



# NJPH

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## *History of USS SARATOGA*



***The first part of a new series on New Jersey-built U.S. fast aircraft carriers begins with a synopsis, followed by a history and philatelic covers. This cover shows a 2¢ stamp commemorating the Battle of Saratoga [Sc 644], on a 1928 Canal Zone ship cover from USS SARATOGA. [Enhanced to show a clear strike of USS SARATOGA.] See page 127.***

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**THANKS FOR DONATIONS RECEIVED!**

We are grateful to acknowledge donations received from the following members: Arnold Engel, Robert DeTrollo, Barry Feddema, Len Frank, and Warren Plank. Your generosity is very much appreciated, and will help significantly in offsetting the difference between dues collected and expenses.

\*\*\*\*\*

**PRESIDENT'S MESSAGE**

The Society's participation at this year's NOJEX show was very successful. We sold a quantity of literature and CD's, signed-up several new members and conducted a well-attended annual meeting. Many thanks to Gene Fricks, Jean Walton, Joe Geraci, Arne Englund and George Crawford for all of their time and effort in staffing the Society's table during the show. Jean has prepared minutes of our annual meeting and our treasurer, Andy Kupersmit, has prepared a report for 2007, both of which can be found in this issue of *NJPH*.

Your Society has had a long tradition of supporting MERPEX, a local show held over Labor Day weekend in Cherry Hill. This year, the Society's table will be staffed by Gene Fricks on Friday, August 29<sup>th</sup> and by Ed Murtha on Saturday, August 30<sup>th</sup>. If you attend the show, please be sure to stop by and say hello.

This issue of *NJPH* was especially interesting to edit and is sure to provide our membership with a wealth of information on the naval and postal history of aircraft carriers that have been built in New Jersey. The article combines the philatelic interest of its author and Society member, Captain Lawrence B. Brennan, USN (Ret.), with his successful naval career. The first in a series of articles, this installment outlines the naval history of the carrier Saratoga as reflected in covers that were postmarked on board during her distinguished life as a fighting ship.

We are always searching for articles from the many of you who have never yet contributed to our Journal. Even if it's only a single cover with a brief write up as to its significance, perhaps "My Favorite Cover," we would be pleased to get it ready for publication. Just drop either Jean or me an email and we'll take it from there! Finally, because we are quite proud of the content and quality of *NJPH*, we have entered the four issues from 2007 in the literature competition in Chicagopex '08 to be held in November, as well as Bruce Mosher's CD on NJ Private Express Cos.

Now that summer is almost over and with it vacation time, it's back to work!

**ROBERT G. ROSE**

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

### PART I: INTRODUCTION AND USS SARATOGA (CV-3)

By: Captain Lawrence B. Brennan, JAGC, USN (Ret.)<sup>1</sup>

The term “fast carriers” describes aircraft carriers capable of making sustained speeds in excess of 30 knots, enabling them to operate with the battle fleet and to launch and recover tactical aircraft. “Wind over the deck” was necessary to launch and recover aircraft; and high speeds created higher relative wind (the sum of the actual wind in the reciprocal direction of the heading of the ship plus the speed of the ship; by way of illustration, a natural wind of 20 knots plus a speed of 25 knots generates a relative wind of 45 knots.). The first U.S. aircraft carrier, USS LANGLEY (CV-1), a converted collier (ex USS JUPITER AC-3), was not capable of operating at fleet speed and was severely limited in the number of aircraft she could handle. LANGLEY was not considered a fast carrier.

The light carriers (CVLs) also had relatively small Carrier Air Groups (CAGs) of about 30-35 aircraft. The larger fleet carriers of the YORKTOWN and ESSEX classes had Air Groups of more than 90 aircraft. The terms “CV” and “CVL” are Navy designations for aircraft carrier and light aircraft carrier respectively. Other common designations include CVE - escort carrier, CVB - heavy aircraft carrier, CVA – attack aircraft carrier and CVS anti-submarine aircraft carrier.<sup>2</sup>

For the past eight decades, New Jersey-built carriers have played an important role in the United States Navy, from Coolidge through the George W. Bush (43) administration, serving in combat during World War II, Korea, Vietnam, Desert Storm, Desert Shield, and the ongoing Global War on Terrorism. The first and last conventionally powered fast aircraft carriers in the United States Navy were built in New Jersey, as were an additional 11 carriers.



*NY Shipbuilding, Camden, NJ<sup>3</sup>*

All of the ships discussed here were built at a single shipyard, New York Shipbuilding, located in Camden, New Jersey. Ten of the 13 initially were designed as cruisers and converted to aircraft carriers during construction. Two more were designed as light carriers built on cruiser hulls. The 13th was the first ship of her class, the only carrier class-leader not designed by Newport News Shipbuilding.

The first 10 ships served in combat during World War II; the next two were completed too late to see wartime service but one was in combat during Korea. The first New Jersey-built carrier served more than 18 consecutive years and was the oldest surviving US carrier of World War II despite repeated battle damage from submarine torpedoes and aerial strikes. Only one of the New Jersey-built carriers was sunk by the enemy during World War II. Two of these ships had the distinction of having future presidents serve as members of the crew or air wing during

combat. The first two New Jersey-built fast carriers were targets at the nuclear bomb test at Bikini in 1946. One was sunk at the target site, the other was sunk off the coast of California five years later. The final New Jersey-built carrier will have served a record-setting 47 plus years, including more than a decade home-ported in Japan. Two of the World War II-built light carriers served in the French Navy and a third in the Spanish Navy, then briefly as a museum ship in New Orleans in the late 20<sup>th</sup> century, before being scrapped when that venture failed.

This is the first of a multi-section article addressing the philatelic and operational history of the 13 New Jersey-built aircraft carriers. The majority of the time, the ships' post offices were branches of the New York post office, as was the case for most Navy ships. Even though much of their time was spent in the Pacific Ocean, through World War II the officers and men assigned to these ships primarily had Fleet Post Office New York mailing addresses. During the 1920s and 1930s, however, SARATOGA had various West Coast port postal addresses and after World War II, some of the other ships had FPO San Francisco addresses. Surprisingly, branches of the New York post office operated around the world, even in Tokyo Bay when some of the INDEPENDENCE class light carriers were anchored there for the Japanese surrender in September 1945.

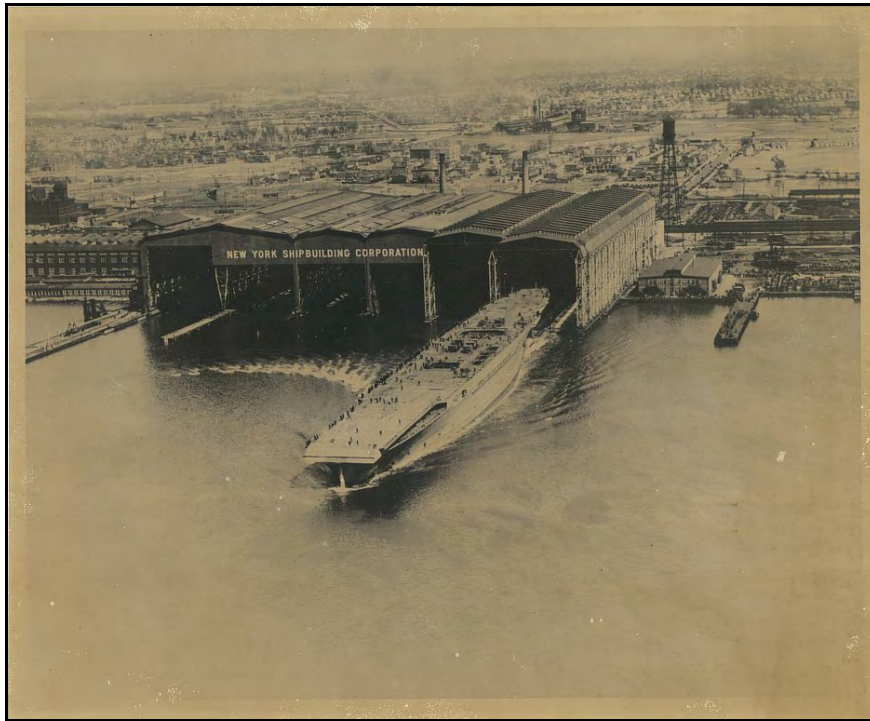
## **SCOPE**

This initial installment of this study contains a précis of the New Jersey-built carriers' operational careers, as well as a discussion of the history of the first New Jersey carrier, USS SARATOGA, the largest and oldest American carrier to survive World War II. Subsequent installments will address the histories of the nine INDEPENDENCE class light carriers which served in the Pacific during World War II, and the two SAIPAN class light carriers which were completed after the end of hostilities. Finally, we will consider the 47 year history of USS KITTY HAWK (CV-63), the longest serving and last conventionally powered aircraft carrier to serve in the U.S. Navy. The operational history of the ships is taken nearly *in hac verba* from the official accounts published in the *Dictionary of American Naval Fighting Ships*<sup>4</sup> while a description of the philatelic history, richly illustrated with ship covers, is predicated on the Universal Ship Cancellation Society, Inc.'s authoritative *Catalog of United States Naval Postmarks* (5<sup>th</sup> ed. 1997) (Kent, David A., editor-in-chief).<sup>5</sup> The description of the postmark "Type" is predicated on the widely recognized Locy Chart<sup>6</sup> begun by a Navy Medical Officer in the late 1920s.



**Fig. 1: Views of New York Shipbuilding Company. This company, originally planned for a Staten Island location (hence the name), was in business in Camden from 1900 to 1967.**





*Fig. 2: Launching of SARATOGA (CV-3) April 7, 1925,<sup>7</sup> at the New York Shipbuilding Corporation docks on the Delaware River, at Camden, New Jersey.*

### **PRECIS: The 13 New Jersey-Built Fast Carriers**

- SARATOGA (CV-3) was the first commissioned fast carrier to serve in the United States Navy. She preceded the Massachusetts-built USS LEXINGTON (CV-2) by a single month. SARATOGA was commissioned on November 1927 and served through World War II, suffering two torpedo strikes and multiple air strikes in 1945. She was ultimately destroyed as a target at Bikini in June 1946.

She was initially begun as a large or battle cruiser under Congressional authorization before U.S. involvement in World War I. As a result of the Washington Naval Conference during the Harding Administration, this entire class of cruisers was cancelled as were a number of new, fast battleships. SARATOGA and LEXINGTON were saved but converted to carriers during the construction which lasted nearly a decade.

- INDEPENDENCE (CVL-22) was the leader of a class of nine light carriers converted from cruiser hulls during World War II. The need for additional carriers was obvious at the beginning of the war. Nine of the light cruisers to be built in Camden were converted to light carriers, capable of high speeds to operate with their larger ESSEX-class sisters, but not capable of carrying as many aircraft. INDEPENDENCE suffered the greatest amount of combat damage by a light carrier to survive, when torpedoed during the invasion of Tarawa. She was at Tokyo Bay when Japan surrendered, participated in *Operation Magic Carpet* (the return of American servicemen for discharge), and then also was used as a target at Bikini during the summer of 1946. Her hull finally was sunk off the coast of California in 1951.

- The second light carrier, and the only one named for a New Jersey battle, USS PRINCETON (CVL-23) was the sole light carrier and last fast U.S. carrier lost during World War II when she was sunk during the Battle of Leyte Gulf on 24 October 1944 during the recapture of the Philippine Islands.
- The third ship, USS BELLEAU WOOD (CVL-24), was named for the World War I battle where the United States Marine Corps demonstrated their combat prowess in defeating the Kaiser's Army in France. She served in the Pacific offensives during World War II. Subsequently, she served in the French Navy as BELLEAU BOIS.
- The fourth light carrier was USS COWPENS (CVL-25), named for a Revolutionary War battle in South Carolina. She participated in invasions and strikes throughout the Pacific as well as the Japanese surrender and repatriation of POWs and returning veterans. She was decommissioned in 1947 and had no further active service.
- The fifth ship of the class was USS MONTEREY (CVL-26), in which Gerald R. Ford, a graduate of University of Michigan and Yale Law School, served as assistant navigator, almost losing his own life in her encounter with a typhoon in the Pacific in 1944. She too was decommissioned in 1947 but recommissioned in 1951 during the Korean War, and served as a training carrier for new naval aviators.
- The sixth INDEPENDENCE class ship, USS LANGLEY (CVL-27), served an important role in the advance across the Pacific, particularly during the Battle of Leyte Gulf in October 1944. She operated off the coast of Japan and participated in the invasions of Okinawa and Iwo Jima. After hostilities ended, she too participated in *Operation Magic Carpet*, the return of veterans for discharge. She was lent to France in 1951 where she served as LAFAYETTE until her return in 1963.
- USS CABOT (CVL-28) was the seventh ship of her class. She served in the Pacific offensives of 1944 and 1945, as part of the carrier force which conducted the first strikes against Japan since the Doolittle Raid<sup>8</sup> and participated in the largest naval battle in history, the Battle of Leyte Gulf. CABOT lost more than 50 men killed or wounded in one kamikaze attack in November 1944. In 1945, she was off both Iwo Jima and Okinawa, and subsequently participated in occupation duty. The ship briefly was decommissioned in 1947 but recommissioned in 1948, serving until after the Korean War. She was transferred to the Spanish Navy under Franco and the restored monarchy as DEDALO. In 1989 she was returned to the United States where efforts to preserve her as a museum ship on the Mississippi River near New Orleans were unsuccessful and consequently, she was scrapped.
- The penultimate ship of the class was USS BATAAN (CVL-29). She was engaged in combat in the Pacific theatre from April 1944 until the end of the war. She was one of the few carriers in the Pacific to have assisted in the sinking of a Japanese submarine, I-56, on 18 April 1945, while off Okinawa. BATAAN was part of the Third Fleet force which attacked the Japanese home islands. In addition, she was involved in *Operation Magic Carpet* and decommissioned in 1947. Like some of her sister ships, BATAAN was recommissioned during the Korean War, but she was the only CVL to actually serve in combat again. BATAAN was decommissioned for the final time in 1954.

- The last of the INDEPENDENCE class, USS SAN JACINTO (CVL-30) was the ship from which Lieutenant (Junior Grade) George H. W. Bush, USNR, flew with Torpedo (VT) Squadron 51. She is also famous for a reported attempt by a Japanese naval aviator to land on her flight deck, only to be waved off by a LSO (Landing Signals Officer). She was with the Fifth Fleet at the Battle of the Philippine Sea and the Third Fleet at the Battle of Leyte Gulf, and she struck targets in the Yellow Sea, East China Sea and the Japanese home islands, as well as participating in the invasion of Iwo Jima and Okinawa. Ultimately, she served in *Operation Magic Carpet* and was decommissioned in 1947.
- Two additional larger light carriers, WRIGHT (CVL-48) and SAIPAN (CVL-49), also were built on cruiser hulls but not finished in time for service during World War II.
- The final New Jersey-built fast carrier is USS KITTY HAWK (CVA-63) which will have served more than 47 years as the last and longest serving conventional carrier in the history of the United States Navy. Currently, she is completing her lengthy career begun in 1961, and returning from Japan, where she was home ported since 1998, departing Japan on 28 May 2008. However, because of a serious fire on board USS GEORGE WASHINGTON (CVN-73), her arrival at San Diego was delayed until 7 August 2008. She will be decommissioned on the West Coast in 2009.

### USS SARATOGA (CV-3): The First Fast Carrier

The fifth<sup>9</sup> SARATOGA (CV-3) was laid down on 25 September 1920 as Battle Cruiser #3 by the New York Shipbuilding Co., Camden, N.J.; she was ordered converted to an aircraft carrier and reclassified CV-3 on 1 July 1922, in accordance with the Washington Treaty limiting naval armaments. She was launched on 7 April 1925, sponsored by Mrs. Curtis D. Wilbur, wife of the Secretary of the Navy; and commissioned on 16 November 1927, with Capt. Harry E. Yarnell in command. The ship had a displacement of 33,000 tons, a length of 888 feet, a beam of 106 feet (nearly the maximum for clearance of the Panama Canal) and a 24 foot 1½ inch draft. She had a maximum speed of 33.91 knots (nearly 38 miles per hour). In addition to 81 aircraft, she had eight 8 inch guns and twelve 5 inch guns. The 8 inch guns, useless against aircraft, were removed early during World War II, and replaced by more modern anti-aircraft guns.

SARATOGA, the first fast carrier in the U.S. Navy, quickly proved her value. She began her shakedown cruise from Philadelphia on 6 January 1928; on 11 January, her air officer, the future World War II hero, Marc A. Mitscher, landed the first aircraft on board. (See cover CV-3-B dated 11 January 1928, illustrated in *Figure 8*.) In an experiment on 27 January, the rigid airship LOS ANGELES (ZR-3) moored to SARATOGA's stern and took on fuel and stores. The same day she sailed for the Pacific via the Panama Canal, was diverted between 14 and 16



*Fig. 3: Airship USS Los Angeles moored on SARATOGA, 1928.*<sup>10</sup>

February to carry a Marine aviation squadron to Corinto, Nicaragua<sup>11</sup> (to reinforce the struggle against the Sandino Rebellion), and finally joined the Battle Fleet at San Pedro, Calif., on 21 February.

The ship spent nearly her entire career in the Pacific Ocean, returning to the Atlantic in 1930 and 1934. SARATOGA took part in the Presidential Review at Norfolk in May 1930 and returned to the Atlantic for a final time for exercises between 9 April and 9 November 1934. She was the centerpiece of many Fleet Problems<sup>12</sup> between 1929 and 1940, when those exercises ended.



*Fig. 4: SARATOGA circa 1930, with two biplanes doing a flyby before approaching for a landing.<sup>13</sup> SARATOGA is easily recognized by her distinctive black vertical stripe.*

When Japan struck Pearl Harbor, SARATOGA was entering San Diego after an interim dry-docking at Bremerton. She got underway on 8 December 1941 as the nucleus of a third carrier force [LEXINGTON and USS ENTERPRISE (CV- 6), already at sea], carrying Marine aircraft intended to reinforce Wake Island. She reached Pearl Harbor on 15 December and refueled. She then rendezvoused with USS TANGIER (AV-8) which had relief troops and supplies on board, while LEXINGTON and ENTERPRISE provided distant cover for the operation. The SARATOGA force was delayed by the low speed of its oiler and by a decision to refuel destroyers. The relief force was recalled on 22 December; Wake fell the next day.



*Fig. 5: SARATOGA underway – circa 1942 – a National Archives photo.*



On 11 January 1942, when heading towards a rendezvous with ENTERPRISE, 500 miles southwest of Oahu, SARATOGA was hit by a torpedo fired by the Japanese submarine, I-16. Although six men were killed and three fire rooms were flooded, the carrier reached Oahu under her own power. The carrier proceeded to the Bremerton Navy Yard for permanent repairs and installation of a modern anti-aircraft battery.

After the Battle of Coral Sea, SARATOGA departed Puget Sound on 22 May arriving on 25 May at San Diego. The carrier was unable to sail until 1 June and arrived at Pearl Harbor after the Battle of Midway. She departed Pearl Harbor the following day, 7 June, after fueling; and, on 11 June, transferred 34 aircraft to USS HORNET (CV-8) and ENTERPRISE to replenish their depleted air groups. The three carriers then turned north to counter Japanese activity in the Aleutians, but the operation was canceled and SARATOGA returned to Pearl Harbor on 13 June.



*Fig. 6: Interesting view of SARATOGA in camouflage. National Archives photo.*

As flagship of Vice Admiral F. J. Fletcher, SARATOGA opened the Guadalcanal assault early on 7 August. The carrier force withdrew on the afternoon of 8 August to refuel. Thus, it was too far away when four Allied cruisers [USS ASTORIA, QUINCY and VINCENNES and HMAS CANBERRA] were sunk that night in the Battle of Savo Island.

On 23 August 1942, SARATOGA launched a strike against a Japanese transport force. Her aircraft were unable to find the enemy, however, and spent the night on Guadalcanal. As they were returning on board the next day, the first contact report on enemy carriers was received. Two hours later, SARATOGA launched a strike which sank the Japanese carrier RYUJO. Later in the afternoon, SARATOGA launched her aircraft again and damaged the Japanese seaplane tender CHITOSE. SARATOGA escaped detection while the Japanese aircraft damaged ENTERPRISE. For the second time in seven months SARATOGA was torpedoed by a Japanese submarine. The impact caused short circuits which damaged SARATOGA's turbo-electric propulsion system and left her dead in the water. The crew jury-rigged her propulsion plant and after repairs at Tongatabu from 6 to 12 September, SARATOGA arrived at Pearl Harbor on 21 September for permanent repairs.

SARATOGA operated in the vicinity of Noumea for most of 1943. Between 17 May and 31 July 1943, she was reinforced by the British carrier, HMS VICTORIOUS, and, on 20 October, she was joined by USS PRINCETON (CVL-23). During the invasion of Bougainville on 1 November, SARATOGA's aircraft neutralized nearby Japanese airfields on Buka. Then, on 5 November, SARATOGA conducted perhaps her most brilliant strike of the war when her aircraft (with those of PRINCETON) penetrated the heavily defended port of Rabul and disabled most of the Japanese cruisers.

SARATOGA and PRINCETON then were designated the Relief Carrier Group for the offensive in the Gilberts, and after striking Nauru on 19 November, they rendezvoused on 23 November 1943 with the transports carrying garrison troops to Makin and Tarawa. She was detached on 30 November for overhaul at San Francisco from 9 December 1943 to 3 January 1944.

The carrier again arrived at Pearl Harbor on 7 January 1944, and sailed on 19 January with light carriers, USS LANGLEY (CVL-27) and PRINCETON, to support the drive in the Marshalls. SARATOGA then departed the main theaters of the Pacific war for almost a year. Her first task was to help the British initiate their carrier offensive in the Far East. From March through May 1944 she struck Japanese forces in the Indian Ocean as part of a Royal Navy Task Force.

SARATOGA arrived at Bremerton, Washington, on 10 June 1944 for repairs through the summer. On 24 September, she arrived at Pearl Harbor and commenced her second special assignment, training night fighter squadrons. SARATOGA had experimented with night flying as early as 1931, and many carriers had been forced to land returning aircraft at night during the war; but, only in August 1944, did a carrier, USS INDEPENDENCE (CVL-22), receive an air group specially equipped to operate at night. Light carriers of the INDEPENDENCE-class had been proven too small for safe night operations, and SARATOGA was deployed from Pearl Harbor on 29 January 1945 to form a night fighter task group with ENTERPRISE for the Iwo Jima operation to counter the kamikaze threat.

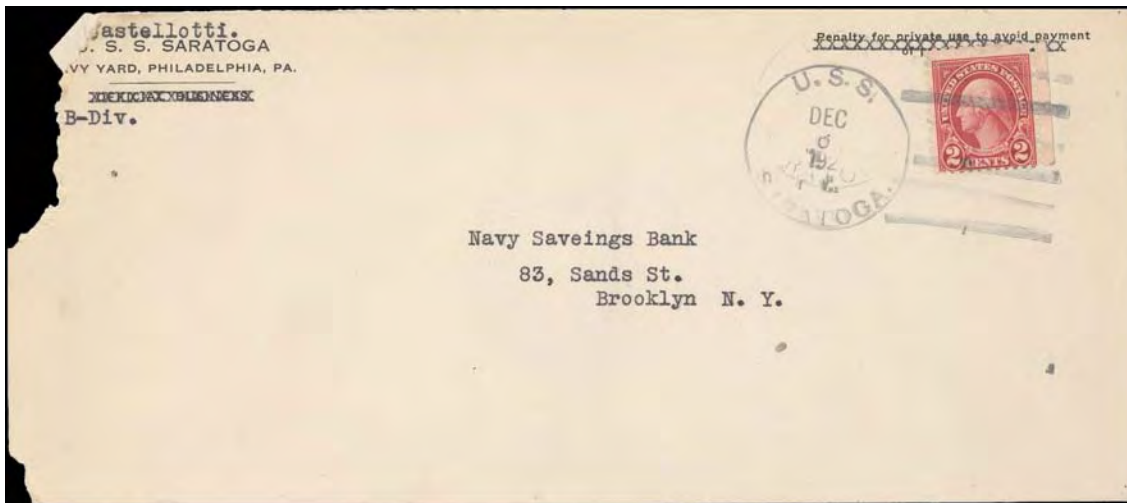
SARATOGA arrived at Ulithi on 7 February and sailed three days later, with ENTERPRISE and four other carrier task groups. SARATOGA was assigned to provide fighter cover while the remaining carriers launched the strikes on Japan, but in the process, her fighters raided two Japanese airfields. On 21 February 1945, SARATOGA was detached with an escort of three destroyers to join the amphibious forces and carry out night patrols. Before sunset, SARATOGA suffered combat damage for a third and final time. Six Japanese planes scored five hits on the carrier in three minutes. SARATOGA's forward flight deck was wrecked, her starboard side was holed twice, and large fires were started in her hangar deck. She lost 123 of her crew, dead or missing. Another attack at 7PM scored an additional bomb hit. By 8:15PM, the fires were under control and the carrier was able to recover aircraft, but she was ordered to Eniwetok and then to the West Coast for repairs, and arrived at Bremerton on 16 March.

On 22 May, SARATOGA departed Puget Sound fully repaired, and she resumed training pilots at Pearl Harbor on 3 June. She ceased training duty on 6 September, after the Japanese surrender, and sailed from Hawaii on 9 September, transporting 3,712 returning naval veterans home to the United States under *Operation Magic Carpet*. SARATOGA returned 29,204 Pacific war veterans, more than any other individual ship. At the time, she also held the record for the greatest number of aircraft landed on a carrier, with a lifetime total of 98,549 landings in 17 years.

SARATOGA was considered surplus by postwar requirements, and she was assigned to *Operation Crossroads* at Bikini Atoll to test the effect of the atomic bomb on naval vessels. She survived the first blast, an air burst on 1 July, with only minor damage, but was mortally wounded by the second on 25 July, an underwater blast which was detonated under a landing craft 500 yards from the carrier. Salvage efforts were prevented by radioactivity, and seven and one-half hours after the blast, with her funnel collapsed across her deck, SARATOGA sank beneath the surface of the lagoon. She was struck from the Navy list on 15 August 1946. SARATOGA received seven battle stars for her World War II service.

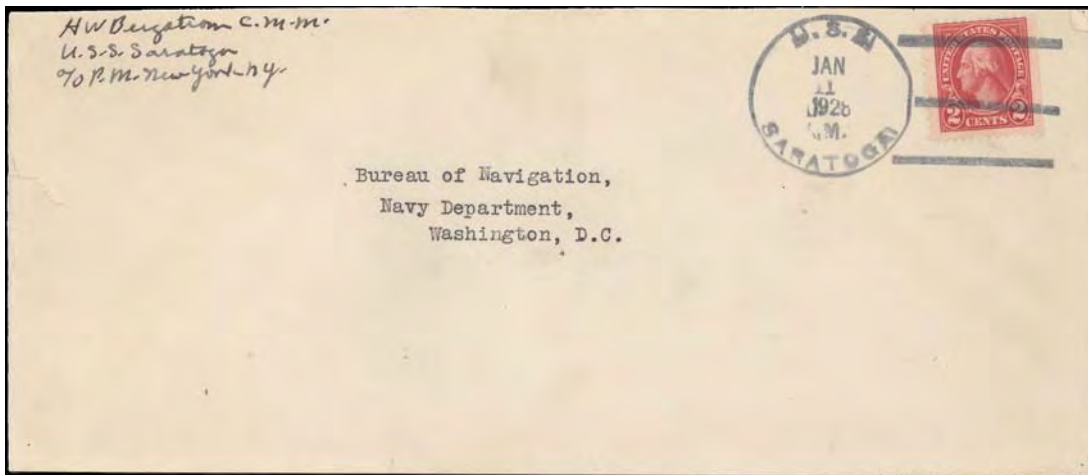
## THE PHILATELIC HISTORY OF SARATOGA

The following covers represent SARATOGA's many years of service.



*Fig. 7: CV-3-A is a USS SARATOGA (CV-3) rubber stamp cancel (Locy Type 3s(B)) dated December 1927 on a Number 10 envelope with postage (a red 2 cent Washington stamp -- not free franked for official mail). Personal mail addressed to the Navy Savings Bank in Brooklyn.*

The return address is USS SARATOGA, Navy Yard. Philadelphia, PA, indicating service in the Atlantic. This was while she was at the Philadelphia Navy Yard after her commissioning but prior to the first cruise. The postmark, in use 1927-28, is rated "C" or scarce in the USCS Catalog of United States Naval Postmarks (5th Edition 1997)<sup>14</sup> (hereinafter "Postmark Catalog"), p. S-11.



*Fig. 8: CV-3-B is a USS SARATOGA (CV-3) rubber stamp cancel (Locy Type 3s(B)) dated 11 January 1928 on a Number 10 envelope with postage (a red 2 cent Washington stamp — not free franked but apparently for official mail). Addressed to the Bureau of Navigation.*

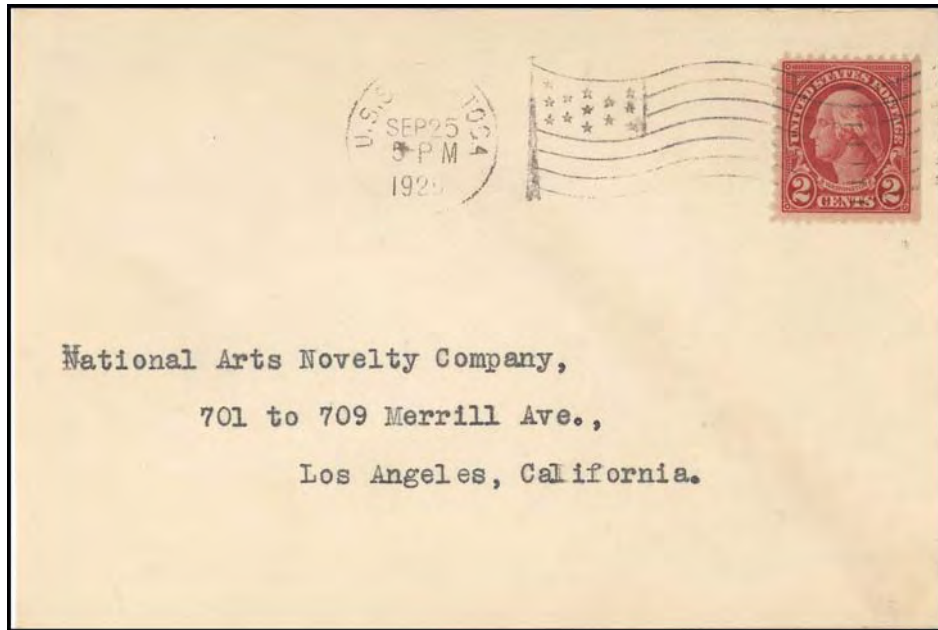
On her first New Year's Day after commissioning on 16 November 1927, SARATOGA was still moored at the Navy Base Philadelphia. Her first cruise began on 6 January, and this cover was sent during her shakedown cruise and the same day (11 January 1928) that the first flight was landed on her decks by the future Commander, Task Force 58, then-Lieutenant Commander "Pete" Mitscher, U.S. Navy. The postmark, in use 1927-28, is rated "C" or scarce in the Postmark Catalog, p. S-11.



*Fig. 9: CV-3-C is a steel handstamp cancel (Locy Type 6g(1)) dated 8 February 1928 on a Number 6 envelope with two cents postage (a pair of green Franklin one cent stamps).*

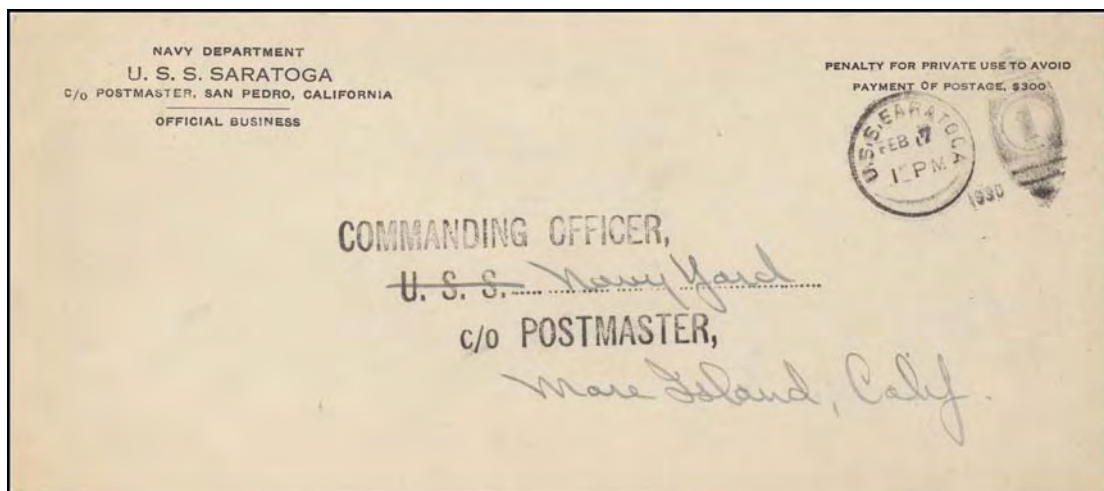
The cover shown above is clearly an early philatelic cover, when SARATOGA was transiting the Panama Canal from the Atlantic to the Pacific. The postmark, in use in 1928, is rated "C" or scarce in the Postmark Catalog, p. S-11.





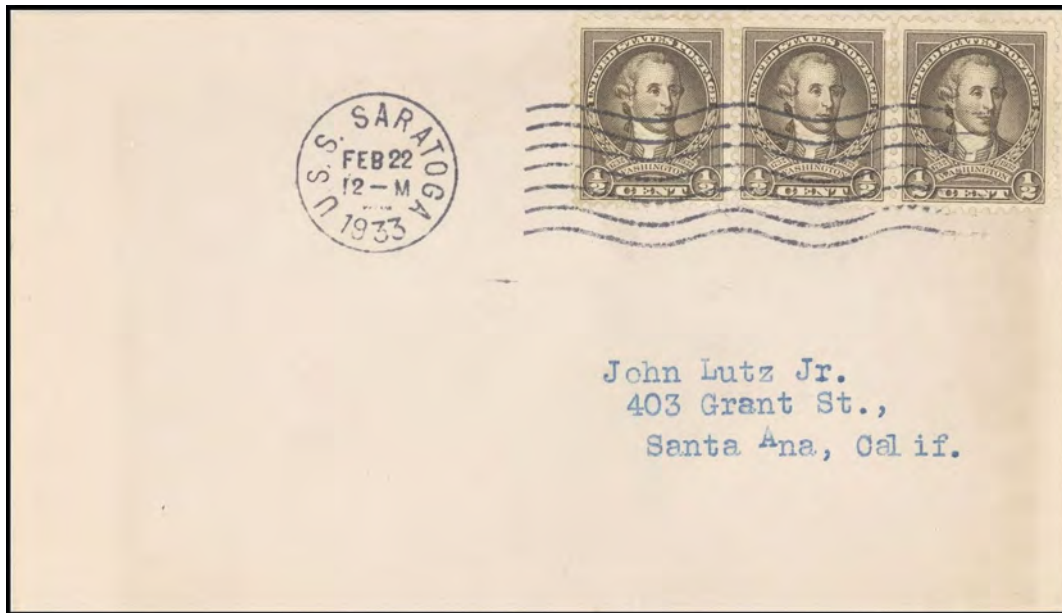
*Fig. 10: CV-3-D is a steel machine Flag cancel (Locy Type 8) dated 25 September 1929 on a cut down Number 10 envelope with two cents postage (a single two cent Washington red stamp).*

SARATOGA arrived at San Pedro, California to join the Battle Fleet on 21 February 1928. The next year she participated in Fleet Problem IX, again returning to San Pedro. This postmark, in use 1928-30, is rated "R-1" or rare (between 25 and 100 reported) in the Postmark Catalog, p. S-11.



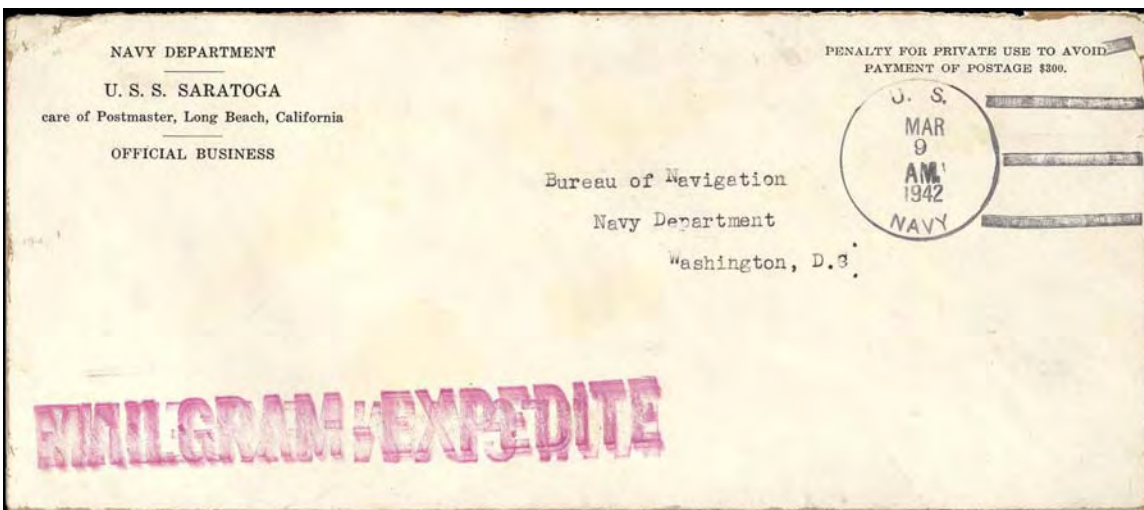
*Fig. 11: CV-3-E is a steel hand stamp cancel (Locy Type 6g) with error ("EARATOGA") dated 17 February 1930 on a number 10 penalty envelope indicating official use.*

The return address here is Postmaster, San Pedro, California indicating service in the Pacific. It was sent to the Navy Yard at Mare Island, California postage free. This "error" postmark, in use 1929-31, is rated "C" or scarce in the Postmark Catalog, p. S-11.



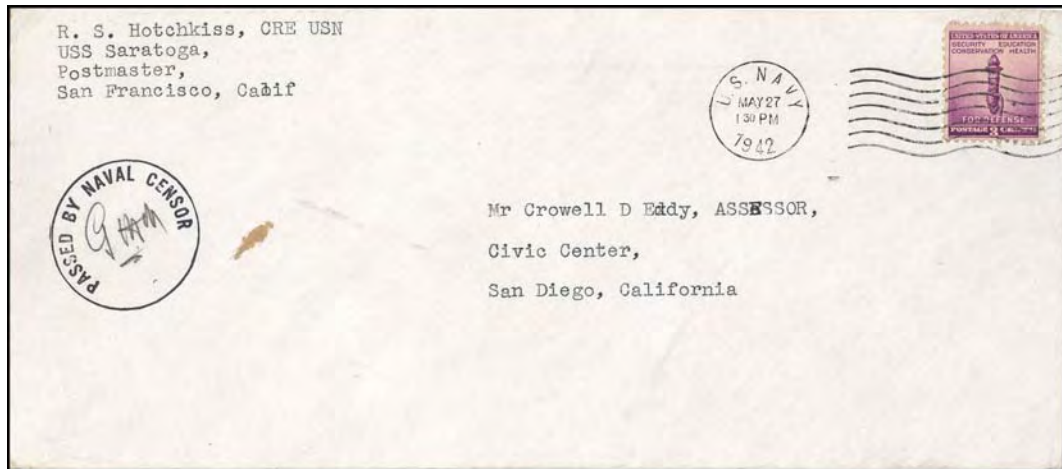
*Fig. 12: CV-3-F is a steel machine cancel (Locy Type 7t) dated 22 February 1933 on a Number 6 envelope with three half cent brown Washington stamps.*

This postmark, in use 1932-41, is rated "A" or common in the Postmark Catalog, p. S-11.



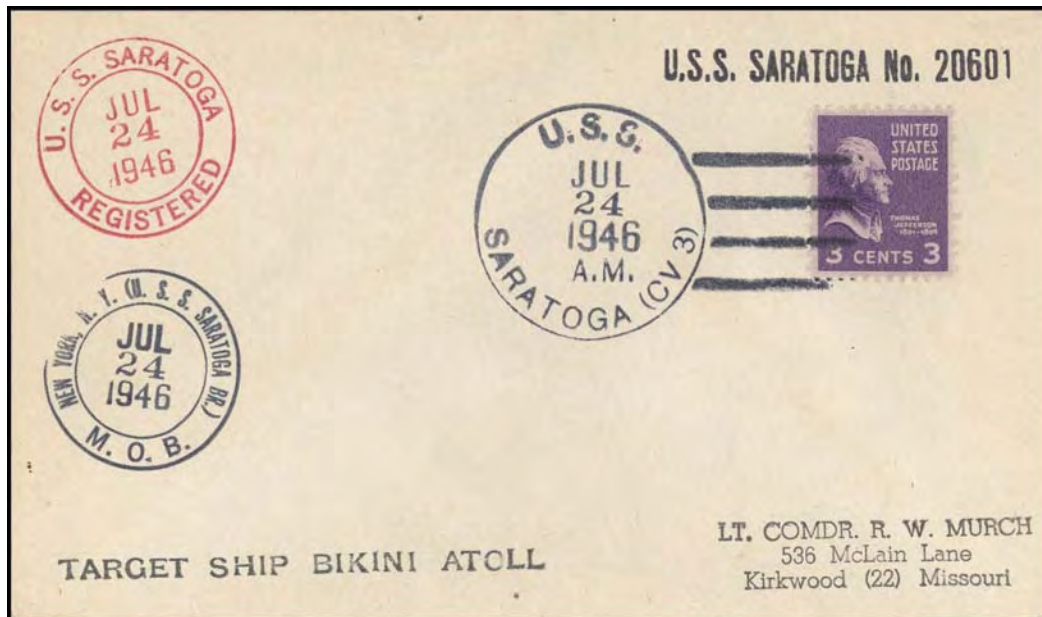
*Fig. 13: CV-3-G is a rubber stamp hand cancel (Locy Type 3z(TTT)) dated 9 March 1942 on a Number 10 penalty envelope. Official correspondence sent postage free.*

The return address in Figure 13 is Postmaster, Long Beach, California, indicating that early in World War II, SARATOGA remained with the Pacific Fleet. On the day of this cancellation, she was being repaired at the Bremerton Navy Yard for damage from the first time she was struck in combat by a torpedo fired by an Imperial Japanese submarine. The postmark, in use during 1942, is rated "B" or limited edition in the Postmark Catalog, p. S-11.



**Fig. 14:** CV-3-H is a machine cancel (Locy Type 7rtz) dated 27 May 1942 on a Number 10 penalty envelope.

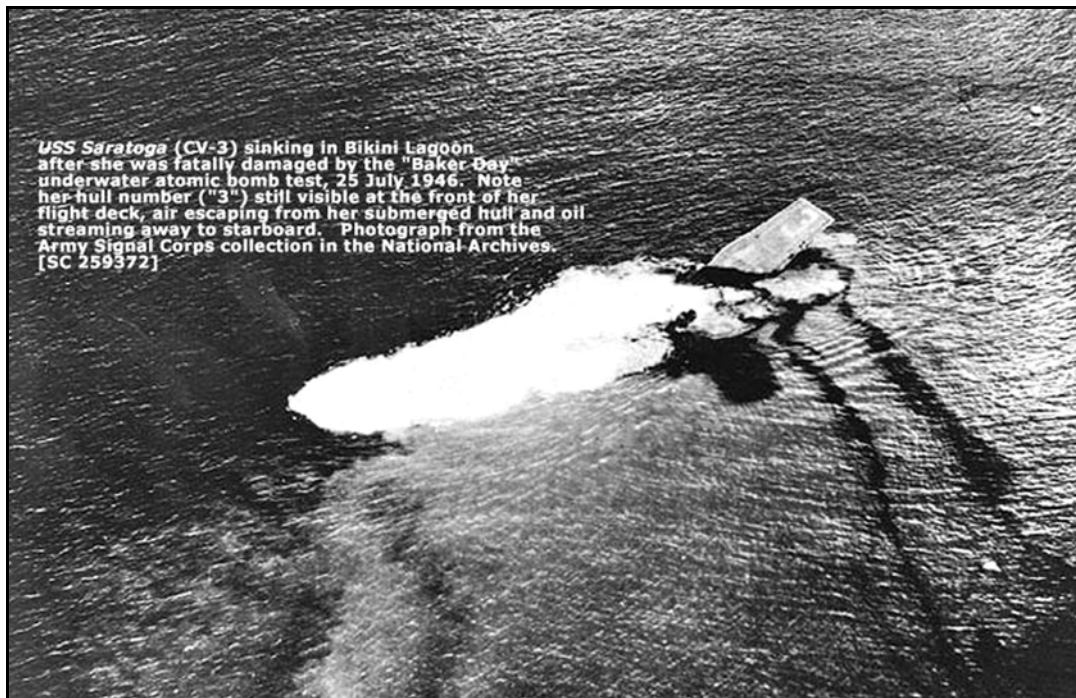
The return address in *Figure 14* is Postmaster, San Francisco, California. On the day of this cancellation, she was at San Diego after returning from refurbishment to the Pacific Fleet in anticipation of the Battle of Midway (4-6 June 1942). Unable to sail until the 1st of June, she was too late for Midway. The postmark, in use 1941-44, is rated “B” or limited edition in the Postmark Catalog, p. S-11.



**Fig. 15:** CV-3-I is a rubber stamp hand cancels: Locy Types 2(n) (four bar black hand cancel on postage stamp), 9v (red double circle "registered" handstamp in upper left corner) and 9efw (black double circle "'M.O.B.", or "Money Order Business" handstamp in lower left corner), dated 24 July 1946 on a Number 6 envelope.

On this her last day of postal service (24 June 1946), SARATOGA was at Bikini Atoll where she would be used as a primary target ship in the above-ground atom bomb tests. Type 9 postmarks are generally double circle small hand stamps used for registry, money order, parcel post, etc. Often Navy postal clerks refer to them as “All Purpose cancels” or “AP chops.” The postmarks, in use during 1945-46, are rated “B” or limited edition in the Postmark Catalog, p. S-11.





*Fig. 16: SARATOGA served even as she sank, a test victim in the Bikini Atoll atomic bomb blast, 25 July 1946. National Archives photo.*

Comments, questions, etc. may be directed to the author, Captain Lawrence B. Brennan, JAGC, USN (Ret.), by mail to 176 Christol Street, Metuchen, NJ 08840 or by email to [Lawrence.brennan@wilsonelser.com](mailto:Lawrence.brennan@wilsonelser.com).

*[This series on New Jersey-built fast aircraft carriers will be continued in the following issues of NJPH.]*

## ENDNOTES:

- <sup>1</sup> The author is a lawyer specializing in admiralty and maritime law, federal civil litigation, insurance coverage and international law. He served in the United States Navy on active duty and in the reserve component, ashore and afloat, from 1974 to 2008. He commanded reserve units at the Naval War College and Admiralty Law and was the Legal Officer on USS NIMITZ (CVN-68) between 1979 and 1981, including the Iranian Hostage rescue mission and the then-record setting 144 consecutive days at sea. Mr. Brennan is a graduate of Fordham College (1974) where he received a Bachelor of Arts *magna cum laude* and Fordham Law School (1977).
- <sup>2</sup> The numbering for carriers includes consecutively CVs, CVAs, CVLs, CVBs and the nuclear powered carriers whose designations have been CVAN (nuclear attack carrier) or CVN (nuclear carrier). The attack designations were removed in the mid-1970s and since then, all carriers have been considered multi-purpose. A second entirely different group of aircraft carriers were the escort carriers or CVEs. More than 100 CVEs were ordered during World War II, mostly for the U.S. and Royal Navies. They were included in an entirely differently set of hull numbers and designators than the larger and faster CVs, CVBs, and CVLs. These ships also were known as jeep carriers, many built by Kaiser, and were designed to be slow, around 20 knots, and had modest capacity for aircraft. They could not operate with the larger fleet units but were used to battle U-boats in the Atlantic, provide support for amphibious operations and escort service for forces in the Pacific, and to supply replacement aircraft for the fast carriers and land bases.



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- <sup>3</sup> Photo from New York Shipbuilding Company Historical Site, <http://members.aol.com/nyship/history.html> [Aug 6, 2008].
- <sup>4</sup> *The Dictionary of American Naval Fighting Ships*, commonly known as DANFS, is the leading source for information on US naval vessels. Published in nine volumes (from 1959 to 1991), it gives histories for virtually every US naval vessel. Published in Washington by the Navy Department, Office of the Chief of Naval Operations, 1959-1981 Also available online at <http://www.hazegray.org/danfs/> This site has attempted to faithfully transcribe from the original *Dictionary of American Naval Fighting Ships*, without updating or corrections. See also *DANFS*, [www.history.navy.mil/danfs/](http://www.history.navy.mil/danfs/). This official site contains numerous revised and expanded histories of some ships and updated entries for some modern warships.
- <sup>5</sup> *Catalog of United States Naval Postmarks* (5<sup>th</sup> ed. 1997). Kent, David A., editor-in-chief, Universal Ship Cancellation Society, New Britain, CT, 1997.
- <sup>6</sup> Available in the book mentioned above; also online on the Universal Ship Cancellation Society site at <http://www.uscs.org/> - go to What is a Postmark? And then follow links to the Locy System to see illustrations, or go to a description of the original author of this system.
- <sup>7</sup> NavSource Online: Aircraft Carrier Photo Archive at <http://www.navsource.org/archives/02/03.htm> [Aug. 6, 2008] and photo contributed to that site by Ron Reeves.
- <sup>8</sup> The Doolittle Raid, 18 April 1942, was the first aircraft bombing of the Japanese home islands after Pearl Harbor. Army planes were launched from a Naval carrier [USS Hornet (CV-8)], without enough fuel to return, so landing was planned in China. While the raid was successful, all 16 planes were lost (either crash landing over China or ditched in the sea), with the exception of one, which landed in Russia. [http://en.wikipedia.org/wiki/Doolittle\\_Raid](http://en.wikipedia.org/wiki/Doolittle_Raid) [Aug. 6, 2008].
- <sup>9</sup> There have been six U.S. warships named SARATOGA which served between the Revolutionary War through the late 1990s collectively.
- The first SARATOGA was a sloop built in Philadelphia in 1780, commanded by Captain John Young, of the Continental Navy. She successfully cruised the East Coast and Caribbean, capturing British prizes (generally enemy merchant ships subject to capture and “condemnation” by admiralty courts under the law of prize). She also successfully engaged Royal Navy warships. SARATOGA was lost with all hands on 18 March 1781 when preparing to attack a British warship after capturing another prize. After surviving heavy winds, the prize master placed by Captain Young on the captured ship noted that SARATOGA had vanished. No further details of her fate have been discovered.
  - The second ship named SARATOGA, actually the first to serve in the U.S. Navy, was built on Lake Champlain in 1814 to counter the naval race which was central to the planned British invasion of New York. Under the command of Thomas MacDonough, she set defensive positions in Plattsburg Bay where they defeated the British fleet under Commodore George Downie, leaving the U.S. essentially unchallenged on Lake Champlain and forcing the British troops under General Sir George Prevost, the Governor General of Canada, to retreat. This victory, in which SARATOGA played an essential part, was crucial to the peace negotiations at Ghent and helped restore American morale after the sacking of Washington and the burning of the White House.
  - The third ship named SARATOGA was a sloop of war built by the Portsmouth, New Hampshire Navy Yard in 1841-42. She served on the West Africa Patrol, under Commodore Matthew C. Perry, combating the slave trade and supporting the recently-established government in Liberia of relocated freed African-Americans. Before and during the Mexican War she was engaged in operations in the Gulf of Mexico and then attempted to sail to California via Cape Horn but was heavily damaged by a storm, necessitating her return for repairs at Hampton Roads where she was decommissioned in 1847. The same year, once repairs were completed, she was recommissioned under Commander David G. Farragut (who would become the first flag officer in the U.S. Navy and a leading hero of the Civil War). She served off Mexico again and was repeatedly recommissioned after short deployments. In 1850 she was recommissioned and sent to the East India Squadron. There, she served under the command of Commodore Matthew C. Perry for a second time during his expeditions in 1852-54 opening Japan. After returning to Boston in the fall of 1854 and short periods out of service for repairs, she returned to the west coast of Africa where she captured a slaver in April 1861. During the U.S. Civil War SARATOGA served from June 1863 to April 1865, primarily in the South Atlantic Blockading Squadron. After intermittent service, she was finally decommissioned in October 1888. Between 1890 and 1907 SARATOGA was on loan to Pennsylvania, where she served as a school ship. In 1907 she was sold to Thomas Butler and Company of Boston.

- The fourth SARATOGA initially was commissioned in 1893 as USS NEW YORK (Armored Cruiser # 2, CA-2) and served until 1941, being renamed SARATOGA so that the name NEW YORK could be given to a battleship under construction, in line with the custom of naming capital ships for states, and subsequently renamed ROCHESTER, so that the name SARATOGA could be given to the battle cruiser that ultimately became the first fast carrier. USS NEW YORK, an 8150-ton armored cruiser built at Philadelphia, Pennsylvania, was commissioned in August 1893. She initially served as flagship of the South Atlantic Squadron; she then went to the West Indies before joining the European Squadron in 1895. She was in the North Atlantic Squadron when the Spanish-American War began, and was flagship during the Caribbean campaign that led to the Battle of Santiago on 3 July 1898. From 1898 to 1916, NEW YORK served off Latin America, in Asiatic waters, the eastern Pacific, the Atlantic and off Europe. She was renamed SARATOGA in 1911. During the First World War, the cruiser was active in both the Pacific and the Atlantic, and was renamed again in 1917, becoming USS ROCHESTER. She remained in the Atlantic after the war, and operating in the Caribbean area until 1932. ROCHESTER was flagship of the Asiatic Fleet in 1932-33, mainly serving in Chinese waters. Decommissioned for the last time in April 1933, she was laid up at Olongapo, Philippines, until scuttled in December 1941 to avoid capture by the Japanese.
- The fifth SARATOGA is the primary subject of this article.
- The sixth SARATOGA was the second FORRESTAL class aircraft carrier (CVA/CV-60). She was built at the New York Naval Shipyard ("Brooklyn Navy Yard") and commissioned in April 1956. She served nearly four decades, almost exclusively with the Atlantic Fleet. SARATOGA often was the host to presidents with multiple visits by Eisenhower and Nixon. She was the Atlantic terminus of the record-setting three hour and 28 minute cross-continental flight by F-8 Crusaders on 6 June 1957. She made one combat cruise to Vietnam in 1972, participated in the capture of the PLO terrorists who killed Leon Klinghoffer during the "hijacking" of M/V ACHILLE LAURO, helped strike Libya in March 1986, and was one of the first carriers on station during Desert Shield/Desert Storm, making six transits of the Suez Canal. She made 22 Med Cruises before being decommissioned on 20 August 1994. Even though SARATOGA has been stricken from the Naval Register, she and FORRESTAL remain at the Naval Station, Newport, Rhode Island. Efforts to preserve SARATOGA as a museum ship continue.

These brief accounts of the operational history of the five other ships named SARATOGA are based on the *Dictionary of American Naval Fighting Ships*, *supra*.

<sup>10</sup> NavSource Online, Ibid. <http://www.navsource.org/archives/02/03.htm> [Aug. 6, 2008] U.S. Naval Historical Center Photograph (# NH 44097) USS *Los Angeles* (ZR-3) landing on USS SARATOGA (CV-3), 27 January 1928.

<sup>11</sup> <http://vmo6rocks.homestead.com/history.html> [Aug. 10, 2008].

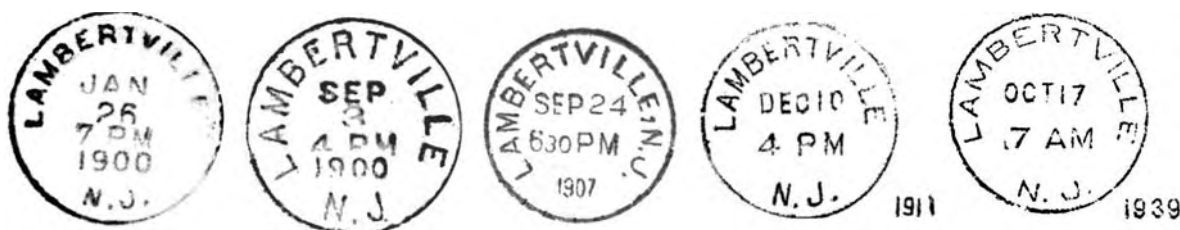
<sup>12</sup> "Fleet Problems" were naval exercises equivalent to what is known today as "war games" – described by Wikipedia as "the term by the U.S. Navy to describe each of twenty one large-scale naval exercises conducted between 1923 and 1940. They are labeled with roman numerals, from Fleet Problem I through Fleet Problem XXI. .... One or more of the forces would play the part of a European or Asian navy. They were the culmination of the Navy's annual training maneuvers." [http://en.wikipedia.org/wiki/Fleet\\_problem](http://en.wikipedia.org/wiki/Fleet_problem) [Aug. 6, 2008]. See also: Craig C. Felker, *Testing American Seapower* (Texas A&M Univ. Press 2007), the best single volume study on Fleet Problems 1923-40.

<sup>13</sup> Naval Historical photo #NH 94599 from [http://www.navy.mil/navydata/navy\\_legacy\\_hr.asp?id=12](http://www.navy.mil/navydata/navy_legacy_hr.asp?id=12), the Official Navy website. [Aug. 6, 2008]

<sup>14</sup> Ibid. Kent, David A, ed., *USCS Catalog of United States Naval Postmarks* (5th Edition) 1997.

## LAMBERTVILLE, N.J.: 20<sup>TH</sup> CENTURY CANCELLING DEVICES

By Jim Walker

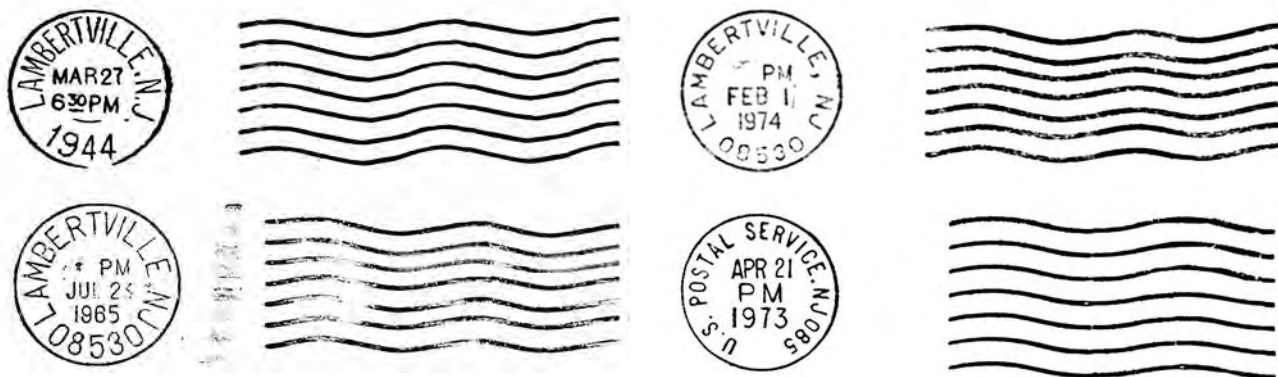


This is a look at the changing cancellation devices used at Lambertville, Hunterdon County, New Jersey on first class letter mail throughout the 20<sup>th</sup> century. As the city of Lambertville has grown, so has the post office, from a third class office in 1900 to a first class facility by the end of the century. Shown in the article are examples of the large 29 mm duplex cancels in use at the end of the 19<sup>th</sup> century. These devices were replaced with the 26-27 mm duplex cancels with their wide variety of letter spacing and date location, as well as a few receiver cancels from this era. The use of a machine cancel began in 1917 with the American Postal Machine Company's patriotic flag cancel. In use from 1917 until 1928, this seems to be the only machine cancel used until shortly before World War II when the International Postal Supply Company machine cancels appeared ca. 1939.

The International Machine cancel used into the early 1960s, with its changing year slug, begins to show signs of wear along the bottom of the dial in the mid 1940s. The last cancel, before the inclusion of the zip code, appeared ca. 1963. This cancel, with its repositioned year date and larger letters, was used well into the 1970s.

The zip code first appeared in a local cancel ca. 1965. This first generation zip code cancel was used concurrently with non-zip cancels for several years. Soon after the old Post Office Department became the United States Postal Service, a second generation zip code machine cancel was introduced about 1974 and remained in use until the early 1990s.

The U.S.P.S. also introduced a new machine with three digit zip code in an effort to consolidate its mail handling in sectional centers. This had the effect of eliminating town specific cancels. Local business meters with town names and no zip codes seemed to last a little longer, and eventually became general in appearance.



## LAMBERTVILLE, NJ: 20<sup>TH</sup> CENTURY CANCELLING DEVICES ~ Jim Walker

A couple of points to keep in mind: as new canceling devices were introduced into service, the older types were not replaced until they were no longer serviceable. This is often the reason we find long periods of overlapping usage. This in turn, makes it more difficult to pin down exact dates of usage. For this reason some dates I have used are somewhat vague. I'm sure many examples of earlier and later usage exist than the examples I have used.

### LAMBERTVILLE HANDSTRUCK DIALS



*Fig. 1: 29 mm cancel with 2½ mm letters, ca. 1896-1901.*

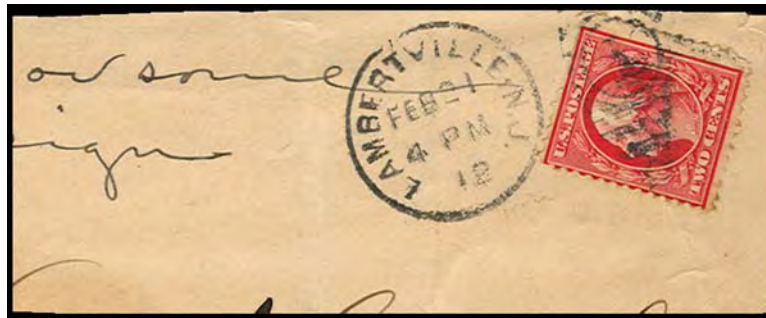


*Fig. 2: 29 mm cancel with 3½ mm letters, ca. 1900-1903.*

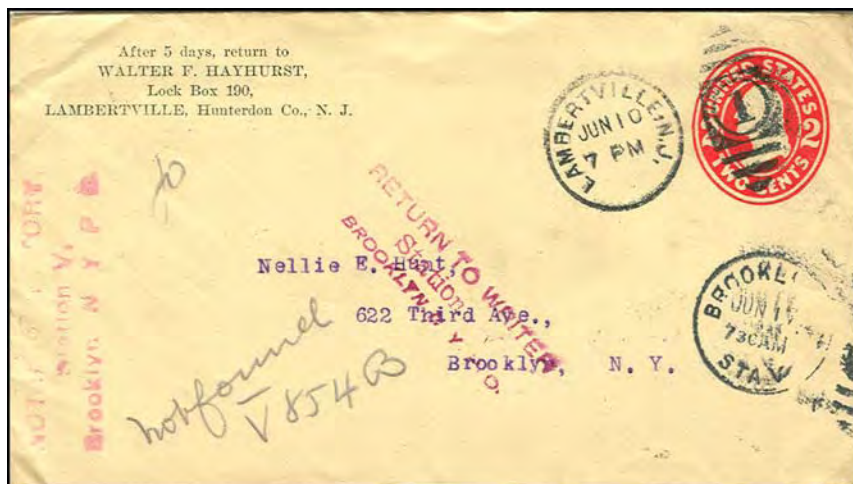




*Fig. 3: Type 1. Lambertville, N.J. in arch, full year date contained in 26 mm circle with 3 mm letters. Ca. 1905-1912.*



*Fig. 4: Type 1a. Same 26 mm cancel but with the year date slug shortened to two digits and enlarged.*



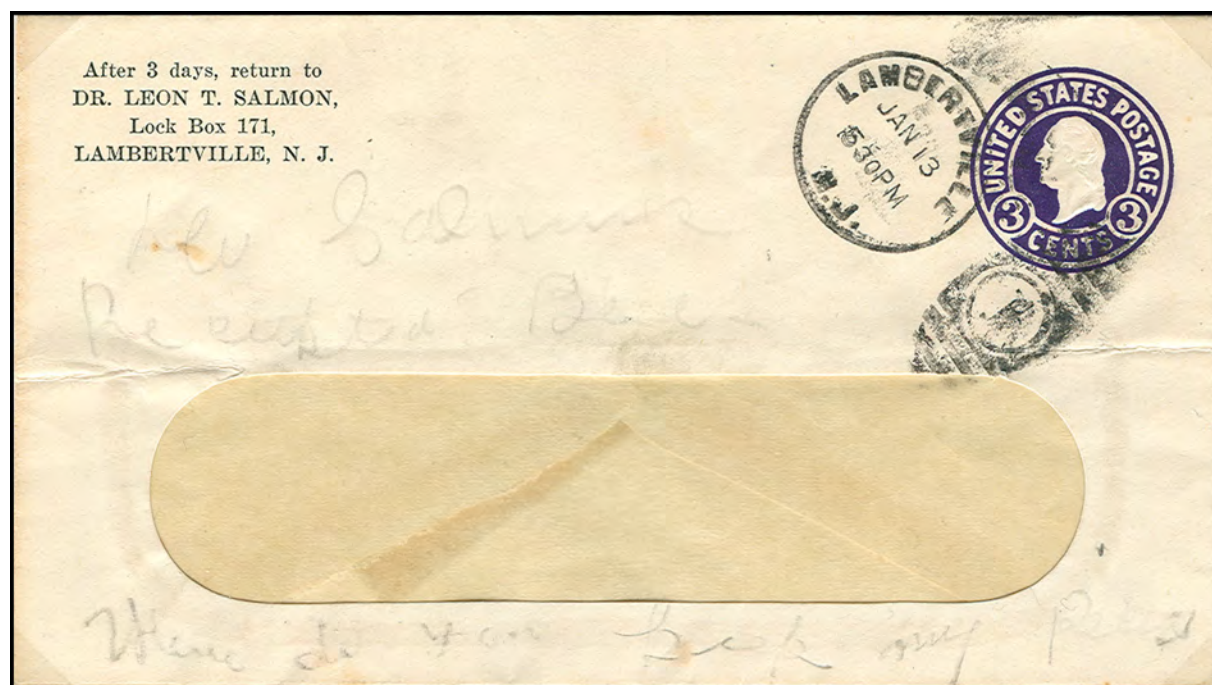
*Fig. 5: Type 1b. 26 mm Lambertville cancel with year date slug missing.*



**Fig. 6: Type 2.**  
26 mm DIAL, 3 mm LETTERS, 2 mm wide "M"  
EXTERNAL FOUR DIGIT YEAR DATE  
Ca. 1911-1931



**Fig. 7: Type 2a.**  
26 mm DIAL  
EXTERNAL TWO DIGIT YEAR DATE  
Ca. 1920-29

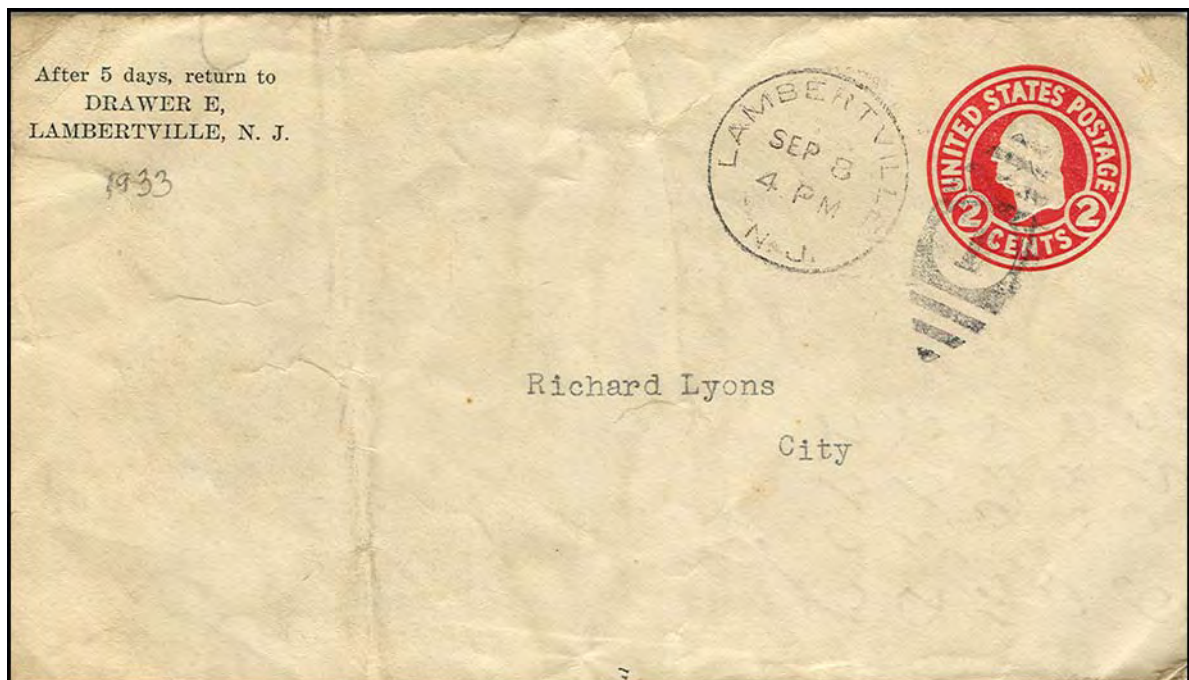


**Fig. 8: Type 2b. 26 mm with external year slug missing.**





**Fig. 9: Type 3.**  
**27 mm DIAL, 3 mm LETTERS, 3½ mm wide "M"**  
**EXTERNAL FOUR DIGIT YEAR DATE**  
**Ca. 1924-1942**



**Fig. 10: Type 3a.**  
**27 mm DIAL type 3 WITH YEAR DATE MISSING**

# LAMBERTVILLE, NJ: 20<sup>TH</sup> CENTURY CANCELLING DEVICES ~ Jim Walker

Lambertville receiver cancels – applied by the office of destination. These are usually found on the back of a cover and rarely used to cancel a stamp.

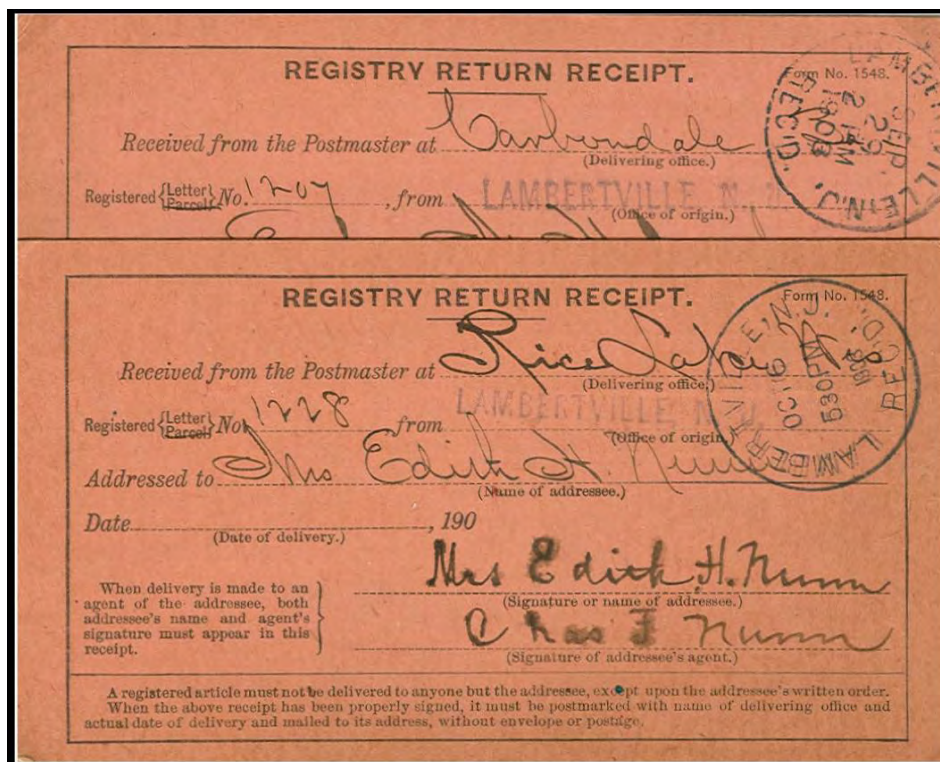


Fig. 11: 28 mm, dated Sep. 29, 1903 and a 30 mm, dated Oct. 6, 1903 on registered return receipt.

Shown below is a 26 mm Lambertville cancel of July 4, 1906 in combination with a Flemington receiver cancel of the same date, and a straight line purple Lambertville ancillary rubber stamp on a registry receipt card.

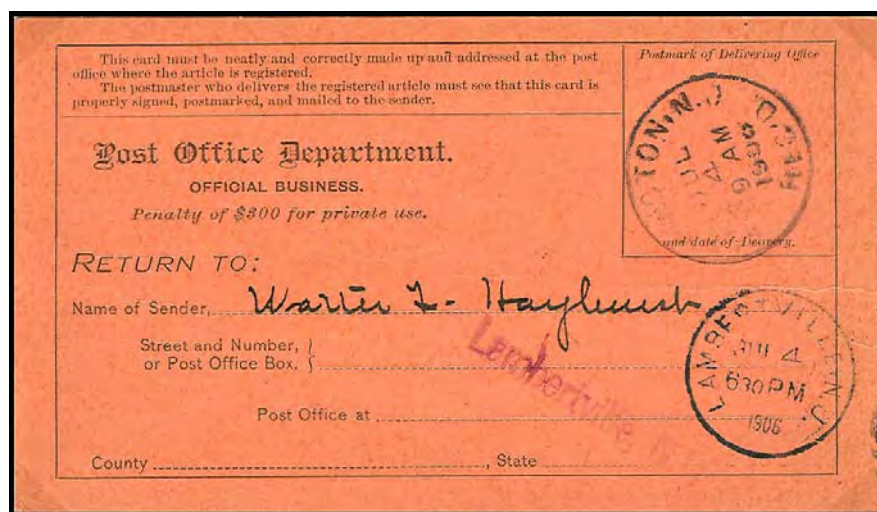


Fig. 12: Lambertville receiver on a registry receipt, Jul 4, 1906.



## LAMBERTVILLE MACHINE CANCELS

The World War I-inspired American Postal Machine Co. flag cancel was in use from 1917 to 1928. This seems to be the only machine cancel used in Lambertville before World War II.

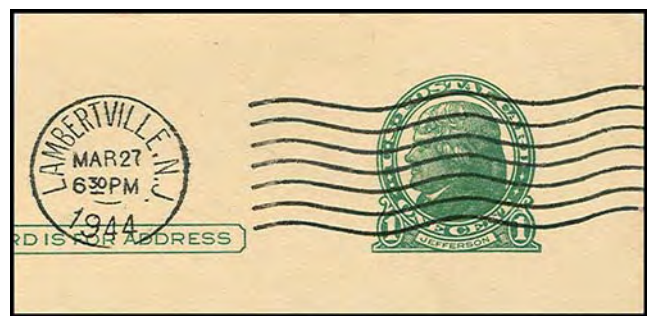


*Fig. 13: Lambertville Flag cancel, produced by the American Postal Machine Company, Dec. 21, 1926.*

The International Machine cancel was used in Lambertville for over 23 years (1940-1963). Shown below are various examples of such machine cancels. Two points of interest: the changing size of the year slug and the break in the dial below the date after 1944. (See Figures 14-23)



*Fig. 14*



*Fig. 15*

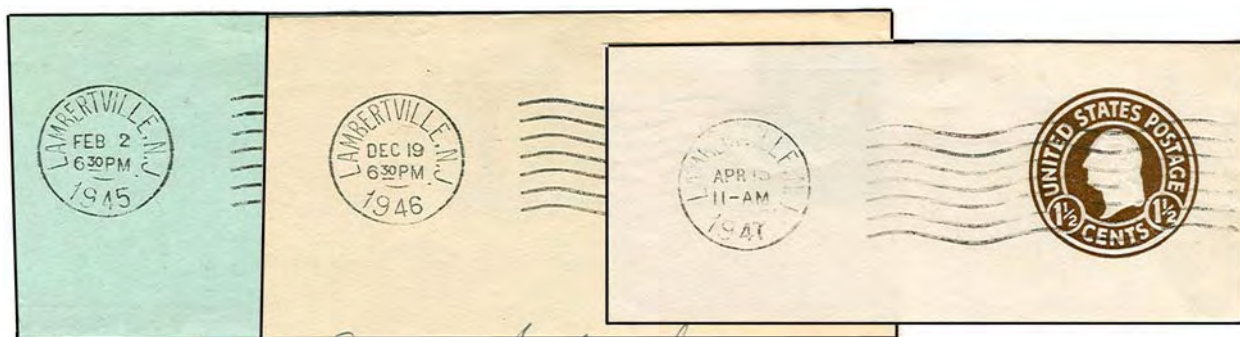


Fig. 16

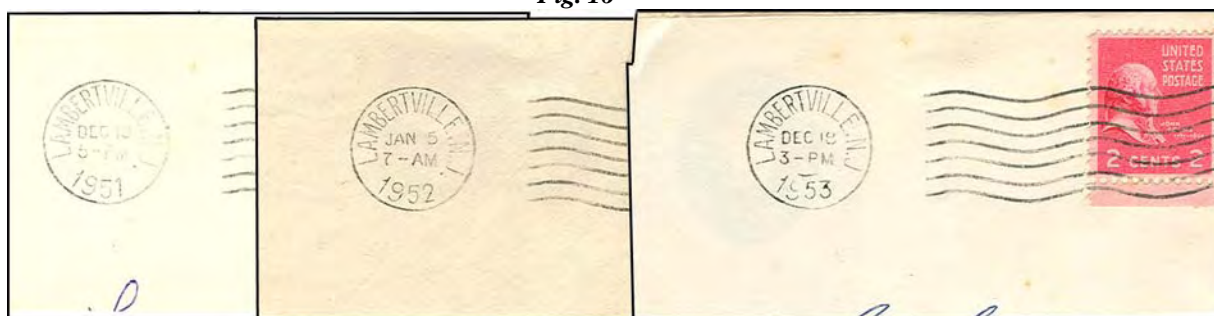


Fig. 17

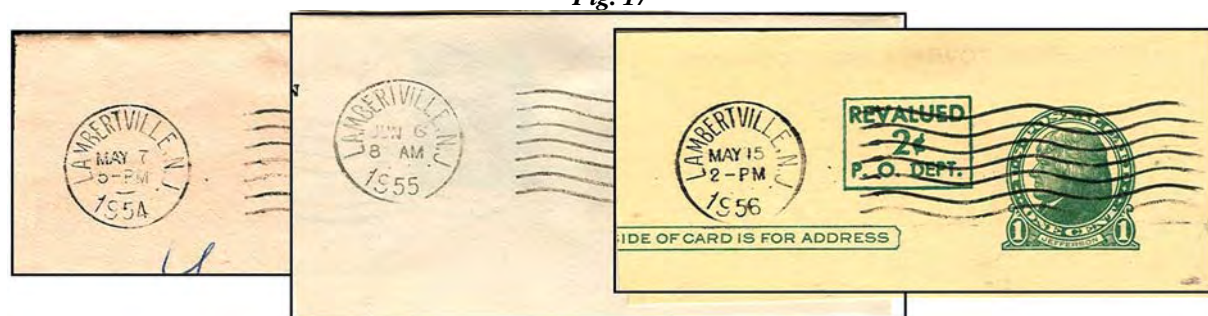


Fig. 18



Fig. 19



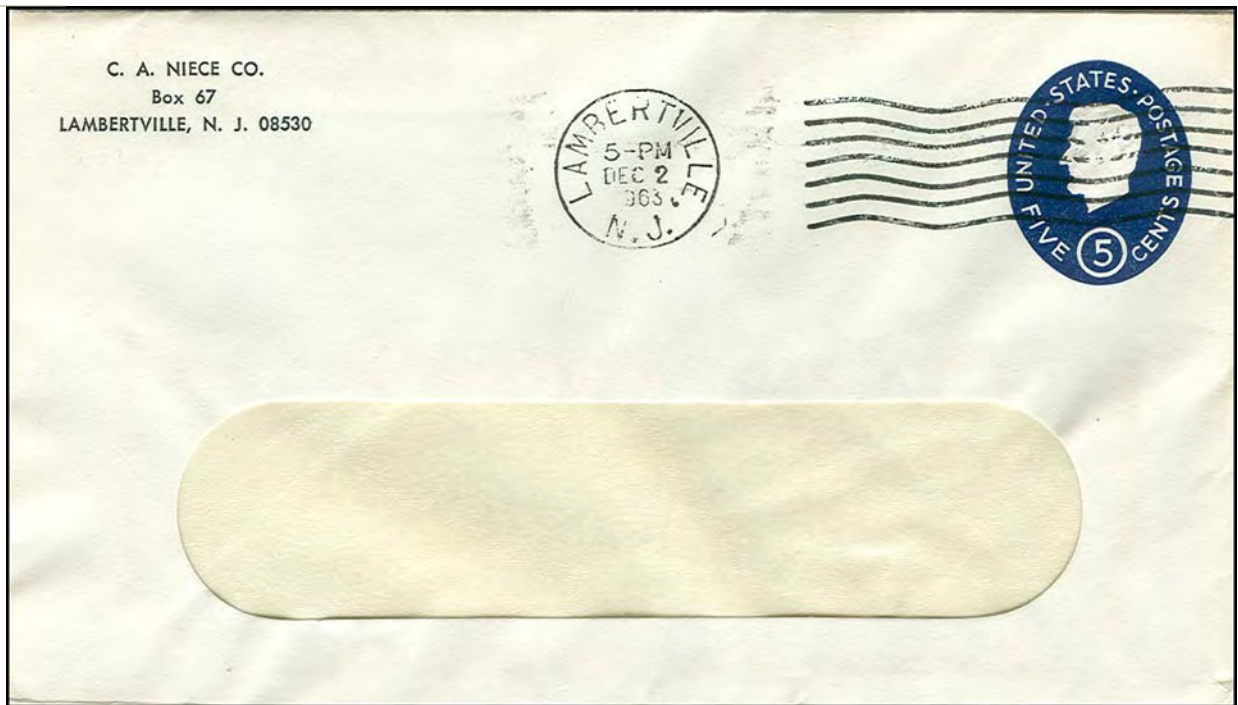
Fig. 20



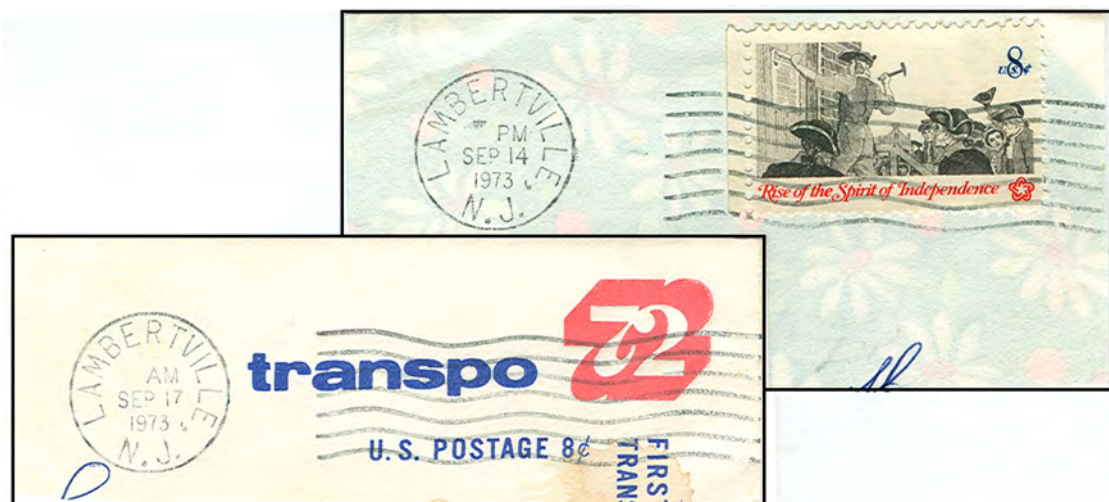
Fig. 21



Illustrated here are the last of the devices used without the zip code, ca. 1963-1973. This cancel was used concurrently with the large letter zip code cancel which appeared in 1965. The repositioned uniform year date allowed for larger lettering of the town and state.



*Fig. 22: Last of the machine cancels from Lambertville that did not show a zip code.*



*Fig. 23: Lambertville machine cancels still in use after the advent of zip codes but not showing a zip code, used concurrently with zip coded cancellers.*



*Fig. 24: Zip Code instructional flyer dated 1966 with local code, sent to a Lambertville resident. POD form Notice 42, dated March 1966.*

Zip codes came into use in 1963 and were promoted with various post office communications.

The first appearance of the zip code in a Lambertville cancel was the 3 mm lettering at the bottom of the dial ca. 1965-1973.

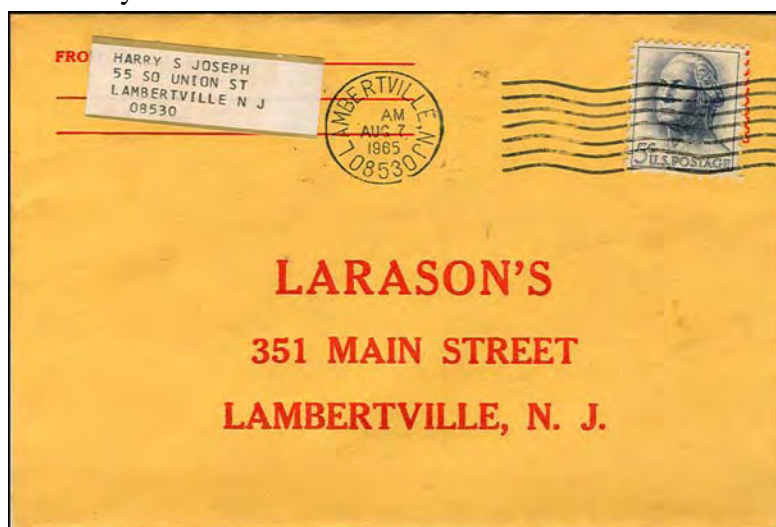


*Fig. 25. Dial now includes zip code, May 24, 1965.*



*Fig. 26: Aug. 1973 usage of the same machine cancel.*

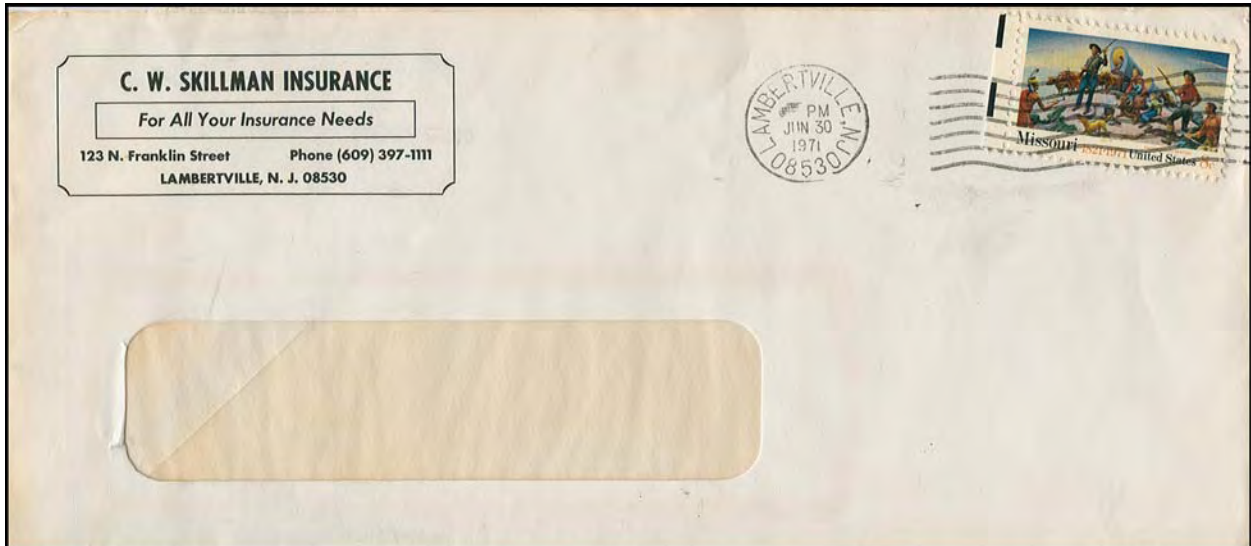
The only major variety found is a broken circle under the "3" as the example below shows. This happened early and was consistent



*Fig. 27: A 1965 example of Lambertville machine cancel with zip code, showing the broken circle.*



The Post Office Department was superseded by the United States Postal Service on July 1, 1971. Below is a last day cancel of the United States Post Office Department from Lambertville, on June 30, 1971.



*Fig. 28: June 30 machine cancel showing the old version with zip code, replaced by the larger device shown below on July 1, 1971 when the POD was replaced with the USPS.*

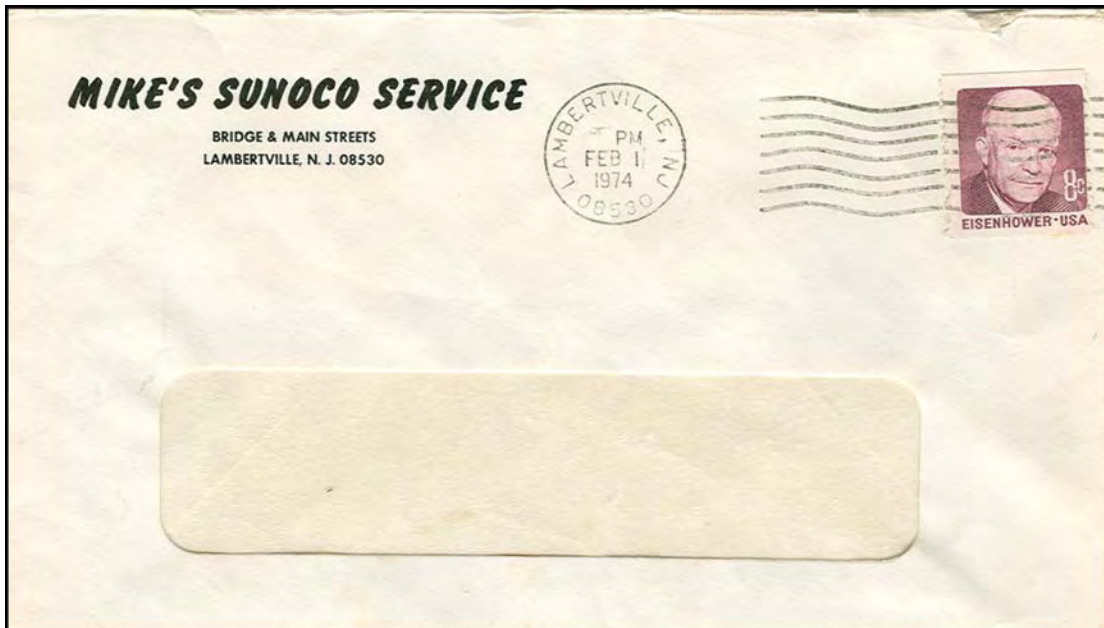
The inauguration of the United States Postal Service was commemorated with Lambertville's large zip code machine cancel July 1, 1971.



*Fig. 29: Envelope commemorating the inauguration of the United States Postal Service on July 1, 1971.*

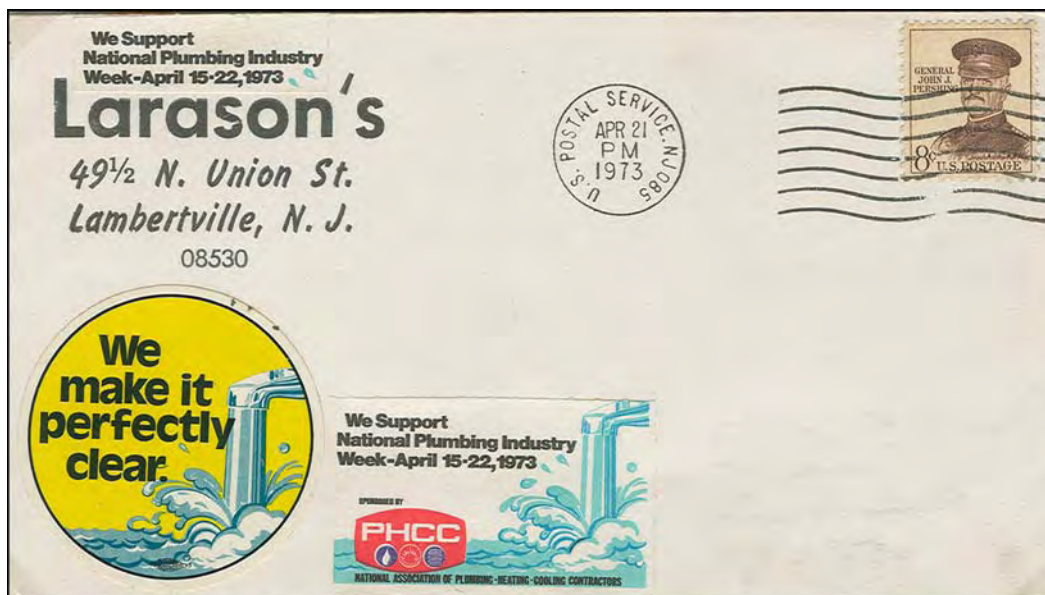
LAMBERTVILLE, NJ: 20<sup>TH</sup> CENTURY CANCELLING DEVICES ~ Jim Walker

The second machine cancel used in Lambertville containing the zip code was a smaller (21 mm) dial, with 2½ mm letters, in use ca. 1974-1990.



*Fig. 30: Feb 1974 usage of 2<sup>nd</sup> (smaller) dial cancel, with zip code.*

As the new United States Postal Service of the 1970s consolidated its mail handling at sectional centers, New Brunswick in the case of Lambertville, the machine cancel reflected this change. The first three digits of the zip code included in the 24 and 21 mm cancels gave no hint from which of the many towns covered by this zip code the letter originated; the return address is all we have to go on.



*Fig. 31: USPS cancel using the first three digits of the regional sorting center, and no longer indicating specific point of origin.*



Local cancels however were produced by meters. Below are two standard Pitney-Bowes used by several companies, and a truncated design, and a Friden-Neopost which was also used.

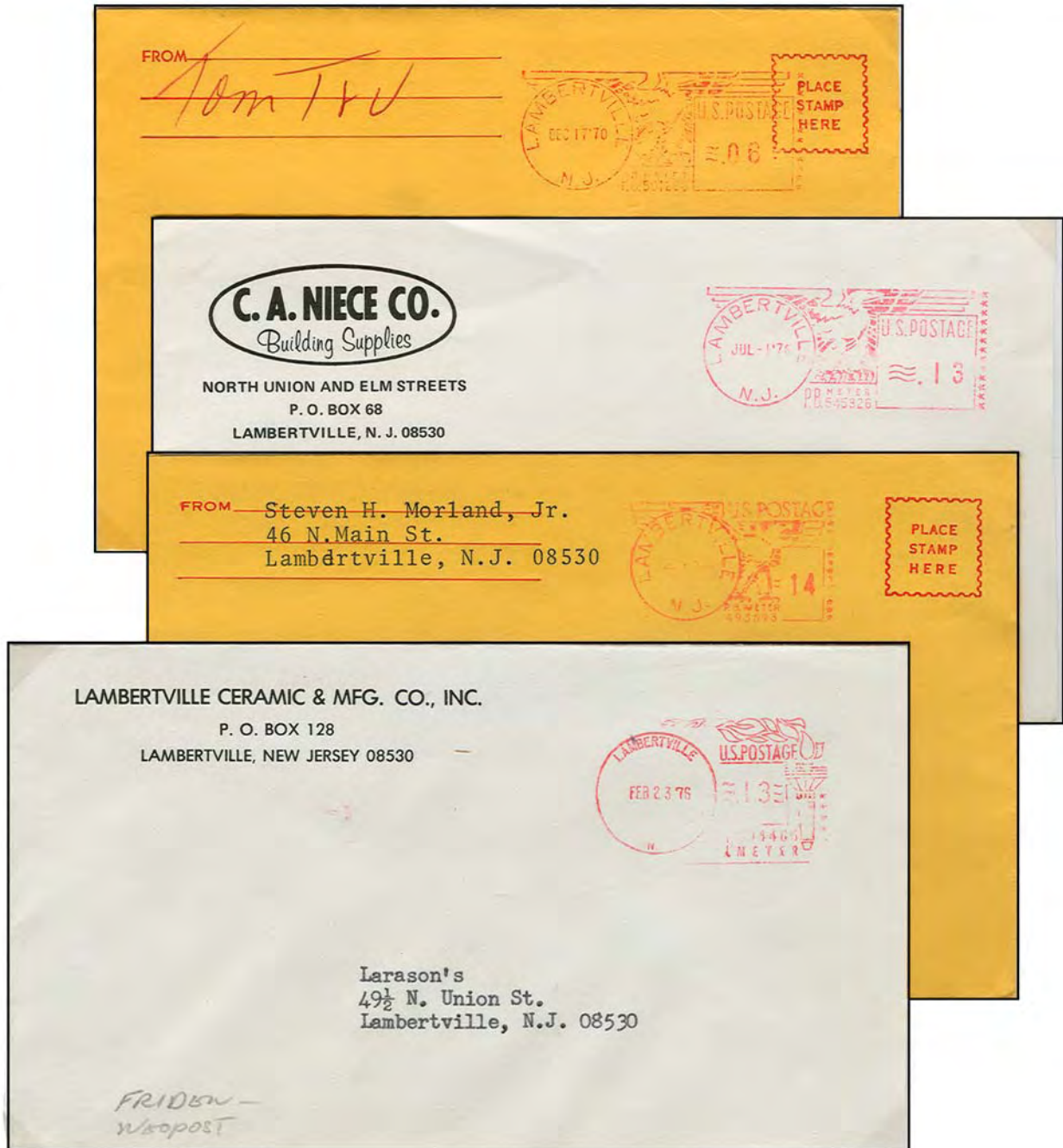


Fig. 32: Pitney-Bowes local meters for Lambertville (with a truncated design shown second from bottom), plus a Friden-Neopost shown below it.

Any questions, additions, remarks, corrections, etc. may be addressed to Jim Walker at [jiwalker@embarqmail.com](mailto:jiwalker@embarqmail.com), or by mail to Jim Walker at 121 Wertsville Road, Ringoes, NJ 08551.

## THE GREAT STAMP SWINDLE: 1874-1878

By Len Peck

Small fourth class post offices, in most cases, were operated more as a convenience to the local citizens than as a money-making proposition. This was particularly true in the small towns throughout the West, but it applied to many towns in all of the states and territories as well, including New Jersey.

Because the pay to fourth class postmasters, during the early development of the postal system, was based on the value of the mail that originated and was rated and cancelled at each office, and since most of these communities served were very small, these postmasters received only a small amount per year in pay from the government. Thus, the postmaster was usually someone, like a store owner, who applied for the job as a convenience to his customers and to increase customer traffic, rather than for the compensation to be received. The only time that holding the postmaster position might be an advantage was when there was another store of a similar nature in the immediate area, and a patron of that store would come for their mail and buy something else as well. Not only such benefits but also the small remuneration is borne out quite well by what I call a “Dear John” type of contribution solicitation letter sent to John B. Decker in 1872 by the New Jersey Republican State Executive Committee. The letter states;

***"I see that you are postmaster of Clove, Sussex County, and that your income thereof amounts to \$13.00 per annum. Of course you desire the election of Grant—as all other good office-holders do—and we will expect that you will practice your desire thereof by forwarding your salary for the last four years; viz, \$52.00. Please remit to Josephus Soor, Jr., Treasurer, Newton, New Jersey. In case you get a leg over the traces, I will be obliged to have "Ike" appointed in your place."***

*[Author's note;—As the postmaster in those days was a patronage position, controlled by the political party in power, a number of postmasters changed with each party change. This was especially true after Andrew Jackson made the Postmaster General a member of the Cabinet. This did not entirely end until civil service rules began to apply in 1917. LP]*

In any event, because of the small pay, the Post Office Department had continual difficulty in recruiting and training postmasters in these smaller communities, resulting at times in long periods when an area was without a post office. The resulting complaints from patrons of the affected areas, who had to travel several miles to an adjoining post office for their mail, finally reached the halls of Congress and brought about a change in the method by which these fourth class postmasters would be paid.

The law Congress passed – which became effective on July 1, 1874 – based the salaries of all fourth class postmasters on the value of the postage stamps sold through their office rather than the value of postage stamps cancelled. Based on the past performance of these small post offices, the commission was set at 40 to 60 percent, which would more than double the pay of most small postmasters, making matters much more equitable. The only problem was that Congress in their hasty desire to improve the remuneration of these “poor” postmasters, failed to place any kind of restrictions as to whom or where stamps could be sold.



With the door left wide open for these fourth class postmasters to sell stamps that did not have to be used on local outgoing mail, for which the law was basically intended, it didn't take long for some "fast thinking" postmasters to start selling stamps to some large city users at discounts. Although such offers by these postmasters might be considered unethical, there was nothing in the law that made such a sale illegal. Although many postmasters were honest and satisfied enough at the beginning in taking their commission on only the stamps used on outgoing mail, cancelled at their post office, as they understood the law was intended, there were hundreds, if not thousands of other postmasters who did not, and eventually almost all postmasters got into the act.

Business owners who did a large mail order business and used thousands of postage stamps no longer bought the stamps through the large city post offices, but sought out the small fourth class post office in some small town that would jump at the chance of selling a thousand dollars worth of stamps at discounts up to 25 or even 30 percent. At an average commission of 50 percent the small postmaster could well afford giving such a discount.

There were all kinds of ways the small postmasters were able to profit from the system. Most of them took their commissions in stamps rather than cash and then sold the stamps to their own local patrons at full price, thereby doubling their salary. If they operated a general store, they would purchase from hucksters or traveling salesmen who regularly toured the area and pay for their purchase in discounted stamps which the huckster could use on his own mail. Eventually, all kinds of small stores in the larger towns and cities were buying stamps and selling them to their customers at a small discount, which those customers could not get from the local larger class post office.

Suffice it to say that, in the first three-year period that the law was in effect, sales of stamps to the fourth class post offices increased by more than \$6 million dollars, according to official records. Based on an average commission of 50 percent, this meant a gross profit to the postmasters of \$3 million dollars. It was claimed that some of the more aggressive postmasters profited during the three year period by as much as \$20 thousand dollars, which was really "big" money in those days.

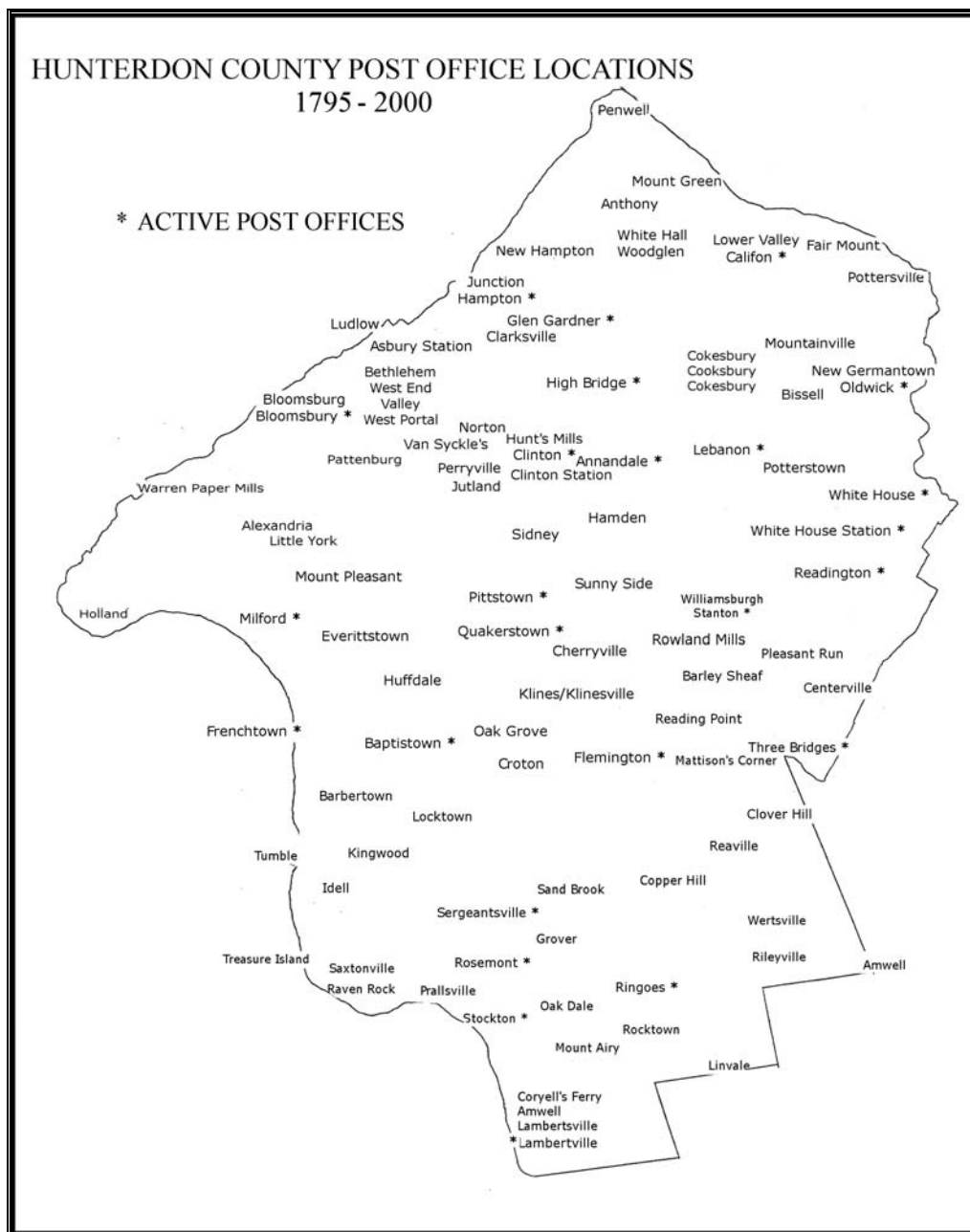
Thus, on June 1, 1878, the Post Office Department finally returned to their old method of basing salaries on the face value of the stamps cancelled at each fourth class post office, rather than a commission on the stamps they sold. However, it took some time before the large number of discounted stamps in private hands were sold off.

## HUNTERDON COUNTY POSTAL HISTORY: PART 5: DPOs by Township

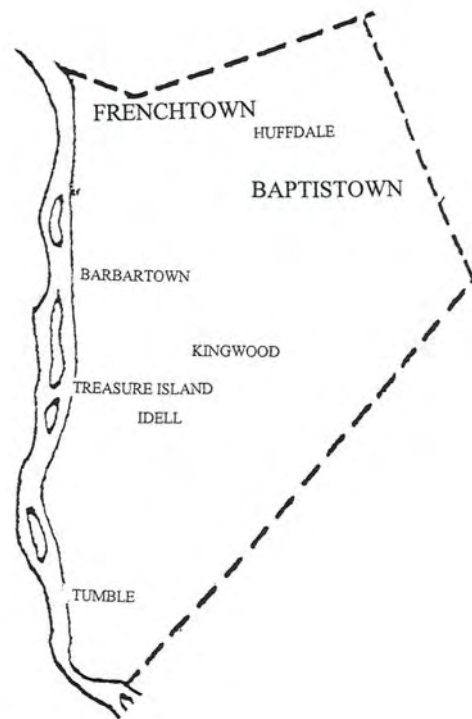
By Jim Walker



*This is the fifth in a series on Hunterdon County Post Offices by Jim Walker [for Parts 1, 2, 3 and 4, see the August & November issues of NJPH, Vol. 35, Nos. 3 & 4, 2007 and the February and May issues, Vol. 36, No 1 & 2, 2008]. We will continue it in upcoming issues of NJPH.*



## HUNTERDON COUNTY DISCONTINUED POST OFFICES: KINGWOOD TOWNSHIP



KINGWOOD TWP.



**BARBERTOWN [KINGWOOD TOWNSHIP]**

This short-lived office was established at the intersection of Route 519 and the Kingwood-Barbertown Road on December 22, 1888. The Barbertown post office was closed December 15, 1909, with service provided by the post office at Raven Rock.



Fig. 44: This post card was mailed three months before this office was discontinued.

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**HUFFDALE [KINGWOOD TOWNSHIP]**

This village was located at the intersection of Oak Summit Road and Route 519. A post office was established here September 17, 1894, with George W. Dalrymple as postmaster. May 29, 1901, Huffdale became the second post office in Hunterdon County to be discontinued as a result of rural free delivery. Route #1 from Pittstown eliminated the need for this office.



Fig. 45: A mute Huffdale cancel on a U.S. #U45 to Lambertville.

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**IDELL [KINGWOOD TOWNSHIP]**

Idell was located at the intersection of Route 651 and Federal Twist Road, about half way between Byram and Kingwood. An office was established here April 23, 1888 with John Field as postmaster. This office was discontinued June 15, 1897 and reestablished March 11, 1901. It was discontinued again December 15, 1909, with service provided by the Raven Rock office.

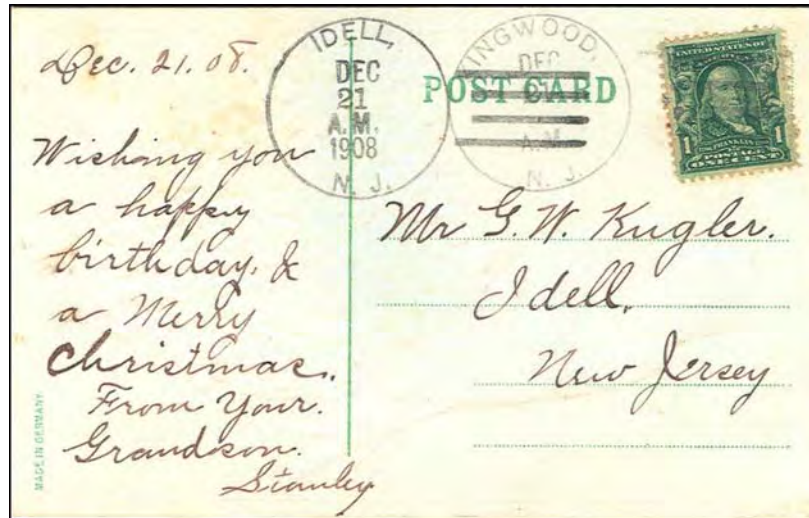


Fig. 46: This Christmas post card, sent from Kingwood to Idell received a cancel at both offices in 1908.

~ \*\*\*\*\*~

**KINGWOOD [KINGWOOD TOWNSHIP]**

Kingwood was located at the intersection of Route 519 and Kingwood-Locktown Road. This is a very old village; its post office was established May 16, 1827, with John Waterhouse as postmaster. Waterhouse kept a store near the Kingwood tavern from the 1790s until the mid 1830s. This office was closed December 15, 1909, with service provided by Stockton.

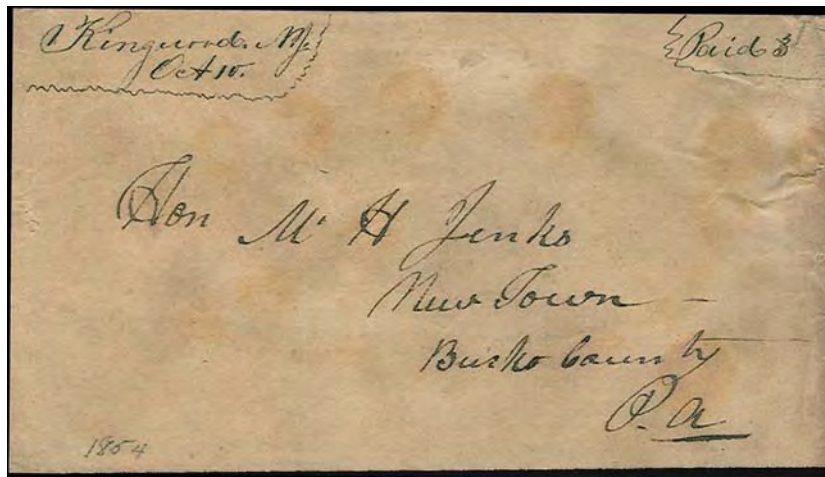


Fig. 47: Stampless envelope with a manuscript Kingwood cancel and paid 3 marking, mailed October 10, 1854 to Newtown, PA.



Fig. 48: 1816 cover mailed to "Kingwood, near Pittstown."

This early stampless letter is datelined Hillsdale (N.Y.) August 16, 1816. It was sent to William Clifton at "Kingwood near Pittstown, Hunterdon County," bearing a Hudson, N.Y. fancy cancel and 18½ cent rate based on distance traveled, in this case 150-400 miles.

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#### TREASURE ISLAND [KINGWOOD TOWNSHIP]

This island is located in the Delaware River one half mile north of the Tumble Falls Station. The post office here was the only seasonal office in Hunterdon County. It was established for the Boy Scout Camp, Philadelphia Council, which used the island during the summer months. Service was handled through Bucks County during the winter months. An office was established here July 1, 1931, with Thomas G. Cairns as postmaster. Service was discontinued June 15, 1953. Service was provided from Pipersville, Bucks County, PA.

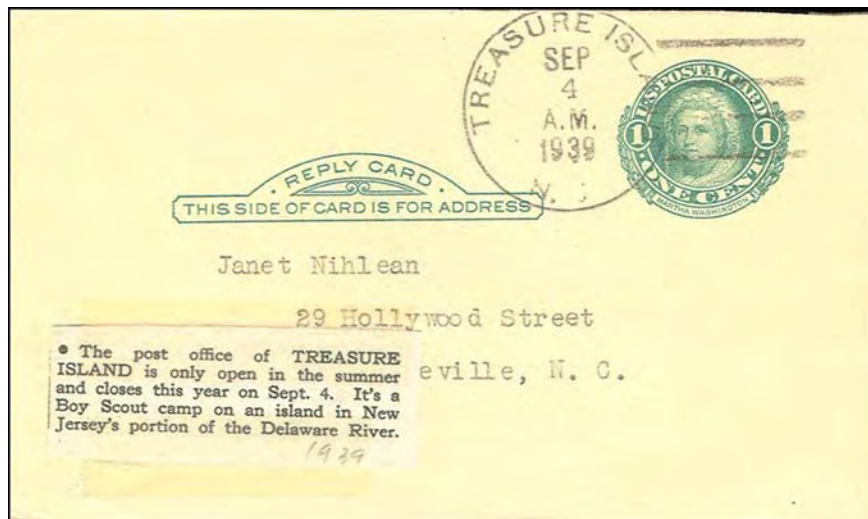


Fig. 49: Last day cancel of the 1939 season!

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## TUMBLE [KINGWOOD TOWNSHIP]

Named for the section of the Delaware River known as Tumble Falls, this was a depot on the Belvidere and Delaware Railroad about half way between Stockton and Frenchtown. The actual location of the post office was two miles to the south at the Byram station. A bridge crossed the Delaware here to Point Pleasant, PA, and this office served that community as well. The Tumble post office opened March 2, 1859 with Nathan Shurts as postmaster. It was closed July 31, 1902, with service from Point Pleasant, PA.



**Fig. 50:** This cover is manuscript-cancelled May 10 (1865), with a segmented star killer from Tumble. Addressed to Private William K. Heath who served during the Civil War and lived for many years in the Kingwood area.

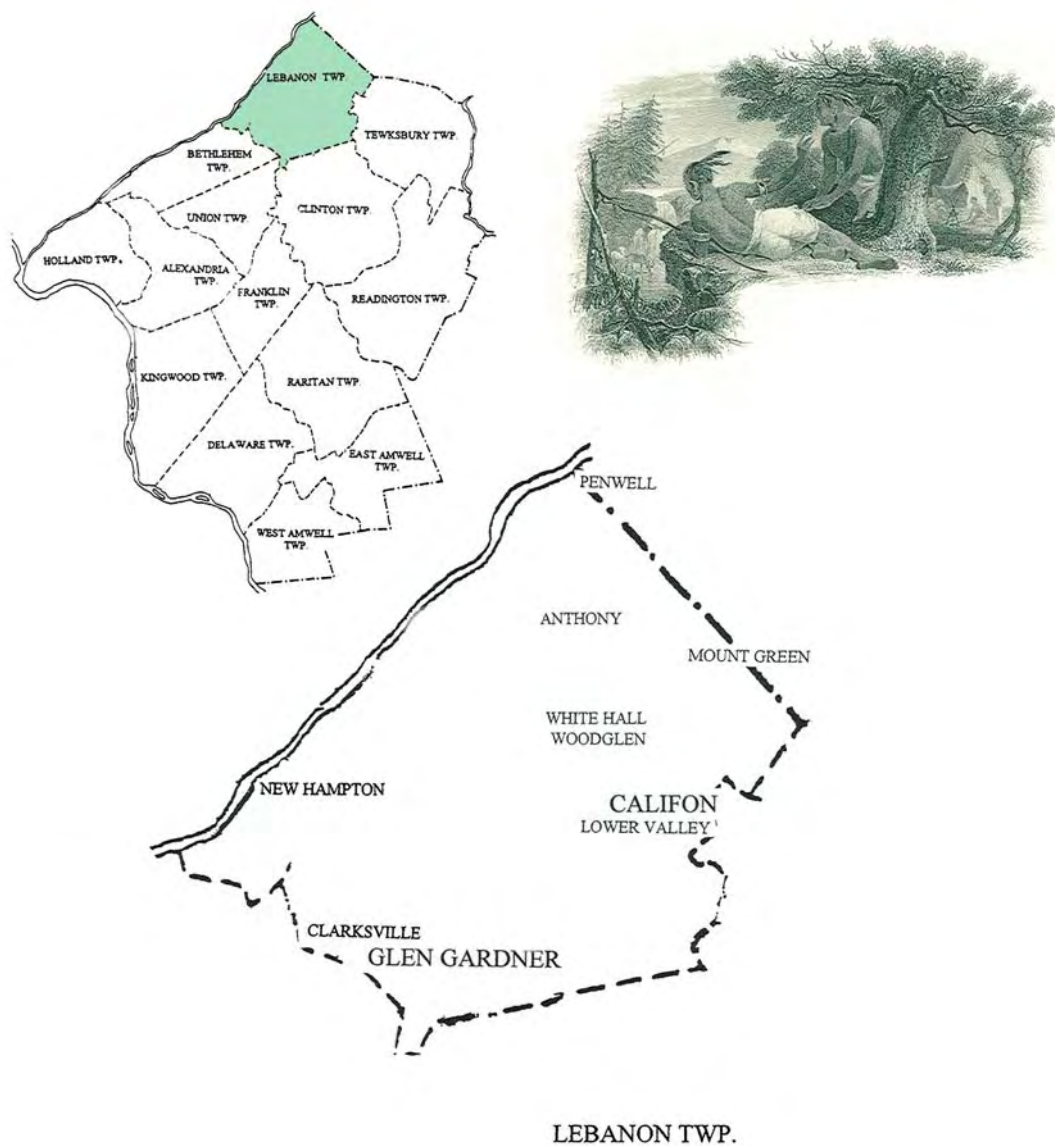


**Fig. 51:** A mourning cover, a black-bordered envelope signifying the arrival of a death notice. This one was mss.-cancelled at Tumble Sept. 9, 1895, and is addressed to New Hope, PA. It was sent using a 1¢ Columbian.

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## HUNTERDON COUNTY DISCONTINUED POST OFFICES: LEBANON TOWNSHIP



**ANTHONY [LEBANON TOWNSHIP]**

Anthony was located about sixteen miles north of Flemington. David and Philip Anthony settled here as early as 1795. Philip Anthony kept a sawmill here in 1825. Postal records show an office established here April 8, 1863, with George W. Beatty as postmaster. This office was discontinued January 14, 1906, with service provided from Califon.

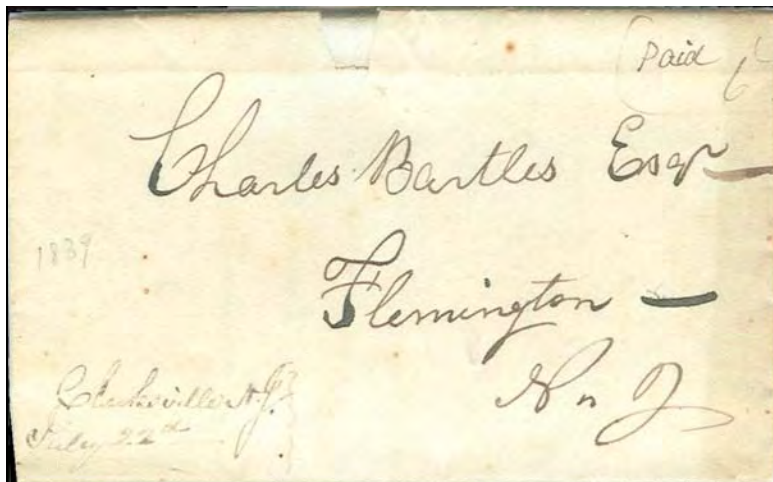


*Fig. 52: This letter was mailed at Anthony January 11, 1899, and backstamped at Glen Gardner and Washington at 1PM the same day.*

~ \*\*\*\*\*~

**CLARKSVILLE [LEBANON TOWNSHIP]**

This is the former name of Glen Gardner, located between Lebanon and Bethlehem Township. Post office records state that an office was established here August 30, 1827 with James Smith as postmaster. However, Snell's *History of Hunterdon and Somerset Counties*<sup>1</sup> states that Dr. W. A. A. Hunt was appointed postmaster in 1820. The name of this office was officially changed to Glen Gardner January 3, 1871.

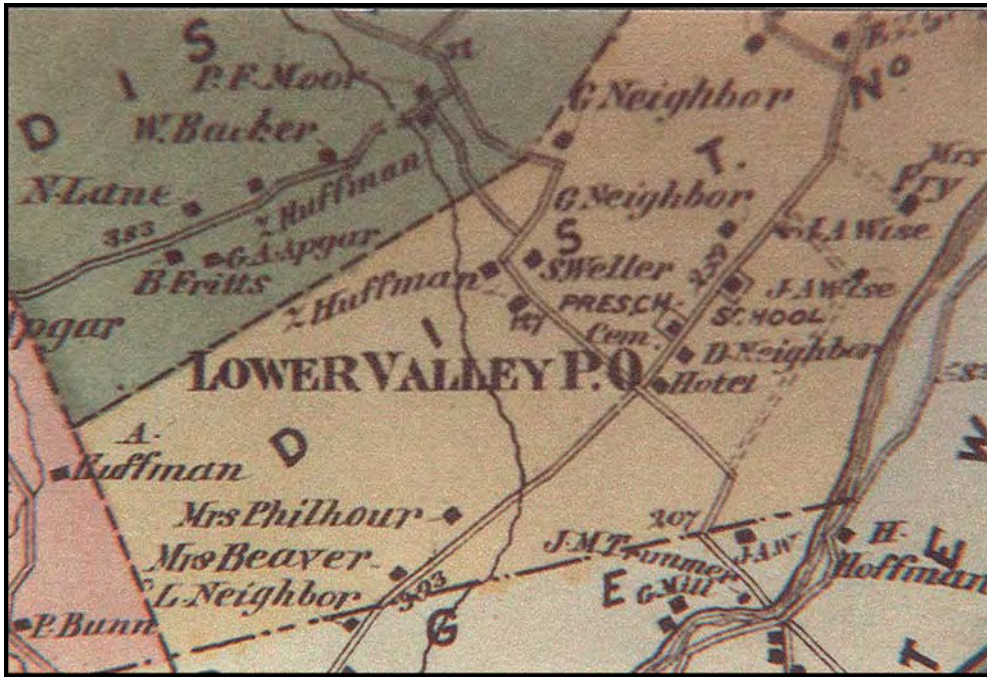


*Fig. 53: Stampless letter from Thomas Leonard of Clarksville on July 22, 1839 to Charles Bartles of Flemington.*

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**LOWER VALLEY [LEBANON TOWNSHIP]**

This post office was located at the intersection of Sliker Road and Route 513. It was established March 29, 1866 with Andrew B. Flammerfelt as the only postmaster of record. This office was discontinued May 10, 1877 when the name was changed to Califon. The office was also moved to the center of town and Fredrick H. Eick became the new postmaster.



*Fig. 54: This post office was originally located along what would become Route 513. Raritan River shown at lower right.*

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**MOUNT GREEN [LEBANON TOWNSHIP]**

This post office was established September 7, 1837 with Isaac P. Stryker as postmaster and closed May 24, 1838. This information comes from post office records and is about all we know of Mount Green. The location is unknown and I know of no examples on a stampless cover. Phyllis B. D'Autrechy states in *Hunterdon County Place Names*<sup>2</sup> that this could be a corruption of Mount Grove in Lebanon Township.

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**NEW HAMPTON [LEBANON TOWNSHIP]**

Located at a ford of the Musconetcong River where the Old Trenton Road (Route 31) crosses. One of the earliest post offices in the county was established here April 1, 1801 with Joseph Wilson as postmaster. Records list thirty-six postmaster appointments before this office was discontinued February 29, 1948. Service is handled from Hampton.



*Fig. 55a and b: Two different types of hand cancels used at New Hampton. The change of postmasters often meant a new cancel.*



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**PENWELL [LEBANON TOWNSHIP]**

Penwell was the northernmost post office in Hunterdon County. The office was moved from Anderson, Mansfield Township, Warren County on August 17, 1863, having been established there as early as 1824. Hugh E. Anderson served as the only postmaster of Penwell. On January 21, 1867, this office was moved again, this time to Port Murray in Warren County. This is an example of the Post Office Department moving an office based on the changes in population.



*Fig. 56: Post card view of Penwell – probably a “generic” view labeled for local communities.*

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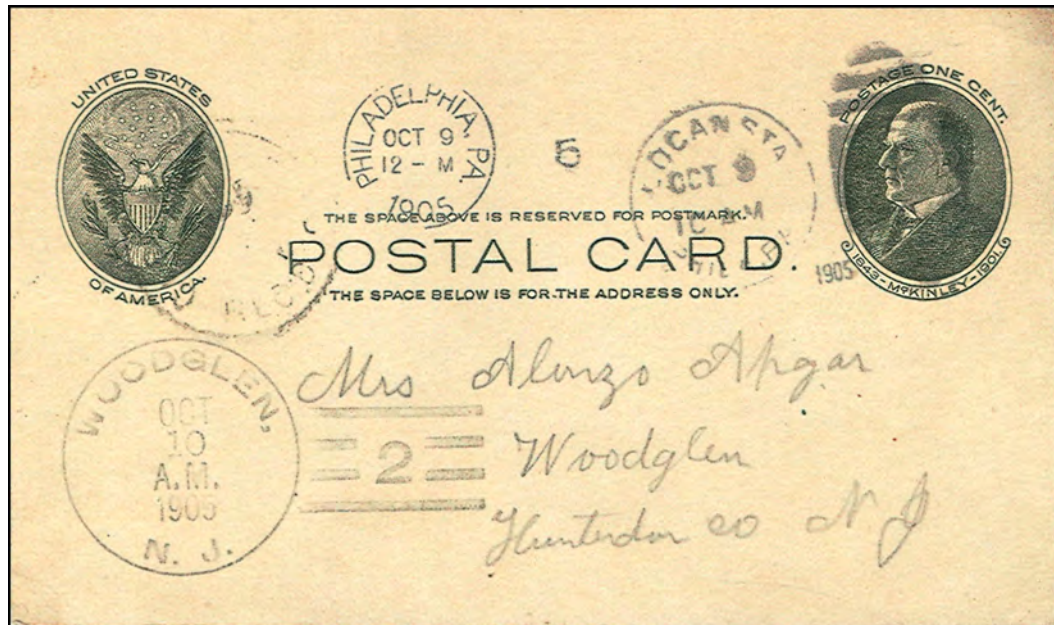
**WHITE HALL [LEBANON TOWNSHIP]**

This post office was originally named for the white tavern located here, east of present day Glen Gardner on Route 628. A post office was established here September 26, 1835 with Leonard N. Flomerfelt as postmaster. This office was discontinued and reestablished twice during the 1850s. It was discontinued permanently January 17, 1865. Mail for this area was handled through Clarksville, soon to be known as Glen Gardner. A post office would be established here in 1886 known as Woodglen.

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**WOODGLEN [LEBANON TOWNSHIP]**

This post office was located on Route 628 and Woodglen Road, east of Glen Gardner. A former office at this location was known as White Hall. Woodglen was established June 7, 1886 with Leonore O'Brien as postmaster. It was discontinued January 31, 1907; mail service thereafter was provided by Glen Gardner.

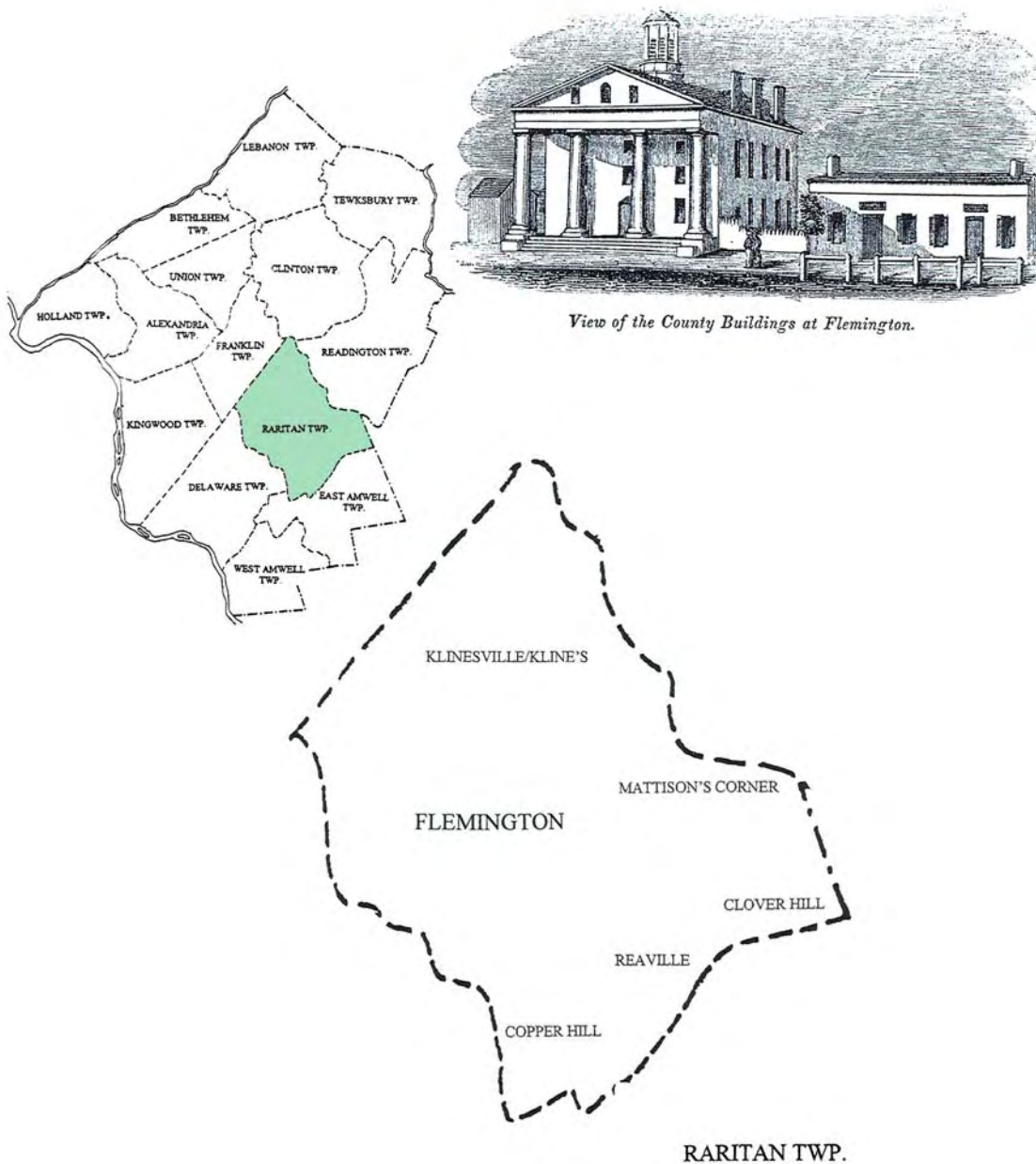


*Fig. 57: U.S. postal card #UX18 canceled upon receipt at Woodglen in 1905 with a Doane cancel.*

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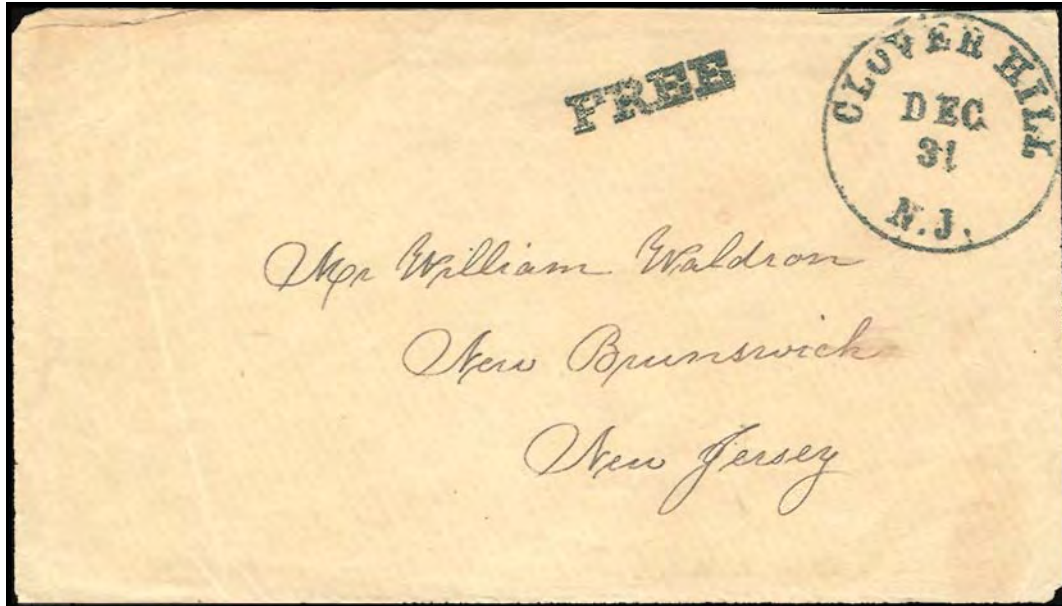


## HUNTERDON COUNTY DISCONTINUED POST OFFICES: RARITAN TOWNSHIP



## CLOVER HILL [RARITAN TOWNSHIP]

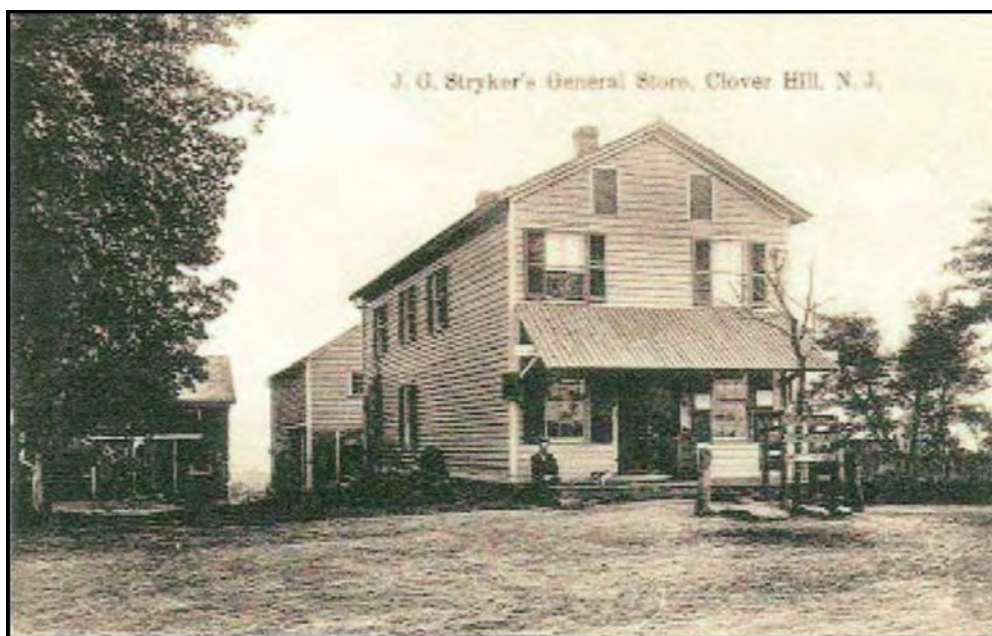
Clover Hill is located in the eastern part of the township on Route 514. A large part of this town lies across the county line in Somerset County. As a matter of fact, depending on where the postmaster kept his office, it could very well have been located in Somerset County for long periods of time. At any rate, Abraham C. Schanck was appointed postmaster when the office opened in Hunterdon County, June 30, 1834. This office was discontinued for a short time in 1908, with service provided by the Three Bridges post office. It was discontinued for the last time September 24, 1930, with service provided from Flemington.



*Fig. 58: This is a very fine example of the rare 32 mm Clover Hill postmark with "Free" marking, undated.*



*Fig. 59: This manuscript Clover Hill cancel on a Civil War Patriotic envelope was mailed in 1861.*



*Fig. 60: Jacob G. Stryker's store and post office in Clover Hill. Stryker served as postmaster from March 1909 to June 1912. He apparently held the position at the time this office was closed in 1930.*

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#### **COPPER HILL [RARITAN TOWNSHIP]**

Situated midway between Flemington and Ringoes on Routes 31 and 202, this post office was named for the copper mine once operated in the area. The Flemington branch of the Belvidere and Delaware Railroad located a depot here. Judiah H. Kuhl was appointed postmaster December 5, 1853. This office was discontinued May 15, 1928, with service provided by the Ringoes office.



*Fig. 61: Copper Hill cancel, 1898, sent to Clover Hill.*

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**KLINE'S – KLINESVILLE [RARITAN TOWNSHIP]**

Located north of Flemington at the intersection of Route 612 and 617, this place was named for Miller Kline who operated a tavern and store here. This office was established March 21, 1826 and discontinued December 20, 1826. Jacob M. Cline is listed as the only postmaster. A post office was established here as Klinesville May 28, 1836, with Henry M. Kline as postmaster. It remained in operation until February 2, 1872, after which service was provided by the Flemington office.



*Fig. 62: This folded letter manuscript-canceled Ringoes, February 5, 1855, is addressed to Asa Snyder. Snyder served as postmaster of Klinesville from 1858 until this office was closed in 1872.*

~ \*\*\*\*\*~

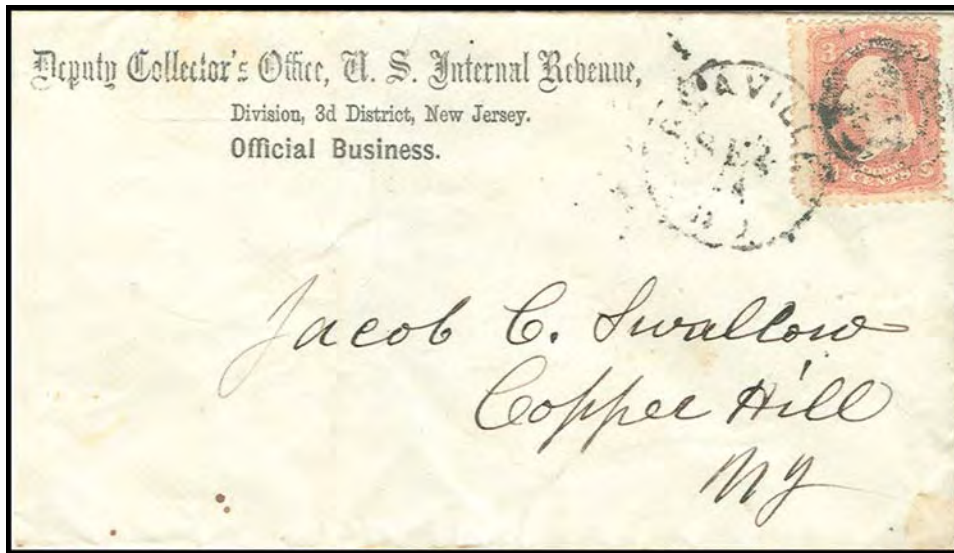
**MATTISON'S CORNER [RARITAN TOWNSHIP]**

It is believed that this post office was located in the northeast corner of Raritan Township, at the intersection of Dory Dilts Road and Old York Road. John B. Mattison kept a store here and was appointed postmaster at the time of establishment, December 13, 1828, and served until discontinuation May 28, 1836.

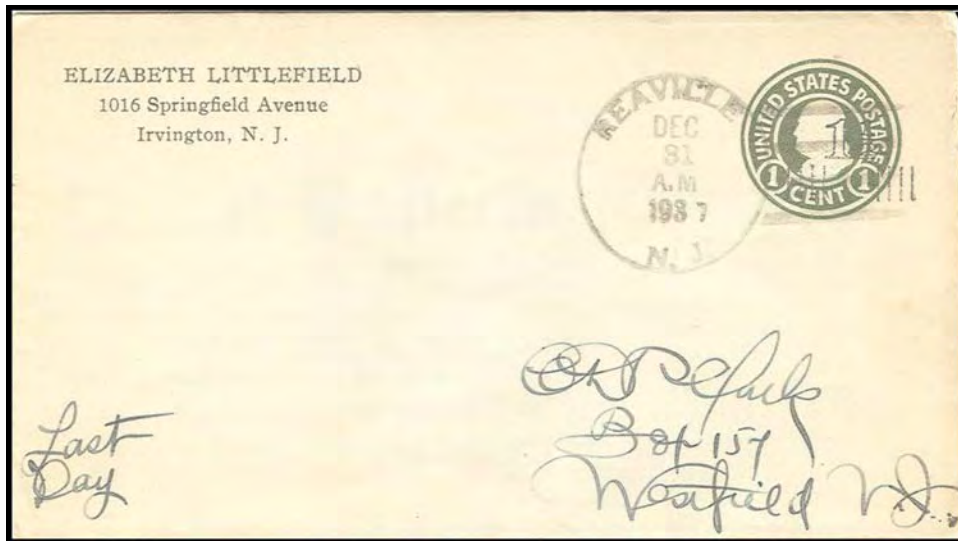
~ \*\*\*\*\*~

**REAVILLE [RARITAN TOWNSHIP]**

This post office was located near the East Amwell boundary at the intersection of Routes 609 and 514. The village took its name from its most prominent resident and first postmaster, Runkle Rea. Opening January 28, 1850, Reaville outlasted most of the post offices in the area. It was closed December 31, 1937, with rural delivery from Flemington.



*Fig. 63: This cover was sent by Runkle Rea during the 1860's in his official capacity as deputy tax collector to a neighbor in Copper Hill.*



*Fig. 64: A cover canceled on the last day of operation, December 31, 1937.*

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**ENDNOTES:**

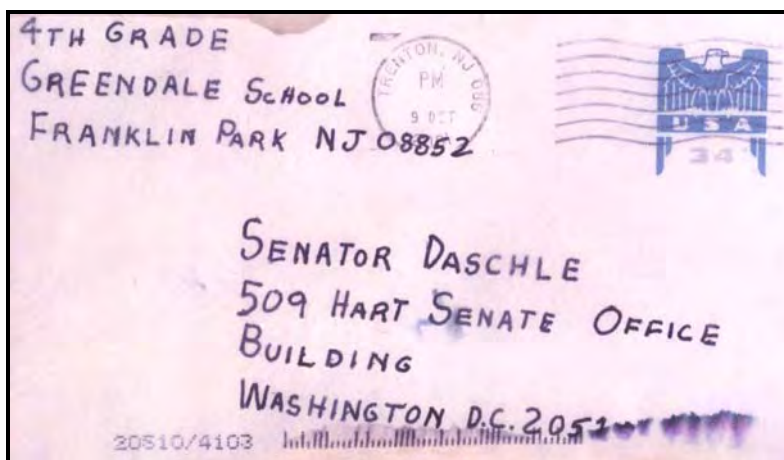
- <sup>1</sup> Snell, James P., *History of Hunterdon & Somerset Counties, New Jersey*, Published by Everts & Peck, Philadelphia, 1881, and reprinted by the Hunterdon County Historical Society, Flemington, NY. 1995.
- <sup>2</sup> D'Autrechy, Phyllis, *Hunterdon County Place Names*, Published by the Hunterdon County Cultural and Heritage Commission, Flemington, NJ 1992.

## ANTHRAX LETTERS UPDATE

By Jean Walton

It was interesting to note that the mystery of the anthrax letters [according to the Department of Justice] appears to have finally reached some conclusion. While the foremost suspect has committed suicide, probably preventing an absolute resolution, the Department of Justice feels that the case should now be considered solved.

As readers may remember in our May 2005<sup>1</sup> Issue, we explored this case which centered – as a point of origin – on the Hamilton Township, NJ postal facility near Trenton. These anthrax-laced letters were mailed from one collection box, at 10 Nassau Street in Princeton, New Jersey, contaminating the Hamilton Township facility and the Brentwood facility in Maryland that serves the House and Senate, and causing the death of 5 people - 2 of whom were postal workers – and sickening 17 others. What appeared to be terrorism with foreign roots turns out to be, in all likelihood, an unstable man working in a US Army medical lab [US Army Medical Research Institute for Infectious Diseases, or USAMRIID] at Ft. Detrick, Maryland. And while it is the science that holds the case together, there is clear evidence that postal clues were useful tools in locating the source.



*Fig. 1: Letter contaminated with anthrax, sent to Senator Daschle Oct. 8, 2001, which passed through the Trenton P&DC in Hamilton Twp.*

Affidavits released by the Department of Justice revealed the following:

*In the 2001 anthrax attacks, four envelopes were recovered. The four envelopes were all 6¾ inch federal eagle envelopes.<sup>2</sup> ... Approximately 45 million federal eagle 6¾" envelopes were manufactured by Westvaco Corporation (now known as MeadWestvaco Corporation) of Williamsburg, Pennsylvania, between December 6, 2000 and March 2002. These Federal eagle 6¾" envelopes were manufactured exclusively for and sold solely by the U.S. Postal Service between January 8, 2001 and June 2002.*

*Subsequent to the attacks, an effort was made to collect all such envelopes for possible forensic examination, including the identification of defects that occur during the envelope manufacturing process. As a result of this collection, envelopes with printing defects identical to printing defects identified on the envelopes utilized in the anthrax attacks during the fall of 2001 were collected from the Fairfax Main post office in Fairfax, Virginia and the Cumberland and Elkton post offices in Maryland. The Fairfax Main, Cumberland, Maryland, and Elkton, Maryland post offices are supplied by the Dulles Stamp Distribution Office (SDO), located in Dulles, Virginia. The Dulles SDO distributed 'federal eagle' envelopes to post offices throughout Maryland and Virginia. Given that the printing defects identified on the envelopes used in the attacks are transient, thereby being present on only a small population of the federal*



## ANTHRAX LETTERS UPDATE !~ Jean Walton

*eagle envelopes produced, and that envelopes with identical printing defects to those identified on the envelopes used in the attacks were recovered from post offices serviced by the Dulles SDO, it is reasonable to conclude that the federal eagle envelopes utilized in the attacks were purchased from a post office in Maryland or Virginia.*

*Of the sixteen domestic government, commercial, and university laboratories that had virulent RMR-1029 Ames strain Bacillus anthracis material in their inventory prior to the attacks, only one lab was located in Maryland or Virginia, where the relevant federal eagle envelopes were distributed and sold by the U.S Postal Service: the USAMRIID facility at Fort Detrick, MD.<sup>3</sup>*

Clearly once the particular strain of anthrax was identified, the postal detectives had a hand in helping to locate the site of its origin. A previous “person of interest” was also located at this same laboratory.

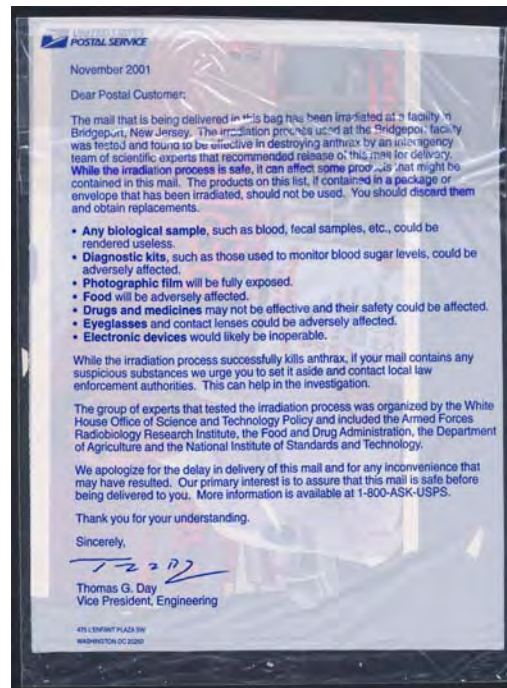
It will be interesting to see if the Department of Justice or the USPS will divulge the printing defects that helped identify the origin of these envelopes. Jersey postal history in the making – and a postal mystery comes to an end.



Photo by Gene Fricks, 2005

**Fig. 2: The Trenton Processing and Distribution Center, Hamilton Township, Mercer County, NJ. This facility was refurbished at a cost of \$80-100,000,000, including machines to detect anthrax and other contaminants. It reopened 3½ years after the anthrax attacks of 2001.**

**Fig. 3: An “ambulance bag,” used to deliver mail which travelled through the contaminated facilities: such mail was irradiated to insure its safety. For further information, see the May 2005 NJPH issue.**



## ENDNOTES:

<sup>1</sup> Fricks, Gene & Walton, Jean, “Anthrax Terrorism Site Gets a New Beginning” *NJPH*, Vol. 33 No. 2 Whole number 158, May 2005.

<sup>2</sup> The small size 34¢ postal stationery envelope.

<sup>3</sup> Affidavit # 08-431Affidavit07524, published on the U.S. Department of Justice web site 8/06/2008: <http://www.usdoj.gov/amerithrax/08-431Affidavit07524.pdf> [Aug. 7, 2008].

## MEMBER NEWS: NJPHS 2007 TREASURER'S REPORT

JANUARY 1, 2007 THROUGH DECEMBER 31, 2007

<b>BALANCE BROUGHT FORWARD 12/31/2006</b>			\$7,570.38
<b>RECEIPTS</b>	DUES 2007	\$1,560.00	
	DONATIONS	\$545.00	
	CD + LITERATURE SALES	\$86.00	
	AUCTIONS	\$ 0.00	
	One member paid for 2008-2010	\$45.00	
	<b>TOTAL</b>	<b>\$2,236.00</b>	
<b>EXPENDITURES</b>	SUPPLIES	\$60.54	
	JOURNAL *	\$2,199.84	
	<b>TOTAL</b>	<b>\$2,260.38</b>	
	NET CHANGE		- \$ 24.38
<b>BALANCE YEAR END 12/31/2007</b>			<b>\$7,546.00</b>

## Journal Expenses by Issue

Month	Printing	Mailing	Total
February 2007	\$287.93	\$183.00	\$470.93
May 2007	\$292.53	\$201.30	\$493.83
August 2007	\$520.08	\$220.00	\$740.08
November 2007	\$275.00	\$220.00	\$495.00
<b>TOTAL</b>	<b>\$1375.54</b>	<b>\$824.30</b>	<b>\$2199.84</b>

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

The August printing bill was significantly higher because our previous inexpensive printer went out of business, and we used an expensive printer one time in order to meet our publication deadline. With the November issue, we were once again able to find an inexpensive printer with whom we hope to have a successful and long-term relationship. Fortunately, because so many of our members are receiving our Journal electronically, our postage bill decreased to \$824.30 from \$1,104.40 last year – a significant savings – and thus our total annual cost of the Journal decreased by \$281.49 from \$2,681.33 to \$2,199.84. Without the big August printing bill, we would have saved an additional \$250.

Due to the generous contributions of our members whose contributions make up the shortfall in our budget, the Society continues to essentially break even, and we are able to hold dues at the very modest \$15 annual rate. I thank the many Society members who contributed beyond their dues, and, despite the current economic situation, hope that the membership will be as generous in 2008.

Andy Kupersmit, Treasurer, August 7, 2008

**NEW JERSEY POSTAL HISTORY SOCIETY. INC.**  
**NOJEX 2008 - SECAUCUS, NJ - MAY 25, 2008**



The 35th\* annual meeting of the New Jersey Postal History Society was held on Sunday, May 25<sup>th</sup>, 2008, at 12 noon at the NOJEX show at the Meadowlands Crowne Plaza Hotel in Secaucus. This year we returned to our regular Sunday schedule, although this was the last day of the NOJEX show. The meeting was called to order by President Robert G. Rose at 12:00PM. Officers present were Bob Rose, President, and Jean Walton, Secretary.

Bob Rose gave an interesting talk, using a PowerPoint presentation, on New Jersey usages of U.S. Classics. A short discussion followed on Society business. We have an offer by a member to redo the website, and it was agreed that we should go ahead with this. This would be a good time for members to suggest any changes they would like to see incorporated into the website. It was also pointed out that articles for the Journal are always needed, and we are currently receiving these from some of our oldest members – new input is needed and is always welcome. This is also true of membership as well – we should not let our Society falter by attrition. Members were encouraged to solicit new members wherever possible, and creating interest among a younger demographic will serve us all well. Three new members were recruited at NOJEX this year. Other new members added in the last six months have come through our website, or through exposure to the Society through Bruce Mosher's CD on New Jersey Private Express Companies.

Both Treasurer Andy Kupersmit and Vice-President Gene Fricks were present at the show, although both were unable to attend the meeting on Sunday. Present were: Joe Chervenyak, George Crawford, Arne Englund, Joe Geraci, Hugh Merritt, Alan Parsons, Bob Rose, and Jean Walton and a brief drop in by Mark Sommer.

The meeting was concluded at 1:00PM.

Respectfully submitted,

July 23, 2008

Jean R. Walton, Secretary

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\* Although this is our 36<sup>th</sup> anniversary year, no meeting was held in 2006, as no NOJEX meeting was held, due to conflicting dates with Washington 2006.



**MEMBERSHIP CHANGES**

<b>WELCOME TO NEW MEMBERS</b>	
John M. Hill	
Joseph J. Keenan, Jr., 1012 Kipling Rd., Elizabeth, NJ 07208, <a href="mailto:josephkeenanjr@yahoo.com">josephkeenanjr@yahoo.com</a>	
Interests: covers	
Scott McClung, 8381 H Montgomery Run Rd., Ellicott City, MD 21043-7221	
<a href="mailto:scott_mcclung@hotmail.com">scott_mcclung@hotmail.com</a> Interests: express & parcel delivery stamps and labels	
Glenn Spies, P.O. Box 1740, Bayonne, NJ 07002, <a href="mailto:glsp@verizon.net">glsp@verizon.net</a> Interests: postal cards	
<b>GOODBYE TO OLD FRIENDS</b>	
DECEASED:	
Joseph F. McDonough, 1000 W. Saddle River Rd., Ho-Ho-Kus, NJ 07423-1210, <a href="mailto:joffa1000@aol.com">joffa1000@aol.com</a>	
RESIGNED:	
John E. Evan, P.O. Box 4756, Seminole, FL, <a href="mailto:GEEvan_33775@yahoo.com">GEEvan_33775@yahoo.com</a>	

**UPCOMING AUCTION:**

Arne Englund promises an auction soon, which will be listed as usual on Ebay. He will send out notices by email about a week ahead of time. If you have only limited online access, but would like to be notified by mail, please let him know, and he will send you a notice. These auctions are always fun to watch, and a good place to pick up some interesting material. He has plenty of material at present, but in the future, should you have items you would like to include for sale, contact him at [alenglund@aol.com](mailto:alenglund@aol.com), or write Arne Englund, P. O. Box 57, Port Murray, NJ 07865-3012.

**ARTICLES ARE ALWAYS NEEDED:**

We are, as always, in search of interesting articles on New Jersey postal history. This is your journal, and contributions are always welcome. These do not need to be full-blown studies – taking a cover or two from your collection and describing why they interest you is a welcome addition. So long or short, please keep them coming. We cannot do this alone.

Send articles to either Editor Bob Rose at [rrose@daypitney.com](mailto:rrose@daypitney.com) (P.O. Box 1945, Morristown, NJ 07962) or Jean Walton at [NJPostalHistory@aol.com](mailto:NJPostalHistory@aol.com) (125 Turtleback Road, Califon, NJ 07830) – we will be happy to have them.

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# WORD PUZZLE – Ocean County

## PASSAIC COUNTY DPOs

T L A H C T O N T A E R G D L E R S K I N E D F M I E B A N  
 E O F P A R C E L P O S T S T A A Y U G Z R R O M M F J Y D  
 K T G G S K R O W N O R I N O T P M O P N W L E I Z F N Y Z  
 R B B N X Q C S B Z C H A L E D O N H I L E R T L T K H V P  
 F R Y O S P K W M R K Q E W X Z A B P A N L P O V T F K K J  
 R O Q R Q L D W T H S D Y W S C L O G Q O A R T A V B B V K  
 I W Q T O V G C O O P E R U J Z C V A U B V E O L D U X E P  
 N N R H T M I X G R Z M B Q Y A H T P A P D A W E O O Q D A  
 G S M P M N M M W I O S M J M L Y Z O C J I K A F N Y U C C  
 W M O A O S E N O A P S J R N O F S M K U M N S Z S F M Q K  
 O P D T U H A V A E Q M E L P Y F F P A V H E T K B D G G A  
 O V H E N N D A N I D P O A E E O J T N L G S A T Q B K R N  
 D A X R T K S L N G P G A K R A H H O O Y G S U K V C F Q A  
 M Y R S A Y B K A U F I S E X L S O N C R H Z T Q H M W H C  
 A I E O I R A Y W S B H X V R F Y C B K O A L L W O O D Z K  
 N C C N N B S R A V N O O I B U Z S J W C A G N I S F A T L  
 O X H T V Q I I L L N V T E J M I L Q L F V V G Z B V I Q A  
 R A O R I D N E E Q H W W W G J V Q L O A Y C F J A T T Q K  
 C C L B E Q H C D A E M W I G C P R U Y Q E B D F E A P C E  
 U M A R W Z K F W S Z T D L E I F H C I R I M Y U S W I K B  
 W U K T Q C A T T A A A J J J X K J G S L L I M S H T I M S  
 Q C E T Z I H P C T Q J Q O X G R U B E T T O L R A H C O S  
 O F S H D O A I H A L V N O R W O O D S T A T I O N W R M A  
 I R L F R T F E I J A D Y S Y R J G Y E L L A V N O I N U T  
 E O A N E W N M N P A E G D I R B C I A S S A P E O H C H N  
 C H E R T I Y L Z U P M W B I C C N T P R Y D L N E L W Y W  
 D B S W A G M O Z J A L E C A N R U F D O O W G N I R H A U  
 N O F A I O V A J O L H J I F C L I F T O N S T A C Y Z K A  
 N I Q C L G V V L O W E R M A C O P I N M S A U H S A E K R  
 H Y K A N W G Y T T S E R O F G N I L R E T S B W P O S E H

Look for these post offices:

Allwood	Great Notch
Aquackanock	Haledon
Athenia	Hawthorne
Browns	Lakeview
Charlotteburg	Lower Macopin
Clifton Sta	Meads Basin
Cooper	Midvale
Delawanna	Milvale
Echo Lake	Moe
Erskine	Mountainview

Passaic DPOs not used in puzzle:

Athenia Sta.	Haledon Sta
Awosting	Lakeside
Greenwood Forest	Macopin

\* Source: New Jersey DPOs by Brad Arch

North Paterson	Ringwood Furnace
Norwood Station	Ringwood Manor
Orion	Singac
Packanack Lake	Smiths Mills
Parcel Post Sta	Sterling Forest
Passaic Bridge	Totowa Sta
Pompton	Union Valley
Pompton Iron Works	Upper Macopin
Preakness	Valkyrie
Richfield	West Paterson

Madison Sta	Temple Sta
Passaic Bridge: Sta	
Singac Sta	

To print this out, go to the [NJPHS website](#) and click on [Word Puzzle](#) to download a printable copy. For solution, go to: [Passaic County DPO Solution](#) or return to the [NJPHS website](#) and click on [Solution](#).

# MERPEX XXXII

Stamp Exhibition and Bourse

*hosted by the*

**Merchantville Stamp Club**

**Free  
Admission**



**Free  
Parking**

*at the*

**West Jersey Masonic Center  
Berlin-Haddonfield Road at the Route 295,  
Exit 32 Interchange, Cherry Hill, NJ**

**August 29, 30, 31, 2008**

Hours: Friday, August 29      12 Noon to 6:00 PM  
Saturday, August 30      9:00 AM to 5:00 PM  
Sunday, August 31      10:00 AM to 3:30 PM

- ✓ Free Admission    ✓ Free Parking
- ✓ Stamp Exhibition   ✓ 18 - Dealer Bourse
- ✓ Show Cachets & Cancels

**Dave Grayson 1+856-667-3168  
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## MERPEX XXXII

CHERRY HILL, NEW JERSEY

Friday Aug 29 - noon to 6PM

Saturday Aug 30, 9AM to 5PM

Sunday Aug 31, 10AM to 3:30PM



### DIRECTIONS FROM:

The **NEW JERSEY TURNPIKE**: take exit 4, keep right coming out of the toll booths. Take Route 73 N about 1/2 mile to Route 295 S...

**TACONY - PALMYRA BRIDGE**: follow Route 73S to Route 295 S...

**BETSY ROSS BRIDGE**: take Route 130 S to the Airport Circle. Follow Route 70 E out of the Circle about 5-1/2 miles to Route 295 S...

**BEN FRANKLIN BRIDGE**: take Route 30 E to the Airport Circle. Follow Route 70 E out of the Circle about 5-1/2 miles to Route 295 S...

**HEADING SOUTH ON ROUTE 295**, take exit 32 [561 / Haddonfield / Voorhees / Gibbsboro]. When the exit ramp forks, take the left fork [Voorhees / Gibbsboro], but stay in the right lane of the left fork. At the light, cross over the main road into the driveway of the Masonic Center. The building is 1/4 mile back from the road, and the parking lot is beyond the building.

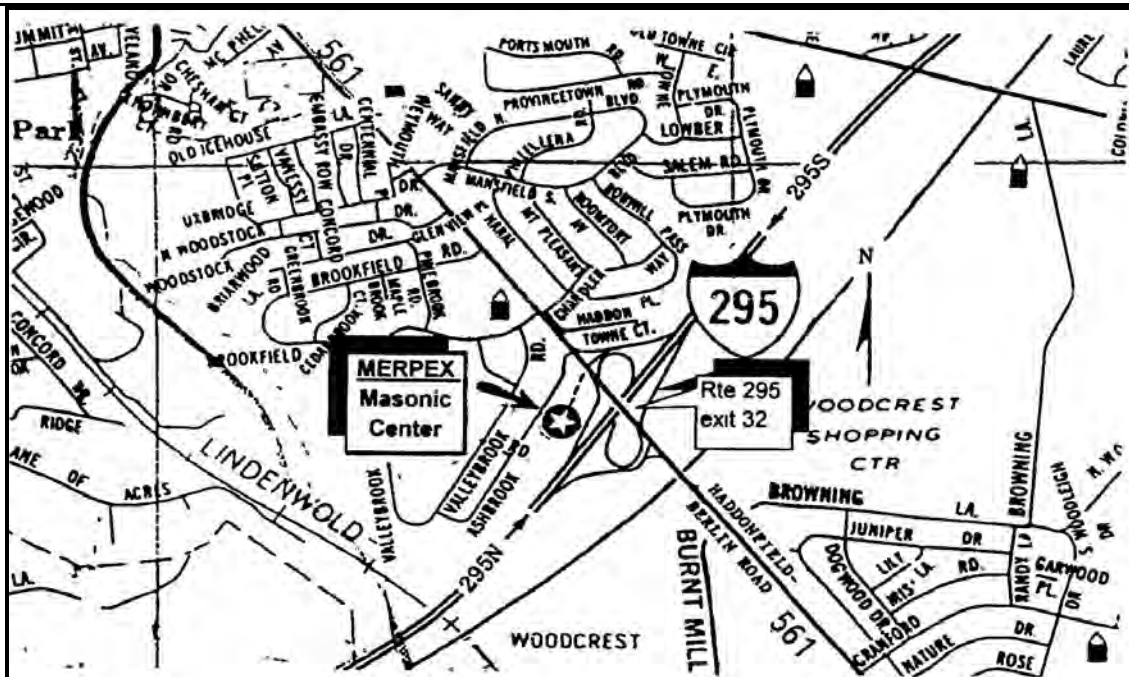
### DIRECTIONS FROM:

**WALT WHITMAN BRIDGE**: Follow Route 76 S to Route 295 N...

**COMMODORE BARRY BRIDGE**: take Route 295N...

**DELAWARE MEM. BRIDGE**: take Route 295 N.

**HEADING NORTH ON ROUTE 295**, take exit 32 [561 / Haddonfield / Voorhees / Gibbsboro]. When the exit ramp forks, take the left fork, take the left fork [Haddonfield]. Turn left at the light and go one block to another light. Just before this light, turn left into the driveway of the Masonic Center. The building is 1/4 mile back from the road, and the parking lot is beyond the building.



**LEAVING THE SHOW**, turn right out of the driveway onto Berlin - Haddonfield Rd. The entrance to 295 S is immediately on the right; the entrance to 295N is over the rise.

## MEMBER ADS

**WANTED: NJ DPOs** commercial use only. No philatelic or favor cancels. Every county, every era wanted. Email [michaely@gpsinj.com](mailto:michaely@gpsinj.com).

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

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

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

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

**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](mailto:mwhite@saipan.com).

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## MEMBER ADS

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**CAN ANYONE SUPPLY PHOTOCOPY PROOF OF POSTAL USAGE** from short-lived **BELCOVILLE P.O.** in 1918? Please contact Jim Mason, 3 South Oxford. Ave., Ventnor, New Jersey 08406.

**WANTED: POSTAL HISTORY OF SUSSEX COUNTY:** DPO postmarks: Culvers, Cutoff, Edison (pre 1910); stampless letters, OLD DEEDS, documents, memorabilia of all kinds. Contact Leonard R. Peck, 202 Stanhope Road, Sparta, NJ 07871 or call 973/729-7392.

**WANTED; COVERS FROM ATLANTIC COUNTY WITH MANUSCRIPT TOWN CANCELLATIONS** from any time period. Dealers welcome. Contact Steven M. Roth, 1280 21<sup>st</sup> Street, NW, Suite 209, Washington, DC 20036, 202/293-2563 or email [stevenroth@comcast.net](mailto:stevenroth@comcast.net).

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

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

**WANTED: Hunterdon County NJ, Bucks County PA** postal history, covers, postcards, pictures, Americana ephemera collateral paper items, all eras,. Contact Jim Walker, 121 Wertsville Road, Ringoes, NJ 08551-1108, 908/806-7883 or email [jiwalker@embargmail.com](mailto:jiwalker@embargmail.com).

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**ANY GLASSBORO OR GLASSBOROUGH N.J. POSTAL HISTORY.** Send photocopy and price to Bill Whiteman, 402 North Harvard Road, Glassboro, NJ 08028, Call 856/881-8858 or email [BillWHit3@juno.com](mailto:BillWHit3@juno.com).

**STAMPLESS COVERS NEEDED FOR EDUCATION:** with contents, dated, sound and clean, with good eye appeal. Synopsis of project supplied on request. Copies with prices please. Ralph Shook, P.O. Box 1300, San Jacinto, CA 92581, [shook1300@verizon.net](mailto:shook1300@verizon.net), 951-658-3631.

**WANTED: JERSEY CITY POSTAL HISTORY,** advertising covers, post cards of Jersey City, street scenes and unusual usages or cancellations prior to 1940. Contact John A. Trosky, 2 St. Clair Ave., Rutherford. NJ 07070-1136, 201/714-6651 or email [JTROSKY@email.usps.gov](mailto:JTROSKY@email.usps.gov).

**WANTED:** Port Murray, Anderson, Changewater, Port Colden, Karrsville, Rockport, Beatyestown, Pleasant Grove, Stephensburg, Anthony, Woodglen. Arne Englund, P.O. Box 57, Port Murray, NJ 07865-3012 or [alenglund@aol.com](mailto:alenglund@aol.com).

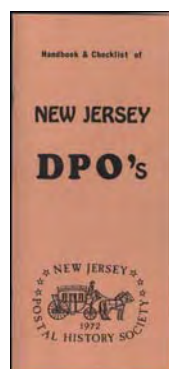
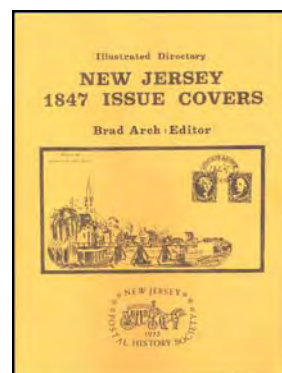
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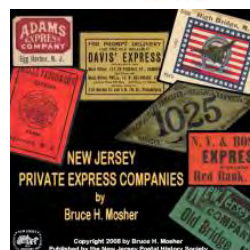
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