



# NJPH

The Journal of the  
NEW JERSEY POSTAL HISTORY SOCIETY  
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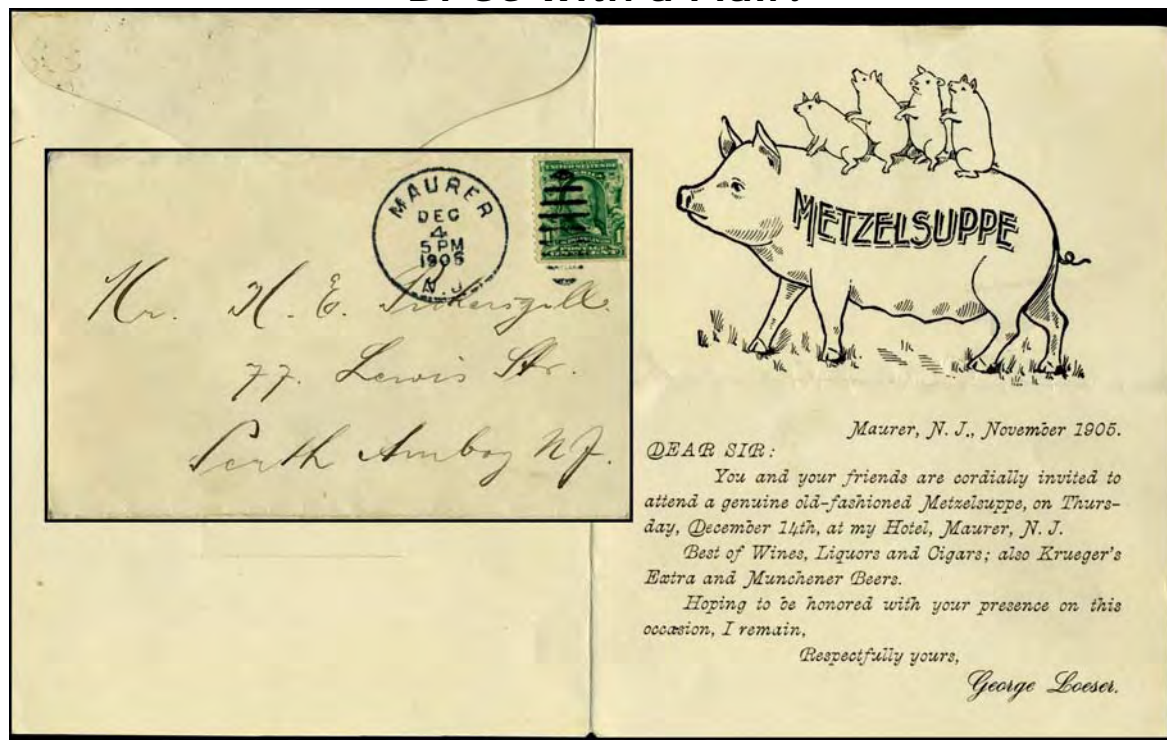
Vol. 37

No 2

Whole Number 174

May 2009

## DPOs with a Flair!



An interesting DPO from Maurer NJ Dec. 5, 1905. For more information, see [page 114](#) and visit [www.NJPostalHistory.org](http://www.NJPostalHistory.org) for the "back story" on our [Featured Cover](#) and just what a Metzelsuppe is.

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

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\*\*\*\*\*

**THIS IS YOUR LAST ISSUE IF YOU HAVE NOT PAID YOUR 2009 DUES!!**

**If you have received a dues reminder with this issue** and have not yet paid your 2009 dues, this will be your last issue. Dues are still only \$15 a year. We hate to lose you, but our budget does not allow us to carry non-paying members. By clicking [HERE](#) (if you are viewing this online), you can pay online with Paypal. Otherwise please send us a check for your dues!

**MANY THANKS FOR DONATIONS:**

We are very grateful for contributions received from the following members: Maurice Cuocci, Art Desimine, Robert J DeTrollo, and Charles D. Wrege. This generosity is vital to our bottom line.

\*\*\*\*\*

**PRESIDENT'S MESSAGE**

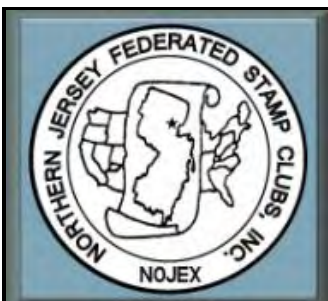
This year's Multi-State Postal History Competition was held at Philatelic Show at Boxborough, Massachusetts on May 1-3, 2009. Your New Jersey Postal History Society participated in the competition with four exhibits. In the multi-frame competition, Nathan Zankel's "The Postal History of New Brunswick, N.J." and Donald Chafetz's "Development of Morris County Mail Service, 1760-1850," both took vermeil medals. My exhibit, "New Jersey Stampless Covers: Handstamp Marcophily 1775-1855," received a gold and the U.S. Philatelic Classics Society Medal, and Jean Walton's single-frame exhibit, "The Correspondence of Samuel L. Southard, 1787-1842," was awarded a silver medal. Congratulations to all! At the meeting of the State Postal History Societies that took place at Boxborough it was agreed that NOJEX 2010 will be the host of next year's competition. Even if you have never exhibited before, it's not too early to begin thinking about putting together an exhibit of New Jersey Postal History!

Your Society has entered last year's Volume 36 of its quarterly journal NJPH, in this year's philatelic literature competition to be held at NAPEX in McLean, Virginia on June 5-7, 2009. NAPEX is one of the best of the World Series of Philately Shows on the east coast and is well-worth a visit.

Speaking of World Series of Philately Shows, NOJEX 2009 will be held from Friday to Sunday, May 22-24, 2009 at the Crowne Plaza Meadowlands in Secaucus. Complete show details can be found at [www.nojex.org](http://www.nojex.org). A free admission pass has been enclosed with this mailing of your journal. Your Society will have a table at the Show with an array of literature and CDs for sale. Please be sure to stop by and say hello, and if you have an hour or two, please consider helping staff the table and signing up a new member or two. **Our Society's annual meeting will take place on Sunday, May 24 at noon.** The major topic of discussion will be the Society's efforts to assist the U.S. Philatelic Classics Society in updating the New Jersey listings for a revised edition of the American Stampless Cover Catalog.

Have a wonderful summer and enjoy our hobby!

**ROBERT G. ROSE**



# NOJEX

Annual Exhibit of the North New Jersey Federated Stamp Clubs, Inc.  
APS Chapter 508

**2009**

**46<sup>th</sup> ANNUAL STAMP EXHIBITION**  
A World Series of Philately Exhibition

**MAY 24 – 24, 2009**



At the  
Meadowlands Crowne Plaza Hotel  
Two Harmon Plaza  
Secaucus, NJ 07094  
201-348-6900

Visit [www.nojex.org](http://www.nojex.org)  
Including map [see hotel site]  
And driving directions

## CONVENING SOCIETIES

[Military Postal History Society](#)  
[British Caribbean Philatelic Study Group](#)  
[New Jersey Postal History Society](#)  
[Canal Zone Study Group](#)  
[Third Reich Study Group](#)  
[British North America Philatelic Society](#)

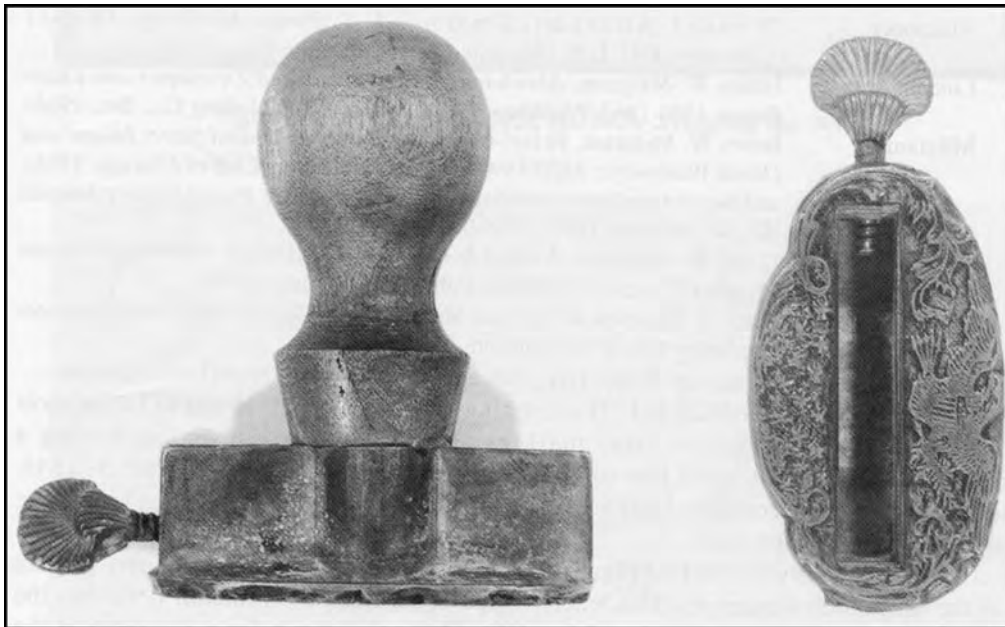
**NEW JERSEY POSTAL HISTORY SOCIETY**  
**ANNUAL MEETING!**  
**12 NOON ON SUNDAY, MAY 24**  
**SEE YOU THERE!**

## NEW JERSEY'S STAMPLESS ORNAMENTED MORTISED POSTMARK: New Providence

By Robert G. Rose

During the stampless period, beginning sometime in the late 1830's, a few postmasters began using hand stamped postmark devices with fancy frames around the lettering. Some of these handstamps were manufactured with an ornate ornamented metal frame made from a mold. As explained by Dr. James W. Milgram, a noted authority and student of the stampless period, in a recent issue of *The Chronicle*, these handstamps "had a mortised space cut away allowing insertion of a line of printer's type, and a screw at one end to hold the type flush with the rest of the design. These handstamps sometimes have been called 'linen stamps' because some persons used them to put their names on textiles."<sup>1</sup>

With Dr. Milgram's kind permission, illustrated below in *Figures 1 and 2* is an example of an ornamented framed mortised handstamp, with a patriotic motif depicting an eagle and shield at the top of the marking.<sup>2</sup>



*Fig. 1: Ornamented frame handstamp.*

*Fig. 2: View of bottom showing design.*

Dr. Milgram records two markings made by an identical ornamented mortised handstamp depicting two cherubs facing the sun at the top of the handstamp, with a lyre, two anchors and floral branches at the bottom. One of these markings was used in New Providence, New Jersey in 1845, the other, on a steamboat in 1844.

New Providence is the only town in New Jersey to have a reported usage of an ornamental mortised handstamp. Only two New Providence examples have been recorded. The earliest, a November 3, 1845 usage, is shown below in *Figure 3*.<sup>3</sup> The second and latest, a December 1, 1845 usage, is shown below in *Figure 4*.<sup>4</sup>



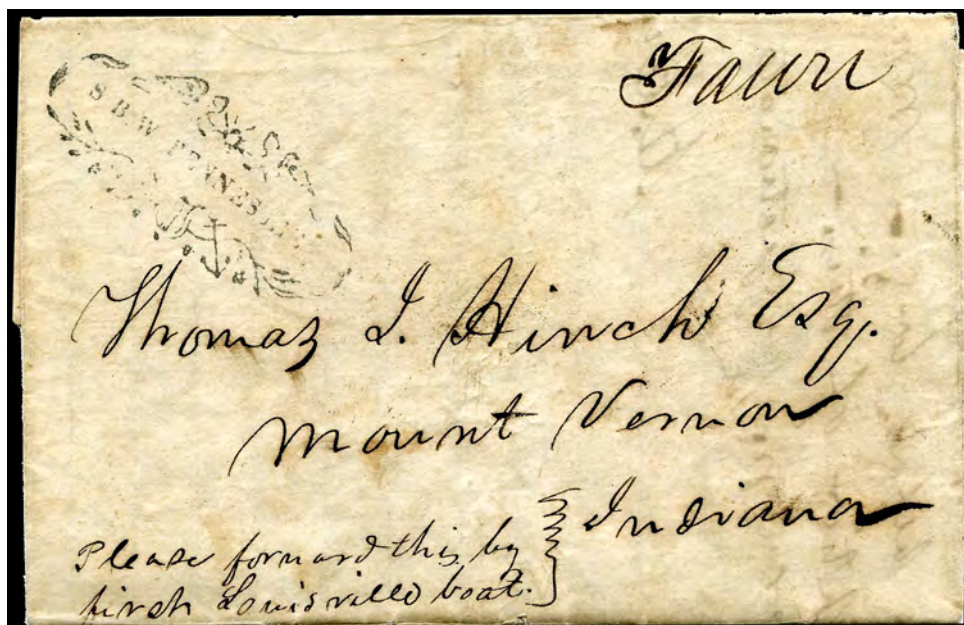


Fig. 3: Earliest usage on November 3, 1845 to Indiana paying single letter rate over 300 miles.



Fig. 4: Latest usage on December 1, 1845 to Pennsylvania paying single letter rate under 300 miles. (Author's collection).

The identical mortised handstamp was used on the Steamboat W. Tennessee on an 1844 folded letter, Figure 5, the only other reported usage of this device.<sup>5</sup>



[Courtesy of James W. Milgram, M.D.]

Fig. 5: Only reported example with the identical mortised handstamp used on Steamboat W. Tennessee in 1844.

### ENDNOTES:

<sup>1</sup> James W. Milgram, M.D., "Ornamented Mortised Handstamps," *The Chronicle of the U.S. Classic Postal Issues*, Journal of the U.S. Philatelic Classics Society, Whole No. 204, November 2004, pg. 247.

<sup>2</sup> *Ibid.*

<sup>3</sup> This cover was included in the auction sale of Stephen G. Rich's Collection of Northern New Jersey Postal History, Robert A. Siegel Auction Galleries, Inc., Sale No. 546, May 17, 1979, lot 151. Thereafter it was sold by Robert G. Kaufmann Auction Galleries, Inc., Sale 67, April 30, 1990, lot 1348.

<sup>4</sup> This cover is illustrated in William C. Coles, Jr.'s *The Postal Markings of New Jersey Stampless Covers*, Figure 32, pg. 28 (The Collectors Club of Chicago, 1983), and was included in the sale of the William C. Coles Jr. Collection of New Jersey Stampless Covers, Robert G. Kaufmann, Sale No. 33, March 8, 1984, lot 451.

<sup>5</sup> Milgram, *op. cit.*, pg. 248; James W. Milgram, M.D., *Vessel-Named Markings on United States Inland and Ocean Waterways 1810-1890*, Milgram 1481, pg. 740 (The Collectors Club of Chicago, 1984).

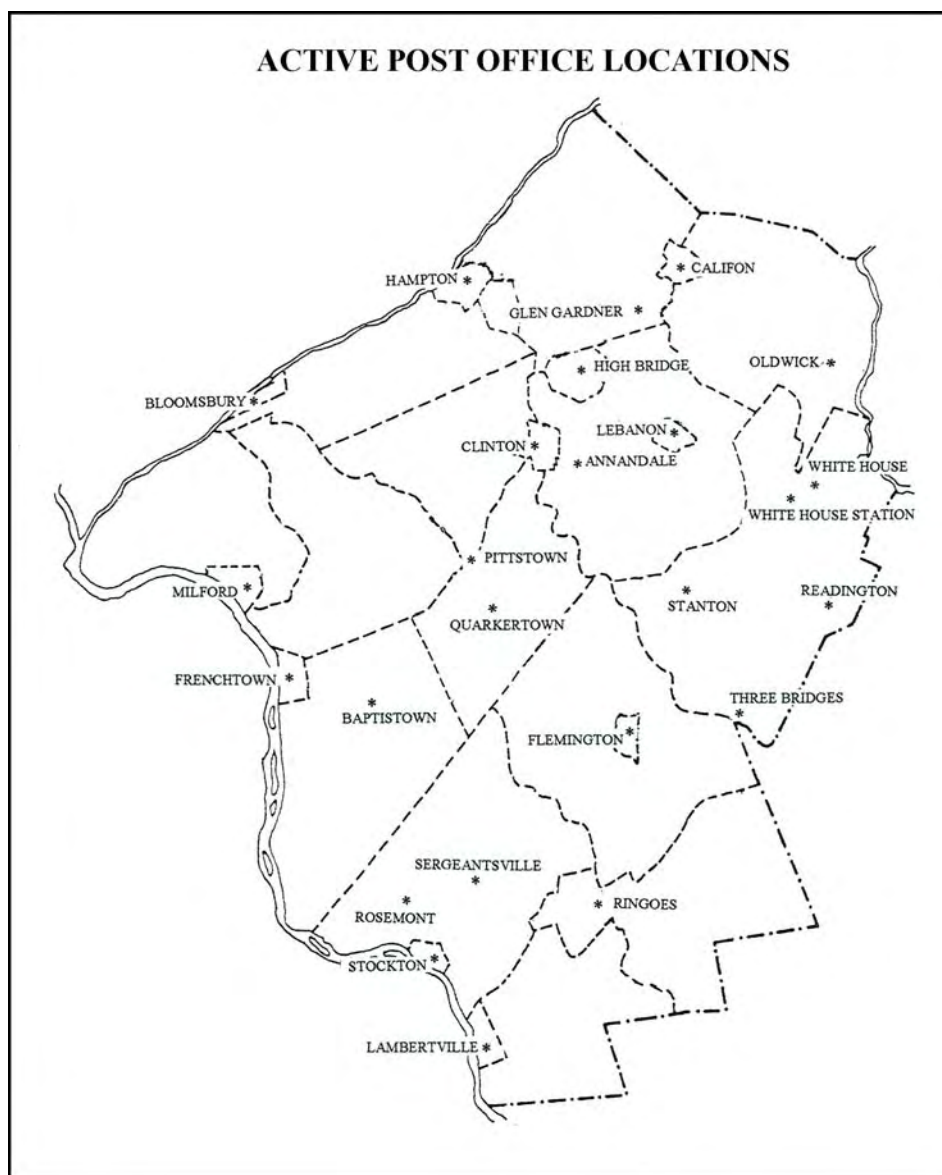
## HUNTERDON COUNTY POSTAL HISTORY: PART 8: Active POs: A~F



By Jim Walker

*This is the eighth in a series on Hunterdon County Post Offices by Jim Walker [for DPOs, Parts 1 through 7, see the August & November issues of NJPH, Vol. 35, Nos. 3 & 4, 2007 and the February, May, August, and November issues, Vol. 36, No 1-4, 2008, plus the first issue of 2009, Vol. 37, No. 1, February 2009]. We will continue here and in upcoming issues of NJPH with current post office of Hunterdon County.*

### HUNTERDON POST OFFICES



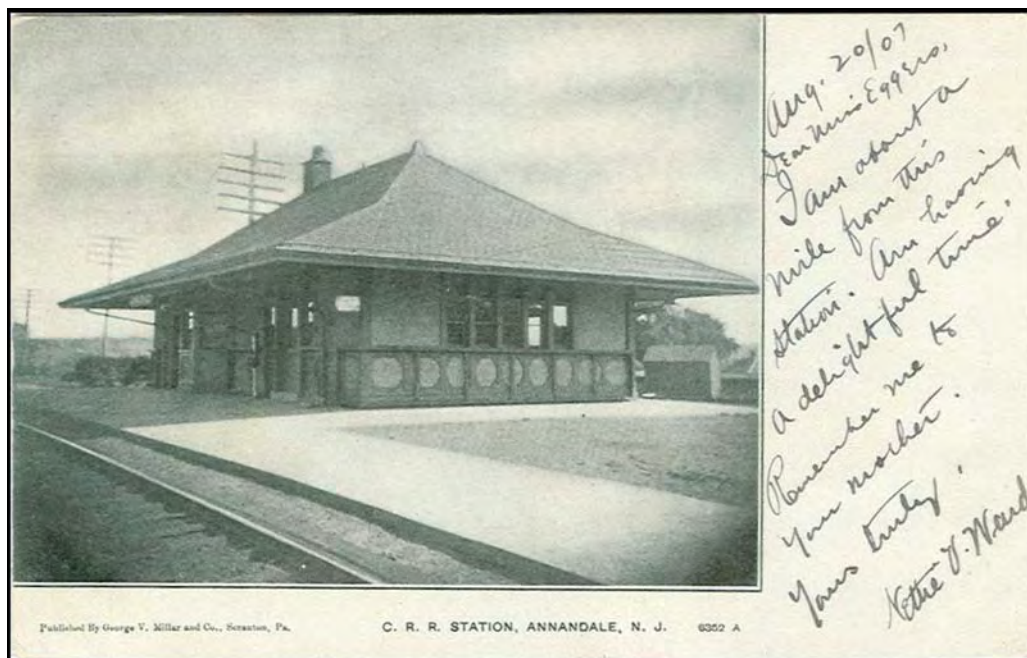


## ANNANDALE ~ 08801

A post office was established here as Clinton Station June 19, 1859. The name was changed to Annandale after the former Scottish home of John T. Johnson, president of the New Jersey Central Railroad. Snell<sup>1</sup> states that the name change occurred in 1873. However the post office became known as Annandale when Josiah Cole became postmaster June 7, 1871.<sup>2</sup>



*Fig. 96: Annandale Post Office on the right, ca. 1909.*



*Fig. 97: Annandale Station as it appeared in 1907. This building was replaced in the 1930's by a building with a much smaller overhang.*





Fig. 98: Annandale Dec. 23, 1908 cancel with a Quakertown Doane Receiver.

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

## BAPTISTOWN ~ 08803

Baptistown is the oldest and one of the largest villages in Kingwood Township. A post office was established here May 1, 1822 with Wilson Bray as postmaster. It has been in continuous service ever since. Today Baptistown is a Third Class office with box service only.



Fig. 99: An interesting corner card( printed return address) from Baptistown to Ewingville, Mercer County.

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

## BLOOMSBURY ~ 08804

Located on the Musconetcong River, records show that Bloomsbury has had the distinction of being listed in both Hunterdon and Warren Counties. Bloomsbury was first established in Hunterdon County November 7, 1816 with Henry Jones as first postmaster. The name was changed in 1821 to Bloomsburg and on November 20, 1824 – with the formation of Warren County – it was re-allocated to Warren County. Sometime in 1827 the spelling again was changed, to Bloomsburgh. It remained this way until a final change, back to its original name of Bloomsbury, in 1836. On March 28, 1856, Bloomsbury was again listed as a post office in Hunterdon County with James Gardner as postmaster, and the post office located on the south side of the Musconetcong River. Bloomsbury remains an active post office in Hunterdon County.



*Fig. 100: This is a picture of Church Street, Bloomsbury ca. 1910. Store & Post Office on the right and in the distance, the bridge over the Musconetcong River. Woodcut below from the Warren County side of the river is from Barber & Howe,<sup>3</sup> in 1844.*



*Northern View of Bloomsbury.*





Fig. 101: These two covers are from the 1850's & 60's, the first a #U13 U.S. postal stationery envelope of the 1861 issue is addressed to Peter Beavers of High Bridge and canceled with a 25mm hand cancel. The second bears a U.S. #26 with a manuscript 1859 & Bloomsbury, N.J. on April 12, 1859.

Name	County	From	To
Bloomsbury	<b>Hunterdon</b>	1816	1821
Bloomsburg	<b>Hunterdon</b>	1821	1824
Bloomsburg	Warren	1824	1827
Bloomsburgh	Warren	1827	1836
Bloomsbury	Warren	1836	1856
Bloomsbury	<b>Hunterdon</b>	1856	Present

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

## CALIFON ~ 07830

This post office was established due to the name change of the village of Lower Valley May 10, 1877. Fredrick H. Eick was the first postmaster. It is an active second class post office today.



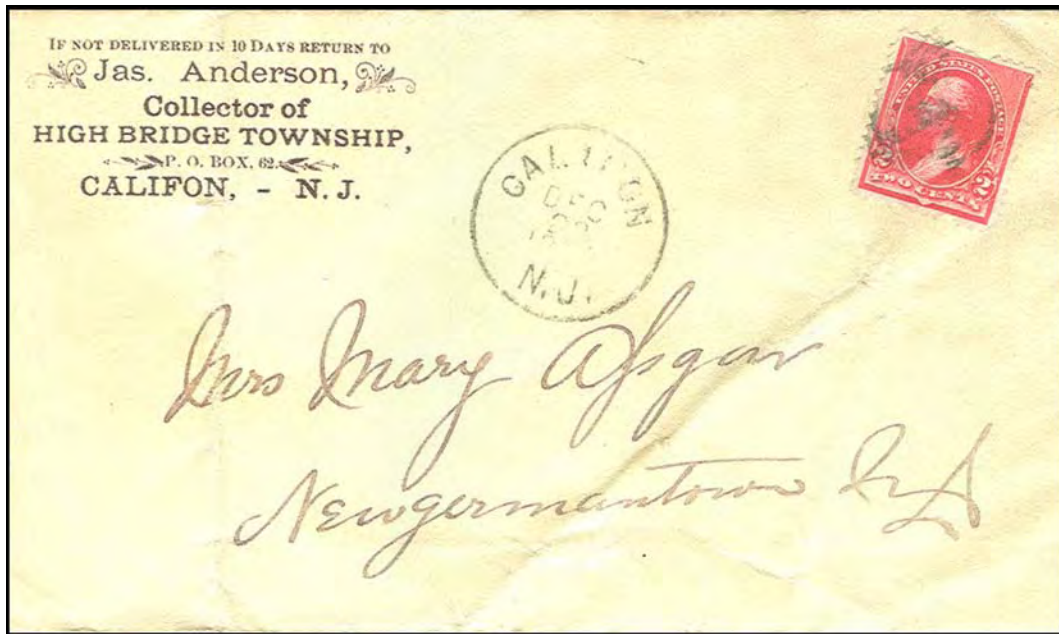


Fig. 102: A 27mm Califon cancel of 1893 addressed to Mary Apgar at New Germantown.

This post card view of the Califon post office also shows the RFD mail wagon. Rural delivery came to Califon in 1906.<sup>4</sup> The man standing by the wagon is identified as Arthur Young by Helen Geist, however the post card used here identifies him as Luther Crater. Both men were RFD carriers along with a third, George Hildebrant not, to my knowledge, pictured here, out of the Califon office. The two women are identified as post office employees, Mrs. Essie Yawger and Mrs. Lida Wycoff.

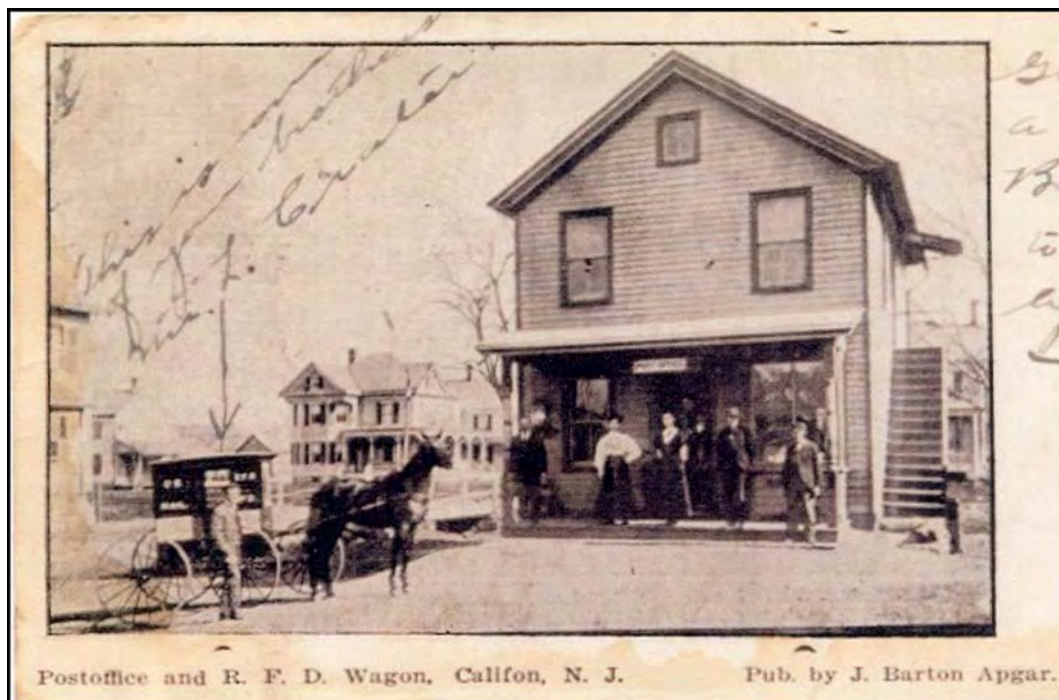


Fig. 103: Early 1900's view of the Califon post office. This building still stands.

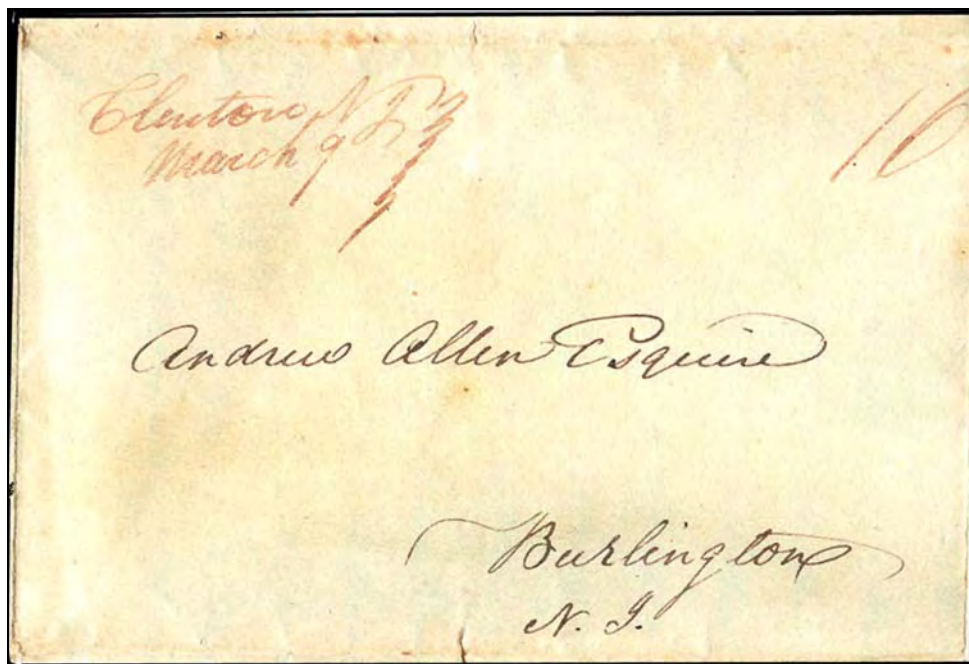


*Fig. 104: Another view of the Califon Post Office, ca. 1940, with bank building on opposite corner.*

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

## CLINTON ~ 08809

Originally known as Hunt's Mills, the post office name was changed to Clinton on February 6, 1829. Clinton today is an active first class office with city and rural delivery.



*Fig. 105: This stampless folded letter has a manuscript cancel Clinton, N.J. addressed to Burlington, N.J. The "10" indicated the current rate for a letter carried 30-80 miles. The dateline of this letter is March 6, 1829, posted March 9<sup>th</sup> which would be a month after the establishment of the Clinton post office.*





*Fig. 106: The artwork on this envelope was done by Joseph C. Exton while attending school in Haddonfield, N.J. It carried a letter to his mother in Clinton and is datelined November 3, 1858.*



*Fig. 107: This Christmas seal of 1909 #WX5 is tied by the postmark to a #U91 postal stationery envelope cancelled December 4, 1909 at Clinton.*

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



## FLEMINGTON C.H. ~ 08822

This office has been active since it was established January 1, 1795. The "C.H." in the listing is an abbreviation for Court House. In March 1825, the Postmaster General established post roads to all county court houses. By 1826 the "Swift Sure" stage line was carrying mail three times a week between Philadelphia and New York and offices along the route (including Flemington), and in 1829, there was also a tri-weekly mail from Trenton. Later, in 1838, a post road was established by Congress from New Brunswick to Flemington. The first postmaster, appointed when the office opened was James Gregg.

Rural delivery came to Flemington in 1908. In 1912, the Post Office Department instituted village delivery. This service began almost immediately in Flemington. This is a full service first class post office today.



*Fig. 108: Large red Flemington oval cancel on a folded letter datelined 1829 to Samuel L. Southard at Trenton. This cancel was in use from 1824-1850.*



*Fig. 109: In 1852, this 34mm circle cancel replaced Flemington's oval postmark. This one also carries a prepaid rate.*

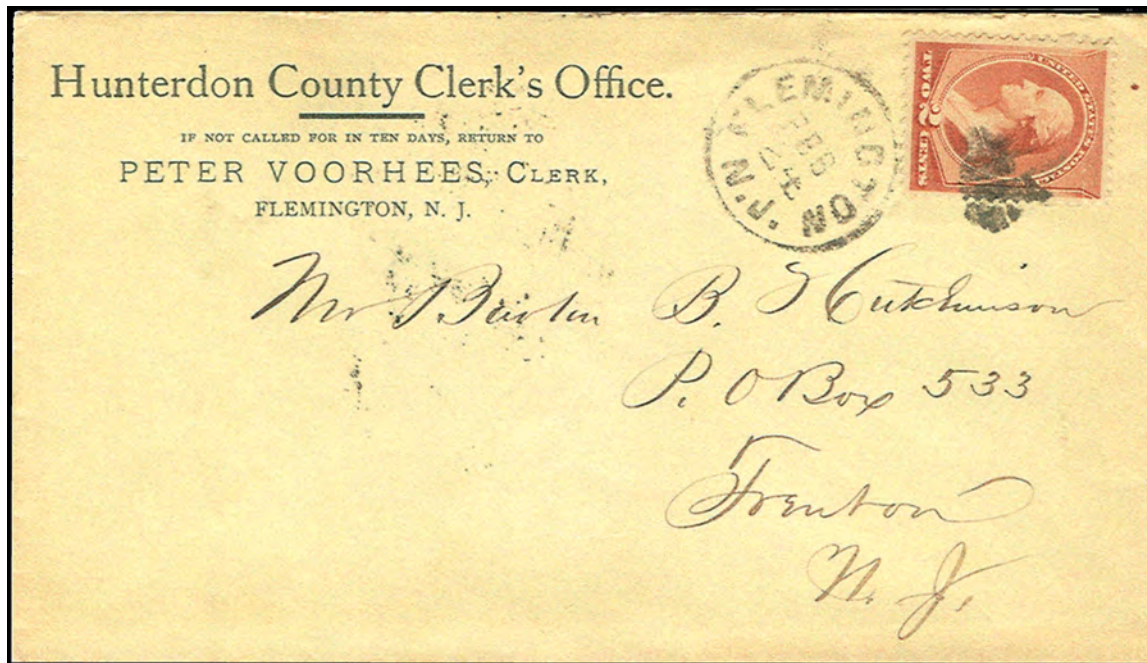


Fig. 110: Hunterdon County Clerk's Office cover from the 1880s.

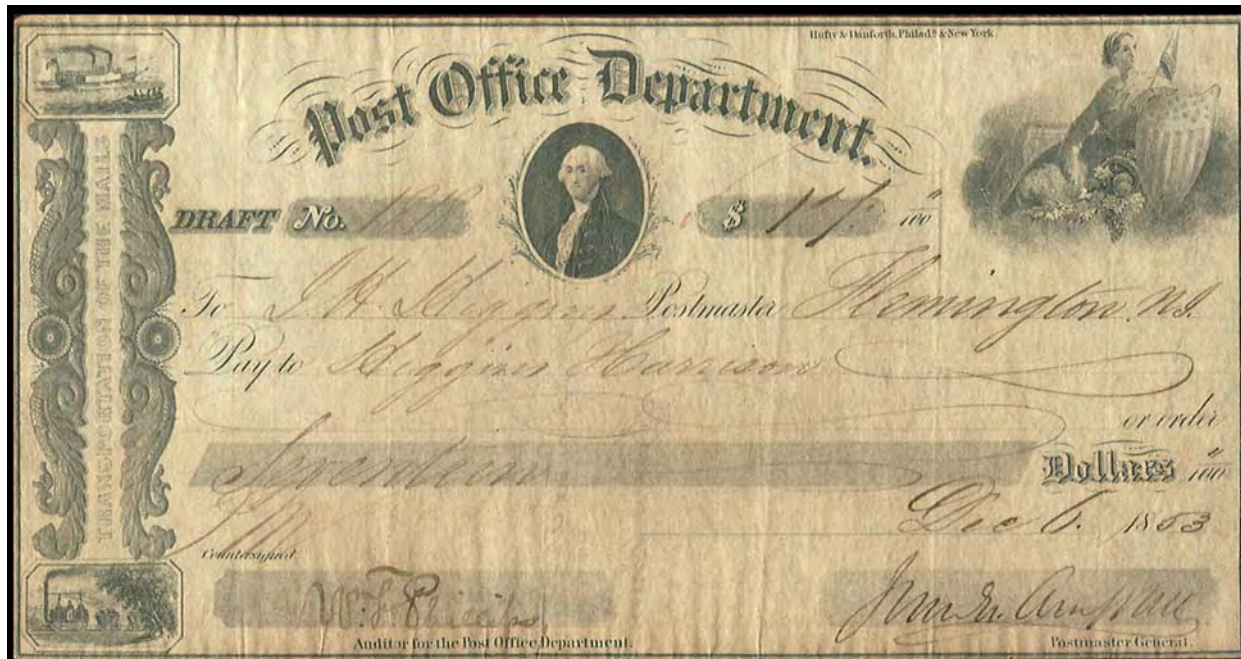
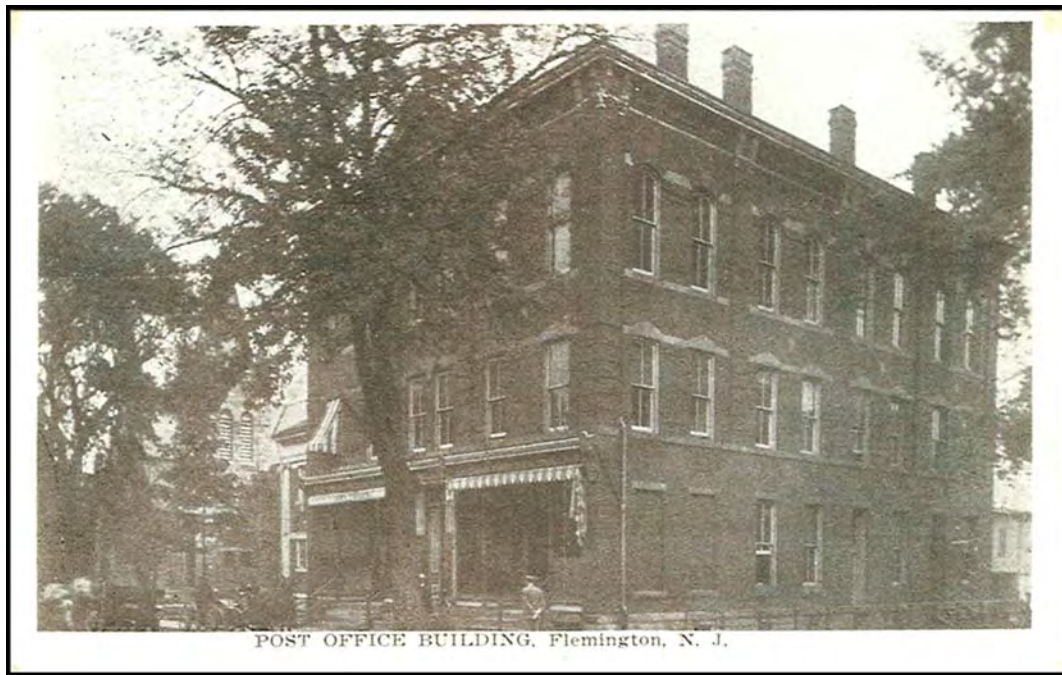


Fig. 111: Engraved post office draft to Joseph H. Higgins postmaster at Flemington, dated December 6, 1853 and signed by Postmaster General James Campbell.






*Fig. 112: This post card view of the Flemington post office is postmarked 1910.*



*Fig. 113: This registered letter from Hiram Deats of Flemington to England was posted in 1901 using postal stationery envelope Scott's # U350 which paid the five cent International First Class rate and a #236 eight cent stamp paying the Registry Fee. Both the stamp and the stationery were issued in 1893 for the 400<sup>th</sup> anniversary of Columbus' Discovery of America.*



THE PRESENT POST OFFICE STAFF



EDWIN CASE  
Postmaster


●

HARRY ANDERSON	Assistant Postmaster
CHARLES W. SEE	Clerk
WILSON J. HOFFMAN	Clerk
NORMAN ANDERSON	Clerk
FRANCIS H. STROUSE	Substitute Clerk
WILLIAM J. S. HARVEY	City Carrier
NORMAN L. JONES	City Carrier
BELMONT L. WORMAN	Substitute Carrier
JAMES M. LESSON	Rural Carrier
THOMAS H. HARDWICK	Rural Carrier
EDWARD H. BRITTON	Substitute Carrier
STANLEY J. SREDINSKI	Substitute Carrier
WILLIAM M. TOTH	Special Delivery Messenger

●

Construction Engineer  
PHILIP A. SAYLES, Federal Works Agency  
Washington, D. C.

General Contractor for the New Building  
G. A. NIGRO, Glen Cove, Long Island, N. Y.



Dedication Program  
Flemington Post Office  
August 23, 1941

Fig. 114: Program for the dedication of the new post office at Flemington, N.J., August 23, 1941.

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

## FRENCHTOWN ~ 08825

Located on the Delaware River four miles down stream from Milford, it was formed from Kingwood and Alexandria Townships. A post office opened here September 10, 1839 with Emanuel Aller as postmaster. Frenchtown is an active second class post office today, offering city and rural delivery.



Fig. 115: Private mailing card from the Pan-American Exposition at Buffalo, N.Y., mailed at the Expo, October 25, 1901. A U.S. #294 pays the card rate to Frenchtown where it was canceled upon arrival.

Two stampless envelopes (shown below in Figures 116 and 117), were mailed from Frenchtown to Mary Van Kirk at Trenton. These covers are undated, however the Frenchtown post office had been reestablished in June, 1850. The first cover may have been sent before the postmaster acquired a canceling device such as the one used on the second cover, which appeared about 1855. Both covers were sent prepaid three cents; they could have been sent for five cents C.O.D. at this time. This split rate had been instituted in July 1851.

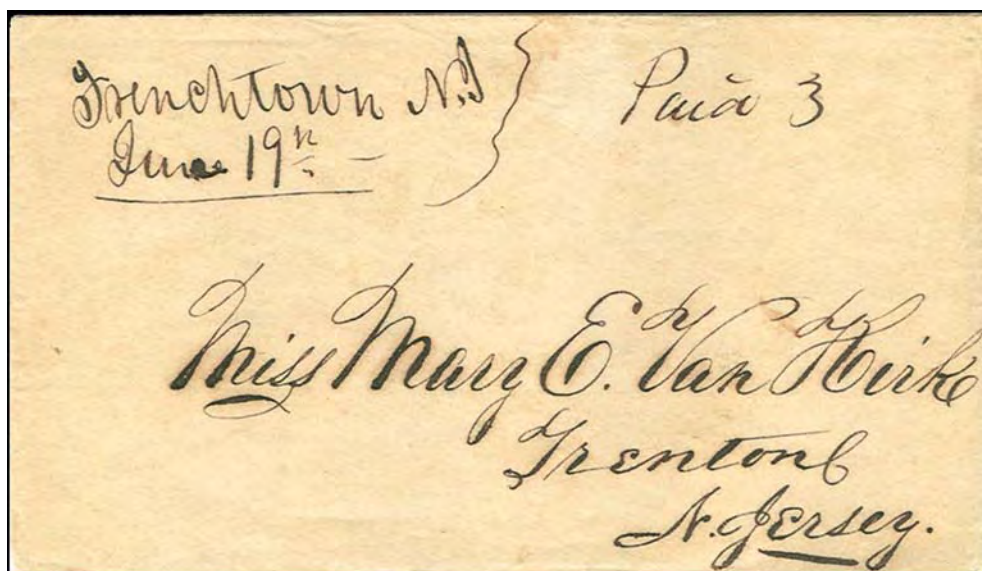


Fig. 116: Manuscript cancelled cover from Frenchtown June 19, sent paid at the 3¢ rate.



*Fig. 117: From the same correspondence, a prepaid stampless cover sent from Frenchtown. This handstamped cancel is known to have been in use in 1855.<sup>5</sup>*

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*(This series will continue in upcoming issues of NJPH with more of the current post offices of Hunterdon County.)*

### ENDNOTES:

- 
- <sup>1</sup> Snell, James P., *History of Hunterdon and Somerset Counties, New Jersey*, Everts & Peck, Philadelphia, 1881,  
<sup>2</sup> Kay, John L., & Smith, Chester M., *New Jersey Postal History*, Quarterman Publications, Inc., Lawrence, MA, 1977.  
<sup>3</sup> Barber, John W. & Howe, Henry, *Historical Collections of the State of New Jersey*, Benjamin Olds, Newark 1844.  
<sup>4</sup> This same view was used by Helen Geist in her book, *The Calfon Story*, Democrat Press, Flemington, NJ, 1966, p 103.  
<sup>5</sup> Coles, William C., Jr., *The Postal Markings of New Jersey Stampless Covers*, Collector's Club, Chicago, 1983. This is Coles F17, and in fact, the one used for the Coles' illustration.



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

### PART IV: THE EMERGENCY CARRIERS: THE FINAL THREE OF NINE *INDEPENDENCE*-CLASS SMALL CARRIERS BUILT DURING WORLD WAR II.

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

[This is the fourth in a series of articles begun in the summer issue of NJPH, Aug. 2008, Vol. 33, No. 3, Whole No. 171 and continued in the November 2008 (Whole No. 172) and February 2009 (Whole No. 173) issues. For a map of the western half of Pacific Theater of Operations, see November 2008 NJPH, or go to: <http://njpostalhistory.org/media/pdf/wwiipacmap.pdf> For picture credits see note above Endnotes.<sup>1</sup>]

Part IV of this series concerns the final group of the *Independence*-class emergency carriers. This third group of small carriers, ordered in June and October of 1942, consisted of *Cabot*, *Bataan*, and *San Jacinto*. *Cabot* was the longest serving small carrier. She sailed under the U.S. flag during World War II and after that under the Spanish flag from 1967 to the late 1980s.<sup>2</sup> Thereafter she was returned to the United States to be the centerpiece of a naval museum in New Orleans. Unfortunately, that private enterprise failed and after protracted litigation she was sold to breakers to satisfy the maritime liens.<sup>3</sup>

*Bataan* was the last member of the class to be commissioned. She was placed in service two days after her sister ship, *San Jacinto*. *Bataan* was the only small carrier to participate in the sinking of a Japanese submarine and the only member of her class to fight in both World War II and the Korean conflict. She was the last of the *Independence*-class carriers to be decommissioned in U.S. service. *San Jacinto* had the shortest time in commission, from late November 1943 until March 1947. She served in the Pacific Theatre of Operations from June 1944 until the Japanese surrender in September 1945, but was among the first ships to return to the Continental United States. During her extensive combat service *San Jacinto* operated Carrier Air Group FIFTY ONE, which included Torpedo Squadron FIFTY ONE. One of the youngest commissioned naval aviators served in that squadron, Lieutenant (Junior Grade) George H. W. Bush, U.S. Naval Reserve<sup>4</sup>, the fifth and final World War II era naval reserve officer to serve as President.<sup>5</sup> *San Jacinto* also was the legendary carrier that waved off a Japanese naval aircraft during the Battle of the Philippine Sea in June 1944.

### USS *CABOT* (CVL-28) (1943-47) (1948-1952)

The third *Cabot*<sup>6</sup> (CVL-28) was laid down as the cruiser *Wilmington* (CL-79), redesignated CV-28 on June 2, 1942, renamed *Cabot* June 23, 1942, converted while building, and launched April 4, 1943 at Camden, N.J. She was reclassified CVL-28 on July 15, 1943 and commissioned on July 24, 1943, with Captain M. F. Shoefel, U.S. Navy in command.

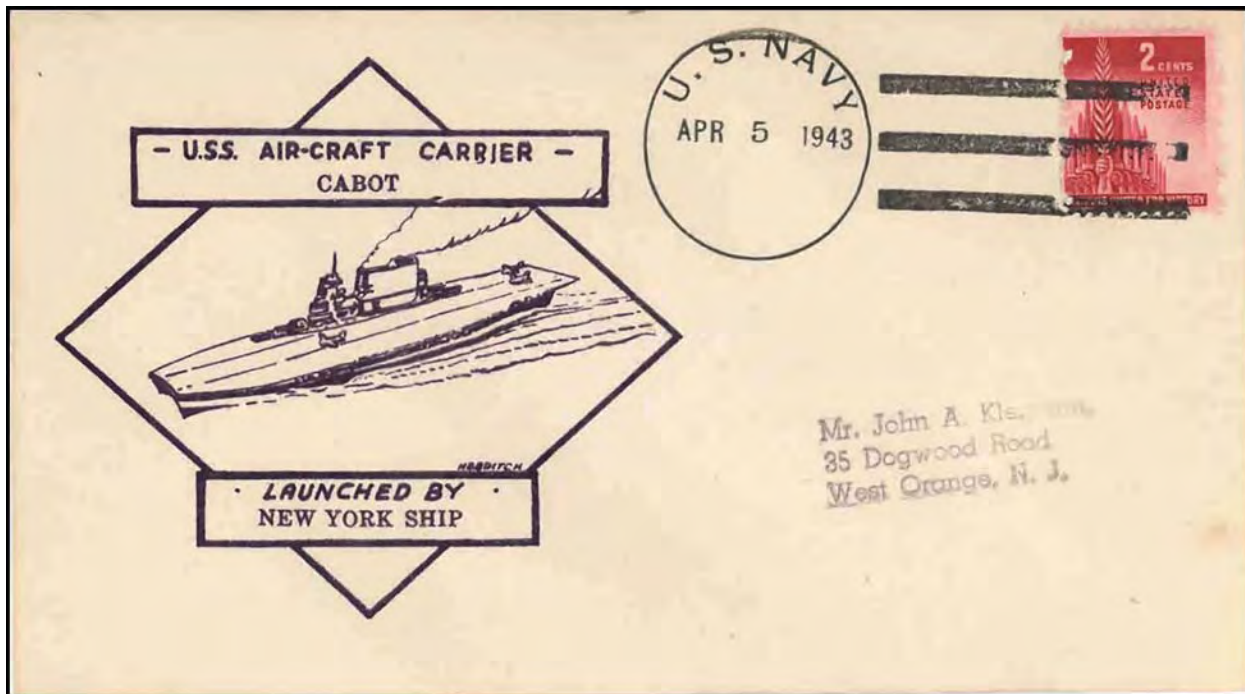


**Fig. 73:** *Insignia of the USS Cabot, circa 1943-44, based on the slogan of Cabot's first Commanding Officer, Captain Malcolm F. Schoeffel: "Up Mohawks, At 'Em!" "Mohawk" was the ship's voice radio call sign at the time.*

*Official U.S. Navy Photograph, now in the collections of the National Archives, (Photo #80-G-263253 - cropped)*



**Fig. 74:** *USS Cabot is launched by the New York Shipbuilding Corp., Camden, N.J. April 4, 1943.*



**Fig. 75:** *A printed cacheted cover marking the launching of USS Cabot. The cachet depicts a Lexington-class carrier from altitude off the port side from forward of amidships. The ship is moving at high speed as illustrated by the stylized wake and stack gasses. There are few aircraft on deck suggesting launch or recovery in which case the ship would be steaming into the wind. The cover bears a rubber stamp generic "U.S. Navy" three bar postmark dated April 5, 1943 in black ink cancelling a 2¢ red "Nations United for Victory" stamp. The ship was launched on Sunday, April 4, 1943.*

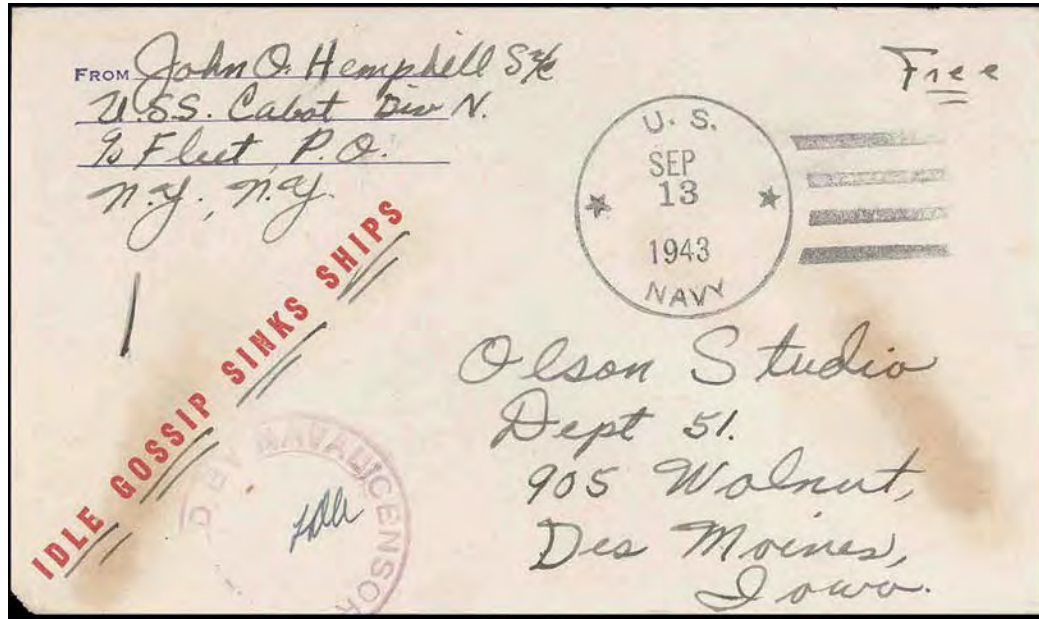


Fig. 76: Free mail from Cabot which bears the rubber stamp (Locy Type 2z\*) postmark dated September 13, 1943 with a handwritten return address of a sailor in the Navigation Department (N Division) with a Fleet Post Office New York address. The red printed slogan "Idle Gossip Sinks Ships" is underscored in black pen. The red censor's rubber stamp bears unclear initials, possibly "FALE". The cancel is rated "B" in the Postmark Catalog.

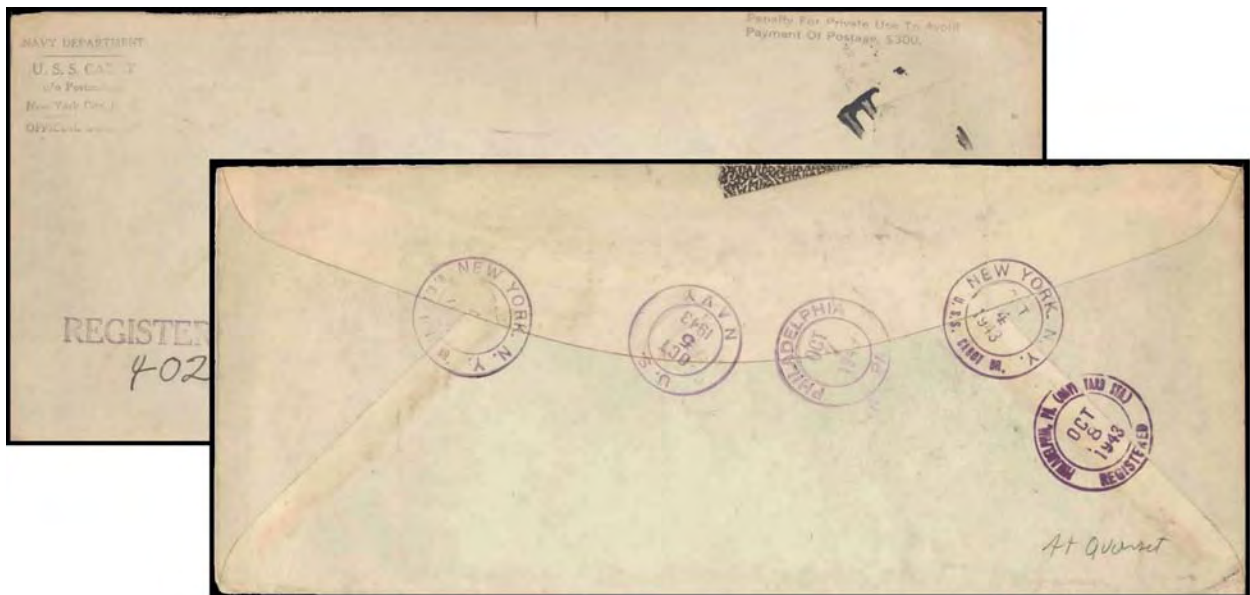


Fig. 77: A Number 10 penalty registered mail envelope addressed to The Commandant, Navy Yard, Philadelphia. The face, which has a rubber stamp return address from Cabot at FPO New York, seems to bear just a portion of the black killer bars of a postmark, the circular portion is missing. The reverse bears the ship's rubber stamp registry mark (Locy Type 9efu) dated October 4, 1943 when the ship was at Quonset Point, Rhode Island. A second registry mark, dated October 5, 1943, simply reads "U.S. Navy" within the circles. The third registry mark is dated October 7, 1943 at Philadelphia, PA and the final one is dated October 8, 1943 at Philadelphia, PA (Navy Yard Sta.). The cover took nearly five days to travel about 350 miles, including parts of two days within Philadelphia. The cancel is rated "B" in the Postmark Catalog.



*Cabot* sailed from Quonset Point, Rhode Island, on November 8, 1943 for Pearl Harbor, where she arrived December 2nd. Clearing for Majuro on January 15, 1944, she joined Task Force 58 to begin the consistently high quality of war service which was to win her a Presidential Unit Citation. From February 4 to March 4, 1944 she launched her planes in strikes on Roi, Namur, and the island stronghold of Truk, aiding in the neutralization of these Japanese bases as her part in the invasion of the Marshalls.

*Cabot* returned to Pearl Harbor for a brief repair period, but was back in action from Majuro for the pounding raids on the Palaus, Yap, Ulithi, and Woleai at the close of March 1944. She sailed to provide valuable air cover for the Hollandia operation from April 22 through 25, and four days later began to hurl her air power at Truk, Satawan, and Ponape. She cleared Majuro again on June 6, 1944 for the pre-invasion air strikes in the Marianas, and on June 19 and 20 launched sorties in the key Battle of the Philippine Sea, the "Marianas Turkey Shoot," which crippled Japanese naval aviation. *Cabot's* air units pounded Japanese bases on Iwo Jima, Pagan, Rota, Guam, Yap, and Ulithi as the carrier continued her support of the Marianas operation until August 9, 1944.

Pre-invasion strikes in the Palaus in September 1944 along with air attacks on Mindanao, the Visayas, and Luzon paved the way for the long-awaited return to the Philippines. On October 6, 1944 *Cabot* sailed from Ulithi for raids on Okinawa, and to provide air cover for her task group during the heavy enemy attacks off Formosa on October 12 and 13th. *Cabot* joined the group which screened "Cripple Division 1," the cruisers USS *Canberra* (CA-70) and USS *Houston* (CL-81) which had been torpedoed off Formosa,<sup>7</sup> to the safety of the Carolines. She then rejoined her group for continued air strikes on the Visayas, and the Battle for Leyte Gulf on October 25 and 26.

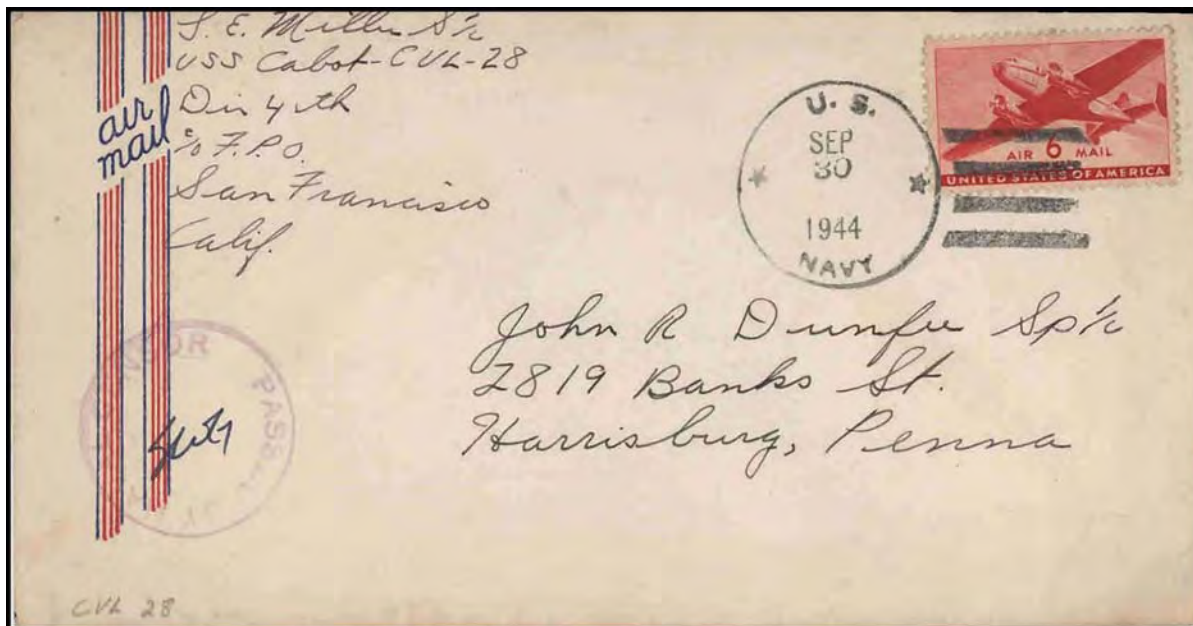


Fig. 78: An airmail envelope from a Seaman First Class in *Cabot's* Deck Department (4<sup>th</sup> Division) with a handwritten return address care of FPO San Francisco. The 6¢ airmail stamp is canceled by the ship's rubber handstamp (Locy Type 2z\*) postmark dated September 30, 1944 in black ink. This was mailed between the Battle of the Philippine Sea and the Battle of Leyte Gulf, which ended the Imperial Japanese Navy's carrier aviation forces. The cancel is rated "B" in the Postmark Catalog.

Ernie Pyle called her "Iron Woman of the Pacific." On October 16, 1944, eight Hellcat fighters from USS *Cabot* engaged 70 attacking enemy aircraft, shooting down a total of 27 in a little more than 15 minutes, with the loss of only one of her own planes, whose pilot was recovered.

*Cabot* remained on patrol off Luzon, conducting strikes in support of operations ashore, and repelling desperate suicide attacks. On November 25, 1944, a particularly vicious attack occurred. *Cabot* had fought off several *kamikazes* when one, already flaming from hits, crashed the flight deck on the port side, destroying the still-firing 20mm gun platform, disabling the 40mm mounts, and a gun director. Another of *Cabot's* victims crashed close by and showered the port side with shrapnel and burning debris. *Cabot* lost 62 men killed and wounded but careful training had produced a crew which handled damage control. While she continued to maintain her station in formation and operate effectively, temporary repairs were made. On November 28, 1944, she arrived at Ulithi for permanent repairs.



**Fig. 79: Kamikaze crashes into the deck of the *Cabot*, November 25, 1944.<sup>8</sup>**

*Cabot* returned to action December 11, 1944, steaming with the force striking Luzon, Formosa, Indo-China, Hong Kong, and the Nansei Shoto in support of the Luzon operations. From February 10 to March 1, 1945 her planes pounded the Japanese homeland and the Bonins to suppress opposition to the invasion of Iwo Jima. Continued strikes against Kyushu and Okinawa in March prepared for the invasion of the latter island. After these prolonged, intensive operations, *Cabot* was homeward bound for San Francisco for a much-needed overhaul completed in June.

**Fig. 80: USS *Cabot* (CVL-28) with a long "Homeward Bound" pennant departing the Western Pacific for overhaul in San Francisco, California, April 13, 1945. She had been operating in the combat zone since January 1944. View looks aft from the ship's island, with other shipping in the distance.**



Official U.S. Navy Photograph, from the collections of the Naval Historical Center. (Photo #: NH 96958).





**Fig. 81: USS Cabot underway at sea, July 26, 1945.**

Official U.S. Navy Photograph, now in the collections of the National Archives. (Photo #: 80-G-262768).



**Fig. 82: A hand printed “cacheted” cover bearing Cabot’s rubber handstamp (Locy Type 2(n)) postmark dated December 4, 1945. The cover, franked with a 3¢ purple baseball stamp, is addressed to a retired naval officer collector in the Constructors Corps (shipbuilders) with an address at Electric Boat in Groton Connecticut, where many submarines were built. A number of covers with similar hand-printed cachets were addressed to Commander Bullard. The cancel is rated “A” in the Postmark Catalog.**

After refresher training at Pearl Harbor, the carrier launched strikes on Wake Island on August 1, 1945 while en route to Eniwetok. Here she remained on training duty until the end of the war. Sailing August 21<sup>st</sup>, she joined TG 38.3 to support the landings of occupation troops in the Yellow Sea area in September and October. Embarking homeward-bound men at Guam, *Cabot* arrived at San Diego on November 9, then sailed for the East Coast. *Cabot* was placed out of commission in reserve at Philadelphia on February 11, 1947.



*Fig. 83: This cover bears the ship's rubber stamp registry mark (Locy Type 9efu) dated December 20, 1945. The mark cancels a block of four orange 1/2¢ Franklin stamps from the 1938 Presidential Series and is "socked on the nose." The cancel is rated "B" in the Postmark Catalog.*



*Fig. 84: A printed cachet for Cabot's Last Day of Postal Service with an autograph of the Postal Clerk. The 2¢ red FDR stamp is canceled by the ship's rubber handstamp (Locy Type 2z) postmark dated April 18, 1946 in black ink. The cancel is rated "A" in the Postmark Catalog.*



Recommissioned on October 27, 1948, *Cabot* was assigned to the Naval Air Reserve training program. She operated out of Pensacola, then Quonset Point, R.I. on cruises to the Caribbean, and had one tour of duty in European waters from January 9 to March 26, 1952. *Cabot* was again placed out of commission in reserve January 21, 1955. She was reclassified AVT-3 on May 15, 1959.



Fig. 85: A Tazewell G. Nicholson printed cacheted cover bearing the ship's rubber handstamp (Locy Type 2t(nu)) postmark dated December 1, 1948, marking the recommissioning of the ship. The carrier in the cachet is not an Independence-class light carrier but the starboard profile of USS *Ranger*, the first ship designed from keel up to be a carrier. The cover is franked with a 2¢ red "Nations United For Victory" stamp. The cancel is rated "B" in the Postmark Catalog.



Fig. 86: An uncacheted cover bearing Cabot's rubber handstamp (Locy Type 2(n)) postmark dated March 22, 1954, after the armistice in Korea. Compare with Figure 28E and contrast with the last figure. The cover is franked with a 2¢ red John Adams stamp from the 1938 Presidential Series. The cancel is rated "A" in the Postmark Catalog.

In 1967, after over a dozen years in “mothballs,” *Cabot* was loaned to Spain, in whose navy she served as *Dedalo*. The loan was converted to a sale in 1972.



**Fig. 87:** A view of *Cabot* after she was transferred to Spain and became *Dedalo*.



**Fig. 88:** *Dedalo* operating in June 1988 with Harrier jets.

*Dedalo* was stricken by the Spanish Navy in August 1989 and given to a private organization in the U.S. for use as a museum ship. However, that private organization was unable to pay its creditors, so, on September 10, 1999, the ship was auctioned off by the U.S. Marshal's Service to Sabe Marine Salvage.

In addition to the Presidential Unit Citation, *Cabot* received nine battle stars for World War II service.<sup>9</sup>

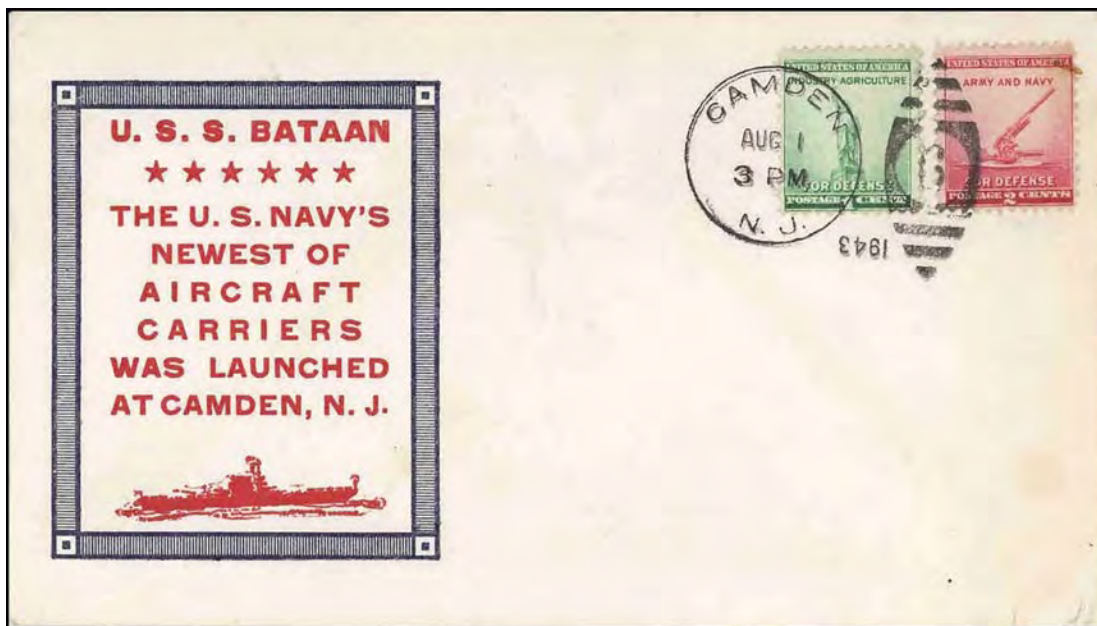


**Fig. 89:** *USS Cabot* resting in the ship breakers berth in Brownsville, Texas.

(Photos compliments of Capt. Mike Howell, who coordinated the movement of *Cabot* from New Orleans to Texas).<sup>10</sup>

## USS *BATAAN* (CVL-29) (1943-1947) (1948-1954)

The cruiser *Buffalo* (CL-99) was reclassified CV-29 and renamed *Bataan* <sup>11</sup> on June 2, 1942. The ship was reclassified CVL-29, on July 15, 1943 and launched on August 1, 1943 at Camden, N. J. *Bataan* was commissioned on November 17, 1943, Captain V. H. Schaeffer, U.S. Navy in command; and reported to the Pacific Fleet.



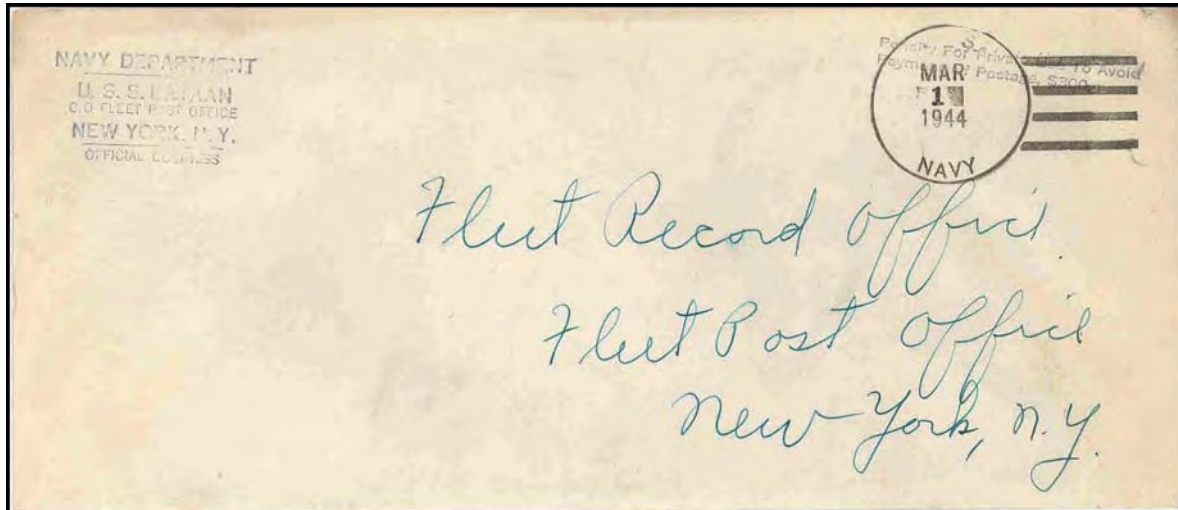
*Fig. 90: A printed cacheted cover marking the launching of Bataan. The cachet depicts a Lexington-class carrier from off the starboard side aft. The cover bears a Camden, New Jersey steel handstamped postmark dated Sunday, August 1, 1943 (with the year inverted) in black ink cancelling a 1¢ green and 2¢ red "For Defense" stamps.*



*Fig. 91: The USS Bataan with aircraft parked on her flight deck, including TBM "Avenger" torpedo planes on her forward deck, off the Philadelphia Navy Yard, PA, March 2 1944.*

Official U.S. Navy Photograph, from the  
Collections of the Naval Historical Center  
(Photo #: NH 92287)





**Fig. 92:** An uncensored number 10 penalty envelope with Bataan's rubber stamp return address % FPO New York. The cover is handwritten in blue ink to Fleet Record Office Fleet Post Office, New York and is canceled by the ship's rubber handstamp (Locy Type 2z) postmark dated March 1, 1944 in black ink. The cancel is rated "B" in the Postmark Catalog.

In her initial engagement with the Japanese, Bataan's planes supported the attack on Hollandia, New Guinea, between April 21-24, 1944. Following this action were strikes against Truk, Satawan, and Ponape (April 29-May 1, 1944); Saipan, Marianas (June 11-August 10, 1944); First Bonins raid (June 15-16); Battle of the Philippine Sea (June 19-20); and the Second Bonins raid (June 24).



**Fig. 93:** A censored airmail envelope with an Engineering Department (B Division is boiler division in the Engineering Department) handwritten return address c/o FPO San Francisco. The cover is handwritten in blue ink and is canceled by the ship's rubber hand stamp (Locy Type 2z) postmark dated May 19, 1944 in black ink on a 6¢ airmail stamp. The censor's mark is rubber stamped in blue ink with the initials "DR" within the circle. The cancel is rated "B" in the Postmark Catalog.

*Bataan* then returned to the United States for repairs. She joined TF 58 and participated in the fleet raids in support of the Okinawa operation (March 17-May 30, 1945), during which her aircraft assisted in the sinking of the Japanese submarine *I-56*, April 18, 1945. Retiring to the Philippines, *Bataan* joined the Third Fleet for operations against the Japanese home islands (July 10–August 15).



*Fig. 94: A Japanese Navy "Judy" (Yokosuka D4Y3) bomber passes near USS Bataan (CVL-29) during an unsuccessful dive bombing run on Task Force 58, while the U.S. ships were operating off Japan on March 20, 1945. The Japanese plane was soon brought down by anti-aircraft fire. Photographed from USS Hancock (CV-19). Bataan is the ship in the center of the view*

*Official U.S. Navy Photograph, now in the collections of the National Archives  
(Photo #: 80-G-3192320).*



*Fig. 95: The reverse of a Number 10 penalty registered mail envelope which bears Bataan's rubber stamp registry mark (Locy Type 9efu) dated October 13, 1945 six weeks after the Japanese surrender. A second and third registry mark both dated October 18, 1945 show delivery at New York. The cancel is rated "B" in the Postmark Catalog.*



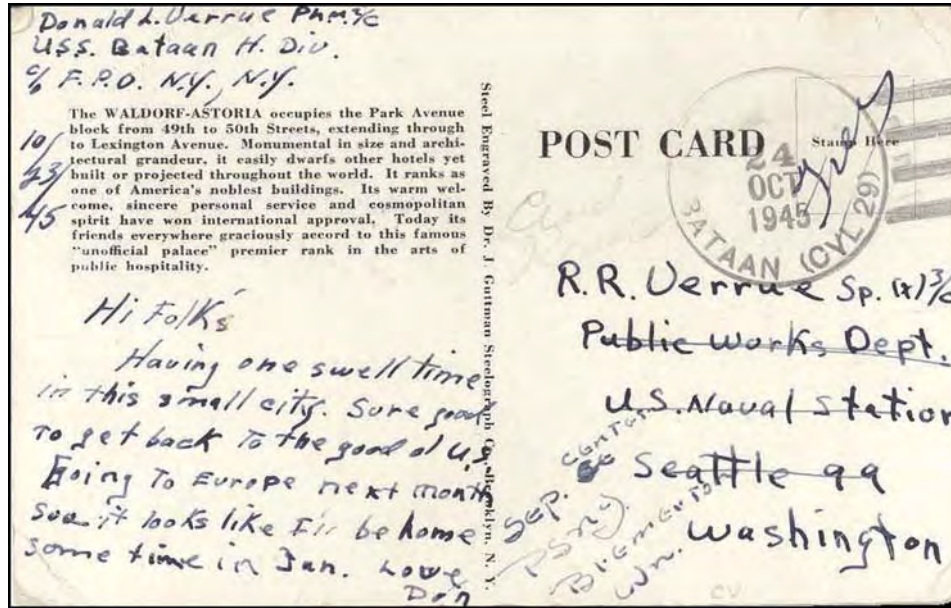


Fig. 96: A "Free Frank" postcard with a Pharmacist's Mate Second Class's handwritten return address % FPO New York. The card is hand written in blue-black ink and is canceled by the ship's rubber handstamp (Locy Type 2n) postmark dated October 24, 1945 in black ink. This is an early use of ship's name postmarks, which were reinstituted on Navy Day, October 27, 1945 as part of the national celebration of victory and extensive reviews of the fleet. Bataan was in New York from October 17, 1945 until after Navy Day. The cancel is rated "B" in the Postmark Catalog.

Bataan returned to the United States, arriving at New York on October 17, 1945, and was assigned to "Magic Carpet" duty. On January 10, 1946 she arrived at Philadelphia to prepare for inactivation. Bataan went out of commission in reserve on February 10, 1947.

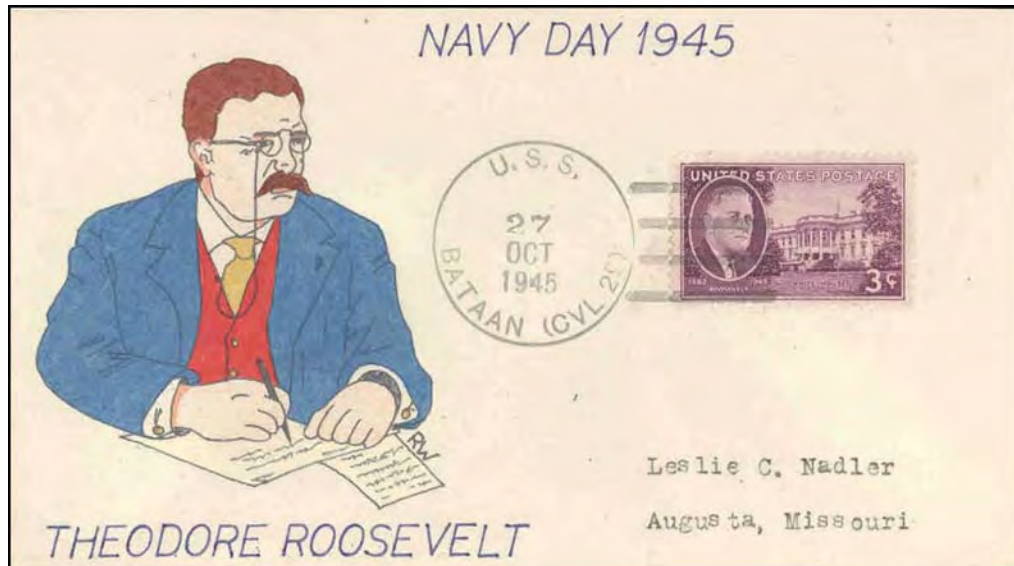


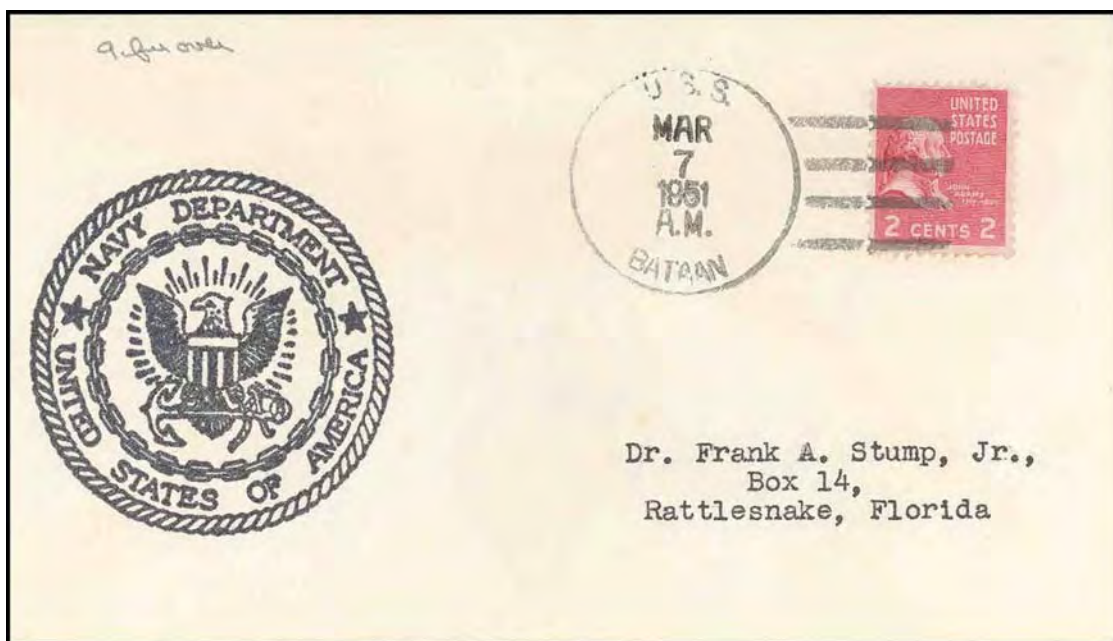
Fig. 97: A cover with an added cachet sketch of President Theodore Roosevelt, whose birthday was adopted initially as Navy Day. The cachet was added by Roger Wentworth in the late twentieth century or early twenty-first century. The cover is canceled by Bataan's rubber handstamp (Locy Type 2n) postmark in black ink dated October 27, 1945, Navy Day. The cancel is rated "B" in the Postmark Catalog.



*Bataan* was recommissioned, prior to the beginning of the Korean War, on May 13, 1950 at Philadelphia. In July 1950 she stood out for San Diego, upon arrival loaded Air Force cargo and personnel, and departed November 16 for Tokyo Bay. She arrived in Korean waters on December 15 and until June 1951 her aircraft flew strikes in support of the United Nations' ground forces.



*Fig. 98: A printed cacheted cover with a shield and a sketch of four different types of ships. The cover is canceled, on the recommissioning of Bataan by the ship's rubber handstamp (Locy Type 2n) postmark in black ink dated May 13, 1950, just before the beginning of the Korean War. The cancel is rated "B" in the Postmark Catalog.*



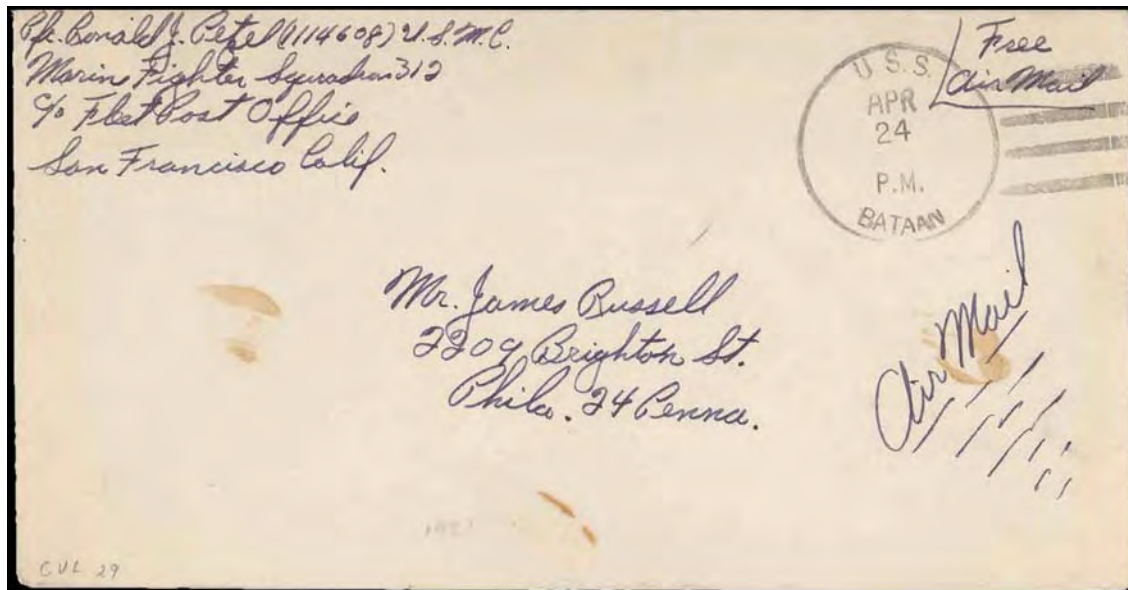
*Fig. 99: A rubber stamp cacheted cover with a Navy Seal. The cover is canceled by Bataan's rubber handstamp (Locy Type 2)) postmark in black ink dated March 7, 1951. The cancel is rated "A" in the Postmark Catalog.*

*Bataan* departed for the West Coast on June 2, 1951 and after a brief stop at San Diego steamed to Bremerton, Wash., arriving on July 9 for overhaul. She returned to San Diego on November 20, 1951 and on January 27, 1952 departed for Yokosuka, Japan, and then to Buckner Bay, Okinawa. She conducted training off Okinawa until April 29, when she sailed for Korean waters. *Bataan* continued operating between Japan and Korea throughout the summer of 1952 carrying personnel and supplies to the combat zone and launching strikes against the enemy. She left the war zone August 11 for San Diego. On Navy Day, October 27, 1952, the carrier once again stood out for the Far East and operated off Korea until May 10, 1953, when she departed for San Diego. *Bataan* was the only *Independence*-class carrier to see combat in the Korean War and the only U.S. light carrier to fight in two conflicts under the U.S. flag.



**Fig. 100: USS Bataan (CVL-29) underway in January 1952 with F4U-4B "Corsair" fighter-bombers of VMF-314 on board. Photo was taken as she was working up in preparation for her second Korean War deployment.**

Official U.S. Navy Photograph, now in the collections of the National Archives.  
(Photo #: 80-G-633888).



**Fig. 101: A "Free Mail" uncensored airmail cover canceled by Bataan's rubber handstamp (Locy Type 2) postmark in black ink dated April 24, ---. It bears the handwritten return address of a Marine private in fighter squadron VMF 312 addressed to a famous collector and the long term editor of the Postmark Catalog, James Russell. The cancel is rated "A" in the Postmark Catalog.**



*Fig. 102: USS Bataan (CVL-29) photographed on May 22, 1953, as she was en route to Naval Air Station San Diego, California, following a deployment to Korean waters. Note crew paraded on the flight deck spelling out the word "HOME" and an arrow pointing over her bow. Aircraft on deck include 19 Grumman AF "Guardian" anti-submarine planes and a solitary Vought F4U "Corsair" fighter (parked amidships on the starboard side).*

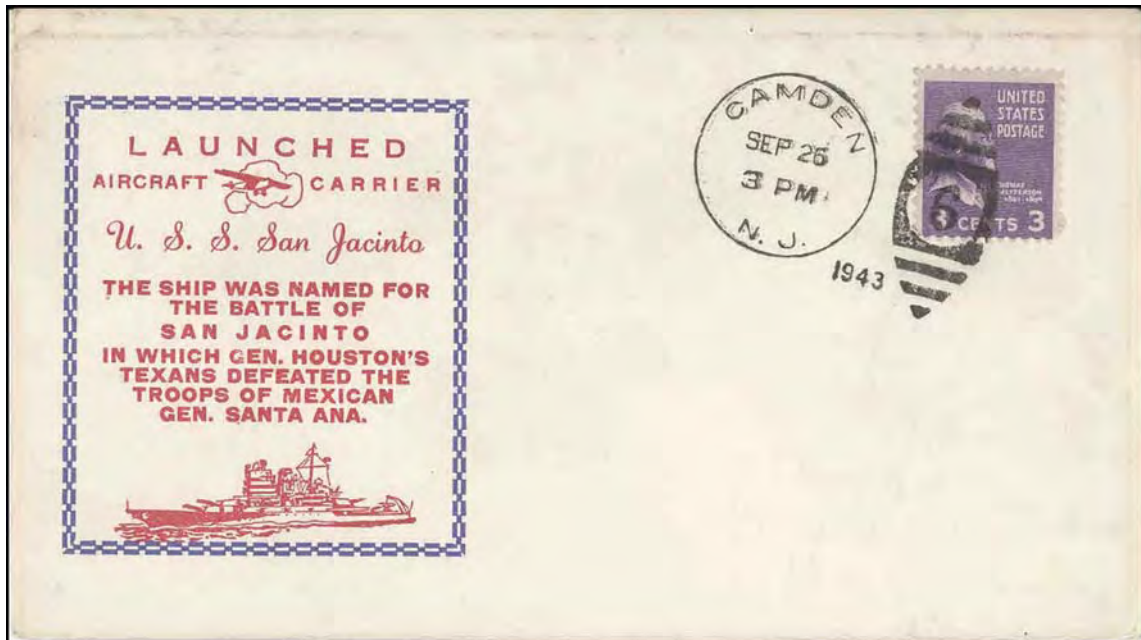
U.S. Naval Historical Center Photograph.  
(Photo #: NH 95808).

She remained in the San Diego area undergoing overhaul and training until July 31. Then she sailed via Pearl Harbor to Kobe and Yokosuka, Japan, and then back to the United States where she reported for inactivation on August 26, 1953, after the armistice in Korea. She went out of commission in reserve on April 9, 1954 at San Francisco. She was stricken from the Navy List in September 1959 and sold for scrapping in May 1961. *Bataan* received six battle stars for her World War II service and seven for her Korean service.



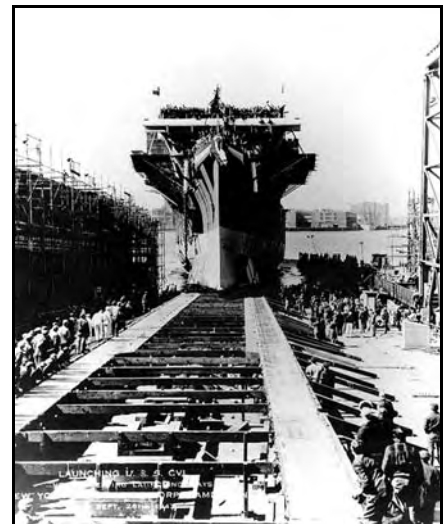
## USS San Jacinto (CVL-30) (1943-1947)

The name *Newark*<sup>12</sup> was originally assigned to a projected light cruiser, CL-100, on February 11, 1941. The light cruiser was earmarked for conversion to an aircraft carrier and reclassification to CV-30. Renamed *Reprisal*<sup>13</sup> on June 2, 1942, the ship was laid down on October 26, 1942. Renamed *San Jacinto*<sup>14</sup> circa January 4, 1943; reclassified as a small aircraft carrier, CVL-30, on July 15, 1943, she was launched on September 26, 1943 and commissioned on November 15, 1943, Capt. H. M. Martin, U.S. Navy in command.



*Fig. 103: A printed cacheted cover marking the launching of San Jacinto. The cachet depicts a pre-World War II battleship off the port bow. The cover bears a Camden, New Jersey steel handstamped postmark dated Sunday, September 26, 1943 in black ink cancelling a 3¢ purple Jefferson stamp from the 1938 Presidential Series.*

*Fig. 104: USS San Jacinto (CVL-30) sliding down the building ways at the New York Shipbuilding Corp. yard, Camden, New Jersey, after she was christened by Mrs. Jesse H. Jones, September 26, 1943.*



*Official U.S. Navy Photograph, now in the collections of the National Archives (Photo #: 80-G-44590).*



**Fig. 105:** *USS San Jacinto (CVL-30) underway off the U.S. East Coast (position 36°55'N, 75°07'W) on January 23, 1944, with an SNJ training plane parked on her flight deck. Photographed from a Squadron ZP-14 blimp. The ship is painted in camouflage.*

*Official U.S. Navy Photograph, now in the collections of the National Archives.  
(Photo #: 80-G-212798).*



**Fig. 106:** *An uncensored Number 10 penalty envelope with USS San Jacinto's rubber stamp return address % FPO New York. The cover is typewritten to The Commandant Navy Yard, Philadelphia and is twice canceled by the ship's rubber handstamp (Locy Type 2z) postmark dated February 8, 1944 in black ink. The ship was commissioned on November 15, 1943 and the post office was established on January 15, 1944. The cancel is rated "B" in the Postmark Catalog.*

After shakedown in the Caribbean, *San Jacinto* sailed, via the Panama Canal, San Diego, and Pearl Harbor, for the Pacific war zone. Arriving at Majuro, Marshall Islands, she became part of the growing might of Vice Admiral Marc A. Mitscher's Task Force 58/38, the fast carrier striking force of the Pacific Fleet. There, *San Jacinto* embarked Air Group 51, whose fighters and torpedo planes would be the ship's chief weapons in battle.



*Fig. 107: Lieutenant Commander Albert B. Cahn gives the "Take-off" signal to a TBM-1C "Avenger" of Torpedo Squadron 51, during exercises on USS San Jacinto (CVL-30) on May 16, 1944.*

*Official U.S. Navy Photograph, now in the collections of the National Archives.  
(Photo #: 80-G-238772).*



*Fig. 108: USS San Jacinto (CVL-30) – right foreground, steaming in formation with USS Lexington (CV-16) and a DD-348 class destroyer, during pre-invasion operations in the Marianas area on June 13, 1944. Both carriers belonged to Task Group 58.3.*

*Official U.S. Navy Photograph, now in the collections of the National Archives.  
(Photo #: 80-G-238786).*



After providing search patrols to protect other carriers striking at Wake and Marcus Islands, *San Jacinto*, by June 5, 1944, was ready to participate in the largest fleet action since the battle of Midway, almost exactly two years before. On that day, Task Force 58 sortied from Majuro and headed toward the Marianas to conduct air strikes preparatory to American seizure of Saipan and to protect the invasion forces from enemy air and naval attack.

This American thrust triggered a strong Japanese reaction; on June 19, the Japanese Fleet launched more than 400 planes against the invasion fleet and the covering carrier force. In the ensuing air battle, known to American pilots as the "Marianas Turkey Shoot," more than 300 enemy planes were shot down. While *San Jacinto's* planes were achieving their most one-sided victory of the war, her gunners helped to down the few attackers able to get near the American ships. Then, at dusk, Admiral Mitscher dispatched an all-carrier attack after the retreating enemy fleet. The night recovery of the returning planes was accomplished amid considerable confusion. Reportedly, a Japanese carrier plane attempted a landing approach on *San Jacinto*, only to be waved off by the landing signal officer because its hook wasn't down.

*San Jacinto* then participated in strikes against Rota and Guam and furnished combat air patrol (CAP) and antisubmarine patrol (ASP) for her task group. During these raids, a *San Jacinto* fighter pilot was shot down over Guam and spent 17 days in a life raft trying to attract attention and 16 nights hiding on the island.



**Fig. 109: TBM-1C "Avenger" of Torpedo Squadron 51 (VT-51) takes off from USS San Jacinto (CVL-30) for a raid on Guam, June 28, 1944.**

Official U.S. Navy Photograph, now in the collections of the National Archives.  
(Photo #: 80-G-238783).



**Fig. 110: US Navy pilot George H. W. Bush in the cockpit of an Avenger, 1942–1945 ~ future 41<sup>st</sup> President of the United States.**

Photo courtesy of the George H. W. Bush Presidential Library.  
Submitted by Bill Gonyo

After a refueling and replenishment stop at Eniwetok Atoll, *San Jacinto* joined in carrier strikes against the Palaus on July 15<sup>th</sup>. On August 5, her targets were Chichi, Haha, and Iwo Jima. A brief stop at Eniwetok preceded her return to the Bonins at the end of August. During strikes on Chichi Jima on September 2, 1944 antiaircraft fire downed the General Motors TBM-3 *Avenger* flown by Lt.(j.g.) George H. W. Bush, USNR; although one of his two-man crew (either Lt. W. G. White or ARM2c J. I. Delaney) bailed out, his chute failed to open and he plummeted to his death. The submarine *Finback* (SS-230), life guarding for the strike, rescued Lt. (j.g.) Bush, covered by fighters that sank two small craft that put out from the island in hopes of taking the downed pilot captive.<sup>15</sup> The rescued *Avenger* pilot went on to become the 41st President of the United States.

Subsequently, *San Jacinto* flew dawn-to-dusk CAP and ASP duty while other carriers struck at Yap, Ulithi, Anguar, and Babelthuap, pinning down Japanese air forces while the Palaus were being assaulted on September 15, 1944. Following a replenishment stop at Manus, Admiralty Islands, *San*

*Jacinto* joined in strikes against Okinawa and furnished photographic planes to get information necessary for future invasion plans. After refueling at sea, she once again supplied dawn-to-dusk air protection as other carriers sent strikes against Formosa, northern Luzon, and the Manila Bay area from October 12<sup>th</sup> to 19<sup>th</sup>. During operations on October 17<sup>th</sup>, a fighter plane made a very hard landing and inadvertently fired its machine guns into the ship's island structure, killing two men; wounding 24, including her commanding officer; and causing considerable damage to radar. Despite this accident, *San Jacinto* remained battle worthy.

As American troops landed on Leyte in the central Philippines on October 20, *San Jacinto* provided close air support. On October 24, this mission was interrupted by news of the tri-pronged approach of the Japanese fleet which precipitated the largest fleet battle in naval history.

*San Jacinto* sent planes against the central force in the Sibuyan Sea; then raced north to launch strikes against the northern force, resulting in heavy damage to the Japanese carriers and surface combatants off Cape Engano. On October 30, her fighters furnished air protection over Leyte while her guns shot down two planes attempting suicide attacks on the ship. After a pause at Ulithi, the carrier joined in attacks on the Manila Bay area; then took a side trip to Guam to exchange air groups, receiving Air Group 45. She received slight damage during Typhoon Viper on December 18, 1944.

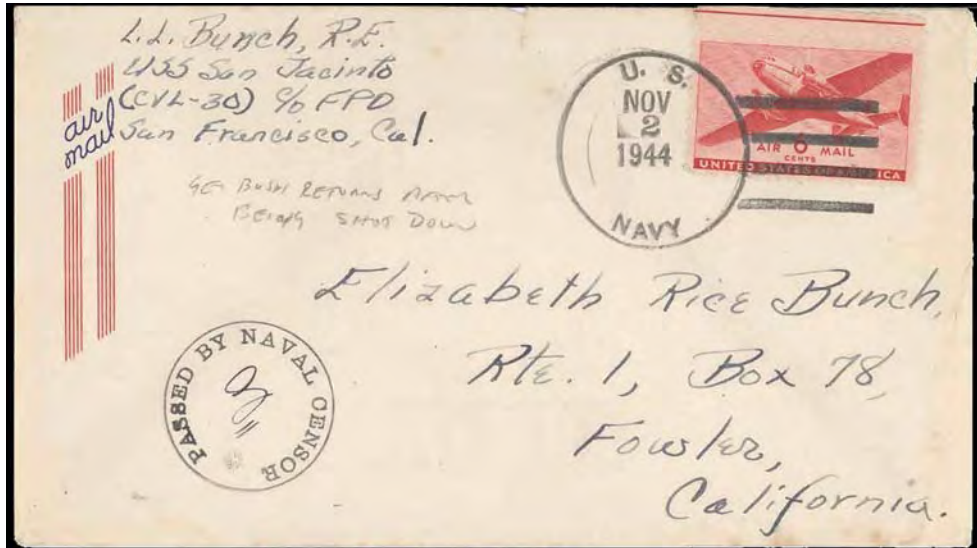


Fig. 111: A censored airmail envelope with a handwritten return address % FPO San Francisco. The cover is censored with a black rubber stamp mark and a single initial, possibly "Z," underscored in the lower left corner, and was canceled by the ship's rubber handstamp (Locy Type 2z) postmark dated November 2, 1944 in black ink. This was about the date that Lieutenant (junior grade) George H. W. Bush, USNR was returned to USS San Jacinto and VT 51 after he was shot down near Chichi Jima. The cancel is rated "B" in the Postmark Catalog.



Fig. 112: Portrait montage of squadron officers of VT-51 and senior officers of its parent carrier, USS San Jacinto, circa mid-1944. The ship's Commanding Officer, Captain Harold M. Martin, is upper left. Officer second from right, second row from bottom, is George H. W. Bush (see previous page for larger view).

Official U.S. Navy Photograph, now in the collections of the National Archives. (Photo #: 80-G-265727).

After completing repairs at Ulithi, *San Jacinto* and the rest of her fast carrier force entered the South China Sea and launched massive air attacks on the airfields of Formosa and against shipping at Cam Ranh Bay, French Indochina, and at Hong Kong. By refueling and replenishing at sea, Task Force 38 was able to continue its pressure on the enemy and strategic support for the American invasion of Luzon by strikes against the Ryukyu Islands.

Next, *San Jacinto* joined in the first carrier strikes against the home islands of Japan. During the raids on February 16-17, 1945, carrier-based aircraft downed many enemy planes during fierce dogfights over airfields in the Tokyo area. These operations were designed to

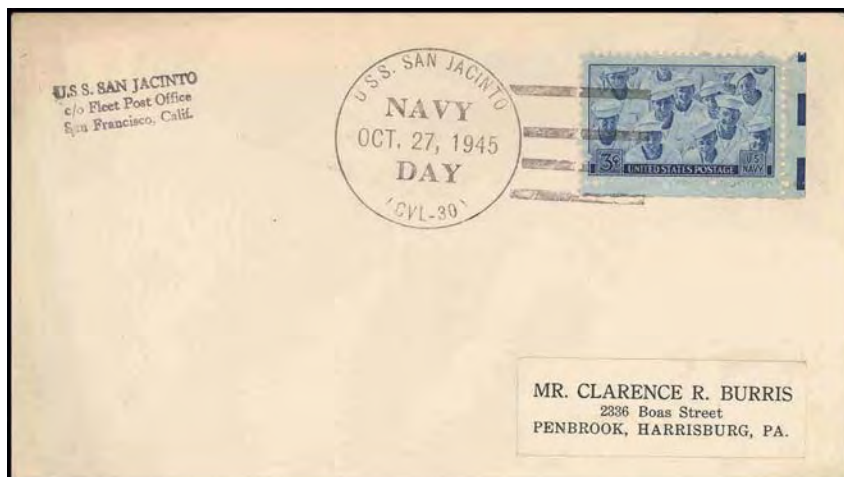


cover the imminent invasion of Iwo Jima. Next came air support for the landing marines, followed by further strikes against Tokyo and Okinawa before *San Jacinto* returned to Ulithi.

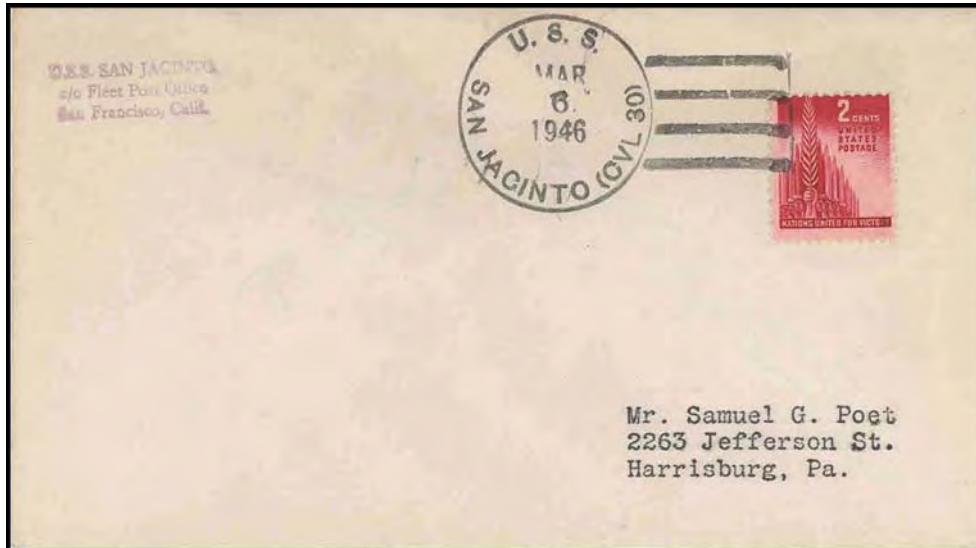
While conducting operations off Kyushu, Japan, she witnessed the conflagration on *Franklin* (CV-13); and, on March 19, 1945, narrowly escaped destruction herself when a *kamikaze* barely missed her. More massive enemy attacks came with Operation “Iceberg” as the carrier force furnished air support for the invasion of Okinawa. On April 5th, more than 500 planes, primarily *kamikazes*, attacked. Fighter planes and antiaircraft guns shot down about 300, but many got through. *San Jacinto*’s gunners shot the wing off a would-be suicide plane, deflecting its dive, and splashed another only 50 feet off her port bow. Her mission of covering the Okinawa invasion entailed heavy air activity and kept the ship almost constantly at general quarters while supporting ground forces and repelling frequent attacks by suicide planes. On April 7, *San Jacinto*’s bombers torpedoed Japanese destroyer, *Hamakaze*, part of a naval suicide attack in which the battleship, *Yamato*, was also sunk. *San Jacinto* then returned to the dangerous job of defending against the suicide plane attacks, striking at the *kamikaze* airfields on Kyushu, and providing close air support for ground forces fighting on Okinawa. On June 5, she successfully rode out another typhoon and, after replenishing at Leyte, sortied for her final raids as part of Task Force 58. Her aircraft struck at Hokkaido and Honshu, Japan, on July 9 and continued to operate off the coast of Japan until the end of hostilities on August 15, 1945. The message *San Jacinto* received as she departed from Tokyo Bay the evening of Japan’s surrender read:

COMMANDER TASK FORCE TO SAN JACINTO THE SPARK PLUG IS NOT THE BIGGEST PART OF THE MACHINE, BUT IT IS THE THING THAT MAKES HER HUM. WE WILL MISS THE LEADERSHIP OF THE LITTLE QUEEN, THE FLAGSHIP OF THE TEXAS NAVY. OUR BEST WISHES FOLLOW HER AS SHE PARTS COMPANY HOMEWARD BOUND. WELL DONE TO A GALLANT SHIP.<sup>16</sup>

Her air missions over Japan then became mercy flights over Allied prisoner-of-war camps, dropping food and medicine until the men could be rescued. Her wartime mission completed, *San Jacinto* returned home and tied up at Alameda, Calif., on September 14, 1945.



**Fig. 113:** An uncanceled cover with USS San Jacinto’s rubber stamp return address % FPO San Francisco. The cover is canceled by the ship’s rubber handstamp (Locy Type F (S-17)) Fancy postmark dated Navy Day, October 27, 1945 in black ink on a 3¢ blue U.S. Navy commemorative stamp of 1945. The cancel is rated “B” in the Postmark Catalog.



*Fig. 114: An uncanceled cover with San Jacinto's rubber stamp return address % FPO San Francisco. The cover is canceled by the ship's rubber handstamp (Locy Type 2(n) postmark dated March 6, 1946 in black ink on a 2¢ red Nations United for Victory stamp. The last day of postal service was March 31, 1946 and the post office was disestablished on April 1, 1946. The cancel is rated "A" in the Postmark Catalog.*

She was decommissioned on March 1, 1947 and joined the Pacific Reserve Fleet berthed at San Diego. Reclassified as an auxiliary aircraft transport (AVT-5) on May 15, 1959; she was struck from the Navy list on June 1, 1970.

*San Jacinto* earned five battle stars and was awarded the Presidential Unit Citation. Her hull was sold for scrapping on December 15, 1971 to National Metal and Steel Co., Terminal Island, Calif.

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

*Photo credits:* The many nice photographs of carriers are available at <http://www.navsource.org/archives/> and [at somewhat slower speed] at <http://www.history.navy.mil/index.html> – both excellent sources of photos available for download. See also USS *Cabot* Association at: <http://www.geocities.com/usscabot/cabmen.html>.

## ENDNOTES:

<sup>1</sup> These and other pictures courtesy of <http://www.navsource.org/archives/> & the USS *Cabot* Association web site at <http://www.geocities.com/usscabot/cabmen.html>. See note above Endnotes.

<sup>2</sup> The author saw the ship under Spanish colors at the port of Rota, Spain in September 1979 when he was a Lieutenant serving in USS *Nimitz* (CVN-68) at the start of a deployment. He returned to the joint U.S. Spanish Naval Station, Rota, en route to Garmisch, Germany, in early November 1979, when the U.S. hostages were taken in Teheran. In early 1980 *Nimitz* redeployed from the Mediterranean to the Indian Ocean, ultimately launching the doomed hostage rescue mission and returning to Norfolk, Virginia on May 26, 1980 after 144 consecutive days underway and nearly a 10 month deployment. The author also saw the ship when she was moored near New Orleans on the Mississippi River while flying in a helicopter over the museum ship in the early 1990s.

<sup>3</sup> In admiralty law maritime liens allow a party to arrest a ship and proceed *in rem* to enforce their liens. As in this tragic case, a ship can be condemned and sold to satisfy the claims against the hull.

<sup>4</sup> George H. W. Bush was the 40th Vice President and 41<sup>st</sup> President of the United States (1981-1989 and 1989-1993 respectively). The U.S. Navy named the final *Nimitz*-class nuclear aircraft carrier USS *George H.W. Bush* (CVN-77). She was built at Newport News Shipbuilding and commissioned on January 10, 2009. After finishing flight training, Ensign Bush was assigned to Torpedo Squadron (VT-51) as photographic officer in September 1943. As part of Air Group 51, his squadron was based on USS *San Jacinto* in the spring of 1944. *San Jacinto* was part of Task Force 58 that participated in operations against Marcus and Wake Islands in May, and then in the Marianas during June. On June 19, 1944 the task force triumphed in one of the largest air battles of the war. During the return from the mission, Ensign Bush's aircraft made a forced water landing. The destroyer, USS *Clarence K. Bronson* (DD-668), rescued the crew, but the plane was lost. On July 25, Ensign Bush and another pilot received credit for sinking a small cargo ship.

After Bush was promoted to Lieutenant Junior Grade on August 1, *San Jacinto* commenced operations against the Japanese in the Bonin Islands. On September 2, 1944, Bush piloted one of four aircraft from VT-51 that attacked the Japanese installations on Chichi Jima. For this mission his crew included Radioman Second Class John Delaney, and Lieutenant Junior Grade William White, USNR, who substituted for Bush's regular gunner. During their attack, four TBM Avengers from VT-51 encountered intense antiaircraft fire. Bush's aircraft was quickly hit and his engine caught on fire. He completed his attack and released the bombs over his target, scoring several damaging hits. With his engine on fire, Bush flew several miles from the island, where he and one other crew member on the TBM Avenger bailed out of the aircraft. While Bush anxiously waited four hours in his inflated raft, several fighters circled protectively overhead until he was rescued by the lifeguard submarine, USS *Finback*. For this action, Bush received the Distinguished Flying Cross. During the month he remained on *Finback*, Bush participated in the rescue of other pilots.

Subsequently, Bush returned to *San Jacinto* in November 1944 and participated in operations in the Philippines. When *San Jacinto* returned to Guam, the squadron, which had suffered 50 percent casualties of its pilots, was replaced and sent to the United States. Throughout 1944, he had flown 58 combat missions for which he received the Distinguished Flying Cross, three Air Medals, and the Presidential Unit Citation awarded *San Jacinto*.

Because of his valuable combat experience, Bush was reassigned to Norfolk and put in a training wing for new torpedo pilots. Later, he was assigned as a naval aviator in a new torpedo squadron, VT-153. With the surrender of Japan, he was released from active duty on September 18, 1945 and then entered Yale University. On November 16, 1948 he was promoted to Lieutenant. Bush never drilled in the naval reserve and was not recalled to active duty for the Korean War. On October 24, 1955 his resignation was accepted under honorable conditions.

<sup>5</sup> John F. Kennedy (1961-1963), Lyndon B. Johnson (1963-1969), Richard M. Nixon (1969-1974), Gerald R. Ford (1974-1977), and George H.W. Bush (1989-1993). James E. Carter was not a naval reserve officer and did not serve in World War II. He was a member of the Class of 1947, United States Naval Academy.

<sup>6</sup> Three ships in the US Navy have been named *Cabot*, after the explorer John Cabot.

- The first USS *Cabot* of the United States was a 14-gun brig, one of the first ships of the Continental Navy, and the first to be captured in the American Revolutionary War. The brig was purchased in Philadelphia, Pennsylvania, during November 1775, and placed under the command of Captain J. B. Hopkins, where she seized large quantities of desperately needed military supplies, and seven prizes. *Cabot* stood out of Boston in 1777, and encountered the more powerful HMS *Milford*. The British ship chased *Cabot* and forced her ashore in Nova Scotia. *Cabot's* captain and crew escaped unharmed, but British were able to take possession of the ship, and refitted her for service in the Royal Navy.
- The second USS *Cabot* (CV-16) was renamed *Lexington* on June 16, 1942, prior to launch.
- The third *Cabot* is this vessel.

<sup>7</sup> The nickname "CRIPDIVONE" was created by Halsey's Third Fleet staff "Dirty Tricks Department." It was an obvious play on words for the Navy acronym for CRUDIVONE or Cruiser Division ONE. Both *Canberra* and *Houston* were towed to safety and repaired. *Canberra* later was converted to Navy's second guided missile cruiser (CAG-2), with her heavy cruiser six 8 inch guns in two mounts forward and two missile launchers astern. *Canberra* reverted to (CA-70) prior to being decommissioned in February 10, 1970. She served repeatedly off Vietnam, providing heavy gunfire support. After temporary repairs *Houston* proceeded to Manus December 20th and eventually steamed to New York Navy Yard, arriving March 24, 1945. *Houston* steamed out of New York harbor on October 11, 1945, after extensive rebuilding. Following refresher training in the Caribbean she took part in training exercises out of Newport, R.I. during 1946 and 1947 to Europe and the Mediterranean



Sea. Returning to Philadelphia on August 16, 1947, *Houston* decommissioned on December 15, 1947, was placed in reserve, and finally stricken from the Navy List on March 1, 1959 and scrapped.

<sup>8</sup> <http://www.geocities.com/usscabot/28photo.html>

<sup>9</sup> In addition to earning the Navy Occupation Service Medal for service in Asiatic waters during the period of September 2 to October 15, 1945, USS *Cabot* (CVL-28) earned nine battle stars on the Asiatic-Pacific Service Ribbon for participation in the following operations:

**Marshall Islands Operation**

Occupation for Kwajalein and Majuro Atolls 29 January to 8 February 1944

**Asiatic-Pacific Raids**

Truk Attack 16-17 February 1944  
Palau, Yap, Ulithi, Woleai Raid-30 March to 1 April 1944  
Truk, Satawan, Ponape Raid 29 April to 1 May 1944

**Hollandia Operation**

Aitape-Humboldt Bay - Tansmerah Bay 21 April to 1 June 1944

**Marianas Operations**

Battle of the Philippine Sea 19-20 June 1944  
Third Bonins Raid 3-4 July  
Capture and Occupation of Saipan 11 June to 10 August  
Capture and Occupation of Guam 12 July to 15 August  
Palau, Yap, Ulithi Raid 25-27 July  
Fourth Bonins Raid 4-5 August 1944

**Western Carolina Islands Operations**

Capture and Occupation of southern Palau Islands 6 September to 14 October 1944  
Assaults on Philippine Islands 9-24 September

**Leyte Operation**

Third Fleet supporting operations and Okinawa attack.  
10 October 1944

Northern Luzon and Formosa Attacks 11-14 October  
Battle of Surigao Strait 24-26 October  
Luzon Attacks 15 October to 16 December 1944  
Visayans Attacks October and November 1944

**Luzon Operation**

Formosa attacks January 1945  
Luzon attacks 6-7 January 1945  
China Coast attacks 12-16 January  
Nansei Shoto attack 22 January 1945

**Iwo Jima Operations**

Assault and occupations of Iwo Jima 15 February-16 March 1945  
Fifth Fleet raids against Honshu and the Nansei Shoto  
15 February to 16 March 1945

**Okinawa Gunto Operations**

Fifth and Third Fleet raids in support of  
Okinawa Gunto operation 12 March to 11 June 1945

<sup>10</sup> <http://www.geocities.com/usscabot/28brown.html>

<sup>11</sup> *Bataan* was named for the World War II battle in the Philippine Islands in 1942. Currently, an amphibious assault ship named USS *Bataan* (LHD-5) serves with the U.S. Atlantic Fleet. *Bataan* received battle stars in World War II: Her planes supported the attack on Hollandia, New Guinea, between 21 and 24 April 1944. Next, *Bataan* launched air strikes against Truk, Satawan, and Ponape (29 April-1 May 1944); in her First Bonins raid (15-16 June 1944); air strikes against Saipan, Marianas (11 June 10 August); air strikes in the Battle of the Philippine Sea (19-20 June 1944); air strikes against Bonins a second time on 24 June 1944). *Bataan* joined TF 58 and participated in the fleet raids in support of the Okinawa operation (17 March-30 May 1945), during which her aircraft assisted in the sinking of the Japanese submarine I-56, 18 April 1945, in 26°42' N., 130°38' E. Retiring to the Philippines, *Bataan* joined the Third Fleet for operations against the Japanese home islands (10 July-15 August). She returned to the United States, arriving at New York on October 17, 1945, and was assigned to "Magic Carpet" duty.

<sup>12</sup> No modern warship has been named for this major city.

<sup>13</sup> The original *Reprisal* was a Revolutionary vessel, serving under Capt. Lambert Wickes, helping in the defeat of the British off the coast of the British Isles. It was lost on its return home off the shores of Newfoundland – all on board except the cook went down with her. CVL 30 was the second ship to be named *Reprisal*, but the name was changed to *San Jacinto* to mollify her Texas sponsors. The third and final ship to be so named was CV-35, laid down July 1, 1944, but her construction was cancelled and she was scrapped in November 1949.

<sup>14</sup> On 21 April 1836, General Sam Houston and his outnumbered troops won independence for Texas by decisively defeating a Mexican army at the San Jacinto River.

<sup>15</sup> Chichi Jima was infamous for the dastardly war crimes committed there. No captured U.S. naval aviators survived. Some were cannibalized by their captors. LTJG Bush apparently was aware of the horrors of the risk of captivity and told at least one biographer that he did not intend to accept capture alive. See *The Flyboys* by James Brady.

<sup>16</sup> See Frugal's World Website at:

<http://74.125.47.132/search?q=cache:kYeV6ee7xLcJ:www.frugalsworld.com/modules/zmagazine/article.php%3Farticleid%3D103+world+war+II+%2B+battle+stars+%2B+%22USS+San+Jacinto%22&cd=14&hl=en&ct=clnk&gl=us>

## DEVELOPMENT OF THE POST OFFICES OF SUSSEX COUNTY:

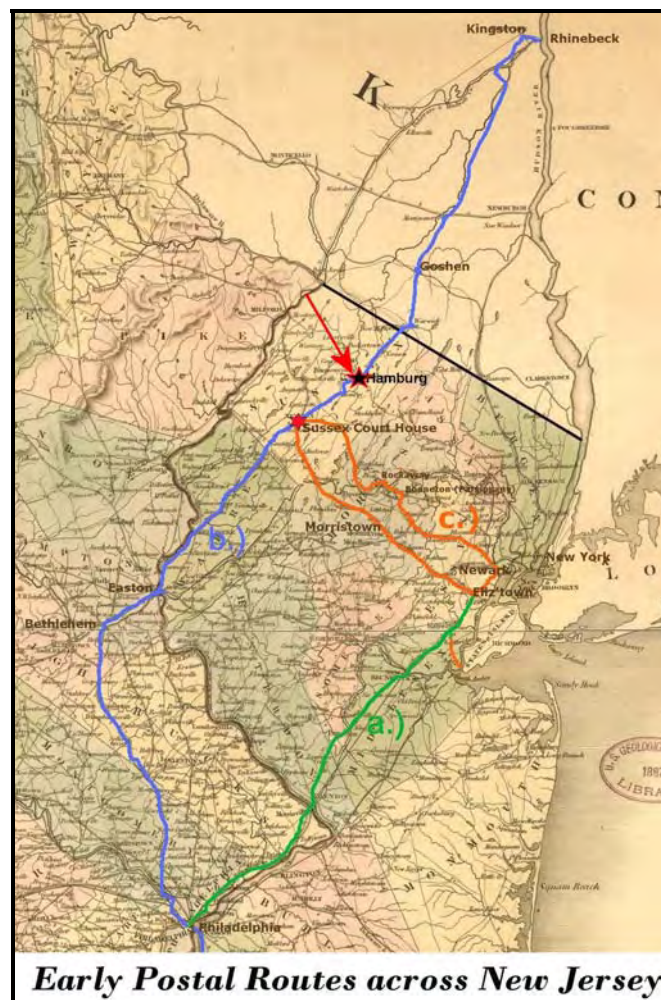
### Hamburg, Sussex County, N.J. & the Paterson-Hamburg Turnpike

By Len Peck

The application to establish a post office in Hamburg was filed by Thomas Lawrence and authorized on May 4, 1795, with Thomas Lawrence as its first postmaster. It was the second authorized post office in Sussex County, following that of Sussex Court House (now Newton) which had been established by Congress in the Postal Act of 1792. It was a natural and convenient addition for the post rider, Samuel Moffet, being located directly on his postal route between Bethlehem, PA. and Rhinebeck, N.Y. on the Hudson, where it connected with the Albany post road, and mail going to Albany and Canada was transferred to that postal route. Thomas Lawrence would serve as Hamburg's postmaster until July 1, 1816, when Walter I. Shee would take over that position.

Thomas Lawrence was the 5<sup>th</sup> in his family line named Thomas. The Lawrence family had lived in Philadelphia for three generations when he was born, and were well known merchants of that city, holding a number of public offices. His father, Thomas 4<sup>th</sup>, was Mayor of the city five times. The family estate – in the northern part of the city called Clairmont – was sold by the children when their father died, and Thomas 5<sup>th</sup> moved to Princeton, N.J. where he entered into a partnership with his brother-in-law, Robert Morris of New York.

Thomas had married his cousin, Catherine, the daughter of Col. Lewis Morris, one of the signers of the Declaration of Independence. Several years prior to the Declaration, Col. Morris had bought a farm in Hamburg called Morrisville which was operated by slaves. When Lawrence's partnership with his brother-in-law in Princeton did not work out, he decided in 1787 to rent the farm from his father-in-law, where he took up residence with his family. His life as a country gentleman proved to be so idyllic that he decided to buy the farm in 1790.



*Fig. 1: This map shows NJ's earliest postal routes to Northwestern New Jersey. Hamburg, shown with the arrow and star, was directly on the N-S route from Philadelphia to Rhinebeck NY, a route established in 1792.<sup>1</sup>*



## DEVELOPMENT OF SUSSEX POs: Hamburg & The Paterson-Hamburg Pike ~ Len Peck

At the time Lawrence applied for the post office, the area was known as Sharpsborough after the Sharp family who were early settlers in the area. However, Jesse Potts and his brother, who had emigrated from Germany to Trenton N.J. when it was just a colony, had moved to Sharpsborough and built a forge there in 1792. That forge became known as the Hamburg Forge, which prompted Lawrence to name the post office Hamburg as well. The forge was located on the Wallkill River, just below the Sharp homestead, which later became known as the Haines Mansion.



*Fig 2: The Smith Simpson Hotel stood at the intersection of Rt. 94 and Rt. 23. Rt. 23 – for the most part – follows the route of the Hamburg-Paterson Turnpike.*

Thomas Lawrence not only served as postmaster of Hamburg but also was one of the prime movers in establishing the Paterson-Hamburg Turnpike which would pass through Hamburg, Stockholm, Pompton, Paterson, and Aquanock (Passaic). He was also one of the capitalists involved. In addition, he also had a hand in the development of Jersey City.

The name chosen, Hamburg, was originally spelled with no H at the end. Kay & Smith<sup>2</sup> indicates that by 1827, the name was standardized as Hamburg – but cancels seem to prove that to be not exactly the case.



*Fig. 3: This 29 Apr (1841) cover bears a manuscript cancel from Hamburg, NJ which does not appear to have an H at the end. Sent to Orange County, NY, this letter is from Daniel Haines, Hamburg's most prominent son – he served 2 terms as State Governor and became a Justice on the State Supreme Court.*



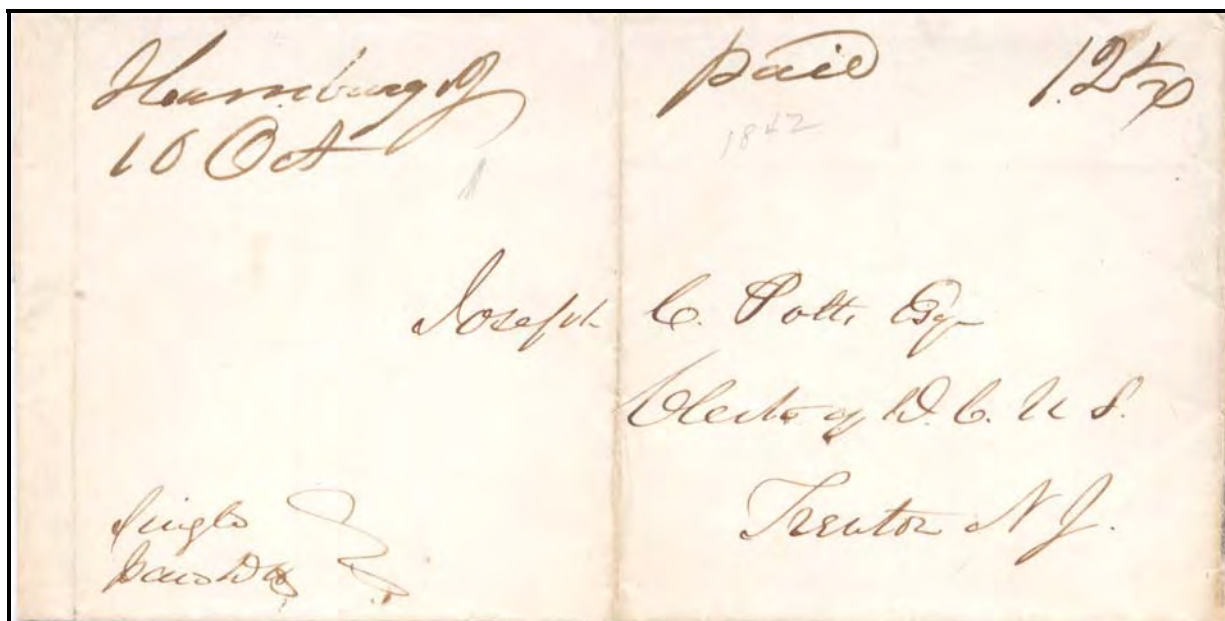


Fig. 4: Again, in Oct. 10 (1842), there is no indication of an H on this letter to Trenton.



Fig. 5: This Civil War cover, however, shows a clear manuscript cancel of Hamburg.

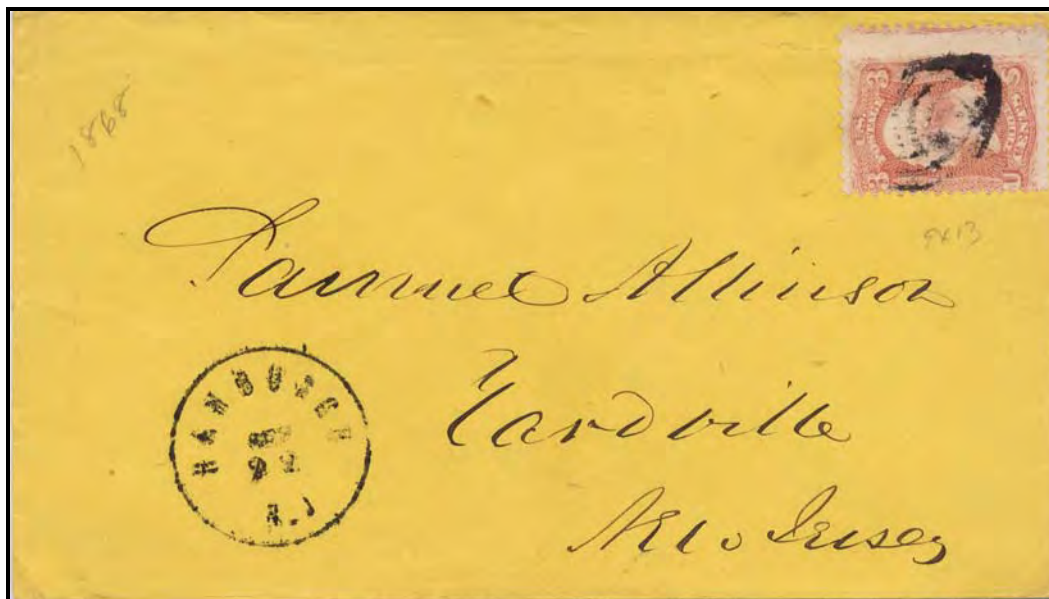


Fig. 6: By 1868, Hamburg was using a cds hammer that included the H.



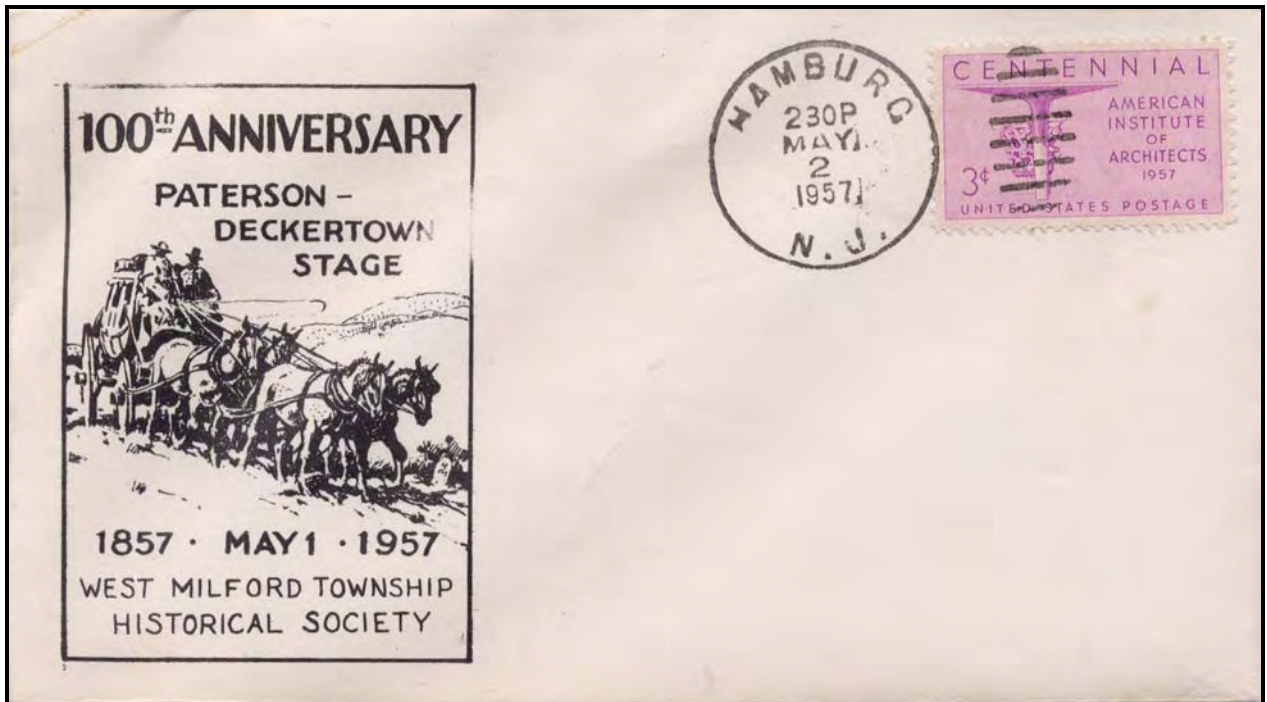
Fig. 7: Three distinct hammers that also include the Hamburg name. Two were sent to nearby locations – Montague to the West and Stockholm to the East. The third, a mourning cover, is addressed to Princeton.



In 1894, following directives from the US Post Office, names were standardized, with “burgh” shortened to “burg,” “borough” to “boro,” and many two-word named towns combined into one. Hence Hamburgh again became Hamburg, which it remains today.



*Fig. 8: By 1912, Hamburg was an office with RFD routes, as this picture of a “runner” shows. Picture taken May 18, 1912.*



*Fig. 9: A 1957 cover commemorating the 100<sup>th</sup> anniversary of the Paterson Deckertown stagecoach, showing a Hamburg duplex cancel.*



## DEVELOPMENT OF SUSSEX POs: Hamburg & The Paterson-Hamburg Pike ~ Len Peck

Hamburg historian Dr. Marion Wood indicates that “The Hamburg Post ...was usually kept by a prominent citizen and located in a local business. One of the earliest locations was in a small building located directly across from ‘Smith's Hotel’ which was the Hamburg House. At a later date it was located in Edsall's store (now known as the Wicker shop and From Head to Toe beauty shop), which is on the corner of Main St and RT 94. That building at 2 Main Street was not constructed until 1872 but an earlier structure that was a store was located on that same spot. Since Thomas Lawrence was the first postmaster, following the practice of having a post office in a store, it is likely to have been at 2 Main Street but this is my own educated guess. Lawrence was a partner in that same store at an early date.

“Henry Edsall was post master when the post office was located in the small wooden building across from the Hamburg Smith Hotel.

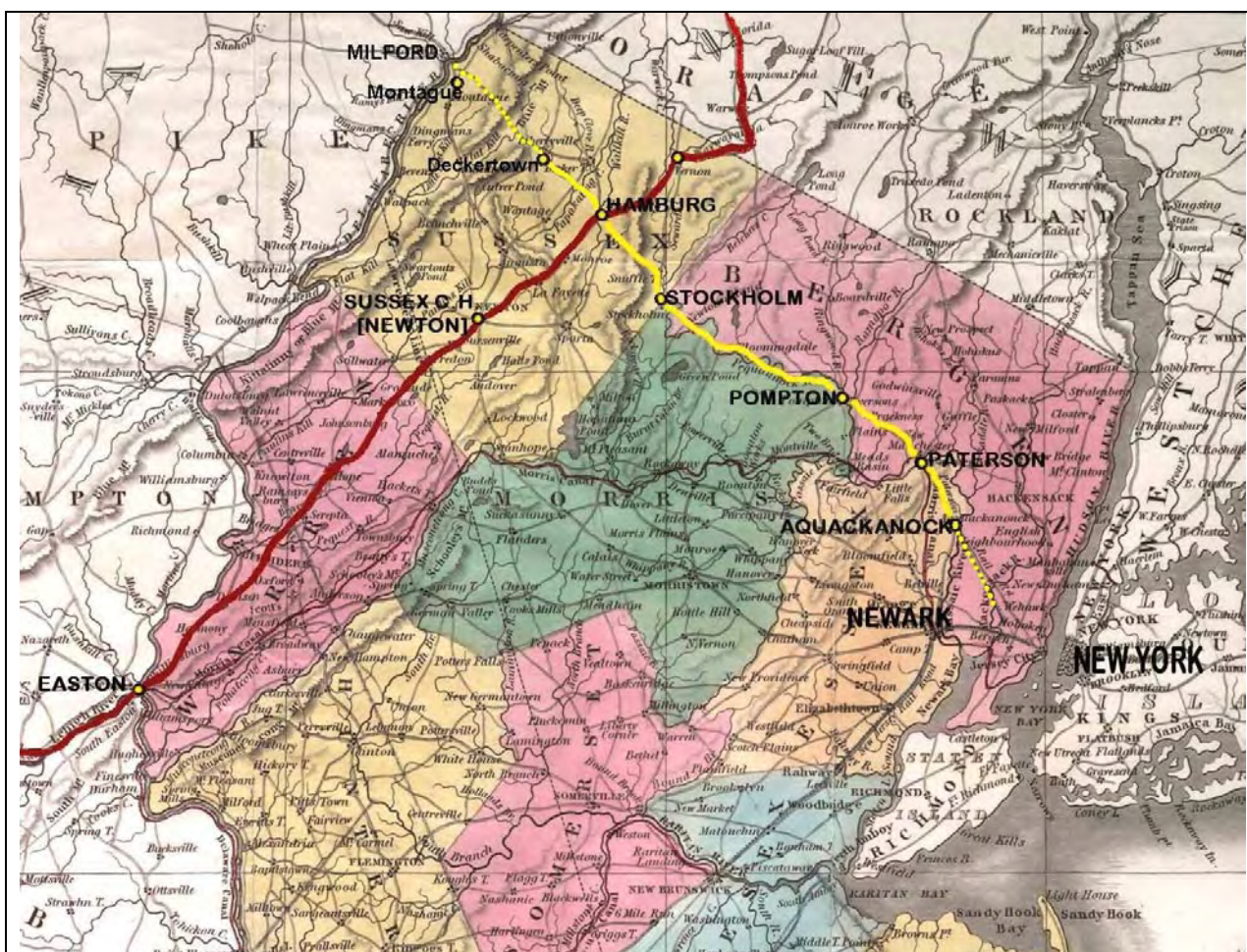
“When C. L. Kent was postmaster his store was located at 2 Main Street (the wicker store /beauty shop). In the 1930's it was located in the Chardavoyne building across from Hamburg Hotel.”<sup>3</sup>

<b>HAMBURG POSTMASTERS</b>			<b>Postmaster</b>
<b>Hamburg</b>	May 4, 1795		Thomas Lawrence
	July 1, 1816		Walter L. Shee
	June 10, 1820		Richard W. Lawrence
	July 22, 1820		Horace Vibbert
	Dec. 7, 1820		Robert A. Linn
<b>Hamburgh</b>	Nov. 14, 1831	(name change 1827)	Sidney P. Haynes
	Mar. 9, 1835		John C. Bunting
	July 15, 1836		Robert A. Linn
	Aug. 1, 1861		Michael R. Kinble
	July 30, 1866		Jacob B. Hendershot
	Dec. 1, 1879		Henry W. Edsall
	Jan. 11, 1886		Joseph E. Stoll
	Apr. 22, 1889		Henry W. Edsall
	July 6, 1893		Joseph E. Stoll
<b>Hamburg [07419]</b>	July 2, 1897	(name change 1894)	Henry W. Edsall
	Jan. 5, 1916		Charles L. Kent
	Jan. 15, 1924		Frank H. Burgher
	Aug. 17, 1933		Jennie C. Kinney
	May 23, 1934		Leslie B. Vail
	Feb. 16, 1946		Thomas L. Edsall
	Jan. 3, 1964		Harry S. Simpson
	Jan. 31, 1968		Robert J. Bell
	May 10, 1986		Kathy Foster
	Nov. 10, 1999		Ralph Shaw (O.I.C.)
	July 1, 2000		Elizabeth M. Veraldo

## THE PATERSON-HAMBURG TURNPIKE

The natural development of post offices follows population development, and beyond that, the connections which were established between those centers. Post roads and postal routes, as turnpikes developed (and the later rail lines) thus led to the establishment of new post offices in the intermediate communities along these routes.

Thomas Lawrence, as noted above, was instrumental in establishing post offices along the route of the Paterson-Hamburg Pike. When the turnpike was completed in 1810, he wrote Gideon Granger, the Postmaster General of the United States in Washington, D.C., “that a turnpike road had recently been completed from Hamburg through the villages of Stockholm, Pompton, Paterson, and Aquackanock to New York, that the distance thereby to the city is greatly shortened and the facilities for traveling much improved and that the citizens of those villages beg leave to solicit the Postmaster General to favor them with the convenience of having a post- office in each of these places ---”



*Fig. 10: The yellow line indicates the Paterson-Hamburg Turnpike, established in 1810, crossing the old post road (in red). The original route was planned from Aquackanock (current day Passaic) to Deckertown (now Sussex – west of Hamburg). Additional road to Milford on the Delaware and to the Hackensack River on its eastern end.<sup>4</sup>*

Patterson would be the first post office on the newly opened turnpike to be authorized on May 9, 1812 when it was part of Essex County, with Henry Godwin as P.M. While records indicate the name of the post office was changed to Paterson (one T) on September 26, 1829 when Moses De Witt was P.M., the single T Paterson seems to have been in use at an earlier date. Paterson would become part of Passaic County when it was formed on February 7, 1837 with Moses De Witt still its P.M.



Courtesy Jean Walton

*Fig. 11: Feb 28 (1820) oval Paterson NJ cancel on a cover originating in Pompton (manuscript cancel Feb. 22, 1820), and sent to Samuel Southard in Trenton. While records indicate that this post office was known as Patterson from 1812-1829, this cancel shows a single T, as do the ones in Coles [P8], clearly pre-1829.*

The next town on the new turnpike to get a post office was Stockholm on May 12, 1812 with Isaac Beach as Postmaster. Stockholm at that time was located in Morris County. It would change to Passaic County on February 7, 1837 with Sidney Ford as Postmaster and because of a boundary line change, due to a small change of course on the river, it moved into Sussex County on February 3, 1843 with Sidney Ford still in charge. Besides being located in three different Counties the Stockholm post office would also become famous during the postmastership of Hiram Strait who served in that capacity from June 15, 1871 until June 5, 1874. For some reason or other he applied for a change of name for the post office to Petauket which was officially authorized on March 18, 1873 and the Stockholm post office officially de-authorized, then officially changed back to Stockholm on March 24, 1873. This makes the post office named Petauket as the shortest lived post office on record in our postal system. I could find nothing on file in Washington to account for either the Petauket post office authorization or its cancellation except that it replaced the name of Stockholm for six days.

Other post offices on the turnpike to open were Aquackanock on May 14, 1812 while it was part of Essex County with Peter Jackson as Postmaster. He served until April 25, 1854 when the post office became part of Passaic County and the post office name was changed to Passaic, with William Andruss as its new postmaster. The Pompton post office in Morris County was established soon after on May 12, 1814 with Robert Colfax as Postmaster.



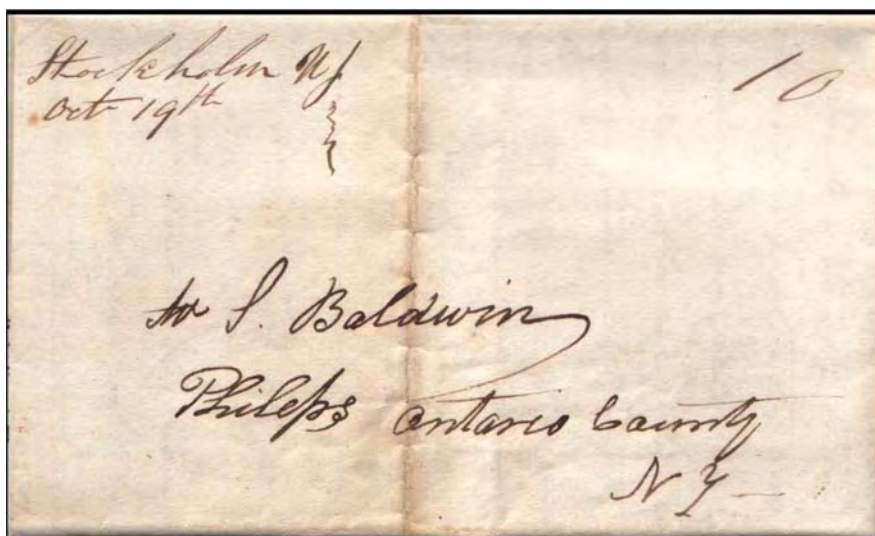


Fig. 12: Oct. 19 (1844) letter from Stockholm NJ addressed to Phelps, Ontario County NY. The letter is datelined "Snufftown" and regards property being sold, about which the writer says: "It is situate on the Hamburg-Patterson Pike near Stockholm, but it is not worth as much as it would be if it was an acre and a half of good land"

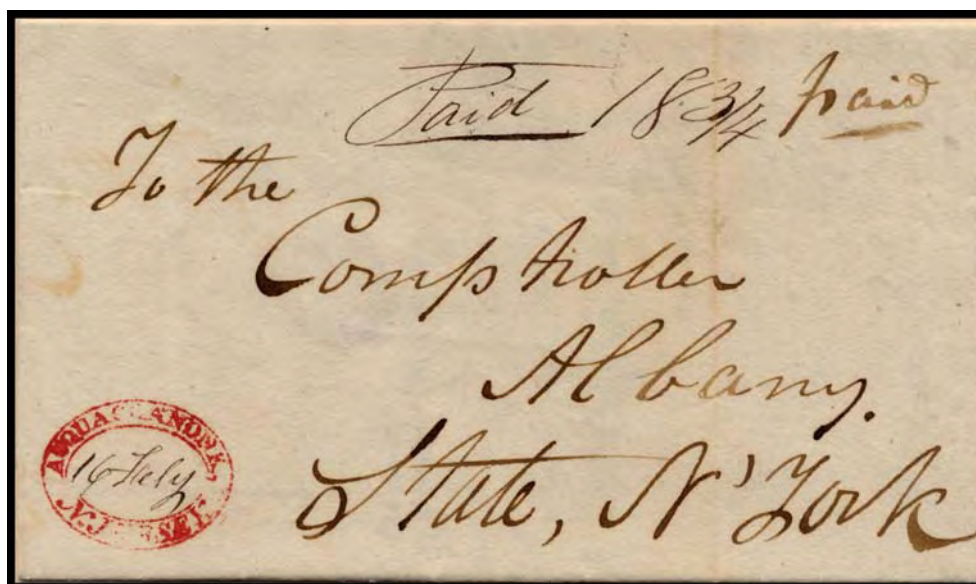


Illustration courtesy Robert G. Rose

Fig. 13: Aquackanock (showing the variant Acquackanonk spelling) oval cancel from July 16 (1831), the first year of use of this oval handstamp. The Aquackanock post office opened in 1812.

## ENDNOTES:

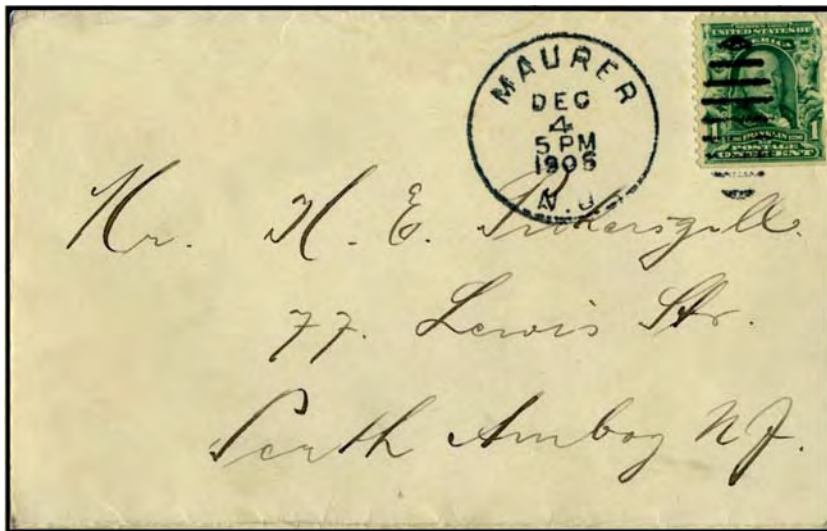
- <sup>1</sup> Peck, Len, "Sussex Court House: Sussex County's First Post Office," *NJPH*, Vol. 35 No. 4 Whole number 168, Nov 2007.
- <sup>2</sup> Kay, John L. & Smith, Chester A., Jr. *New Jersey Postal History*, Quarterman Publications, Lawrence, MA, 1977.
- <sup>3</sup> Wood, Marion E., Ph.D., *All About Hamburg*, Country Cousin, McAfee, New Jersey, 1999. (From email correspondence with Dr. Wood.)
- <sup>4</sup> Lane, Wheaton, *From Indian Trail to Iron Horse*, Princeton University Press, Princeton, NJ 1939.

## PHILATELIC SHORTS: Maurer, NJ and Barber Station [Perth Amboy] By Gene Fricks

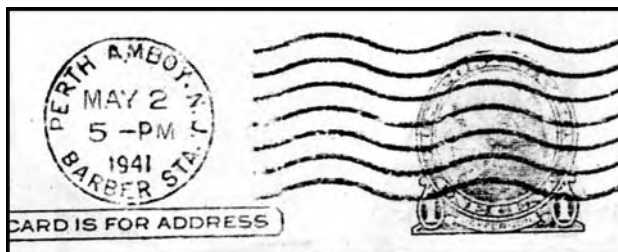
While indexing journals for the APRL (a task I have been doing for some time), occasionally items strike my eye regarding New Jersey postal history. This short article (no author noted, but likely William F. Rapp, of Crete NE, who was editor-publisher of Postal History-USA) appeared in Postal History-USA in March 1979:

*Maurer was a small industrial community, located just north of the City of Perth Amboy in Middlesex County. The Maurer community was a "company town" built by the Henry J. Maurer Brick Company. This company was well known for both high quality fire bricks and building bricks and for many years was one of the leading brick manufacturers in the Raritan clay area of New Jersey. The community of Maurer was one of the few "company towns" in New Jersey and was patterned after company housing in England. Not only did the community have its own post office, but also its own railroad station.*

*The Maurer Post Office was established January 22, 1892 with John Pfeiffer as the first postmaster. On November 30, 1920 it became a station of the Perth Amboy Post Office and on February 1, 1938 the name was changed to Barber, which was a branch of the Perth Amboy Post Office. The Barber Post Office was discontinued, April 30, 1960. The Henry J. Maurer Brick Company has long been history and the land is now occupied by the Barber Asphalt Company.*



*Fig. 1: A December 4, 1905 cover from Maurer, NJ, which is also shown on our cover with the inside invitation to a Metzelsuppe visible.*



*Fig. 2: A Perth Amboy, Barber Station cancel from May 2, 1941 shown in the original article on a partial view of a postal card to Helmetta, NJ.*

Barber Asphalt appears to have become part of Chevron Refinery's facility in 1946,<sup>1</sup> where asphalt continues to be made.

### ENDNOTES:

<sup>1</sup> Document of Environmental Indicator Determination at [http://www.epa.gov/region2/waste/chev\\_p725.pdf](http://www.epa.gov/region2/waste/chev_p725.pdf) [5/9/09].

## PHILATELIC GENEALOGY: An Online Resource

Jim Miller

Recently we received an interesting invitation from Jim Miller, which is included below:

5, rue Pierre Brubach  
67500 Haguenau  
FRANCE  
April 17, 2009

Dear New Jersey Postal History Society,

Postal history collectors and genealogists share an interest in old envelopes and postcards. Postal historians value the stamp, cancellation, and postal markings, while genealogists focus on who received the letter, who sent it (if shown), and where the item was postmarked (especially when the sender is not shown). I am writing to ask for your members' help in identifying postal history items with genealogical value in their collections and your Society's publications. I also want to offer the help of a genealogist in finding details on the sender and/or addressee of an item in a member's collection.

The Philatelic Genealogy web site ([www.philgen.org](http://www.philgen.org)) was launched in March 2009 to promote a dialogue between postal history collectors and genealogists. The web site includes a growing number of photos and a searchable database. The web site is especially interested in adding envelopes that immigrants may have mailed to family members in their home country, or vice versa. Waves of European immigrants arrived in the U.S., Canada, and Australia in the 1800s, and envelopes from the 1800s and early 1900s are likely to be of greatest value to genealogists with European ancestors. In addition, envelopes sent within the U.S. during the same period may have been sent between family members, especially (but not necessarily) if the sender and addressee have the same family name. My article on philatelic genealogy appears in the spring 2009 issue of *New England Ancestors* and I would be happy to send you a copy.

Please invite your members to visit the site and to contribute new information and photos. The database acknowledges each item's contributor. Clicking on an envelope's image takes you to a web page with image details, including a 'Source' field that shows who provided the image. The name of an organization whose members contribute new material will also be acknowledged on the site. I welcome your questions or comments.

Sincerely,  
James R (Jim) Miller  
[jim@philgen.org](mailto:jim@philgen.org)

A few of our past articles have been the result of family history searches, so some members are already exploring the philatelic connection with genealogy. But even for those of us who are not searching for family history, this resource can help you find names and birth and death dates for letters where this is unclear. Jim is well-versed in mining the genealogy resources that are so numerous, but often mystifying to the uninitiated. I have tried it out myself for some letters I have from the 1830s, and already know a full name (which I did not have) and birth and death dates, with clues for continued research – all of which I had previously been unable to uncover, so I personally give it a thumbs-up. Give it a try!

Jean R. Walton



## MEMBER NEWS: RECENT NJPHS EBAY AUCTION

*(For those not yet aware, we run auctions periodically where members can post items for sale. We have chosen to do these on Ebay – it is good publicity and easy to use, and we feel it generates interest both within and outside the Society. Ebay and Paypal fees come from the sale price, in addition to a small percentage to Arne for his trouble, and a percentage to the Society, leaving approximately 75-80% of the sale price for the consignor. Some consignors have donated material for auction (for which we are very grateful), with proceeds to go to the Society. For Auction guidelines, email Arne at [NJPHS1@aol.com](mailto:NJPHS1@aol.com).)*

Our last NJPHS Ebay auction was held at the end of March. There were 40 lots, of which 30 sold. A large percentage of the listings were NJ stampless covers, many having manuscript cancels. Also posted were a number of New Brunswick covers including a variety of cancels from the stampless era. Among some of the higher realizations were:

Swedesboro 1844	\$155.99	Hopewell 1846	\$40.00
Somerset C.H. 1804	\$75.00	Woodsville 1847	\$39.00
Dennis Creek 1835	\$52.11	Woodbury 1814	\$36.99
Paterson 1821 "Way 11"	\$47.00	Woodbridge 1827 "Way 7"	\$34.00.

The 30 lots were sold to 14 buyers, only 4 of whom are society members. So, there is obviously plenty of interest in this material among collectors outside of our group. Excepting those who may buy one item which is local to them, some of the interest in this past auction may stem from collectors of general U.S. stampless covers.

I want to make note of several changes in auction fees. First, payment for Ebay items is now by Paypal only (an Ebay directive for electronic payment only). The charge to the seller for this is 2.9% of a given item's selling price. In order to keep NJPHS consignor's final take at roughly 75-80% of an item's selling price, I'm thus reducing my "commission" to 7.1%. Also, a number of items have been consigned recently with the proceeds to be donated to the Society. For these items and for future items submitted with proceeds to go to the Society, I'm eliminating my commission altogether.

We'd like to have another auction at some point in the next few months. A few members have already let me know that they have material to include. Forty or so overall lots per auction seems to be a good manageable amount. If anyone has material to consign, or has questions concerning our Ebay auctions, please contact me by e-mail at [NJPHS1@aol.com](mailto:NJPHS1@aol.com) or thru the regular mail at Arne Englund, P.O. Box 57, Port Murray, NJ 07865. I'll send out an e-mail a couple of weeks ahead notifying everyone that the next auction is coming up. Again, I'll try to put the auction together sometime in the next few months.

Arne Englund, NJPHS Auction Manager

## MEMBERSHIP CHANGES

### WELCOME TO NEW MEMBERS

John R. Ahlfeld, 2634 Royal Rd., Lancaster, PA 17603-7010, [ahlfelds@aol.com](mailto:ahlfelds@aol.com), Sussex Cty.

John Hale, 1305 Watauga St., Kingsport, TN 37660, [jwh60@chartertn.net](mailto:jwh60@chartertn.net)

John Perkins, 424 Cottage Ave., Beverly, NJ 08010, [Jcpl@comcast.net](mailto:Jcpl@comcast.net)

### CHANGE OF ADDRESS:

Robert Buckler, 1587 Anderson Rd., Pittsburgh, PA 15209 ([bucklerjc@aol.com](mailto:bucklerjc@aol.com) remains the same)

John D Hankin, 73 Quenby Mtn. Rd., Great Meadows, NJ 07838 ([adhcco@comcast.net](mailto:adhcco@comcast.net) remains the same)

### ADD EMAIL

Art Desimine, 1807 Palisade Avenue, Union City, NJ 07087 [lizarti@verizon.net](mailto:lizarti@verizon.net)

## MEMBER NEWS: [NJPostalHistory.org](http://NJPostalHistory.org) Website

Our website continues to grow in content, and its numbers show it is getting plenty of hits. The Members-Only section has been delayed by the vocation vs. avocation conflict, but it is coming. You will be notified by email when it is ready. In the meantime, any of our digital files are available to members for the asking. Simply email our secretary, at [Secretary@NJPostalHistory.org](mailto:Secretary@NJPostalHistory.org) for any that might be of interest to you. We have welcomed a number of new members through the web site, and several members have taken advantage of the ability pay their dues online with Paypal. Just for fun, try our new [Featured Cover](#) page.

If there is something you would like to see on our website, please feel free to email content or suggestions to [Warren Plank](mailto:Warren.Plank). Your help is needed to make your Society (*and your area of interest*) grow. If you have questions about emailing image files, or are uncertain how to create them, please ask. Your inquiries for assistance will be quickly answered. See you soon at [www.NJPostalHistory.org](http://www.NJPostalHistory.org)!

Warren Plank, NJPHS Webmaster

## SOMETHING NEW!

If you are accessing Linn's online, and enjoy that format, we have produced NJPH in that format as well. Some may find it more user-friendly than our standard pdf; others may prefer the pdf. Give it a try and let us know what you think. Here is a link to that file for our last journal: [Nov 2008 NJPH](#).

**SHORT SHORTS:** This wonderful New Jersey perfin cover appeared on eBay recently. Did some member win it? If so, we would love to hear from you. For more information on NJ perfins, see Paul Jackson's article on NJ Perfins", *NJPH*, Vol. 36, No. 2, Whole number 170, May 2008.



*Fig. 1: A nice use of a SNJ (State of New Jersey) perfin use on a cover sent from the State Board of Architects to an address in Philadelphia. While the nice stamps from the Postal Employees set (Scott 1489-98, Apr 1973) are otherwise uncanceled, there is an attached certified mail sticker, and a Return Receipt was attached to the back at one time. The perfin itself is shown superimposed.*

# WORD PUZZLE: SUSSEX COUNTY DPOS

## SUSSEX COUNTY DPOs

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

Look for these post offices:

\* Source: New Jersey DPOs by Brad Arch

Beaver Run	Cutoff	Harmony Vale	Montague
Beemerville	Deckertown	Houses	Normanock
Bevans	Edison	Hunts Mills	Papakating
Blair	Flatbrookville	Kampe	Petauket
Brick House	Fosters Ferry	Kays	Quarryville
Byram Cove	Franklin Furnace	Knowltons Mills	Sandyston
Canisteer	Fredon	Lake Wawayanda	Trade Valley
Colesville	Gratitude	Libertyville	Walpack
Coursenville	Hainesville	Lockwood	Waterloo
Culvers Lake	Halsey	Mc Afee Valley	Wykertown

Sussex County DPOs not in puzzle :

Baleville	Flatbrookville Rur.Br.	Mount Salem	Wintermute
Beaver Lake	Greenville	North Vernon	Tuttles Corner
Benville	Huntsburg	Owen	Wantage
Clove	Huntsville	Pleasant Valley	Warbasse
Cranberry Lake	Lincoln	Sperry Springs	Wawayanda
Culvers	Maxville	Sussex Mills	Westlake
			Willow Grove

To print this out, go to the [NJPHS website](#) and click on [Word Puzzles](#) to open a printable copy. A link to the solution is included on the [Sussex Word Puzzle](#) page.



## MEMBER ADS

**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).

**WANTED: NJ DPOS, RPOS, NJ SMALL TOWN POSTCARDS**, NJ RR's, 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 ALLENDALE AND WYCKOFF COVERS**: Stampless through Presidents. PLS send copies with prices to J. Haynes, Box 358, Allendale, NJ 07401.

**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: 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@earthlink.net](mailto:jiwalker@earthlink.net).

**OUT-OF-PRINT AND RARE NEW JERSEY BOOKS BOUGHT AND SOLD** since 1972. 8000 items, 1690s to 1990s. Visit our searchable website: [www.felcane.com](http://www.felcane.com). Joseph J. Felcane, PO Box 366, Princeton, NJ 08542 609/924-0539; [felcane@felcane.com](mailto:felcane@felcane.com).

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

**ESPECIALLY WANTED: TANSBORO(UGH) (1862-1884, 1898-1906), WILTON (1884-1898) CANCELS ON CARDS/COVERS**, or addressed to these P.O.s. Note: There is a C.W. correspondence to Tansboro. Contact Craig Mathewson, 114 Hayes Mill Rd, Apt D-202, Atco, NJ 08004, phone: 856/809-7484

**WANTED: 1970'S UPS DENOMINATED STAMPS SOLD IN NORTHERN NJ BY UNITED PARCEL SERVICE**. Also any literature, waybills, etc., about this UPS experiment with prepaid stamps. Contact Bruce Mosher, POB 33236, Indialantic, FL 32903, 321/723-7886 or e-mail [bhmexp@digital.net](mailto:bhmexp@digital.net).

**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, 200 Bristol Glen Dr., Box 312, Newton, NJ 07860 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; STAGE COVERS BEFORE 1860**. All states including New Jersey. 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).

## MEMBER ADS

**LOOKING FOR FISH HOUSE, NEW JERSEY CANCELLATIONS and/or COVERS with CORNER CARDS;** used or unused.. Contact Paul W. Schopp, P.O. Box 648, Palmyra, NJ 08065-0648, call 856/786-1499 or email [pwschopp@comcast.net](mailto:pwschopp@comcast.net).

**GLASSBORO OR GLASSBOROUGH N.J. COVERS WANTED: STAMPLESS OR STAMPED.** Send price with shipping to Bill Whiteman, 402 North Harvard Road, Glassboro, NJ 08028, Call 856/881-8858 or email [BillWHit3@juno.com](mailto:BillWHit3@juno.com).

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

**WANTED: 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, 973-977-4639 or email [JTROSKY@email.usps.gov](mailto:JTROSKY@email.usps.gov).

**WANTED: SHIP CANCELS FROM WWII**, Morris, Sussex County covers, Patriotic covers, and postal cards. Clean clear strikes preferred. Willard Johnson, 24 Salmon Lane, Ledgewood, NJ 07852, or 973/584-0359.

**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).

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

**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: WASHINGTON FRANKLIN with SIDEROGRAPHER OR PLATE FINISHER INITIALS**, on or off cover, used or unused.. Contact Doug D'Avino at [davinod@earthlink.net](mailto:davinod@earthlink.net).

**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).

**WANTED: All Gloucester County, NJ postal history stampless to 1920.** All Woodbury, NJ stampless to present. **NEED BASSETT PO** (DPO GlouCty 1891-1920) Warren Plank, POB 559, Woodbury 08096, 856/229-1458, [unclebubba1954@comcast.net](mailto:unclebubba1954@comcast.net)

**Looking for information and dates for HILLSBORO P.O. and BELLE MEAD P.O.** located in Somerset County. Contact Morris Haimowitz, P.O. Box 440057, Aurora, Colo. 80044, 303/750-6574 or email [steamco@aol.com](mailto:steamco@aol.com).

**SAMUEL L. SOUTHARD CORRESPONDENCE ALWAYS WANTED!** To & from, always interested. Please contact Jean Walton, 125 Turtleback Rd, Califon, NJ 07830, 908/832-9578 or send scan and e-mail to [jwalton971@aol.com](mailto:jwalton971@aol.com).

**CAPE MAY, BURLINGTON, CAMDEN COUNTY [POSTAL HISTORY WANTED 1785-1930.** Serious thirty-year collector. Call or email: [catsport@aol.com](mailto:catsport@aol.com). Phillip Marks, P.O. Box 451, Evesham, NJ 08053, 609-519-6660.

**YOUR AD NOT HERE? IF NOT, AND YOU WISH TO RUN ONE, PLEASE EMAIL [SECRETARY@NJPOSTALHISTORY.ORG](mailto:SECRETARY@NJPOSTALHISTORY.ORG) WITH YOUR 25 WORD AD PLUS CONTACT INFO.**

## THE NEW JERSEY POSTAL HISTORY SOCIETY LITERATURE

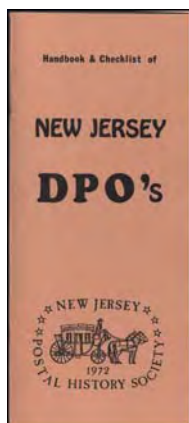
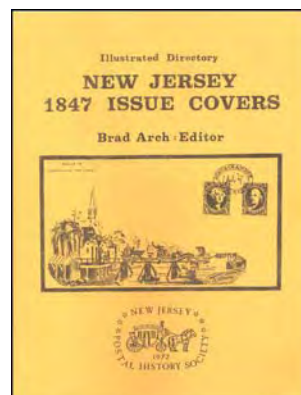
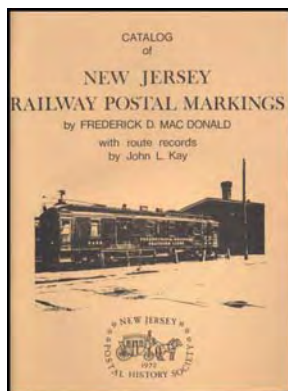
<b>FREE DOWNLOADABLE FILES AVAILABLE TO MEMBERS!</b>		
	<b>Members</b>	<b>Non-Members</b>
Brad Arch's handy DPO book available in Excel format (also available in hardcopy for \$3 to members, \$4 to non-members)	<b>FREE</b>	2.95
Stampless Era Post Offices, based on Coles and the Coles Update available in Excel format.	<b>FREE</b>	2.95
New Brunswick's Postal Markings by Robert G. Rose, in PDF - a "digital reprint" in Acrobat Reader format of Bob's articles from May and August 2005 <i>NJPH</i> and February 2006 <i>NJPH</i> .	<b>FREE</b>	2.95
Edge, Jack, <i>Post Towns of Burlington County</i> . All of Jack's Burlington series, as published in the pages of <i>NJPH</i> , compiled into one document, in PDF format.	<b>FREE</b>	7.99
Edge, Jack, <i>Postmasters of Burlington County</i> . Lists postmasters for all the Burlington communities listed in Jack's Burlington series, also in PDF format.	<b>FREE</b>	4.99
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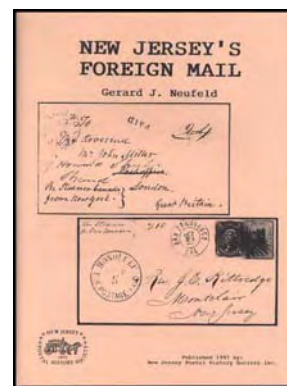
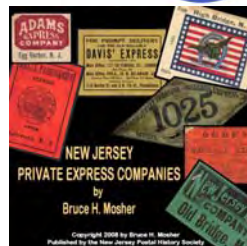
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