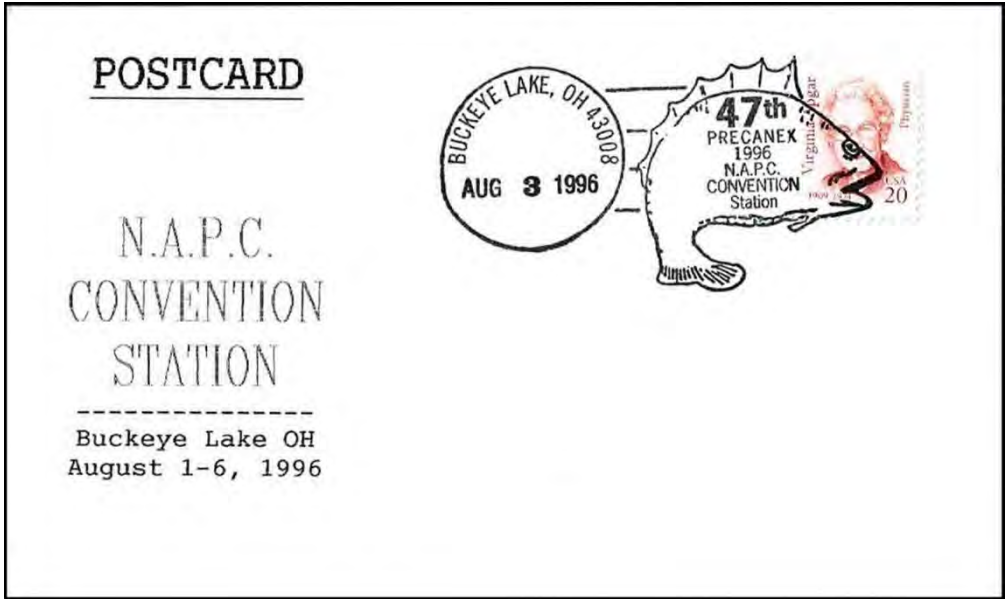


Fig. 14: Dye apparently took his convention with him when he moved to Ohio, as this 47th anniversary of PRECANEX cover shows.

A number of Dye's covers are Mailer's Postmark Permits (mostly #46 – Wildwood) which include in one case a picture of a fish, and in another, a promotion for the N.A.P.C. Convention station. Yet another is combined with a PRECANEX cancel and advertisement for Wildwood beaches. These do not follow the Mailer's Postmark Permit fairly strict code, but a compliant postmaster's approval was all that was needed to get them in the mail.

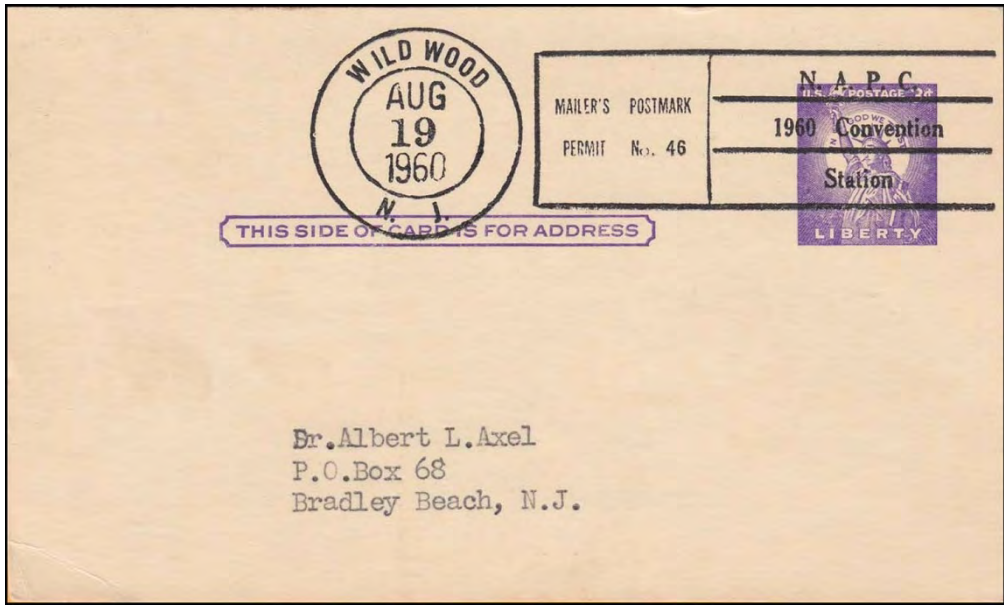


Fig. 15: A post card promoting the NAPC in 1960, using a Mailer's Postmark Permit #46 (Wildwood). Standard MPPs do not include slogans or pictures, but a compliant local postmaster might let these pass.

Mailer's Postmark Permits are not an area with which I was at all familiar, but with the help of Scott Shaulis of the MPPC,¹⁶ a few quick lessons gave me a general idea of this area of philately. Anyone can own a Mailer's Postmark Permit; it just requires making an application, getting the local postmaster's approval of your canceller, and a postmaster willing to take your covers. It is a close cousin to the precancel, and uses the same application form. Mailer's Precancel Postmarks (MPPs) were first authorized by Order 1594 on Feb 20, 1925 by Postmaster General Harry S. New. First usages were allowed only on government stamped envelopes, until 1930 when stamped post cards were added to allowable postage. It was not until 1978 that MPPs could be used on stamps.

Cancellations have been standardized to those shown below, but as Scott Shaulis explained, this is not always adhered to.

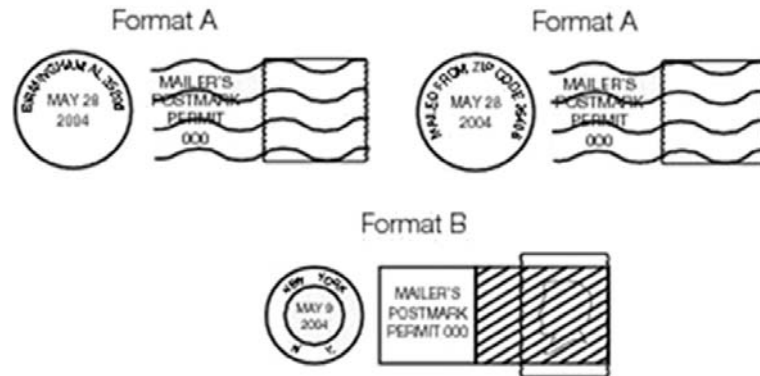


Fig. 16: Standard and accepted forms of MPPs, known as Format A, and the alternate, Format A (designated Z by MPPC, which is the same as A except it is “Mailed from zip code...” instead of from a particular town), authorized in 1986. Format B is the older standard type, and can be used by those who already have approval for its use – that is, it has been grandfathered in. As many MPP collectors will tell you, however, many variations exist. Dye had over a hundred variations for his Wildwood #46 MPP.¹⁷

Dye held MPPs from 60 post offices across the nation, probably used for the creation of covers to commemorate different events. An explanation of this is given by Scott Shaulis:

Mail bearing an MPP must be mailed from the post office where the permit is held. Glenn and many other folks have obtained permits from post offices other than those offices that are close to them. You just mail them in a package to the postmaster ahead of the mailing date. Say your postal card was dated Sept 1st. About Aug 15th – you’d put them in a package and mail it to the postmaster, hoping that they arrive in time for the mailing. The postmaster would hold on to them and mail them on Sept 1st for you. If you had a cooperative postmaster – they would do this for you. If the postmaster wasn’t cooperative, sometimes there was a local stamp club and you could get someone in the club to handle the mailing for you....

Back in 1988, I obtained MPP #8 from Eighty Eight, KY and mailed cards dated Aug 8, 1988 (8-8-88) to everyone in the MPPC at that time. Obviously, I specifically asked for MPP #8 from there. I prepared the cards and sent them to the postmaster well in advance.

Glenn Dye held MPPs for 20 different New Jersey towns. Many of these were towns along his Cadillac Post route, but some were not. He held two permits for Wildwood, No. 46, and No. 30, used less often. And this does not begin to describe the variety of formats he used.

Some of the Mailers Permit Postmarks created by Glenn Dye:



Fig. 17: A few of the Mailer Postmark Permits held by Glenn Dye: No. 46, Wildwood (4), No. 6, Ocean City, and No. 1, Rio Grande.

One last pair of interesting Cadillac Post covers shows an interesting “Déposé en Mer” use from Cape May, NJ to Lewes, DE and back. Dye had done this earlier, in 1964 for a Cadillac Post stamp showing the M/V New Jersey. These March and April 1987 covers were carried by the M/V Cape May and the M/V Cape Henlopen, with a ferry receipt printed on the back of the Cape May cover.

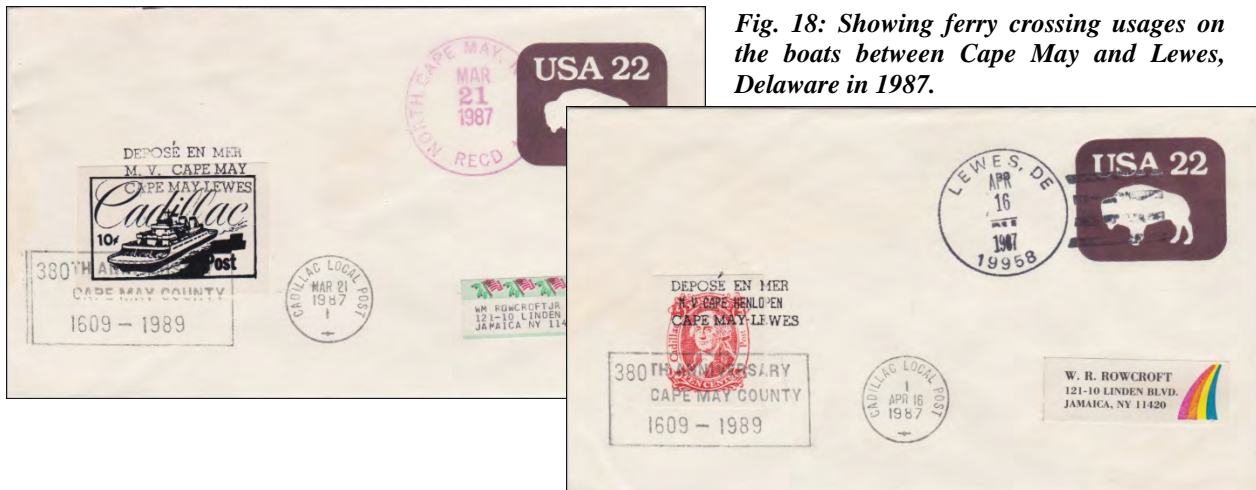


Fig. 18: Showing ferry crossing usages on the boats between Cape May and Lewes, Delaware in 1987.

So what are we to conclude about the enigmatic Mr. Dye? He seems to have always pushed the envelope a bit, and for a purist, his covers are creative at best and questionable at worst – If your field of study has strict parameters, as any naval cover collector, or precancel collector, you may feel he abused the hobby. If you are a 20th Century local post collector, or a Cinderella collector, his productions were interesting and unusual, and he was producing exactly what you liked to collect.

Local posts seem to have become less popular, but Cinderellas have grown as a field of collecting. The recent sales of Jim Cyzl's Cinderellas, Locals and the Unusual in October 2014¹⁸ and at the NAPEX auction in June 2015 show an increased interest in and rising market value for such material. So who are we to judge?

Scott Shaulis counted Glenn a good friend, and even though they had only met once, they corresponded over many years. He described Glenn:

When I met Glenn, he was no longer doing the Cadillac local post. To the best of my knowledge, Glenn did operate a route between a few NJ post offices back in the 1950s and 1960s. He created his Cadillac Local Post. Local posts were mostly philatelic creations. He used his local post stamps to promote his operation and himself. I can't believe that this was a terribly busy and profitable operation, but I'm reasonably certain that Glenn did actually operate this service. Unfortunately, I have no proof to back it up. Just my gut feeling from knowing Glenn and in talking to other people who knew Glenn longer than I did.

Glenn was a pack rat! When I met him in the 1980s, he was into computers. ... he lived in a small A-frame type house. I didn't go in the house because honestly, I don't think anyone would fit from what I saw through the front door. It was packed with stuff. Glenn must have had a dozen or more computers at that time (and these were the big old clunky models at that time, not the iPads like we have today). When a business threw out their old computer, Glenn would "salvage" it. He has all kinds of computers and printers.

He was the same way with his stamps. He had a ton of stuff, especially around his main collecting interests: precancel stamps, MPPs, and naval covers. Glenn was an amateur printer as well and had a small hand operated printing press. That is why many of his MPPs are press printed. Glenn also used his printing press to create precancels from various post offices. Glenn mailed with many of them. But that ticked off folks in PSS and they never recognized his precancels as legitimate.

In closing, I will say that Glenn was quite a character and some would label him eccentric. When I met Glenn, you would have thought he was a homeless person from his appearance. I doubt Glenn bought many new clothes. I think a lot of what he owned came from Goodwill and places like that. Glenn was never married and had no kids. He was in all kinds of "businesses" like the Cadillac local post. And you may have run across his Republican News. I doubt many of his business ventures turned into a significant profit. If he had a regular job – I don't know what it was. His many little business ventures were probably just enough to keep him out of poverty. Again, Glenn was a pack rat and a lot of the stuff he owned were probably things that he found in dumpsters or got at yard sales. He was quite a character. I was glad to have the opportunity to meet him once. We corresponded for many years.

My only regret is that when he died in 2003, I was not able to obtain his philatelic material. I wrote him a letter when he was living in Ohio. Someone else wrote back (I kept the letter, but don't have it in front of me) to say that Glenn died. I replied that if his mother ever wanted to dispose of his stamp collections, etc. to let me know because I would be interested in purchasing them. No one ever replied. I would have loved to have his old cancels and things like that. They would have had a lot of sentimental value to me. But alas, I suspect everything went into the city dump because in the last 12 years since his passing, I've never heard a word about his collections. To a non-collector, a lot of what Glenn had would have appeared to be useless junk.

My own favorite of the covers I saw was this one, an MPP from 1950, prepared for the NAPC convention –

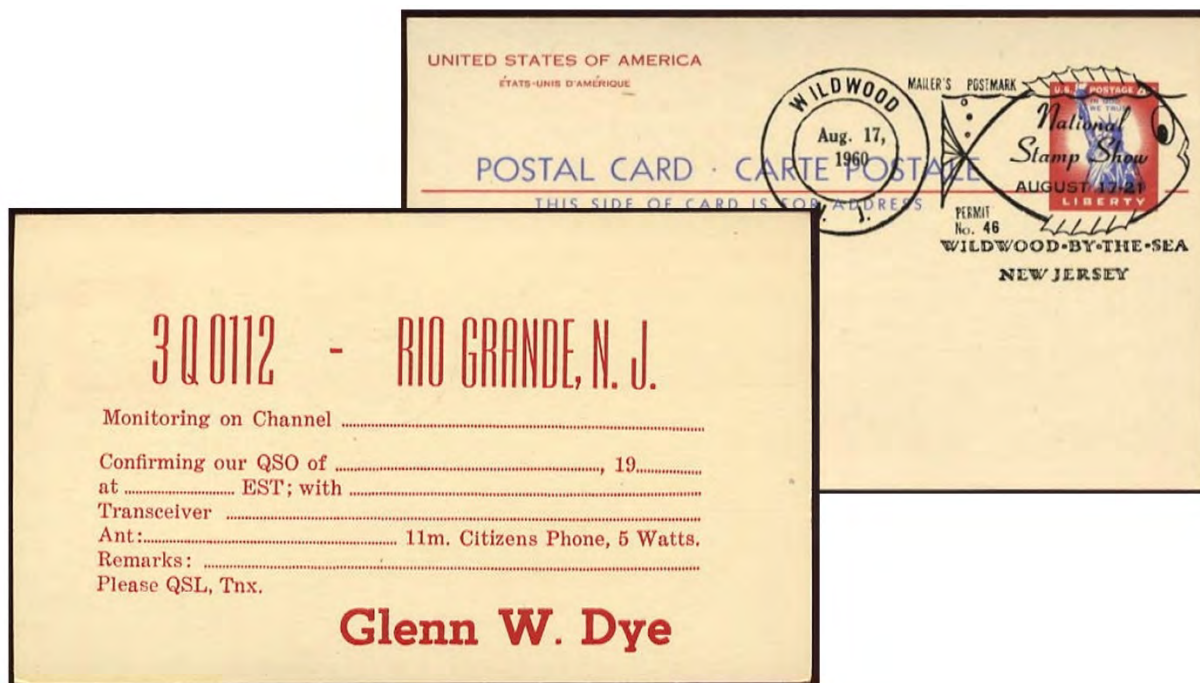


Fig. 19: A 1960 Mailer's Postmark Permit No. 46 from Wildwood, with an attractive fish design. On the back is a QSL card, with what I presume were Dye's own call letters.

And just when I was questioning if the QSL card was real, Scott tells me that “Glenn was a ham radio operator too. As for his call letters, I don't know. I don't know much about ham radios. But I had a friend (Steve Pavlina, who was also a friend of Glenn's – which is how I got to know Glenn) who was into ham radios too. I remember Glenn's house having this big old antenna in the back yard. So yes, he did operate a ham radio.”

I came into this subject doubting I would find much good, but Glenn Dye has taken me places I never expected to go. My advice? *Caveat emptor* -- but collect what you like.

My thanks to the many people who have contributed both in time and information to the story of Glenn Dye, some who appreciated him and others who felt he was a disreputable creator of questionable material. Contributors include Gary Hendren of the PMCC, John Young, Ralph Phillips and Rich Hoffner of the UCSC, Scott Shaulis of the MPPC, Tadas Edelis, author of a Catalog of U.S. Modern Local Posts, Gene Fricks, and of course John Hotchner and Linn's for their original inspiration. John has been particularly helpful in sharing his accumulated material with me.

ENDNOTES

¹ Hotchner, John, “Insights,” in Linn's Stamp News, Jan. 29, 2015. This can be viewed at <http://www.linns.com/en/insights/us-stamps-and-postal-history/2015/01/us-stamp-notes-cadillac-post-cover-similar-to.html>

² US. Legal Code, at Cornell Law School's Legal Information Institute, <https://www.law.cornell.edu/uscode/text/18/1696>

³ See the Local Post Collectors' web site for further information <http://www.localcollectorspost.org/id3.html> .

⁴ See the web site on The Shrub Oak Post, and the subsequent Alfie post, <http://www.qsl.net/kg0yh/shruboak.htm>

⁵ Edelis, Tadas, ed., *Catalog of Modern U.S. Local Posts*, Volume 1, A-E, The Barre Press, San Jose, CA, 1974.

- ⁶ See this web site for stamps and overprints issued: <http://home.online.no/~mjosefse/Bjornoya/Bjornoya.htm>
- ⁷ From Marquis Who's Who at <http://search.marquiswhoswho.com> . See also Prabook.org at <http://prabook.org/web/person-view.html?profileId=53426>.
- ⁸ These articles are available on the USCS website on their Fakes and Forgeries page at <http://www.uscs.org/cover-collecting/about-collecting-naval-covers/naval-covers-fakes-forgeries-and-frauds/>.
- ⁹ Pegg, R.E. F. "Modern United States Locals, #9. Cadillac Post" in *The Cinderella Philatelist*, April 1963.
- ¹⁰ We understand that Dye produced an imitation of the H&B stamp in September 1959 (see Lyons' article for the original), but we have not seen it. Ibid. Pegg, R.E. F. "Modern United States Locals, #9. Cadillac Post.
- ¹¹ Edelis, Tadas, ed., *Catalog of Modern U.S. Local Posts*, ob cit.
- ¹² Dye, Glenn, *Five 20th Century Local Post Routes*, 1964 (self-published)
- ¹³ Ibid.
- ¹⁴ An interesting sidelight to the Delmont Dime Post is a story told by R.E. F. Pegg in *The Cinderella Philatelist*, July 1963 issue: "An attempt was made by Mr. Dye to arrange for covers to be posted at Delmont, N.J. (...), and this was on 4th July 1959. Each cover was properly stamped and carried in addition a "Delmont Dime" stamp showing that a fee had been paid to carry the covers to the post office. The Postmistress sent the 250 covers to the postal inspector, who in turn sent them on to Washington, where the Solicitor-General ruled that they were inadmissible to the mails. A battle then raged and on the 26th September 1959, the Postmistress cancelled the covers as a favor and handed them back. They, therefore, never served a postal use or saw postal conveyance, office or any other portion of the mails – hence, when is a local a local postage stamp?"
- ¹⁵ I do not have a collection of Cadillac Post covers, except for a few I have purchased for this article, but have used illustrations from Ebay for the most part. I have in particular found a number of these covers from these Ebay sellers: trentonstampandcoinco and mayfair99 , and [ericlerner](#) who lists the stamps only. If you are interested in searching for these, go the eBay search box, click advanced, and search by seller, including closed items. I'm sure any of these sellers would be happy to hear from you. Trenton Stamp and Coin is located at 1800 NJ-33, Trenton, NJ 08690, phone [\(609\) 584-8100](tel:6095848100).
- ¹⁶ The Mailer's Postmark Permit Club (MPPC) (www.mppclub.org) is devoted to the study of MPPs. Information about the MPPC and an application blank can be obtained by writing: MPPC Central Office, P.O. Box 3, Portland, TN 27148-003.
- ¹⁷ Scott Shaulis went to some lengths to explain the varieties used by many MPP holders, and Glenn was not alone in crating imaginative varieties. It is also possible, since many of Dye's covers were mailed back to his subscribers and clients under cover, that some of these MPPs never saw the inside of a post office.
- ¹⁸ Grosvenor Auctions Nov. 19 & 20, 2014 at <http://www.grosvenorauctions.com/2014/10/in-preparation-gpa-92-british-empire-foreign-countries/> and the NAPEX auction held by Regency Stamp on June 6 & 7, 2015 show there is value to this material to some collectors.

**NEW JERSEY POSTAL HISTORY SOCIETY. INC.
NOJEX 2015 - SECAUCUS, NJ – MAY 31, 2015**



NOJEX continued on the weekend following Memorial Day weekend, and the 42th Annual Meeting of the New Jersey Postal History Society was called to order at noon by President Robert G. Rose on Sunday May 31, 2015. Other officers present were Vice President Gene Fricks, Treasurer Andy Kupersmit, Jean Walton, Secretary, and Auction Manager Arne Englund. Bob conducted a short business meeting. Andy reported that our financial standing remains solid, in part because of the bequest of Douglas D'Avino on his death, and the continuing proceeds of the sale of his New Jersey post cards, managed by his wife Sheila. Other members present were Larry Brennan, Hugh Merritt, Ed Murtha, John Trosky, and Joseph Seliga.

This year, the remainder of the meeting was devoted to a Show and Tell session, with most members participating. Larry Brennan announced that there will again be a new USS New Jersey, the third naval vessel to bear that name. This one will be a nuclear sub, honoring the fact that the first U.S. submarine (discounting the Revolutionary sub Turtle), the Holland, was built in New Jersey. Arne showed an 1815 SFL and showed a patent medicine bottle. John Trosky showed some Jersey City advertising covers, and Gene pointed out that much environmental pollution cleanup depends on such sources for information. Bob Rose shared some straight line cancels, and other members also participated. Because there is no other time when we come together, this has become an enjoyable way to communicate with each other about our interests and to share our ideas.

The meeting was adjourned by 1:00 PM.

Respectfully submitted,
Jean Walton, Secretary



PLEASE NOTE: There will be no MERPEX over the Labor Day weekend this year, and the show will be missed. At present, there is no available venue for the show. Hopefully by next year, this problem will be solved.

NEW MEMBERS:

One new member since last issue has been added: Edward Mendlowitz, 10 Green Hills Road, East Brunswick, NJ 08816, emcpal@aol.com.

MEMBERSHIP REPORT:

In 2015, we lost 6 members for non-payment of dues, and one member deceased. Four new members were added. Please encourage your friends with an interest in New Jersey postal history to join.

MANY THANKS FOR DONATIONS from William Somerville and Robert J. Jones, and our gratitude to Warren Plank for his donation of his services and the expenses relating to our web site, www.NJPostalHistory.org.

HOMETOWN POST OFFICES: Bivalve, NJ

By Jean Walton

An old photo took my eye on Ebay a number of years ago, showing a post office in Bivalve, NJ – a town then large enough to support not only a post office, but a Western Union telegraph office as well. The image was taken by Arthur Rothstein, and published originally in October of 1938.¹

Another image of Bivalve appeared on Hidden New Jersey (a wonderful blog, maintained by Susan Kaufmann and Ivan Kossak – who visit lesser known places around New Jersey), showing, if not the same site, one close by, right down to the same light and overhead wires, taken in 2011.² Here are the two to compare:



Fig. 1: Bivalve, NJ Post office, in 1938, by Arthur Rothstein.¹



Fig. 2: A similar site, taken by Hidden New Jersey's photographer Susan Kaufmann in 2011.²

This small town on the Maurice River in Cumberland County was once the site of a booming oyster industry. Trains carried oysters in the shell to the New York and Philadelphia markets. Workers filled the town with activity, and many old photos and post cards bear witness to this industry of yesteryear.

The pictures above were taken along the front (or railroad side) of the Bivalve shipping sheds. These unique structures were built to handle the vast number of oysters that passed through this tiny town. This process is described on the Cumberland County Historical Society web site:

HOMETOWN POs: Bivalve, NJ ~ Jean Walton

Thousands of workers and hundreds of oyster schooners were harvesting, shucking and packing oysters in uniquely designed buildings like the Bivalve Shipping Sheds. On the waterfront side are wharves covered by sloping shed roofs. Oyster schooners, known for their shallow hulls needed to navigate mud flats and river systems, would unload the oysters into floats along the river, then transfer the oysters into scows, which were brought under the covered wharves where the oysters were busheled into baskets before being dumped into bags or barrels. When a bag or barrel was filled it was wheeled up the alleyway to the broad wood plank platform that provided the link to the railroad cars.³

These sheds were originally built in 1904, and served the community of planters, shuckers, and shippers until 1957, when a disease known as MSX destroyed the oyster population in Delaware Bay. Much of this area fell into disrepair, but today this site has been restored, as can be seen in the photograph from Hidden New Jersey in *Figure 2*, and now houses the Bayshore Center at Bivalve. Founded in 1988 to preserve the history, culture, and environment of this shorefront, it now is adorned with signs of businesses that once existed – the planters and shippers, and other attendant businesses that once thrived there. Inside is a museum which amongst other relics of days gone by, includes parts of the post office shown in *Figure 1*.

Even the shell piles remain nearby, a haven for birds, and a sight to see (but as Susan pointed out in a 2012 blog)⁴ perhaps best seen from an air conditioned car.



Fig. 3: Piles of shells remaining from a different age, when Bivalve was the center of a clamming and oyster industry.⁵

DPOs (dead or discontinued post offices) teach us a bit about these old towns – why they existed, and why they no longer even have a post office. This post office existed for 82 years, from 1889 to 1971. Once the oyster industry was gone, the town survived, but the post office is a thing of the past, unless perhaps someday the oysters can be restored.

Research on oyster culture and oyster diseases currently conducted at Rutgers’ Haskin Shellfish Research Laboratories, with one of its locations in Bivalve, may contribute to that rebirth.⁶

The Bivalve post office existed from 1889 to 1971. In 1889, an unsuccessful attempt was made to change the post office name to “Commercial,” after the township in which it is located, but that order was rescinded, and the Bivalve name continued. A list of Bivalve postmasters is below:

Bivalve 1889-1971		Bivalve Postmasters	
1889	26-Aug	John Yates	
		(very briefly known as “Commercial”)	
1889	2-Nov	John Yates	
1893	26-Aug	Timothy Bateman	
1894	26-Jul	William Yates	
1915	24-Apr	Ralph A. Shepperd	
1922	13-Mar	William W. Yates	
1924	25-Aug	John R. Yates	
1933	17-Jul	William A. Lambert	
1946	5-Oct	Martha J. Henderson	
1971	28-May	discontinued	



Fig. 4: The post office display at the Bayshore Discover Center, in the old shipping sheds.

Fig. 5: The image at right shows the long shipping sheds with the fleet of oyster boats that once brought their catch here to be shipped.

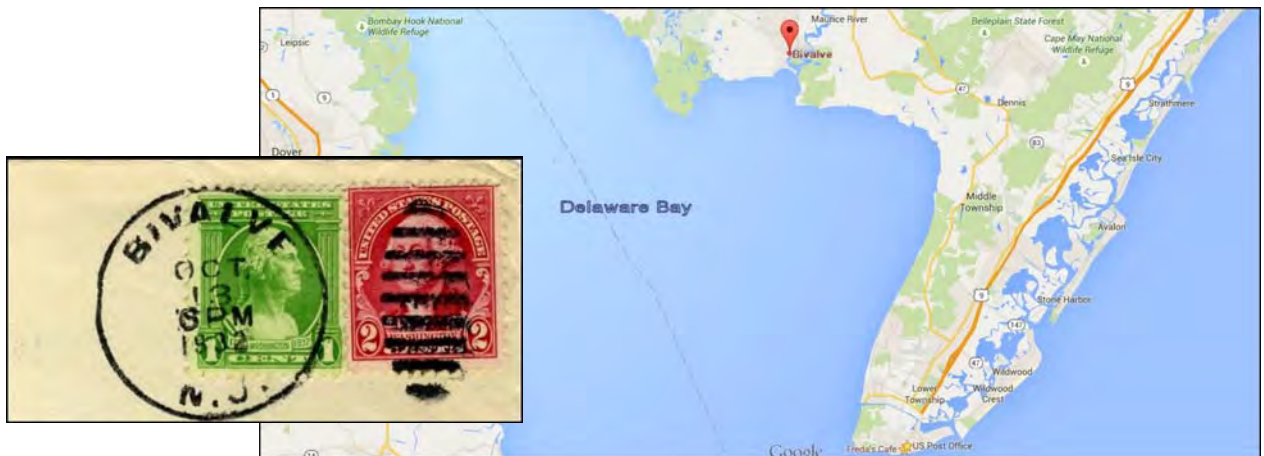


Fig. 6: Google map showing Bivalve, on the Maurice River. Overlaid is an inset of a Bivalve cancel from 1932.

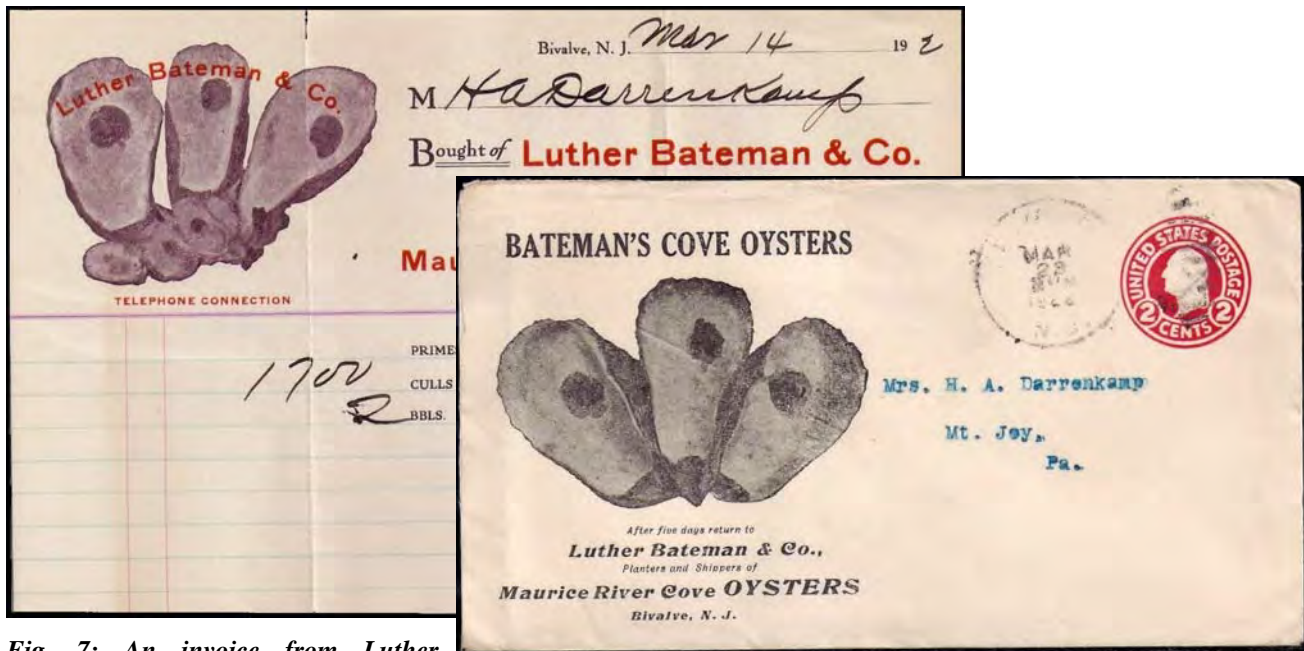


Fig. 7: An invoice from Luther Bateman dated 1922, and the envelope in which it was enclosed.

For those of us who love oysters, we wish those attempting to regrow this industry the best of luck.

Fig. 8: A Treat from the Deep! Oyster packing can from Bivalve, NJ, showing the Bivalve zip code of 08301, so it must date from July 1963 or later. Bivalve continued to process oysters from elsewhere when their own oysters failed.



ENDNOTES:

- ¹ Arthur Rothstein, 1915-1985, photographer. An Ebay lot – seller indicated it was published in October 1938. http://www.ebay.com/itm/Photo-Post-office-Bivalve-New-Jersey-/291521381440?pt=LH_DefaultDomain_3&hash=item43e0074440.
- ² Kaufmann, Susan, and Kossak, Ivan, Hidden New Jersey blogsite, Dec. 11, 2011 at <http://www.hiddennj.com/2011/12/only-slightly-clammy-towns-of-bivalve.html>
- ³ See more at: <http://www.cumberlandhistorical.org/podcast?i=20#sthash.CyUoJppb.dpuf> or at the Cumberland Historical Society site at www.cumberlandhistorical.org/.
- ⁴ Kaufmann, Susan and Kossak, Ivan Hidden NJ blogsite, Sept. 10, 2012 at <http://www.hiddennj.com/2012/09/bivalve-not-quite-shell-of-its-past.html>
- ⁵ Photo by dendroicablog at Flickr: http://farm4.static.flickr.com/3375/3277128483_a919e7ab2b.jpg?v=0
- ⁶ Haskin Shellfish Research Laboratory at <http://hsrl.rutgers.edu/index.html>.

**MEMBER ADS: YOUR AD MISSING? LET US KNOW AT
SECRETARY@NJPOSTALHISTORY.ORG OR BY MAIL TO 125 TURTLEBACK RD, CALIFON, NJ 07830**

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

WANTED: PSYCHOLOGY, PSYCHIATRY, MENTAL HEALTH covers sought. Contact Dr. Marion Rollings, 101 New Amwell Rd., Hillsborough, NJ 08844, email DrMarionRollings@gmail.com, Tel 908-500-7295.

WANTED: RAILROAD POSTCARDS WHITE BORDER OR EARLIER, RPPC, especially Warren, Sussex, Ocean, Cumberland Counties, Rockaway and Jefferson Townships. Contact Richard F. Makse, 410 Bogert Ave., Ridgewood, NJ 07450, or email maxrail@gmail.com. Tel: 201/493-0230.

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: UNION CITY (UNION HILL, HUDSON COUNTY) covers sought. Please send scan and price to Dr. Marion Rollings, 101 New Amwell Rd., Hillsborough, NJ 08844, email DrMarionRollings@gmail.com. Tel 908-500-7295.

ALWAYS DESIRED: FISH HOUSE, COVERS, BURLINGTON COUNTY advertising covers and corner cards; Burlington County DPOs. Email Paul W. Schopp at pwschopp@comcast.net.

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

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

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

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

LOOKING FOR OLDER SUSSEX COUNTY LETTERS AND CARDS. Contact Edwin Black, 61 Nestor Rd, W. Orange NJ 07052

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.

THE CRABBY MILKMAN is always BUYING Pre-1960 U.S. Postcards, 973-338-9224. Robert J. DeTrolio, 110 Garner Ave., Bloomfield, NJ 07003, r.detrolio@comcast.net.

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

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

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

WANTED: BLOOMFIELD NEW JERSEY Postcards and Ephemera. Please call with all details. . Robert J. DeTrolio, 110 Garner Ave., Bloomfield, NJ 07003, r.detrolio@comcast.net.

PATERSON, NJ WANTED INTERESTING COVERS. Contact George Kramer, P.O. Box 2189 Clifton, NJ 07015, or email gikk@optonline.net.

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

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

MEMBER ADS: YOUR AD MISSING? LET US KNOW AT

SECRETARY@NJPOSTALHISTORY.ORG OR BY MAIL TO 125 TURTLEBACK RD, CALIFON, NJ 07830

LIQUIDATING MY COLLECTION OF STAMPLESS LETTER & COVERS from all states. Please send want list. Many New Jersey manuscripts & post marks. Contact kenhall@oldletters.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, 625 Singley Ave., Runnemede, NJ 08078 856/229-1458, webmaster@NJPostalHistory.org.

WANTED: UNUSUAL PICTURE POST CARD of TEANECK, WEST ENGLEWOOD, BOGOTA, NEW BRIDGE, NORTH HACKENSACK, NJ. Contact Bill Berdan, 475 Forest Ave., Teaneck, NJ 07666, 201-310-1156 or by email at William.Berdan@gmail.com.

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

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

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

WANTED: Port Murray, Anderson, Changewater, Port Colden, Karsville, Rockport, Beatyestown, Pleasant Grove, Stephensburg, Anthony, Woodglen. Arne Englund, P.O. Box 57, Port Murray, NJ 07865-3012 or alenglund@aol.com.

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

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

WANTED: JERSEY CITY POSTAL HISTORY, including stampless, advertising, postal, covers, post cards with local views and unusual usages or cancellations, prior to 1940. Contact John A. Trosky, 2 St. Clair Ave., Rutherford, NJ 07070-1136/201-896-8846/, or email JTJersey@verizon.net.

WANTED: Calno, Brotzmanville, Millbrook, Pahaquarry, Dunnfield, Delaware Gap, Flatbrookville, Wallpack Centre, Bevans, Layton, Hainesville, Montague. Arne Englund, P.O. Box 57, Port Murray, NJ 07865-3012 or alenglund@aol.com.

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

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

WANTED: NJ SHIP and STEAMBOAT covers before Civil War. Contact Steven M. Roth, 1280 21st Street, NW, Suite 209, Washington, DC 20036, 202/293-2563 or email stevenroth@comcast.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@hotmail.com.

Seeking buyer for Historic Post Office. Own your own Zip! Contact John J. Best, 65 Sycamore Lane, Skillman, NJ 08558, JJbest57@gmail.com, 609-306-3151.

NOW AVAILABLE: *Annotated Cumulative Subject Index to the Chronicle of the U.S. Classical Postal Issues for Issue Numbers 1-200*, 591 pages with searchable CD-ROM. \$75.00 + \$10.00 shipping. Order from Joseph J. Geraci, Box 4129, Merrifield, VA 22116 or call 703-280-5928.

NJPHS LITERATURE AVAILABLE POSTPAID from Robert G. Rose, NJPHS, 18 Balbrook Drive, Mendham, NJ 07945 or email Secretary@NJPostalHistory.org for a Paypal invoice.	Member price	Non-members
CD or hard copy: <i>The Postal Markings Of New Jersey Stampless Covers: An Update</i> by Donald A. Chafetz (2004) hardcopy, 28pp. or available on CD in .PDF format Updates the extensive work of William C. Coles, with new markings and dates since that original work was published in 1983 Also available to members free as a downloadable file	\$10.00 FREE	\$15.00
CD only: <i>Washington Organ Manufacturers</i> on CD, by Len Frank - 3 articles + many organ advertising cover illustrations not in <i>NJPH</i> , in Acrobat Reader [.PDF] format <ul style="list-style-type: none"> • A series of 3 articles on the advertising covers and history of the organ manufacturers of Washington, NJ, • Adds a picture gallery of many covers not illustrated in those articles. • Includes much paper ephemera as well. An impressive collection. 	\$7.50	\$10.00
Hard copy: <i>Illustrated Directory of New Jersey 1847 Issue Covers</i> , Brad Arch, ed., 1987, 44pp & Supplements <ul style="list-style-type: none"> • For the collector of the 1847 Issue, this book by Brad Arch is the comprehensive work on New Jersey covers • 5¢ and 10¢ covers in separate sections • Detailed descriptions of each cover, arranged by office of origin. 	\$4.00	\$7.50
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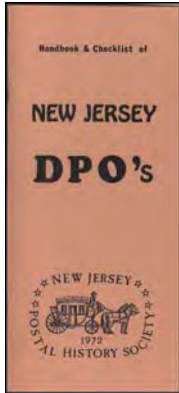
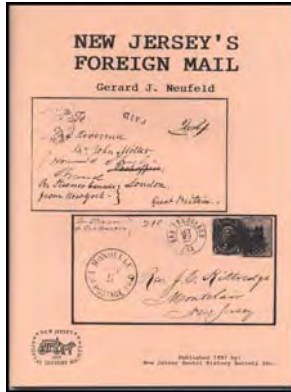
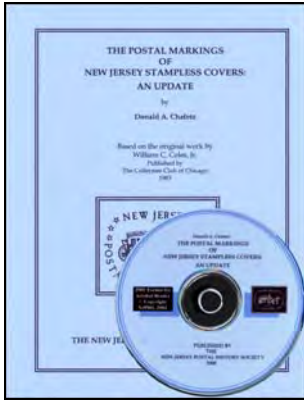
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