| Vol. 36 | No 4 | Whole Number 172 | November 2008 |
|---------|------|------------------|---------------|

## SEASON′S GREETINGS FROM YOUR POSTAL CARRIER!



THE SEASON'S GREETINGS

RURAL FREE DELIVERY

JOHN S. MAC ILROY
Rural Letter Carrier    Route No. 2

*Courtesy Jim Walker*

**An RFD ″Season's Greetings″ post card, cancelled December 24, 1915, with a Pittstown, NJ postmark, and sent by the carrier on Route 2 out of Pittstown to the people along his route**. *To see the reverse side with the Pittstown cancel and an amusing poem, please visit our new web site and click on "Featured Cover."   [Click **HERE** or go to **www.NJPostalHistory.org**.]*

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## DUES TIME AGAIN!

You will find enclosed with this issue a form for dues payment for 2009.  We encourage you to mail this in right away, so it is not forgotten. We have again held dues at $15 a year.  Also, this year you have the option of paying your dues online by Paypal (no extra fee), by clicking HERE if you are viewing this online, or by going to our new web site [above] where you will find a link to renew your membership.  You can also donate to the Society at the same time, if you would like.  But we are happy to accept your dues and donations in whatever way you find comfortable paying.  Why not do it now?

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## PRESIDENT'S MESSAGE

With all of the bad news about the economy, it is comforting that we have our wonderful hobby in which we are able to escape at least some of the day's tensions and angst. Certainly, the contents of this issue of *NJPH* will provide a full evening's read of some interesting articles. Two long time stalwarts of our Society, Len Peck and Jim Walker continue with their contributions that detail the history of postal operations in Sussex and Hunterdon Counties, respectively.  Lawrence Brennan contributes his second installment about WWII naval ships built in New Jersey that ties together their operational history in the theater of battle with the postal history of each of these magnificent fighting ships. Again, my sincere thanks to Jean Walton, for her tireless effort in making each issue of *NJPH* a reality. We also mourn the passing of Gerry Neufeld, one of our Society's greatest contributors in a tribute by his long-time friend and Society member, Joseph Geraci. Our heartfelt condolences go out to Gerry's family.

I am pleased to report that our Society's publications were honored in this month's literature competition at Chicagopex '08. Volume 35 of *NJPH,* consisting of the four issues published in 2007, was awarded a Gold medal.  In addition, our CD of Bruce Mosher's *New Jersey Private Express Companies,* garnered a Silver medal. Congratulations, Bruce!

We are indeed fortunate to have amongst our ranks, members who volunteer to use their professional skills to advance the work of our Society. This issue of *NJPH* reports on the establishment of our Society's new website at www.NJPostalHistory.org . Society member Warren Plank is responsible for all the creative work in establishing our new web site that will enable us to provide additional benefits to our membership. Warren has graciously agreed to act as our webmaster. Thank You Warren! And Gene Fricks and Ed Murtha did an excellent job at the NJPHS table at MERPEX this year.   Thank you all!

Finally, it is dues time again. Please be sure to return the enclosed dues form with your check or take advantage of the Pay Pal option. Either way, please consider making a tax deductible contribution. It is your generosity that has permitted the Society dues to be maintained at $15 per year despite ever increasing production and postage expenses.

Enjoy the Holidays.                                                                                    **ROBERT G. ROSE**

# SNOW HILL (SNOWHILL) and LAWNSIDE, NEW JERSEY

## By Gene Fricks

The late Bill Coles, former Vice President of NJPHS, claimed that covers from Snow Hill, in Camden County, were among the great rarities of New Jersey postal history. Snow Hill (Snowhill) became Lawnside through a name change and continues in operation today.

Recently I assisted the Lawnside Historical Society in transcribing a number of oral history interviews. Mrs. Ellen Benson, longtime postmaster of Lawnside, was one of the interviewees and provided a fascinating window into operations during her tenure.[1] This set me on the track to identify the various post office locations that had served this community for over a century.

The area to become known as Snow Hill and Lawnside was originally settled by members of the Society of Friends under grants from the West Jersey proprietors. Bill Coles' ancestors were among these Quakers, located a couple of miles north at Colestown in what is now Cherry Hill township.
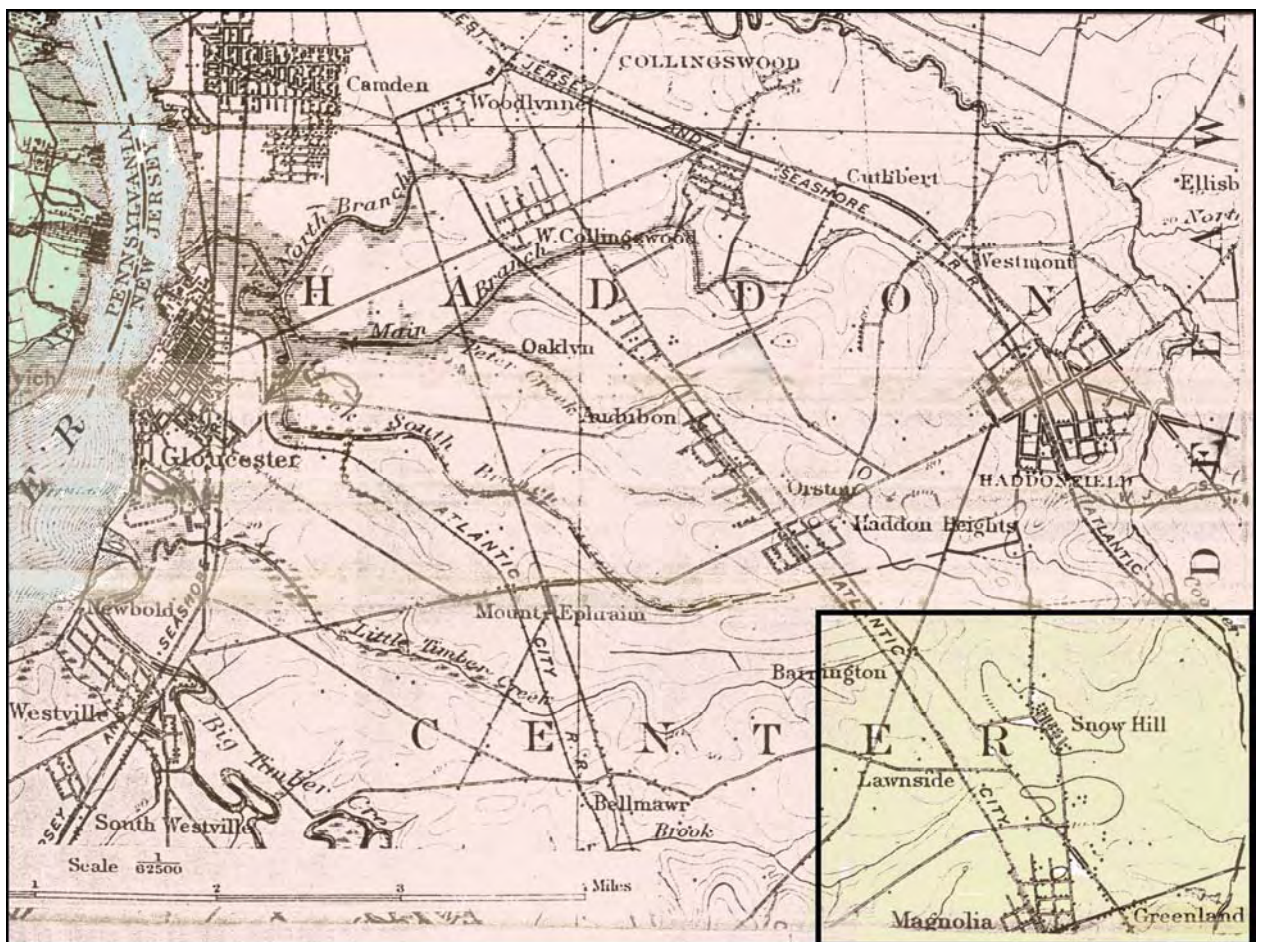


*Fig. 1: Post Office map showing Lawnside and Snow Hill in the lower right corner, with Gloucester City and Camden on the Delaware River, and Philadelphia opposite.*

*Fig 1A:  Map inset showing relationship of Lawnside to Snow Hill and Magnolia. Haddonfield is directly to the north.*

Ralph Smith, a radical abolitionist Quaker, provided land to settle a number of slave families who had escaped from the Snow Hill, Maryland area via the Underground Railroad about 1840.  The area had other African-descended residents already established, both slave and free.  Peter Mott, a free black farmer, provided his home as a stop on the Underground Railroad. Ralph Smith sought to have the community known as Free Haven but the residents preferred Snow Hill and the name stuck.[2]  Mott served the Mt. Pisgah African Methodist Episcopal (AME) Church as its minister and organized its first Sunday school about 1854.  His home is preserved as a New Jersey historical site.  The hamlet was also served by the Mt. Zion AME Church (1828) and the Snow Hill Roman Catholic Church (1859).  Snow Hill's first school was established about 1848.

Prior to January 1893, Joseph Davis, who occupied a house on the corner of Hamey and Charleston Avenues, would travel to Haddonfield on a daily basis to retrieve mail for the residents of Snow Hill.  Davis, who sold fresh produce and eggs, would leave letters at the Peter S. Smiley grocery for distribution to recipients.

On January 6 1893, the Post Office Department established a sub post office at Snow Hill, subordinate to Magnolia, with Albert A. Calles as the initial postmaster.  He was succeeded by Spencer C. Moore, who held the appointment from June 14, 1894 to March 13, 1898.  At that time, the post office name was changed from Snow Hill to Snowhill (June 14, 1894), to conform to changes in nomenclature approved by the U.S. Board on Geographic Names.[3]  The name "Snow Hill" (two words) was thus in existence for only a year and a half.

In 1898 the Post Office Department had established the barred oval duplex as the standard postmarking device for third class post offices.[4]  The post office name changed to Lawnside, the name of the Philadelphia and Reading Railroad station to the south of the community, and it was established as a third class office on October 8, 1907.[5]  "Snowhill" cancels exist therefore over a period of 13 years.  The name change to Lawnside occurred during Samuel Diton's tenure when the post office was housed in his store. Presumably, examples of Lawnside's barred oval marking, starting in 1907, should exist.

**Fig. 2: Post office document requesting change of location for the Snowhill post office, with a dateline of Oct. 13, 1904.**
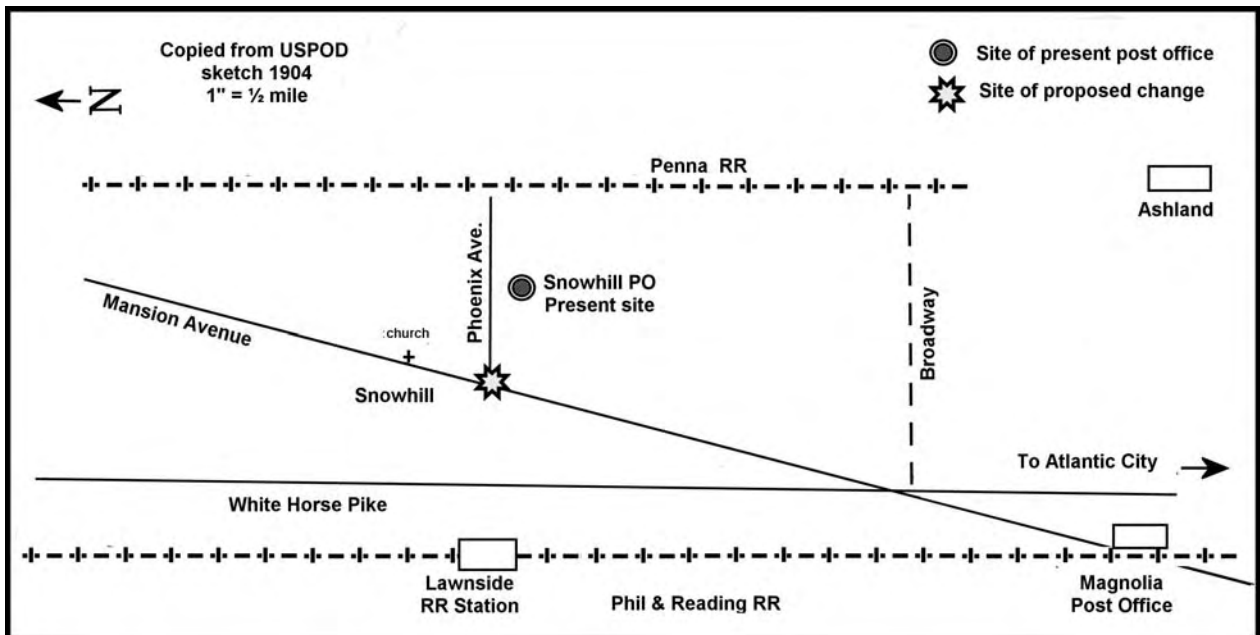


**Fig. 2A: 1904 Post office sketch of the proposed change for the document above. Mansion Avenue in the above map is now Warwick Avenue. The proposed site on this sketch is the location of Diton's store.**

The first building to be used solely as a post office was located at the corner of Phoenix Avenue and (now) Warwick Road (then, Mansion). Douglass Brown, the senior carrier, brought the mail from Magnolia for distribution. Other carriers were John H. Brown, Alfred C. Brown, Hiram A. Shute, William DeGraff, James Campbell, Nelson Shaw, William Polk and Percy Stewart. The post office change of location document above appears to coincide with Diton's appointment as postmaster, and was sent to him.



*Fig. 3: Snowhill barred cancel on a post card from July 15, 1907. Until June 14, 1894, the post office name was Snow Hill, but this was contracted into one word with the standardization of post office names requested by the P.O.D. On Oct. 8, 1907, the name was changed again, to Lawnside.*

Postmaster appointments were: *[6]

| Postmaster* | Date/ Appt | Until | Post Office name |
|---|---|---|---|
| Albert A. Calles | 6 Jun 1893 | 14 Jun 1894 | Snow Hill |
| Spencer C. Moore | 14 Jun 1894 | 13 Mar 1898 | Snowhill |
| Melvin L. Jackson | 23 Mar 1898 | 3 Nov 1898 | |
| Samuel Brown | 3 Nov 1898 | 30 Sep 1901 | |
| Mary B. Jackson | 30 Sep 1901 | 20 Oct 1904 | |
| Samuel Deton/Diton | 20 Oct 1904 | 27 Mar 1917 | Changed to Lawnside 8 Oct 1907 |
| Ethel Roberts | 27 Mar 1917 | 18 Apr 1933 | Lawnside |
| Helen Moore Davis | 18 Apr 1933 | 20 Apr 1957 | |
| Ellen Jackson Benson | 20 Apr 1957 | 1987 | |

Lawnside was incorporated in 1926, with a 1930 census population of 1,379. Since its incorporation, the town has had the distinction of electing exclusively African-American descent officials, one of a very few such in the United States. During the Depression, most of the community became unemployed. Postal receipts suffered accordingly.[7]

Mrs. Benson observed after her appointment that most patrons conducted their postal business in other communities, usually where they worked during the day. Lawnside was not serviced with home delivery of mail; the post office was largely occupied with postal boxes. The post office served as a community crossroads as all patrons would visit the office periodically to pick up their mail. During the 1930s and 1940s, the post office occupied a one-room location on the corner of Emlen Avenue and Warwick Road. She determined to increase postal revenue, to improve the office's standing from third-class to a second-class post office. Mrs. Benson was told that per annum receipts would have to be at least $10,000 to change the classification. She initiated a campaign for residents to conduct their postal business locally and succeeded in achieving second-class status about 1960.

Mrs. Benson next campaigned for home delivery. The Post Office Department informed her that a systematic house numbering system would be necessary, requiring the cooperation of the borough council. Then she would have to establish delivery routes; this required her to inventory the town and plan the most efficient routings. On May 3, 1969, she had achieved this goal as well, not without local opposition. Some residents were serviced by other post offices and wished to retain their identification with those communities. Some residents wished to retain lock box service, which remained an option even with home delivery. Mrs. Benson's staff included two delivery personnel.

With the growth of Lawnside came a need for a larger post office. Mrs. Benson shepherded the process through construction; now she was a 'postal facility manager' as well as postmaster. (That is its current location, at 175 Warwick Rd N, Lawnside, NJ 08045, at the corner of Emlen.)

Clearly Snow Hill cancels could only exist between January 1893 and June 1894 – not a long time, and hence their rarity. Snowhill cancels had a somewhat longer timespan – thirteen years – from 1894 to 1907. Lawnside continues in existence today, so no rarity of cancels exists, but as Mrs. Benson had pointed out, postal receipts in the 1930s were very low, and many residents were commonly using other post offices rather than their local one, even in the early part of her term as Postmaster, so we might assume that early Lawnside cancels are not so easy to find.

Locations are a bit harder to trace down – we have done our best to establish these:



*Fig. 4 and 4A: Showing modern maps of this area, locating Lawnside and within that, the various locations of the Lawnside post office, which in fact were very close to one another.*[8]

*Fig. 5: 175 Warwick Rd. N, Lawnside, NJ 08045 ~ current location of the Lawnside post office, which came into existence through the efforts of Mrs. Benson.*

# ENDNOTES:

[1] Mrs. Ellen J. Benson, oral history interview, Lawnside Historical Society, August 5, 2006.

[2] George R. Prowell, *The History of Camden County, New Jersey*, L.J. Richards & Co., Philadelphia, 1886: 758-769.

[3] John L. Kay & Chester M. Smith, *New Jersey Postal History. The Post Offices and First Postmasters 1776-1976*, Quarterman Publications, Inc., Lawrence MA, 1977: pp. 5-7.

[4] Richard W. Helbock, *Postmarks on Postcards*, La Posta Publications, 1987 p. 54.

[5] Kay & Smith, op cit., pp. 47-48.

[6] A list of modern postmasters at Lawnside is available at http://webpmt.usps.gov/pmt002.cfm on the USPS Find a postmaster site (enter Lawnside, NJ).  Oct. 4, 2008.

[7] *The WPA Guide to 1930s New Jersey*, Federal Writers Project, [reprint] Rutgers University Press, 1989: 600.

[8] Google maps at http://www.google.com/maps.

# "Let's Go! Citizen's/Military/Training/Camps" Cancel: Used in New Jersey?
## By Doug D'Avino

A recent article in *The United States Specialist* (September 2008)[1] detailed the common use of a slogan machine cancel during the early to late 1920s which proclaimed "Let's Go!  Citizens' Military Training Camps" (LG!CMTC).  Written by Rodney A. Juell for the United States Stamp Society (http://www.usstamps.org/) monthly journal, the article listed the 24 cities known to have used the cancel; no New Jersey city was listed.  *Figure 1* shows an example of the cancel applied at New York's Hudson Terminal Station on May 12, 1927.



*Figure 1 .  Example of a LG!CMTC slogan applied at New York's Hudson Terminal Station, May 12, 1927.*

Shortly after reading the article, I found an example of the cancel on eBay postmarked Toledo, Ohio.  To my surprise, Toledo was not listed in the article as a city known to have used the cancel.  That led me to wonder if the LG!CMTC machine cancel was used in any New Jersey cities and just not yet documented.  The information below, as well as *Figure 1*, is extracted from *The United States Specialist* article, with the permission of the author.

*Authorized by Congress, and run by the U.S. Army, CMTCs were conducted during the years 1921 through 1940.  Approximately 50 camps were held each summer, each lasting one month.  Participants were civilian volunteers, young men who received basic military training.*

*The earliest known use (EKU) of a LGCMTC slogan is April 12, 1923 in Washington, D.C. Beside Washington, D.C., only Boston and Omaha are known to have used the slogan that summer…  CMTCs hit their peak in 1927 when 53 camps served 39,798 men.* [Camp Dix, NJ was one of those camps, along with Fort Hancock and Fort Monmouth.  DD'A.].

*….By the summer of 1924, the standard LGCMTC slogan was in use in all except four of the 24 cities that would eventually use it.  According to Robert J. Payne's exhaustive research, published in 2005 in* United States Promotional Slogan Cancellations 1899-1940*, the latest known use (LKU) of a LGCMTC slogan is from Washington, D.C. on December 8, 1929.*

If you know of any New Jersey cities that used the LG!CMTC slogan cancel, please email a 300 dpi color image of the cover to the author at davinod@earthlink.net or a color copy to the author at 1636-44 Route 38, Suite 153, Lumberton, NJ 08048.

# ENDNOTES:

[1] "Let's Go! Citizens' Military Training Camps" by Rodney A. Juell, in *The United States Specialist*, Volume 79, No. 8 Whole Number 942, September 2008, p. 394.

[2] Cover image below courtesy of Bob Patkin, who had several other CMTC covers at www.PostalHistoryStore.com, and this cover at http://www.postalhistorystore.com/servlet/the-6061/advertising-cover-Citizens-Military/Detail .

[3] Fort Hancock photo courtesy of flipzodian at http://news.webshots.com/album/557192824txAGuO (Charles H Barney of , East Amherst, NY 14051) and Camp Dix from *Browns Mills: New Jersey* by Marie Reynolds, published by Arcadia Publishing, 2000 [photo credited to Ellie Luker].

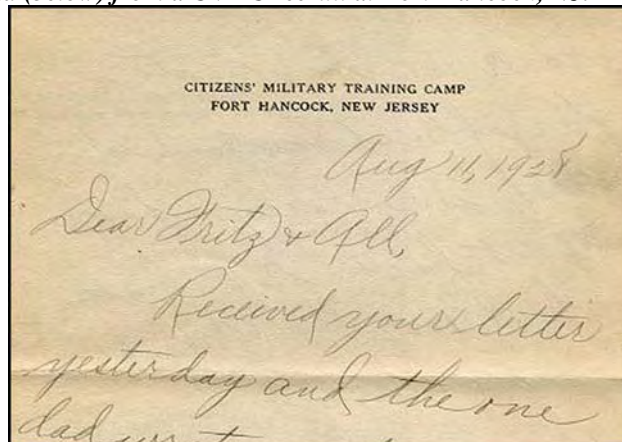*Fig. 2: A 1928 cover (above) and letterhead (below) from a CMTC recruit at Fort Hancock, NJ.* [2]





Fig. 3: Pictures from CMTC at Fort Hancock, New Jersey in 1932 (above), and new recruits at Camp Dix (right). [3]

# UNUSUAL COVER FROM NEW JERSEY TO TASMANIA IN 1890
## By John Shepherd, SAS/O

The USA was part of the Universal Postal Union (UPU, originally the GPU) from its inception in 1874.  Tasmania (like other Crown Colonies which would become the states of the Commonwealth of Australia in 1901), was not.  Mail between the two thus did not fall under UPU conventions.

On 31 May 1886 the governments of the United States and Tasmania signed the *Postal Convention Between the United States and the Colonial Government of Tasmania*. The convention established, inter alia, a single letter rate of 12¢ per ½ ounce or 6d per ½ ounce between the two countries with 12¢/6d payable for each additional ½ ounce (article 3).  Importantly, no further postage was levied on a fully paid letter by a recipient country, thus from 1886 letters could be prepaid 'all the way.'  The convention was effective from 1 July 1886 (article 10).

Article 8 of the treaty provided that letters be marked to indicate that postage had been pre-paid: "*Every full pre-paid letter dispatched from one country to the other shall be plainly stamped with the words 'paid all', in red ink, on the right-hand upper corner of the address…*"

The cover below was sent to Tasmania from New Jersey in 1890. The cover bears the serifed 'Paid All' mark applied in New York. This is one of only two covers I know of to Tasmania from the United States that show the correct use of this marking in this period.



*Fig. 1: An 1890 cover from Millington, New Jersey to Hobart, Tasmania (addressee's name erased), with a Paid All marking.  It is fully franked with two 5¢ Garfields on a 2¢ postal stationery envelope, paying the 12¢ rate.*

This convention was effectively superseded by the entry of Tasmania into the UPU in October of 1891.  From this date the letter rate between the U.S. and Tasmania was reduced to 2½d or 5¢ per ½ ounce, and it was no longer necessary to mark 'Paid All' on mail to Tasmania.

*Republished in part from* The Informer, *Journal of The Society of Australasian Specialists/Oceania For more information on these rate markings, see John's larger article on Paid All markings between the US and Tasmania under this postal convention in the Sept. 2008 issue.  See also http://www.sasoceania.org/ .*

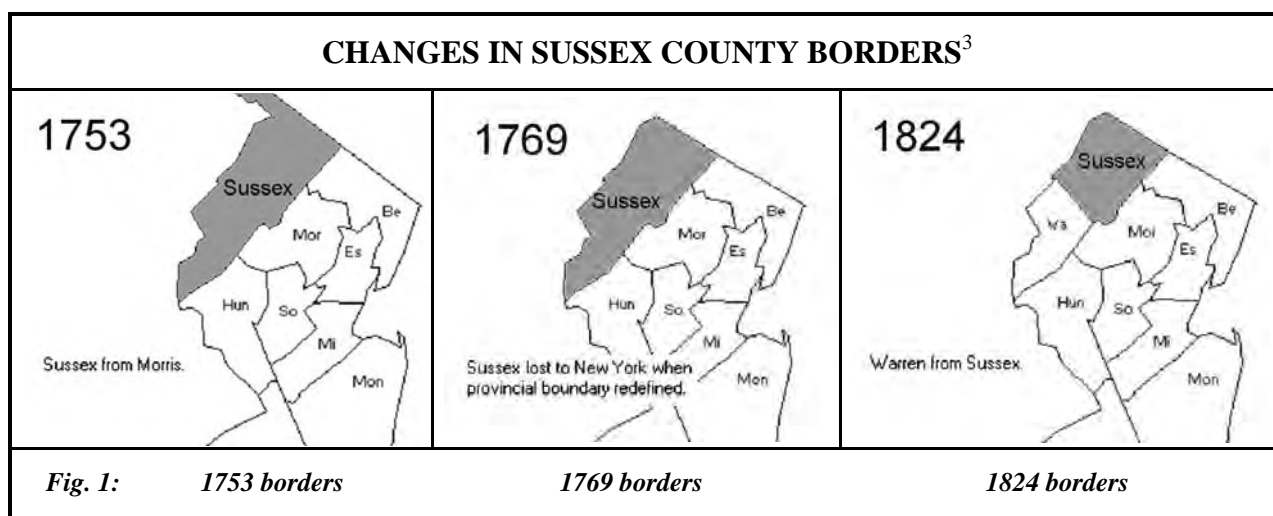# A CHRONOLOGICAL LIST OF SUSSEX COUNTY POST OFFICES

**By Len Peck**

On June 8, 1753, Sussex County was established, taking land that was previously part of northwestern Morris County.  A description of the borders is as follows:

*That all and singular the land and upper parts of Morris County northward of Musconetcong River, beginning at the mouth of said river where it empties into the Delaware River, and running up said river to the head of the Great Pond* [Lake Hopatcong]*; from thence northeast to the line that divides the province of New Jersey' thence along said line to the Delaware River aforesaid; thence down the same to the mouth of the Musconetcong, the place of beginning, and the said Musconetcong River, so far as the county of Hunterdon bounds it, shall be the boundary-line between that county and the county of Sussex.*[1]

This allowed the establishment of courts within Sussex County, so that it was no longer necessary for residents in this upper northwestern section to make the long trip to Morristown to conduct their legal business.  The town of Sussex Court House (later Newtown and then Newton) was the seat of county government, and not surprisingly, the first post office in Sussex County after the Revolution was here.[2]

The Sussex County of 1753 was altered over time.  In 1769, the settlement of the boundary between New York and New Jersey removed part of its northern territory, but more significantly, on November 10, 1824, Warren County was created from the southern half of Sussex, the northern boundary of Warren being:

*All of the lower part of the county of Sussex southwesterly of a line beginning on the river Delaware at the mouth of Flatbrook, in the township of Walpack, and running from thence a straight course to the northeast corner of Hardwick church, situated on the south side of the main road leading from Johnsonburg to Newton, and from there on the same course to the middle of Musconetcong Creek.*

**CHANGES IN SUSSEX COUNTY BORDERS**[3]



Fig. 1:    *1753 borders*              *1769 borders*                *1824 borders*

## SUSSEX COUNTY IN 1795[4]



***Fig. 2: In 1792, Sussex County included all of Warren County. The first post office to be established there was Sussex Court House, in 1792. Sussex Court House would change its name to Newtown [and later to Newton]. It was soon followed by Hackettstown in 1794. A change in the post rider's route was made in 1794[5] so that the post rider's return from Sussex Court House went by way of Hackettstown on his circuit from Newark & Elizabethtown and Morristown to Sussex C. H. Hackettstown is in that part of Sussex County which became Warren County on Nov. 20, 1824.***

In 1824, Warren County was spun off from Sussex County, removing 16 post offices from the Sussex post office list.  In 1825, a total of nineteen post offices remained in Sussex County.

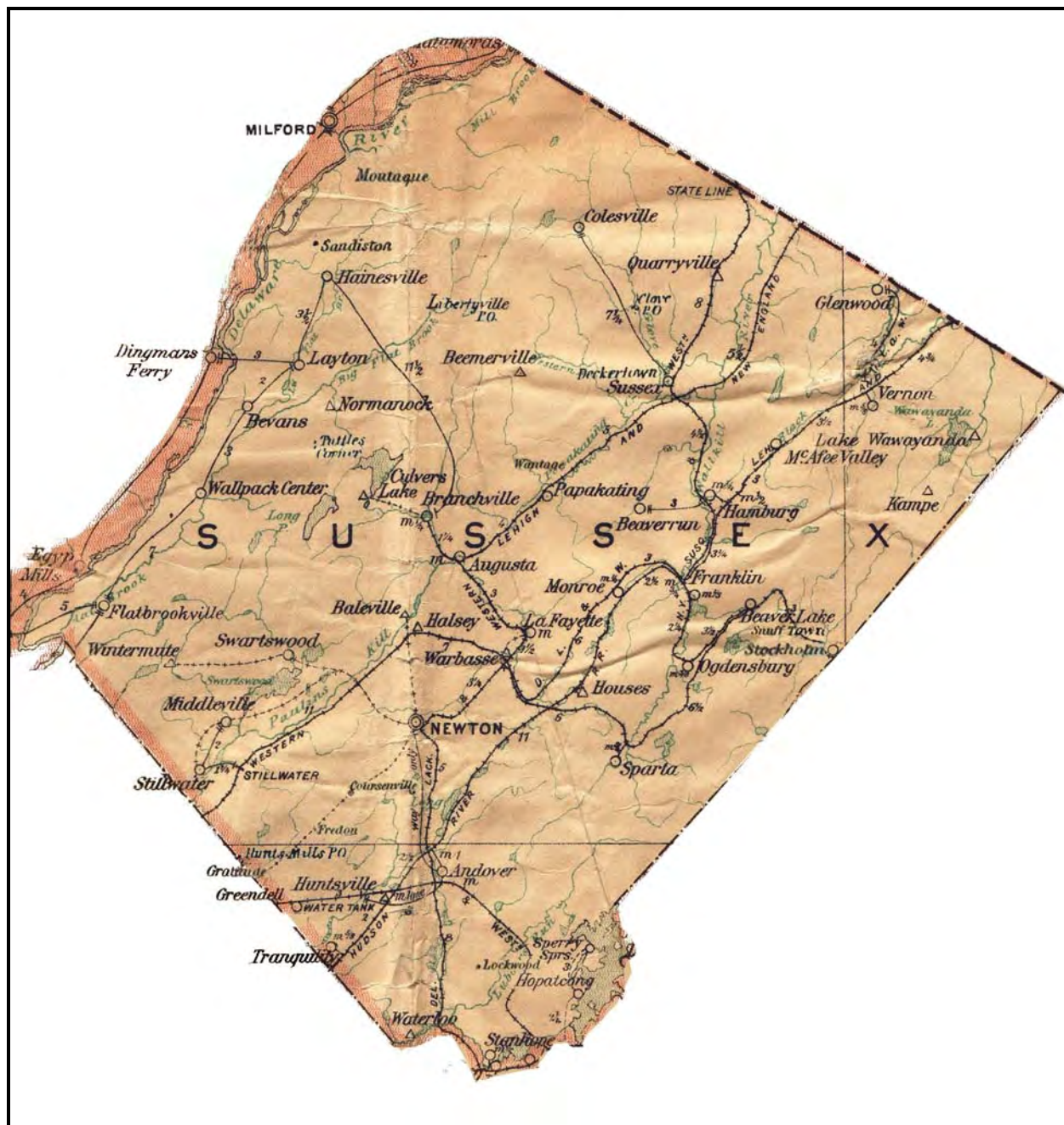## SUSSEX COUNTY WITH BOUNDARIES DETERMINED IN 1824.



*Fig. 3:  Sussex County with boundaries after the formation of Warren County in November of 1824.[6] This map is actually a 1923 Post Office map, to which we have added the names of some long closed post offices, to locate them for the reader.*

| Table 1 | Sussex POs that became part of Warren | Sussex Post offices in 1825 |
|---|---|---|
| 1 | Anderson | Andover |
| 2 | Asbury, Ashbury | Augusta |
| 3 | Belvidere | Branchville |
| 4 | Butt's Bridge | Coursenville |
| 5 | Columbia | Deckertown, Deckerstown |
| 6 | Hackettstown | Greenville |
| 7 | Harmony | Hamburg |
| 8 | Hope | Hardwick <Trade Valley |
| 9 | Johnsonburg | Lockwood |
| 10 | Mansfield | Monroe |
| 11 | Marksborough | Montague |
| 12 | New Village | Newton < Newtown <Sussex C. H. |
| 13 | Oxford Furnace | Pleasant Valley |
| 14 | Ramsayburg | Sandyston |
| 15 | Stewartsville | Sparta |
| 16 | Still Valley | Stillwater |
| 17 | | Vernon |
| 18 | | Beemersville (est. 1825) |
| 19 | | Stanhope (est. 1825) |

The number of Sussex post offices continued on a steady increase as population in the County grew. The greatest number of post offices operating at any one time occurred in the late 1890s, reaching a high of 46 at the turn of the 20th century. However, Rural Free Delivery which was instituted at about this time caused the number of post offices in Sussex to gradually dwindle to its present number of 25. [7]
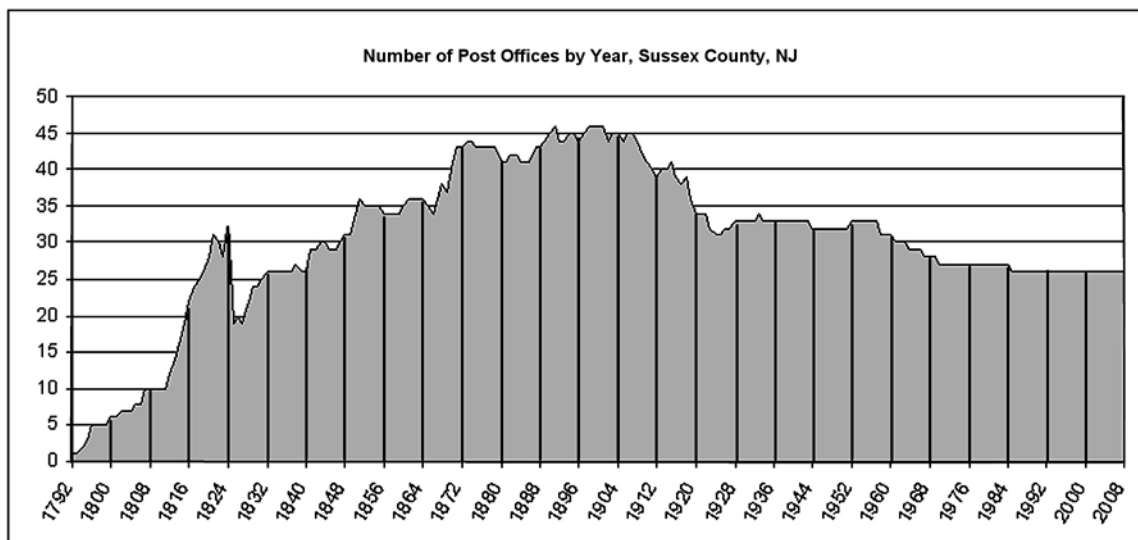


*Table 2: This graph illustrates the growth of post offices in Sussex County over the years. The drop in 1825 represents the formation of Warren County, leaving 19 post offices in Sussex. The highest number (46) around the turn of the 20th Century was followed by a steady decline in the number of post offices, due in large part to the establishment of RFD service. This trend was reflected across the county, as many smaller post offices were closed and served by routes from nearby post offices.*

After 1900, eleven new post offices opened in the County, of which only four remain. Culvers was established in 1903 and closed in 1904. It reopened as Culver's Lake in 1914, only to close again in 1915. Cuttoff opened and closed in 1915. It was located in the same vicinity as Lincoln, but Lincoln had closed in 1891. Greendell (which replaced Cuttoff in 1915) is currently still active. Lake Wawayanda opened in 1916 and closed in 1919. Hopatcong, opened in 1918, is still active. Sperry Springs opened in 1922 and closed 1966. Cranberry Lake opened in 1926 and closed 1961, operating as a branch of Andover. Byram Cove opened in 1928 and closed in 1958. Glasser opened in 1933, and is still active. Finally, Highland Lakes, opening 1951, is active today. [11]

The post office at Highland Lakes which opened on September 1st, 1951 was the last Sussex post office to open with full post office status. The Montague post office which was reactivated in 1981 is really a branch of the Branchville post office and thus does not have full post office status. From February 29th 1908 until 1981, Montague was serviced by the post office in Port Jervis, N.Y.

A post office was also opened on September 9$^{th}$, 1988 at a new location in Tranquility after that area was serviced for a year and a half by the post office at Greendell. As this hiatus was only a temporary situation, Tranquility retained its full status with its own postmaster while operating out of the Greendell post office.

From the establishment of the first post office in Sussex County, on June 12$^{th}$, 1792 until November 1$^{st}$, 2008, one hundred and forty-one post offices were authorized. This includes the various name changes and reactivations of the same post office (those closed and then reopened at some later date), and the 16 offices now part of Warren. If reestablishments of the same post office, and name changes of the same post office are removed (53), there have been in total 88 different post offices in Sussex. On November 1, 2008, there were twenty-five actively operating post offices, and one operating branch post office (i.e., Montague) in Sussex County.

In Table 3 on the following pages, each post office is listed with its date of establishment and year of closing, as well as what became of it. Post offices that became part of Warren County are listed only through 1824, and are grayed out. We have not attempted to follow their history. For each post office, we have assigned a reference number (at left), in order to make it easy to find another listing. Many post offices were opened and closed more than once, and in those cases, we have indicated by use of those reference numbers (in the far right column) where further listings of that post office will be found. An asterisk before a post office name additionally indicates that it was listed previously; if that was under a different name, the name is given in parentheses; reference numbers at right will also aid in finding both previous and later listings.

Some post offices had slight name changes [e.g., Hamburg to Hamburgh and back]; others had significant changes, and those are listed below:

| | |
|---|---|
| Sussex Court House >Newtown>Newton | Greenville>Lincoln>Cuttoff>Greendell |
| Deckertown, Deckerstown >Sussex | Beemersville>Wantage>Beemerville |
| Trade Valley>Hardwick>Fredon | Gratitude>Hunt's Mills>Huntsburgh>Huntsburg |
| Pleasant Valley>Balesville | Stockholm>Petauket>Stockholm |
| Sandyston>Hainesville | North Vernon>Glenwood |
| Coursenville>Wykertown | Kays >Beaver Lake |

| Co | Ref. # | Post Office | Est | Status | See Ref. #: |
|---|---|---|---|---|---|
| Table 3: SUSSEX COUNTY Post Offices    by year established |||||
| Sus | 1 | Sussex Court House>Newtown>Newton | 1792-06-12 | Changed by 1797 to Newtown | 6. 41 |
| War | 2 | Hackettstown | 1794-10-02 | Became part of Warren County 1824 | |
| Sus | 3 | Hamburg | 1795-05-04 | Changed in 1827 to Hamburgh | 43. 53 |
| War | 4 | Johnsonburgh | 1796-01-20 | Warren | |
| Sus | 5 | Sparta | 1796-05-28 | Active | |
| Sus | 6 | *Newtown (prev. Sussex C.H.) | 1797-07-01 | Changed in 1825 to Newton | 1, 41 |
| War | 7 | Belvidere | 1800-09-18 | Became part of Warren County 1824 | |
| War | 8 | Hope | 1802-04-02 | Became part of Warren County 1824 | |
| Sus | 9 | Andover | 1805-01-07 | Active | |
| Sus | 10 | Knowlton's Mills | 1807-04-01 | DPO: Discontinued 1821, in Warren County | |
| Sus | 11 | Vernon | 1807-05-12 | Active | |
| Sus | 12 | Augusta | 1812-05-15 | Discontinued in 1868; reestablished 1871 | 91 |
| War | 13 | Asbury | 1812-07-01 | Became part of Warren County 1824 | |
| War | 14 | Harmony | 1813-02-20 | Became part of Warren County 1824 | |
| War | 15 | Oxford Furnace | 1813-05-03 | Became part of Warren County 1824 | |
| War | 16 | Mansfield | 1814-02-11 | Became part of Warren County 1824 | |
| Sus | 17 | Stillwater | 1814-04-29 | Active | |
| Sus | 18 | Brick House | 1815-01-06 | DPO:  Discontinued 1823 | |
| Sus | 19 | Montague | 1815-01-06 | DPO:  Discontinued in 1908; became branch office of Branchville in 1981 | 141 |
| Sus | 20 | Foster's Ferry | 1815-01-13 | DPO: Discontinued 1823 | |
| Sus | 21 | Deckertown, Deckerstown | 1816-02-02 | Changed in 1901 to Sussex | 121 |
| War | 22 | Stewartsville | 1816-12-10 | Became part of Warren County 1824 | |
| Sus | 23 | Lockwood | 1816-05-08 | DPO: Discontinued in 1855 | |
| War | 24 | Still Valley | 1817-03-31 | Became part of Warren County 1824 | |
| Sus | 25 | Monroe | 1817-12-15 | Discontinued in 1865; reestablished in 1868 | 81 |
| War | 26 | Columbia | 1818-04-28 | Became part of Warren County 1824 | |
| Sus | 27 | Trade Valley | 1819-03-29 | Changed in 1820 to Hardwick | 29 |
| War | 28 | Butt's Bridge | 1820-06-29 | Became part of Warren County 1824 | |
| Sus | 29 | *Hardwick (prev. Trade Valley) | 1820-11-15 | Changed in 1829 to Fredon | 27. 49 |

| Co | Ref. # | Post Office | Est | Status | See Ref. #: |
|---|---|---|---|---|---|
| | | **Table 3: SUSSEX COUNTY Post Offices    by year established** | | | |
| War | 30 | Marksborough | 1820-12-08 | Became part of Warren County 1824 | |
| War | 31 | Anderson | 1821-05-03 | Became part of Warren County 1824 | |
| Sus | 32 | Pleasant Valley | 1821-08-08 | Discontinued in 1826; reestablished in 1850 | 69 |
| War | 33 | New Village | 1821-12-28 | Became part of Warren County 1824 | |
| Sus | 34 | Branchville | 1824-01-02 | Active | |
| Sus | 35 | Sandyston | 1824-06-05 | Changed in 1845 to Hainesville | 62 |
| Sus | 36 | Coursenville | 1824-07-02 | Changed in 1850 to Wykertown | 56, 72 |
| War | 37 | Ramsayburg | 1824-07-22 | Became part of Warren County 1824 | |
| Sus | 38 | Greenville | 1824-09-06 | DPO: Discontinued in 1851; reestablished in 1870 as Lincoln | 88 |
| Sus | 39 | Beemersville | 1825-04-12 | Changed in 1830 to Wantage | 50 |
| Sus | 40 | Stanhope | 1825-10-07 | Active | |
| Sus | 41 | *Newton (prev. Newtown) | 1825 | Active | 1, 6 |
| Sus | 42 | Lafayette | 1826-03-31 | Changed in 1836 to La Fayette | 53 |
| Sus | 43 | *Hamburgh (prev. Hamburg) | 1827 | Changed in 1894 to Hamburg | 3, 112 |
| Sus | 44 | Gratitude | 1828-04-09 | Changed in 1868 to Hunt's Mills | 83, 102, 113 |
| Sus | 45 | Benville | 1828-07-25 | DPO: Discontinued in 1838 | |
| Sus | 46 | Flatbrookville, Flat Brookville | 1828-11-21 | DPO: Discontinued 1959 | |
| Sus | 47 | Bevans, Bevens | 1829-01-20 | Discontinued in 1910; reestablished in 1913 | 126, 131 |
| Sus | 48 | Walpack | 1829-01-20 | DPO: Discontinued in 1844 | |
| Sus | 49 | *Fredon (prev. Hardwick) | 1829-06-15 | DPO: Discontinued in 1901 | 27, 29 |
| Sus | 50 | *Wantage (prev. Beemerville) | 1830-07-28 | Changed in 1837 to Beemersvile | 39, 54 |
| Sus | 51 | Harmony Vale | 1831-03-01 | DPO: Discontinued in 1853 | |
| Sus | 52 | Libertyville | 1832-03-26 | DPO: Discontinued in 1892 | |
| Sus | 53 | *La Fayette (prev. Lafayette ) | 1836 | Changed in 1895 to Lafayette | 42, 117 |
| Sus | 54 | *Beemerville ( prev. Wantage) | 1837-02-18 | DPO: Discontinued in 1915 | 39, 50, |
| Sus | 55 | Franklin Furnace | 1838-04-25 | Discontinued in 1846; reestablished in 1847 | 64 |
| Sus | 56 | Wykertown (see also Coursenville) | 1839-03-25 | Discontinued in 1842; reestablished in 1850 | 36. 72 |
| Sus | 57 | Clove | 1841-01-07 | Discontinued in 1848; reestablished in 1848 | 67 |
| Sus | 58 | Willow Grove | 1841-01-07 | DPO: Discontinued in 1843 | |

| Co | Ref. # | Post Office | Est | Status | See Ref. #: |
|----|--------|-------------|-----|--------|-------------|
| | | Table 3: SUSSEX COUNTY Post Offices | | by year established | |
| Sus | 59 | Maxville | 1841-07-16 | DPO: Discontinued in 1845 | |
| Sus | 60 | Stockholm * | 1843-02-03 | Changed in 1873 to Petauket | 94, 95 |
| Sus | 61 | Tuttle's Corner | 1844-09-23 | Discontinued in 1864; reestablished in 1871 | 92 |
| Sus | 62 | *Hainesville (prev.Sandyston) | 1845-01-13 | DPO: Discontinued in 1943 | 35 |
| Sus | 63 | Middleville | 1846-07-08 | Active | |
| Sus | 64 | *Franklin Furnace | 1847-05-14 | Changed in 1913 to Franklin | 55, 125 |
| Sus | 65 | Waterloo | 1847-12-08 | DPO: Discontinued in 1916 | |
| Sus | 66 | Mount Salem | 1848-06-22 | Discontinued in 1862; reestablished in 1867 | 80 |
| Sus | 67 | *Clove | 1848-06-22 | Discontinued in 1853; reestablished 1863 | 57, 79 |
| Sus | 68 | Tranquility | 1850-02-18 | Active | |
| Sus | 69 | *Pleasant Valley | 1850-03-14 | Changed in 1890 to Baleville | 32, 105 |
| Sus | 70 | Swartswood | 1850-03-14 | Active | |
| Sus | 71 | Colesville | 1850-03-14 | DPO: Discontinued in 1957 | |
| Sus | 72 | *Wykertown (prev. Coursenville) | 1850-04-09 | Discontinued in 1868; reestablished in 1870 | 36, 56, 87 |
| Sus | 73 | Pepokating | 1851-08-26 | Changed in 1862 to Papakating | 78 |
| Sus | 74 | Wallpack Centre | 1854-01-21 | Changed in 1893 to Wallpack Center | 110 |
| Sus | 75 | Wawayanda | 1854-04-25 | Discontinued in 1876; reestablished in 1876 | 96 |
| Sus | 76 | Ogdensburgh | 1860-09-04 | Changed in 1893 to Ogdensburg | 108 |
| Sus | 77 | Layton | 1861-07-29 | Active | |
| Sus | 78 | *Papakating (prev. Pepokating) | 1862-08-28 | DPO: Discontinued in 1923 | 73 |
| Sus | 79 | *Clove | 1863-02-16 | DPO: Discontinued in 1874 | 57, 67 |
| Sus | 80 | *Mount Salem | 1867-10-03 | DPO: Discontinued in 1883 | 66 |
| Sus | 81 | *Monroe | 1868-01-29 | DPO: Discontinued in 1984 | 25 |
| Sus | 82 | North Vernon | 1868-05-14 | Changed in 1868 to Glenwood | 84 |
| Sus | 83 | *Hunt's Mills  (prev. Gratitude) | 1868-07-20 | Changed in 1888 to Huntsburgh | 44, 102, 113 |
| Sus | 84 | *Glenwood  (prev. North Vernon) | 1868-10-16 | Active | 82 |
| Sus | 85 | McAfee Valley | 1868-12-28 | Changed in 1924 to McAfee | 134 |
| Sus | 86 | Beaver Run | 1869-10-15 | Changed in 1895 to Beaverrun | 115, 137 |
| Sus | 87 | *Wykertown | 1870-03-17 | Discontinued in 1876; reestablished in 1877 | 36, 56, 72, 97 |

| Co | Ref. # | Post Office | Est | Status | See Ref. #: |
|---|---|---|---|---|---|
| | | **Table 3:  SUSSEX COUNTY Post Offices    by year established** | | | |
| Sus | 88 | *Lincoln (prev. Greenville) | 1870-06-28 | DPO: Discontinued in 1891; reestablished in 1915 as Cuttoff | 38, 128, 129 |
| Sus | 89 | Huntsville | 1870-07-11 | DPO:  Discontinued in  1922 | |
| Sus | 90 | Sussex Mills | 1870-12-20 | DPO:  Discontinued in  1879 | |
| Sus | 91 | *Augusta) | 1871-01-16 | Active | 12 |
| Sus | 92 | *Tuttle's Corner | 1871-03-24 | DPO:  Discontinued in 1879 | 61 |
| Sus | 93 | Quarryville | 1873-02-13 | Discontinued in ; reestablished in 1896 | 116 |
| Sus | 94 | *Petauket (prev. Stockholm) | 1873-03-18 | Changed in 1873 to Stockholm | 60, 95 |
| Sus | 95 | *Stockholm  (prev. Petauket ) | 1873-03-24 | Active | 60, 94 |
| Sus | 96 | *Wawayanda | 1876-05-04 | DPO: Discontinued in 1891 | 75 |
| Sus | 97 | *Wykertown | 1877-09-25 | DPO:  Discontinued in 1907 | 36, 56, 72, |
| Sus | 98 | Houses | 1882-09-18 | Discontinued in 1883; reestablished in 1883 | 99 |
| Sus | 99 | *Houses | 1883-12-19 | DPO:  Discontinued in 1921 | 98 |
| Sus | 100 | Halsey | 1887-03-12 | DPO:  Discontinued in 1922 | |
| Sus | 101 | Kays | 1887-08-13 | DPO:  Discontinued in 1890; reestablished in 1906 as Beaver Lake | 124 |
| Sus | 102 | *Huntsburgh  (prev. Hunt's Mills) | 1888-05-16 | Changed in 1894 to Huntsburg | 44, 83, 113 |
| Sus | 103 | Owen | 1889-11-12 | DPO:  Discontinued in 1911 | |
| Sus | 104 | Blair | 1890-02-17 | DPO:  Discontinued in  1910 | |
| Sus | 105 | *Baleville (prev. Pleasant Valley) | 1890-09-15 | DPO: Discontinued in 1918 | 32, 69 |
| Sus | 106 | Normanock | 1891-03-26 | Discontinued in 1894; reestablished in 1894 | 114 |
| Sus | 107 | Edison | 1891-11-24 | DPO:  Discontinued in 1908 | |
| Sus | 108 | *Ogdensburg (prev. Ogdensburgh) | 1893-07-19 | Active | 76 |
| Sus | 109 | Westlake | 1893-07-31 | DPO:  Discontinued in  1897 | |
| Sus | 110 | *Wallpack Center (prev. Wallpack Centre) | 1893-11-29 | Active | 74 |
| Sus | 111 | Canisteer | 1894-05-08 | DPO:  Discontinued in  1895 | |
| Sus | 112 | *Hamburg (prev. Hamburgh) | 1894-12-01 | Active | 3, 43 |
| Sus | 113 | *Huntsburg (prev. Huntsburgh) | 1894-12-01 | DPO:  Discontinued in 1901 | 44, 83, 102 |
| Sus | 114 | *Normanock | 1894-12-17 | DPO:  Discontinued in 1918 | 106 |
| Sus | 115 | *Beaverrun (prev. Beaver Run) | 1895-12-01 | Changed in 1931 to Beaver Run | 86. 137 |
| Sus | 116 | *Quarryville) | 1896-09-11 | DPO:  Discontinued in 1919 | 93 |

| Co | Ref. # | Post Office | Est | Status | See Ref. #: |
|---|---|---|---|---|---|
| | | **Table 3: SUSSEX COUNTY Post Offices    by year established** | | | |
| Sus | 117 | *Lafayette (prev. La Fayette) | 1895-12-01 | Changed in 1905 to La Fayette | 42, 53, 123 |
| Sus | 118 | Kampe | 1897-04-20 | DPO:  Discontinued in  1915 | |
| Sus | 119 | Warbasse | 1897-06-18 | DPO:  Discontinued in 1913 | |
| Sus | 120 | Wintermute | 1898-02-11 | DPO:  Discontinued in  1917 | |
| Sus | 121 | *Sussex (prev. Deckertown) | 1901-06-08 | Active | 21 |
| Sus | 122 | Culvers | 1903-03-19 | DPO: Discontinued in 1904; reestablished in 1914 as Culver's Lake | 127 |
| Sus | 123 | *La Fayette (prev. Lafayette) | 1905-12-01 | Changed in 1931 to Lafayette | 42, 53, 117. 138 |
| Sus | 124 | *Beaver Lake (prev. Kays) | 1906-03-02 | DPO:  Discontinued in 1960 | 101 |
| Sus | 125 | *Franklin (prev. Franklin Furnace) | 1913-05-29 | Active | 55, 64 |
| Sus | 126 | *Bevans | 1913-07-13 | Discontinued in 1915; reestablished in 1916 | 47, 131 |
| Sus | 127 | *Culver's Lake (prev. Culvers ) | 1914-06-24 | DPO:  Discontinued in 1915 | 122 |
| Sus | 128 | *Cuttoff (prev. Lincoln)l | 1915-03-11 | DPO: Discontinued in 1915; reestablished in 1915 as Greendell | 38, 88, 129 |
| Sus | 129 | *Greendell (prev. Cuttoff) | 1915-11-05 | Active | 38, 88, 128 |
| Sus | 130 | Lake Wawayanda | 1916-04-01 | DPO:  Discontinued in  1919 | |
| Sus | 131 | *Bevans | 1916-05-29 | DPO:  Discontinued in 1969 | 47, 126 |
| Sus | 132 | Hopatcong | 1918-04-11 | Active | |
| Sus | 133 | Sperry Springs | 1922-03-22 | DPO:  Discontinued in 1966 | |
| Sus | 134 | *McAfee (prev. McAfee Valley) | 1924-11-17 | Active | 85 |
| Sus | 135 | Cranberry Lake | 1926-08-03 | DPO: Discontinued in 1961 | 142 |
| Sus | 136 | Byram Cove | 1928-03-28 | DPO:  Discontinued in 1957 | |
| Sus | 137 | *Beaver Run  (prev. Beaverrun) | 1931-07-01 | DPO:  Discontinued in 1933 | 86. 115 |
| Sus | 138 | *Lafayette (prev. La Fayette) | 1931-12-01 | Active | 42, 53, 117. 123 |
| Sus | 139 | Glasser | 1933-07-14 | Active | |
| Sus | 140 | Highland Lakes | 1951-09-01 | Active | |
| Sus | 141 | *Montague/ Br. Branchville | 1981 | DPO: Branch of Branchville | 19 |

*Stockholm (#94) was originally established as a post office on May 12, 1812 in Morris County, and is then listed in Passaic County from Feb. 7, 1837 to Feb. 3, 1843., and finally in Sussex in 1843.

A number of post offices, as cited, were opened and closed, then reopened again at a later date. In order not to double-list a post office closing, we have used the term DPO [dead or discontinued post office] only when there are no further listings of that post office. Using this definition of a DPO, there are a total of 65 DPOs in Sussex County.

Here is a list of the 25 post offices currently active in Sussex County.

| Table 4: ACTIVE POST OFFICES IN SUSSEX COUNTY IN 2008 | | | | | |
|---|---|---|---|---|---|
| **PO Name** | **Zip code** | | **PO Name** | **Zip code** | |
| Andover | 07821 | | Middleville | 07855 | |
| Augusta | 07822 | | Newton | 07860 | |
| Branchville | 07826 | | Ogdensburg | 07439 | |
| Franklin | 07416 | | Sparta | 07871 | |
| Glasser | 07837 | | Stanhope | 07874 | |
| Glenwood | 07418 | | Stillwater | 07975 | |
| Greendell | 07839 | | Stockholm | 07460 | |
| Hamburg | 07419 | | Sussex | 07461 | |
| Highland Lakes | 07422 | | Swartswood | 07877 | |
| Hopatcong | 07843 | | Tranquility | 07879 | |
| Lafayette | 07848 | | Vernon | 07462 | |
| Layton | 07851 | | Wallpack Center | 07881 | |
| McAfee | 07428 | | | | |

# ENDNOTES:

[1] Snell, James P., History of Sussex & Warren Counties, New Jersey, Harmony Press, Harmony NJ, 1981, the Centennial Edition a reprint of the original 1881 edition, in two volumes, Sussex and Warren. This text is on page 17 of the Sussex volume; it is reprinted on page 149, with "Great Bend" instead of "Great Pond" – an error which may or may not have occurred in the original work as well.

[2] See Peck, Len, "Sussex Court House: Sussex County's First Post Office", in *NJPH*, Vol. 35 No. 4 Whole number 168 , Nov 2007.

[3] These maps are from FamilyHistory101.com, a genealogical website which shows the changing borders of NJ Counties from 1683 to 1928: http://www.familyhistory101.com/maps/nj_cf.html Oct. 13, 2008.

[4] Map from Rutgers Cartography web site, http://mapmaker.rutgers.edu/HISTORICALMAPS/NJ_1795/index.htm Oct. 11, 2008.

[5] Op cit., Peck, Len, "Sussex Court House, First Post Office in Sussex County," *NJPH*, Vol. 35, No. 4, Whole No. 168, p/ 211-212.

[6] This map is a 1923 Post Office Department route map, to which we have added the names of other post offices which no longer existed in 1923, to enable readers to see their locations.

[7] See Peck, Len "Rural Free Delivery," in *NJPH*, Vol. 36 No. 2, Whole number 170, May 2008.

# NEW JERSEY-BUILT: 13 FAST AIRCRAFT CARRIERS THAT SERVED IN THE UNITED STATES NAVY BETWEEN 1926 AND 2009

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

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

*[This continues a serialized article begun in the last issue of **NJPH**, Aug. 2008, Vol. 33, No. 3, Whole No. 171.]*
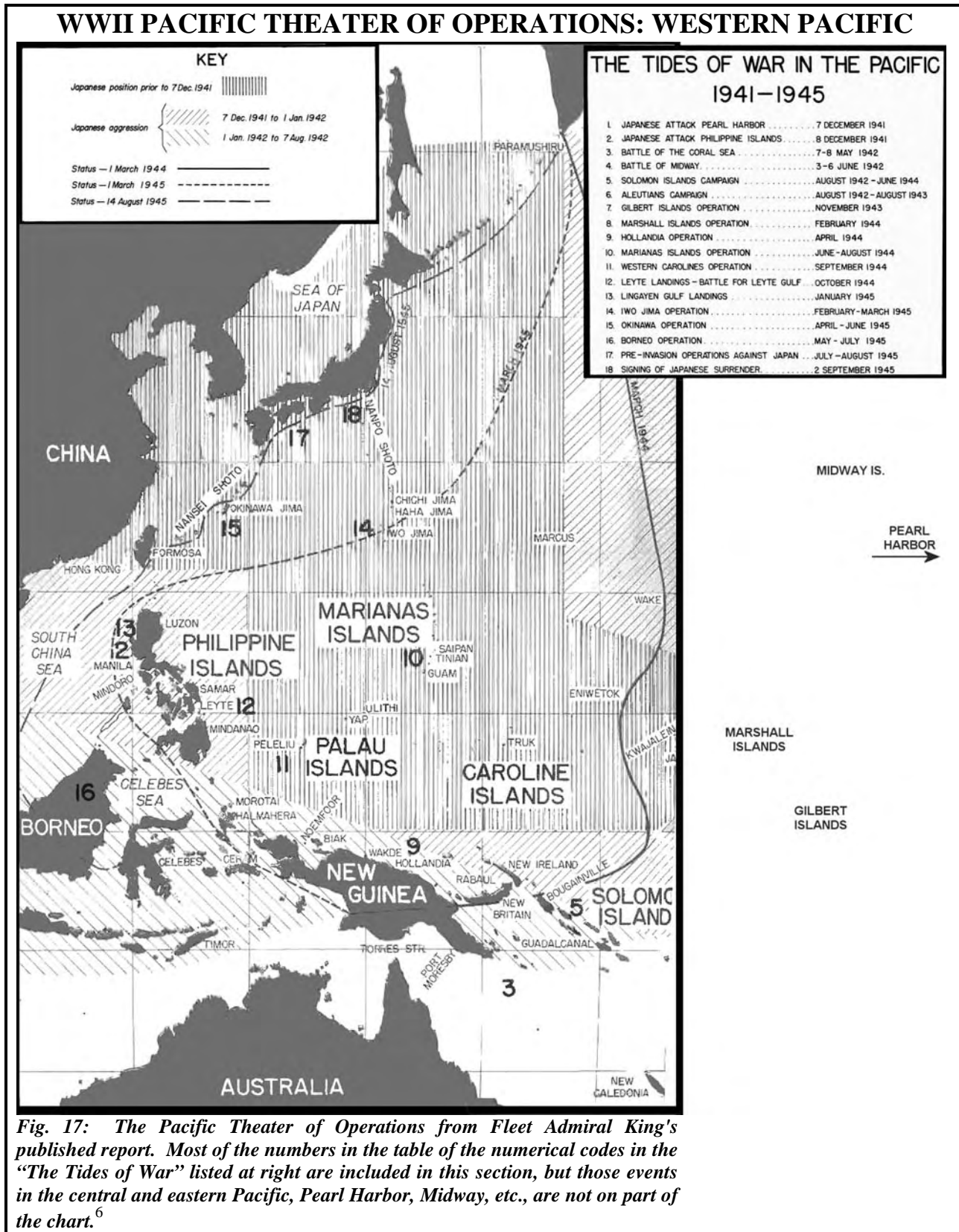
At the end of December 1941, President Franklin D. Roosevelt convinced Navy leadership to convert cruiser hulls into emergency aircraft carriers. After the near-destruction of the fleet at Pearl Harbor,[1] Roosevelt recognized the immediate need for additional aircraft carriers. The Navy had begun the construction of a large group of fleet carriers, the *Essex*-class, which ultimately would form the backbone of the fast carrier force in the Pacific. These ships, however, would not begin to join the fleet until 1943 and substantial numbers would not be completed until 1944. The events of 1942 would prove the need for a large number of carriers.[2] Thus, the Navy reversed its earlier opposition to conversion of cruiser hulls into fast carriers and eventually converted nine *Cleveland*-class light cruiser[3] hulls at New York Shipbuilding in Camden, New Jersey.

On January 2, 1942, the Chief of Naval Operations,[4] at Roosevelt's urging, issued orders for the initial light carriers. New York Shipbuilding received a formal authorization for the first conversion on January 10. Plans were submitted on February 2, 1942, and approved eight days later. This rapid turnaround resulted from years of prior planning; the Navy had considered but repeatedly rejected plans to convert cruisers into carriers for 15 years.

The Navy ordered 39 *Cleveland*-class light cruisers. Twenty-seven were completed as light cruisers, an additional nine were commissioned as small carriers,[5] and three were cancelled. As cruisers, the ships were designed to displace 11,800 tons standard or 14,131 tons fully-loaded. They had a waterline length of 600 feet and a length overall of 608 feet 4 inches on a beam of 63 feet with an air draft of 113 feet, and a mean draft of 20 feet. The ships were propelled at speeds in excess of 32 knots by four Babcock & Wilcox boilers generating 624 psi steam creating 100,000 shaft horsepower for four screws. The complement consisted of 1,355 comprised of 70 officers 1,285 enlisted men. The main battery was comprised of twelve 6" guns in four triple turrets, twelve 5" guns, and numerous 20 mm and 40 mm anti-aircraft guns.

The *Cleveland* design for light cruisers was based on the last pair of *Brooklyn*-class ships, USS *St. Louis* (CL-49) and USS *Helena* (CL-50). The new class design took into account the greater threat of air attack, deleting one of *Brooklyn's* five 6" gun turrets (reducing the number of rifles from 15 to 12) but raising the number of dual-purpose 5" weapons from 8 to 12 and fitting more 40 mm and 20 mm automatic weapons.

Twenty-one ships of the *Cleveland*-class had been ordered by the end of 1941. The fifth ship of the class, *Amsterdam,* had been laid down at New York Shipbuilding's Camden, New Jersey yard in May 1941 and was selected for the first carrier conversion. She was almost 40% complete when workers began removing her superstructure. Two more cruisers under construction at Camden, *Tallahassee* and *New Haven*, also were earmarked for conversion.

## WWII PACIFIC THEATER OF OPERATIONS: WESTERN PACIFIC



**KEY**

Japanese position prior to 7 Dec. 1941

Japanese aggression    7 Dec. 1941 to 1 Jan. 1942

   1 Jan. 1942 to 7 Aug. 1942

Status — 1 March 1944

Status — 1 March 1945

Status — 14 August 1945

**THE TIDES OF WAR IN THE PACIFIC**
**1941—1945**

1. JAPANESE ATTACK PEARL HARBOR ......... 7 DECEMBER 1941
2. JAPANESE ATTACK PHILIPPINE ISLANDS ...... 8 DECEMBER 1941
3. BATTLE OF THE CORAL SEA ............... 7-8 MAY 1942
4. BATTLE OF MIDWAY .................... 3-6 JUNE 1942
5. SOLOMON ISLANDS CAMPAIGN .............. AUGUST 1942 – JUNE 1944
6. ALEUTIANS CAMPAIGN .................. AUGUST 1942 – AUGUST 1943
7. GILBERT ISLANDS OPERATION ............. NOVEMBER 1943
8. MARSHALL ISLANDS OPERATION ........... FEBRUARY 1944
9. HOLLANDIA OPERATION ................. APRIL 1944
10. MARIANAS ISLANDS OPERATION ........... JUNE – AUGUST 1944
11. WESTERN CAROLINES OPERATION ......... SEPTEMBER 1944
12. LEYTE LANDINGS – BATTLE FOR LEYTE GULF .... OCTOBER 1944
13. LINGAYEN GULF LANDINGS ............. JANUARY 1945
14. IWO JIMA OPERATION ................. FEBRUARY – MARCH 1945
15. OKINAWA OPERATION ................. APRIL – JUNE 1945
16. BORNEO OPERATION .................. MAY – JULY 1945
17. PRE-INVASION OPERATIONS AGAINST JAPAN .. JULY – AUGUST 1945
18. SIGNING OF JAPANESE SURRENDER ........ 2 SEPTEMBER 1945

*Fig. 17: The Pacific Theater of Operations from Fleet Admiral King's published report. Most of the numbers in the table of the numerical codes in the "The Tides of War" listed at right are included in this section, but those events in the central and eastern Pacific, Pearl Harbor, Midway, etc., are not on part of the chart.*[6]

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**GLOSSARY OF NAVAL TERMS USED**

**Air wings**: the parent organization of the aviation units assigned to an aircraft carrier or station, comprised of a number of squadrons, usually fighter, bombing, torpedo, and attack squadrons. Each squadron was a separate "unit" or "command" with an individual commanding officer, executive officer, and administrative organization. The air wing, or carrier air wing, was the "unit" or "command" in overall charge of all the assigned squadrons. Again, an individual "unit" or "command" was commanded by "CAG" or Commander, Carrier Air Group. The term CAG remains in use even though the older term "Air Group" has been replaced by "Air Wing". Initially, Air Groups bore the names of their assigned ships, *i.e.* CHAG was Commander, Hornet Air Group; during World War II Carrier Air Groups were numbered, sometimes reflecting the hull number of the assigned carrier. Often there was a relationship between the numbers of the assigned squadrons and the air group numbers. Those attempts at numerical precision soon were abandoned. CAGs worked for the ships' commanding officers until the mid 1980s. Since then the Senior Air Wing Commander has been a more senior naval aviator (generally, a Captain) and more of an "equal" to the commanding officer of the carrier than a subordinate.

**CAP duty:** Combat Air Patrol duty. Aircraft assigned to defend against air attack, generally fighter aircraft (VF).

**"Flew their flags on"**: Flag officers "break" their flags in their flag ships. Some ships are configured with additional space and equipment for an admiral's staff. When serving as the flag ship for the embarked admiral, the ship literally flies the admiral's personal flag from the yardarm. Admirals' flags display the same number of stars as his rank. For line officers the flag is a field of blue with white stars. Rear Admirals had two stars, Vice Admirals had three stars, Admirals four stars, and the Fleet Admiral had five stars. Commodores were one-star flag officers. The flag of only the senior flag officer was displayed. Thus, when both Admiral Halsey and his Chief of Staff, Rear Admiral Carney, were in USS *New Jersey* (BB-62) only the four star flag was at the truck.

**Gun Director**: the part of the ship used to control the fire of one or more of the ship's guns. It generally consists of space for an officer and enlisted men to operate optical and electronic equipment and data links to control the ship's guns by providing data as to range, speed, angle, etc. increasing the accuracy of the guns.

**Hull blisters:** additions to the hull of the ship, generally placed on both the port and starboard side to widen the beam. Blisters added stability and protection as well as additional space to load liquids. They also affect the ship's stability and roll.

**Laid down:** construction begun, from the term "keel laying" when the keel or main first part of the ship is placed on the building ways. Often marked by a ceremonial keel laying and initialing of the steel.

**Laid up:** taken out of active service, decommissioned and placed in reserve status.

**"Magic Carpet" fleet:** these were U.S. ships used to transport veterans back to the continental United States for separation in 1945 and 1946. The press release announcing the creation of Operation Magic Carpet explains this in greater detail. See http://www.ibiblio.org/hyperwar/NHC/MagicCarpet/mc_pr_451002.htm

**Stood out:** departed, sailed from.

**Tombstone rear admiral**: an officer who served as Captain and, upon retirement, was given the title but not the retired pay of a Rear Admiral, then the next highest grade, based upon combat awards. The practice was ended in the late 1950s.

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In March 1942, CNO ordered three more cruisers at Camden, *Huntington, Dayton,* and *Fargo,* to be converted. The first two had been laid down in December 1941. *Fargo* had not even been laid down, and the Navy transferred her contract from Federal-Kearny[7] to New York Shipbuilding.

Three months later, in June 1942, the final three small carriers of the *Independence*-class were ordered. *Wilmington,* laid down in March as a cruiser, and two other not yet begun, *Buffalo* (her contract also was transferred from Federal), and *Newark,* were to be converted as well. Three of the *Independence*-class ships were not true conversions, as they had already been ordered as carriers before the keel was laid. All of them were commissioned during 1943, beginning with *Independence* in January to *San Jacinto* and finally *Bataan* in November. The entire class was built by New York Shipbuilding.[8]

A 570' by 109'2" wooden flight deck was erected over the 622'6" hull. The initial plans called for a flush-decked carrier but the small island designed for the *Bogue*-class escort carriers was fitted well forward on the starboard side. Hull blisters were added to improve stability and displacement rose from 10,000 tons to 15,387. The ships had two centerline aircraft elevators and a single catapult (subsequently increased to a pair). They were armed with 20 and 40 mm anti-aircraft guns for defense although *Independence* underwent trials with two 5" guns which soon were replaced by two quadruple 40 mm mounts. Despite their modest air wings, the

*Independence*-class carriers were capable of speeds in excess of 30 knots necessary to operate with the fast carrier forces. In fact, the escort carriers (CVEs) had nearly the same size air wings but were built on merchant hull designs or converted from tankers or other merchant ships and thus not capable of speeds in excess of 20 knots.[9]

Befitting the emergency nature of these conversions the *Independence*-class ships were sparse. The berthing was cramped and below the standards set for other carriers. Officers' staterooms did not have doors but curtains were used to reduce topside weight. Berthing was required for a complement of 1,569 officers and men, more than 10% greater than the crew of a light cruiser.

The Bureau of Aeronautics ("BuAir") set the air group at 31 planes — a dozen fighters, nine dive bombers, and nine torpedo bombers, plus one utility plane. In practice, the carriers often operated air groups completely composed of fighters; *Independence* operated night fighters exclusively for much of 1944. Typical operational complement in October 1944 was 34 planes, including 25 F6F fighters and 9 TBM torpedo planes.

All of these emergency carriers were destined for service in the Pacific Theater of Operations. The Pacific Fleet's primary offensive weapon was the Third Fleet or Fifth Fleet. The same ships comprised both fleets, the numerical distinction, which confused the Japanese, differentiated the fleet commanders: Third Fleet when Halsey was in command and Fifth Fleet during the tenure of Admiral Raymond A. Spruance, a non-aviator. Halsey ordinarily flew his flag in USS *New Jersey* (BB-62) while Spruance's flag was flown in *Indianapolis* (CA-35)[10] until she was damaged by a *kamikaze* on March 31, 1945. Neither fleet commander was embarked in the fast carriers but the commanders of TF 38 or TF 58 and their component Task Groups flew their flags in *Essex*-class carriers. The striking arm of the fleet was Task Force ("TF") 38 or 58, again the same ships with different designations depending on the fleet commander. TF 38 generally was commanded by Vice Admiral John S. McCain and TF 58 was commanded by Vice Admiral Marc A. Mitscher, both distinguished naval aviators. The Task Forces consisted of four Task Groups ("TG"), each of which generally was comprised of four or five fast carriers, three or four fleet carriers (*Essex*-class or the pre-war carrier *Enterprise*) plus one or two *Independence*-class carriers. The Task Groups also were numerically designated (TG 38.1, 38.2, 38.3, and 38.4 or 58.1, 58.2, 58.3, and 58.4). Each Task Group was commanded by a naval aviator rear admiral and in addition to the fast carriers, generally contained two fast battleships, a mix of heavy cruisers and light cruisers, as well as destroyers. The fleets also contained Service Forces ships such as oilers, ammunition ships, escort carriers, destroyer escorts, tugs, rescue ships as well as Amphibious Forces designed to deliver Marines and supplies to assault the beachheads.

Eight of the sister ships survived the war; *Princeton* was sunk during the Battle of Leyte Gulf during late October 1944. *Independence* was used as a target ship at the Bikini atom bomb tests in the summer of 1946 and ultimately was sunk off the West Coast in 1951. Most of the other seven ships were laid up soon after World War II. Some were recommissioned for service during the Korean War with one serving in combat, and a total of three were transferred to France and Spain. Two additional light carriers were built at New York Shipbuilding based on modified *Baltimore*-class heavy cruiser hulls but not commissioned until after the end of hostilities. The *Independence*–class light carriers served valiantly and effectively during World War II but the inherent deficiencies and limitations in their design and capabilities left little room for modifications and improvements to handle larger and faster carrier aircraft, including jets.

# USS *INDEPENDENCE* (CVL-22) (CV-22), 1943-1946

The fourth *Independence*,[11] begun as *Amsterdam* (CL-59), was launched as CV-22 on August 22, 1942.  The ship was commissioned on January 14, 1943, with Captain G. B. Fairlamb, Jr., U.S. Navy, in command.
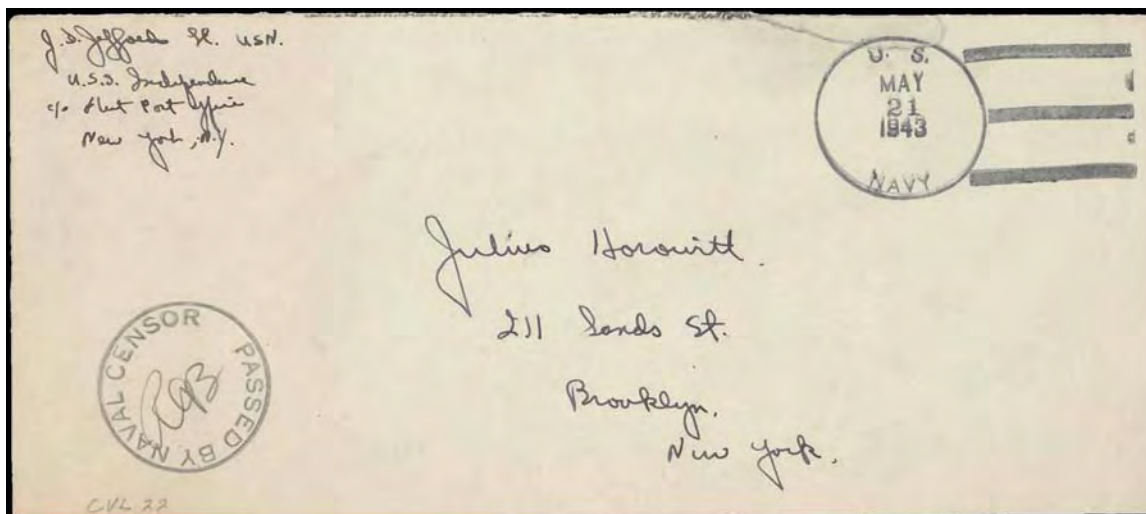


*Fig. 18:  A rubber stamp (Locy Type 3z (BTT)) postmark dated 21 May 1943 on a Number 10 unfranked cover with USS* **Independence**'s *return address at FPO New York handwritten by Lieutenant J. D. Jeffords, USN.  The ship was undergoing shakedown cruise and training in the Atlantic soon after commissioning.  The cover is addressed to a well-known naval tailor near the Brooklyn Navy Yard who was a collector of covers during the war. The cover bears a rubber stamp censor's mark in the lower left corner with the initials "RGB" written in black ink.  The postmark is rated "B" in the* **Postmark Catalog.**
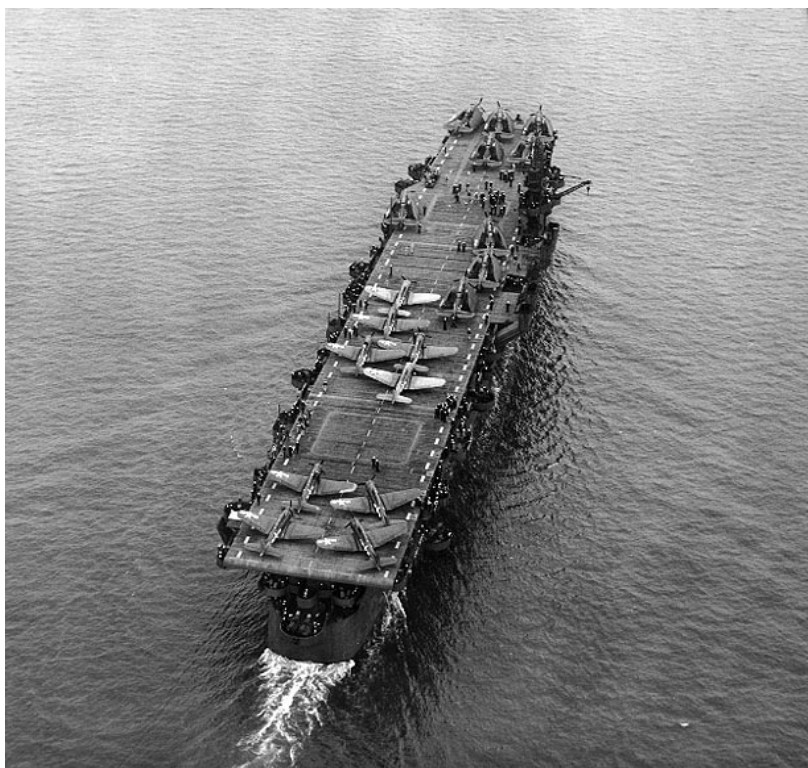


*Fig. 19:  In San Francisco Bay, CA, on 15 July 1943, the day the hull number on the USS* **Independence** *was changed from CV-22 to CVL-22.*
*She has nine SBD scout bombers parked amidships and aft, and nine TBM torpedo planes parked amidships and forward.*

*Official U.S. Navy Photograph, now in the collections of the National Archives.*
*(Photo #: 80-G-74433)[12]*

The lead ship of the class, *Independence* conducted shakedown training in the Caribbean before steaming through the Panama Canal to join the Pacific Fleet.  She arrived at San Francisco on July 3, 1943. *Independence* got underway for Pearl Harbor on July 14 to serve in the Pacific Theater of Operations, and the next day was redesignated as CVL-22.

*Independence* went to war with the finest naval fighter of World War II, the F6F Grumman Hellcat.  Fighter Squadron SIX (VF-6) was commanded by the legendary Lieutenant Commander Edward H. "Butch" O'Hare[13] who was awarded the Medal of Honor for his actions as a fighter pilot defending the first USS *Lexington* during the battle of Coral Sea.  Also on board was another famous naval aviator Lt (JG) Alexander Vraciu, who brought down a record 19 enemy planes during the Marianas campaign.  Commander O'Hare would only serve in *Independence* for less than a month before he was transferred to USS *Enterprise* (CV-6) as Commander Carrier Air Group SIX ("CAG 6") on September 17, 1943.  Barely 70 days later, he was lost in action as one of naval aviation's pioneer night fighter pilots on November 26, 1943.

After two weeks of exercises, she sailed with the first two new larger fleet carriers *Essex* (CV-9) and *Yorktown* (CV-10) to raid Marcus Island. Aircraft from the carrier force struck on September 1, 1943 and destroyed over 70% of the island's installations. *Independence* began her next operation, a similar strike against Wake Island, on October 5-6, 1943.



*Fig. 20:  A rubber stamp (Locy Type 3z (BTT)) postmark dated 13 October 1943 on a Number 6 airmail cover franked with a 6 cent red airmail stamp and with USS* **Independence***'s return address at FPO San Francisco, Calif. handwritten by a sailor in the Deck Department, 4th Division.  The cover bears a rubber stamp censor's mark in the lower left corner with the initials "BR" written in black ink.  The postmark is rated "B" in the* **Postmark Catalog.**

*Independence* next sailed from Pearl Harbor for Espiritu Santo (New Hebrides) on October 21. During an ensuing carrier attack on Rabaul (Papua New Guinea) on November 11, the ship's gunners scored their first kills—six Japanese planes shot down. After this operation the carrier refueled at Espiritu Santo and headed for the Gilberts and pre-invasion strikes on Tarawa (Gilbert Islands) on November 18-20, 1943. During a Japanese counterattack on November 20, *Independence* was attacked by a group of planes low on the water. Six were shot down, but the aircraft managed to launch at least five torpedoes, one of which struck the carrier's starboard quarter. Seriously damaged, the ship steamed to Funafuti (Ellice Islands) on November 23 for repairs. With the first step on the mid-Pacific road to Japan underway, *Independence* returned to San Francisco on January 2, 1944 for more permanent repairs.



*Fig. 21: A rubber stamp (Locy Type 3z) postmark dated 25 June 1944 on a Number 10 cover free-franked with USS* **Independence***'s return address at FPO San Francisco, Calif., handwritten by a sailor in the upper left corner. The sailor was in the Air Department, V-2 Division. The cover bears a rubber stamp censor's mark in the lower left corner with the initials "WES" written in black ink. The postmark is rated "B" in the* **Postmark Catalog.**

More than half a year later she returned to Pearl Harbor on July 3, 1944. During her repairs, the ship was fitted with an additional catapult, and upon arrival in Hawaiian waters, *Independence* began training for night carrier operations. She continued this pioneering work out of Eniwetok until August 24-29. The ship sailed with a large task group on August 29 to take part in the Palaus operation, aimed at securing bases for the final assault on the Philippines in October. *Independence* provided night reconnaissance and night combat air patrol.

In September the fast carrier task force regularly pounded the Philippines in preparation for the invasion. When no Japanese counterattacks developed, *Independence* shifted to regular daytime operations, striking targets on Luzon. Admiral Halsey had recommended to the Combined Chiefs of Staff a major acceleration of the offensive because of the lack of Japanese defenses. Perhaps this was his greatest strategic contribution of the war.

After replenishment at Ulithi (Caroline Islands) in early October, the force sortied on October 6 for Okinawa. The carriers struck Okinawa, Formosa, and Philippines. Japanese air counterattacks were repulsed, with *Independence* providing day strike groups in addition to night fighters and reconnaissance aircraft.

During the liberation of the Philippines, as the carrier groups steamed east of the archipelago on October 23, it became apparent, as Halsey's Chief of Staff, Rear Admiral Robert B. Carney, a future CNO, later recalled, that "something on a grand scale was underfoot."[14] The Japanese fleet moved in a three-pronged effort to turn back the American beachhead on Leyte Gulf. Planes from *Independence's* Task Group 38.2, under Rear Admiral Bogan, spotted Kurita's striking force in the Sibuyan Sea on October 24 and the carriers launched a series of attacks. Planes from *Independence* and other ships sank giant battleship *Musashi* and disabled a cruiser.

That evening, Admiral Halsey made the long-questioned decision to turn Task Force 38 northward in search of Admiral Ozawa's carrier group. *Independence's* night search planes located and shadowed the Japanese ships until dawn October 25, when Third Fleet carriers launched an attack. In this second part of the Battle for Leyte Gulf, all four Japanese carriers were sunk. Meanwhile American heavy ships had won a resounding victory in Suriago Strait; and an escort carrier force had outfought the remainder of Kurita's ships in the Battle off Samar. After the battle, which virtually spelled the end of the Japanese Navy as a major threat, *Independence* continued to provide search planes and night fighter protection for Task Force 38 in strikes on the Philippines.

*Independence* returned to Ulithi for rest and replenishment from November 9 to 14, but soon got underway to operate off the Philippines on night attacks and defensive operations. This phase continued until December 30, 1944, when the task force sortied from Ulithi once more and moved northward. From January 3 to 9, 1945 the carriers supported the Lingayen landings on Luzon in the Philippines, after which Halsey took Third Fleet into the South China Sea. Aircraft struck at air bases on Formosa and on the coasts of Indo China and China. These operations in support of the Philippines campaign marked the end of the carrier's night operations, and she sailed on January 30, 1945 for repairs at Pearl Harbor.

Six weeks later, *Independence* returned to Ulithi on March 13, 1945 and got underway next day for operations against Okinawa, the last target in the Pacific before Japan. She carried out pre-invasion strikes on March 30-31, and after the assault on April 1, remained off the island supplying Combat Air Patrol and strike aircraft. Her planes shot down numerous enemy planes attacking the invasion force. *Independence* remained off Okinawa until June 10 when she sailed for Leyte.

During July and August the carrier took part in the final carrier strikes against Japan. After the end of hostilities on August 15, 1945, *Independence's* aircraft continued surveillance flights over the mainland locating prisoner of war camps, and covered the landings of Allied occupation troops. The ship departed Tokyo September 22, 1945, arriving San Francisco via Saipan and Guam on October 31, 1945.
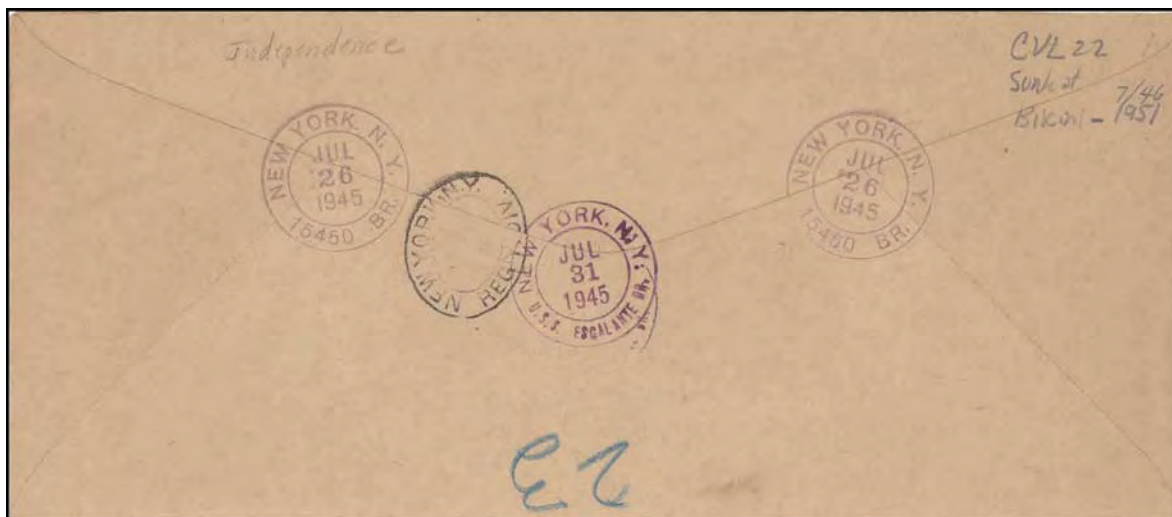
*Fig. 22: A rubber stamp (Locy Type 9#) cancel dated July 26, 1945 on the reverse of a Number 10 penalty cover used for official registered mail. During this time,* **Independence** *was part of Third Fleet conducting the final air strikes off Japan. The cancel was in red ink, a double circle registry stamp with the ship's branch number instead of her name; it is rated "C" or scarce in the* **Postmark Catalog**. *The cover also bears a rubber stamp (Locy Type 9efu) cancel from USS* **Escalante** *(AO-70) dated July 31, 1945 in the center of the flap. That cancel is rated "B" in the* **Postmark Catalog**. *The Fleet Oiler had fueled ships at the invasion of Western Europe at Normandy and then supported Third Fleet and Fifth Fleet Operations off Luzon, Iwo Jima, Okinawa, and the Japanese home islands in 1944 and 1945. She also fueled ships at Tokyo Bay between September 26 and October 20, 1945 during the initial days of the Occupation of Japan.*
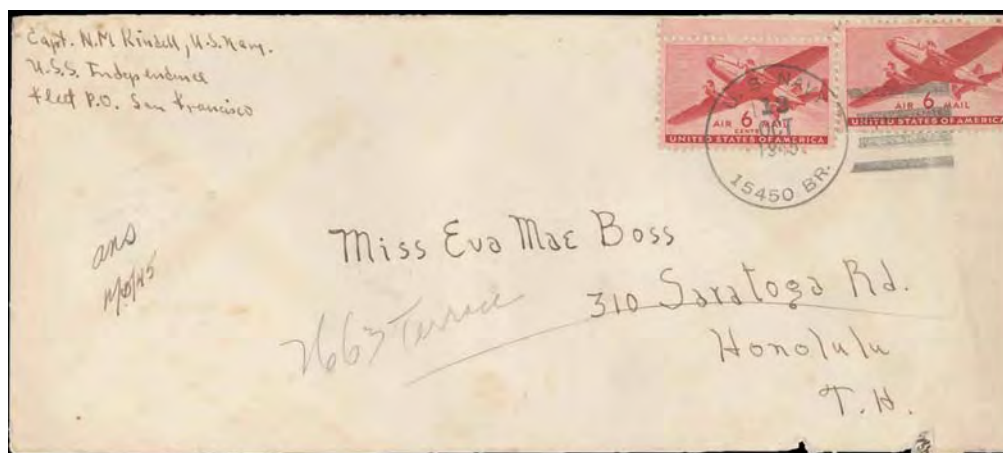


*Fig. 23: A rubber stamp (Locy Type 2#) postmark dated 13 October 1945 on a Number 10 airmail cover with two six cent red air mail stamps. During this time* **Independence** *was part of Operation Magic Carpet, returning veterans to the continental United States. The cover is not censored. The postmark was in black ink, with the ship's branch number instead of her name; it is rated "B" in the* **Postmark Catalog**. *The cover is addressed in hand by the last commanding officer of* **Independence**, *Captain N. M. Kindell, U.S. Navy, who ultimately retired as a flag officer.[15]*

*Independence* joined the "Magic-Carpet" fleet[16] on November 15, 1945, transporting veterans back to the United States until arriving San Francisco once more on January 28, 1946.

*Fig. 24: A rubber stamp (Locy Type 2(n)) postmark dated Navy Day, October 27, 1945 on a Number 6 cover franked with the one cent green Four Freedoms stamp and the two cent red FDR memorial stamp. Navy Day 1945 marked the first official use of ship's name cancels for non-registered mail since December 7, 1941 in the Pacific and earlier 1941 in the Atlantic. At this time* **Independence** *was at Portland, Oregon. The cover bears a rubber stamp cachet in blue ink on the left face and is addressed to a collector in Louisville. The postmark is rated "B" in the* **Postmark Catalog.** *The ship was completing its Operation Magic Carpet duties.*

Assigned as a target vessel for the Bikini atomic bomb tests, she was placed within one-half mile of ground zero for the July 1, 1946 above-surface detonation. The ship did not sink, however, and after taking part in another test on July 25, 1946 was taken to Kwajalein (Marshall Islands) and decommissioned on August 28, 1946. The radioactive hulk was later returned to Pearl Harbor and then San Francisco for further tests. *Independence* was finally sunk in weapons tests off the coast of California on January 29, 1951. *Independence* received eight battle stars for World War II service.



*Fig. 25: USS* **Independence,** *afire aft, soon after the "Able Day" atomic bomb air burst test at Bikini on 1 July 1946. The bomb had exploded off the ship's port quarter, causing massive blast damage in that area, and progressively less further forward.*
Official U.S. Navy Photograph, now in the collections of the National Archives. (Photo #: 80-G-627502)

*Fig. 26:  A rubber stamp (Locy Type 2(n)) postmark dated June 30, 1946 on a Number 6 cover franked with the three cent purple "Win the War" stamp.  At this time* Independence *was at Bikini Atoll where, the next month, she would be one of the prime target ships in major above-ground nuclear tests.  She was badly damaged by the July 1, 1946 air burst and further contaminated by radioactivity in the July 25th underwater test.  Formally decommissioned in August 1946, she was later used as a radiological research hulk.  The cover bears a single straight line rubber stamp in black ink and is addressed to a well known collector who was serving on board an amphibious transport, USS* Rockwall *(APA-230), a support ship for Operation Crossroads, the nuclear tests.  The postmark is rated "B" in the* Postmark Catalog.



*Fig. 27:*
*"The* Independence *in Tow"*
*Watercolor, 1946 by*
*Arthur Beaumont[17]*

   A battered *Independence*, after the first a-bomb test being towed to shallower water in preparation for test Baker.  She survived that second test, was eventually towed to California for study, and later scuttled in 1951.

# USS *PRINCETON* (CV-23) (CVL-23) 1943-1944

The fourth *Princeton*[18] was laid down as *Tallahassee* (CL-61) on June 2, 1941; reclassified CV-23 on February 16, 1942; renamed *Princeton* on March 31, 1942; launched on October 18, 1942, she was commissioned at Philadelphia February 25, 1943, with Capt. George R. Henderson, U.S. Navy in command.

*Fig. 28:  Launch of the USS* **Princeton***, at the New York Shipbuilding Corporation shipyard, Camden, New Jersey, on 18 October 1942.*

*Photograph from the Bureau of Ships Collection in the U.S. National Archives. (Photo #: 19-N-46451)*

Following shakedown in the Caribbean and reclassification to CVL-23 on July 15, 1943, *Princeton*, with Air Group 23 embarked, got underway for the Pacific.  Arriving at Pearl Harbor on August 9, she sortied with Task Force 11 on the 25th headed for Baker Island.  There she served as flagship, Task Group 11.2, and provided air cover during the occupation of the island and the construction of an airfield there between September 1 and 14, 1943.  During that time her planes downed Japanese *Emily* reconnaissance planes and, more importantly, furnished the fleet with photographs of them.

After completing that mission, *Princeton* rendezvoused with TF 15, conducted strikes against enemy installations on Makin and Tarawa, and then headed back to Pearl Harbor.  In mid-October 1943, she sailed for Espiritu Santo where she joined TF 38 on the 20th.  She launched her planes against airfields at Buka and Bonis on Bougainville (November 1-2) to suppress Japanese aerial resistance during the landings at Empress Augusta Bay.  On the 5th and 11th her planes raided Rabaul and on the 19th, with TF 50, they helped neutralize the airfield at Nauru.  *Princeton* then steamed northeast, covered the garrison groups en route to Makin and Tarawa and, after exchanging operational aircraft for damaged planes from other carriers, got underway for Pearl Harbor and the West Coast.
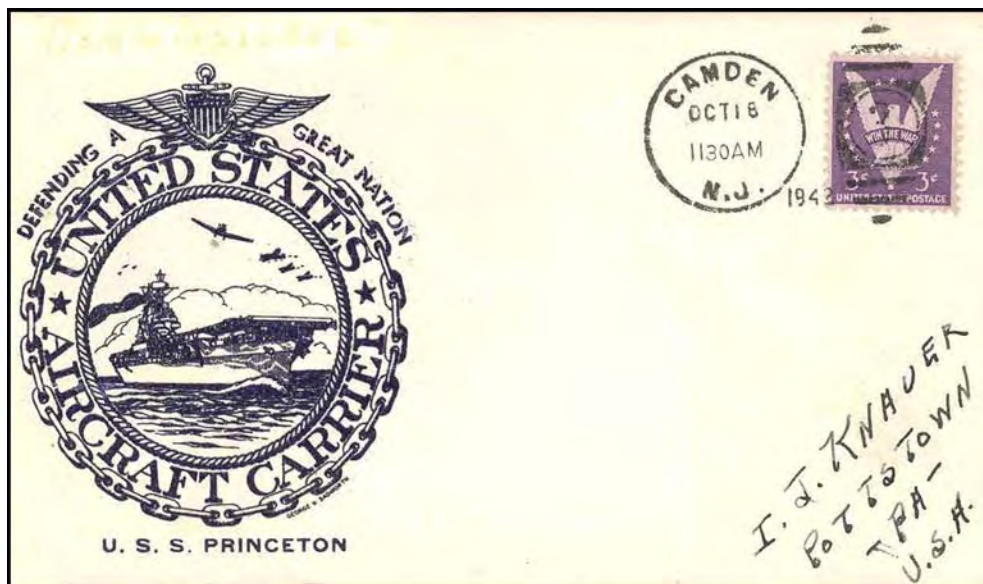
*Fig. 29: The launch cover for USS Princeton (CV-23) postmarked at Camden, NJ on October 18, 1942 with a steel hand cancel device. The cover bears a printed cachet on the left face sponsored by George V. Sadworth, whose name appears in the lower left under the outer ring of anchor chain under the first part of the word "Carrier." The ship illustrated inside the concentric circles is not an Independence-class small carrier but probably is a Yorktown-class carrier. The erroneous handwritten ink annotation "Commissioned" at the top left of the cover – visible only in the electronic version of this article - has been eradicated. It is franked with a purple three cent "Win the War" stamp.*



*Fig. 30: USS Princeton underway in the Delaware River, off the Philadelphia Navy Yard, Pennsylvania, March 28, 1943.*
*Photograph from the Bureau of Ships Collection in the U.S. National Archives.*
*(Photo #: 19-N-42904)*
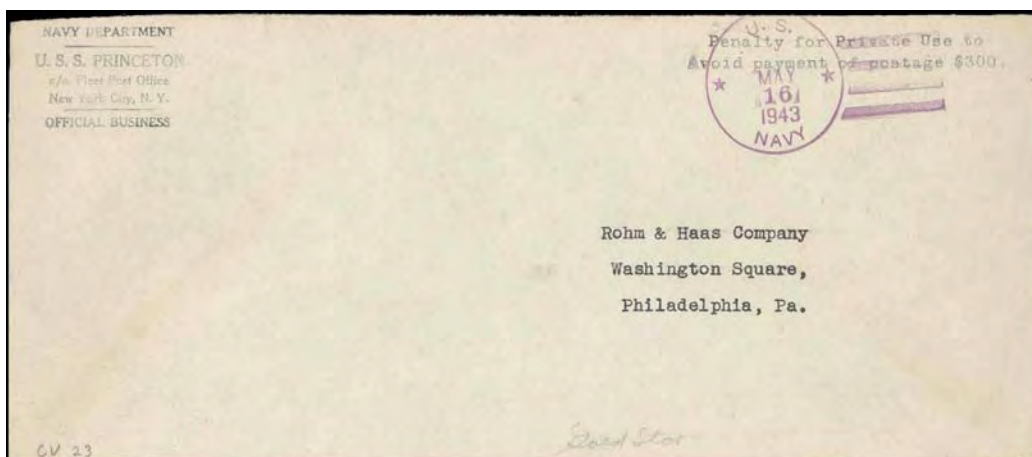
***Fig. 31:  A number 10 penalty envelope with a rubber stamp return address for USS** Princeton **C/o Fleet Post Office, New York.  The cover is postmarked on May 16, 1943 with the (Locy Type 2z\*) postmark in red over the rubber stamp franking.  The cover is not censored and is addressed to a government contractor.  The post office was established in** Princeton **one month before on April 15, 1943.  The ship still was operating in the Atlantic Ocean undergoing shakedown cruise and initial training for the crew and air wing.  The postmark is rated "C" or scarce in the Postmark Catalog.***



***Fig. 32:  An airmail envelope franked with a six cent red airmail stamp and a handwritten return address for USS** Princeton **C/o Fleet Post Office, San Francisco.  The cover is postmarked on August 25, 1943 with the (Locy Type 2z\*) postmark in black ink.  The cover is censored in the lower left corner and is addressed to a collector.  The postmark is rated "C" or scarce in the** Postmark Catalog.***

Repairs at Bremerton followed and on January 3, 1944, *Princeton* steamed west again. At Pearl Harbor, she rejoined the fast carriers, now designated TF 58.  On the 19th, she sortied with TG 58.4 for strikes at Wotje and Taroa (January 29-31) to support amphibious operations against Kwajalein and Majuro (Marshall Islands).  Her planes photographed the next assault target, Eniwetok (a western outpost of the Marshalls) on February 2, and on the 3rd, they helped destroy the airfield on Engebi.  For three days the atoll was bombed and strafed.  On the 7th, *Princeton* retired to Kwajalein, returning to Eniwetok on the 10th-13th and 16th-28th, where her planes softened the beaches for the invasion force, then provided air cover during the assault and ensuing landings.

From Eniwetok, *Princeton* retired to Majuro, before steaming to Espiritu Santo for replenishment. On March 23, 1944, she got underway for strikes against enemy installation and shipping in the Carolines. After striking the Palaus, Woleai, and Yap, the force replenished at Majuro and sortied again on April 13th. Steaming to New Guinea, the carriers provided air cover for the Hollandia operation (April 21-29), then crossed back over the International Date Line to raid Truk (April 29) and Ponape (May 1).



*Fig. 33: A number 6 embossed stamped airmail envelope with a handwritten return address for USS* Princeton *C/o FPO San Francisco. It was sent by a sailor in the Deck Department, 2nd Division. The cover was cancelled on May 22, 1944 with the (Locy Type 2z) postmark in black ink over the orange six cent airmail franking. The cover is censored in the lower left with perhaps initials "RDS" in black ink inside the double ring blue rubber stamp and is addressed probably to an individual at a government contractor. The postmark is rated "C" or scarce in the* Postmark Catalog.

On May 11, 1944, *Princeton* returned to Pearl Harbor, departing on the 29th for Majuro. There she rejoined the fast carriers headed toward the Marianas to support the assault on Saipan. From June 11 to 18, she sent her planes against targets on Guam, Rota, Tinian, Pagan, and Saipan, then steamed west to intercept a Japanese fleet reported to be en route from the Philippines to the Marianas. In the ensuing Battle of the Philippine Sea, *Princeton*'s planes contributed 30 kills and her guns another three, plus one assist.

Returning to the Marianas, *Princeton* again struck Pagan, Rota, and Guam, then replenished at Eniwetok. On July 14, 1944, she got underway again as the fast carriers returned to the Marianas to furnish air cover for the capture of Guam and Tinian. On August 2, the force returned to Eniwetok, replenished, then sailed for the Philippines. En route, its planes raided the Palaus, then on September 9-10, struck airfields on northern Mindanao. On the 11th, they pounded the Visayas. At mid-month the force moved back to support the Palau offensive, then returned to the Philippines to hit Luzon, concentrating on Clark and Nichols fields. The force then retired to Ulithi, and in early October, bombed and strafed enemy airfields, installations, and shipping in the Nansei Shoto and Formosa area in preparation for the invasion of the Philippines.
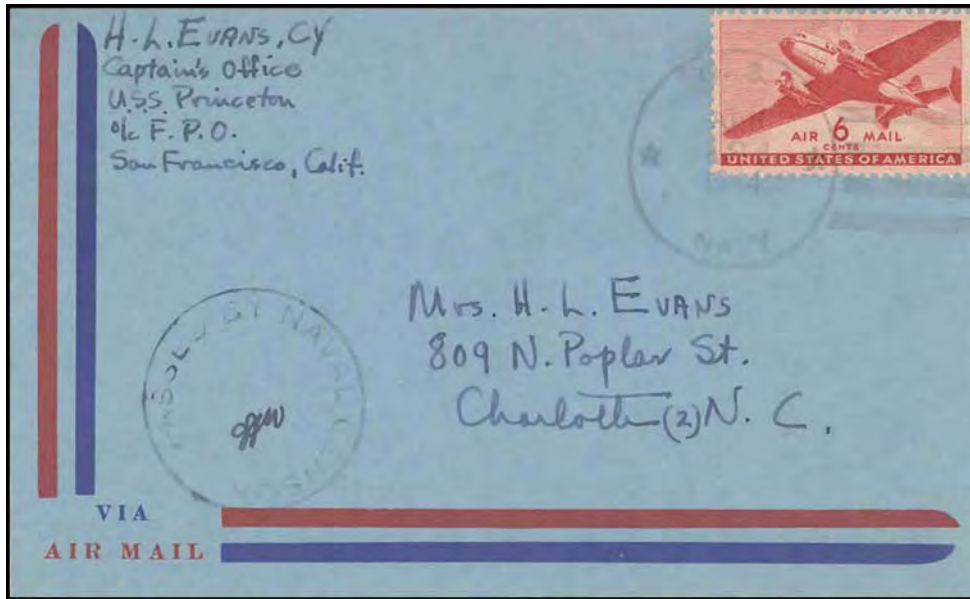
*Fig. 34: A number 6 blue envelope with blue and red airmail borders and a handwritten return address for USS **Princeton** C/o FPO San Francisco sent by Chief Yeoman H. L. Evans, U.S. Navy. The cover most likely was cancelled on Aug. 24, 1944 with the (Locy Type 2z\*) postmark in black ink over the red six cent airmail stamp. It is difficult to read the month in the cancellation and while the three letters might suggest October 24, 1944, the date of her sinking, it is highly improbable that any mail was postmarked on board that day. The cover is censored in the lower left with tiny initials in black ink, perhaps "JJW" inside the double ring black rubber stamp and is addressed probably to Chief Evans's wife or mother in Charlotte, North Carolina. The postmark is rated "C" or scarce in the **Postmark Catalog.***

On October 20, 1944, landings were made at Dulag and San Pedro Bay, Leyte. *Princeton*, in TG 38.3, cruised off Luzon and sent her planes against airfields there to prevent Japanese land-based aircraft attacks on Allied ships massed in Leyte Gulf. Enemy planes from Clark and Nichols fields found TG 38.3 and attacked. Shortly before 10:00 AM on October 24, 1944, a lone enemy dive-bomber came out of the clouds above *Princeton*. At 1,500 feet the pilot released a single bomb. It hit between the elevators, penetrated the flight deck and hangar, then exploded. Initial fires soon expanded as further explosions sent black smoke rolling off the flight deck and red flames along the sides from the island to the stern. Covering vessels provided rescue and fire-fighting assistance and shielded the stricken carrier from further attack. At 3:24 PM, another much heavier explosion, possibly the bomb magazine or torpedoes, blew off the carrier's stern and the after flight deck. USS *Birmingham* (CL-62), alongside to fight fires, suffered heavy damage and hundreds of casualties.

Efforts to save *Princeton* continued for half an hour, but by 4:04 PM, the fires had prevailed. Boats were requested to take off remaining personnel and shortly after 5:06 PM, USS *Irwin* (DD-794) began to fire torpedoes at the burning hulk. At 5:46 PM, USS *Reno* (CL-96) relieved *Irwin* and at 5:49 PM the last, and biggest, explosion occurred. Flames and debris shot up 1,000 to 2,000 feet. *Princeton*'s forward section was gone. Her after section appeared momentarily through the smoke. By 5:50 PM she had disappeared, but 1,361 of her crew survived. Capt. John M. Hoskins, prospective commanding officer of CVL-23, lost his right foot but would become the first commanding officer of the fifth *Princeton* (CV-37). Losses and

damage to assisting vessels were heavy — *Birmingham*: 85 killed 300 wounded, a heavily damaged topside, and loss of two 5" guns, two 40 mm and two 20 mm guns; USS *Morrison* (DD-560): foremast lost, portside smashed; *Irwin*: forward 5" mounts and director out, starboard side smashed; and *Reno*: one 40 mm smashed. *Princeton* earned nine battle stars during World War II. She was the only small carrier lost during the war and the only U.S. Navy fast carrier sunk after Guadalcanal.

## LOSS OF USS *PRINCETON*:  OCTOBER 24, 1944
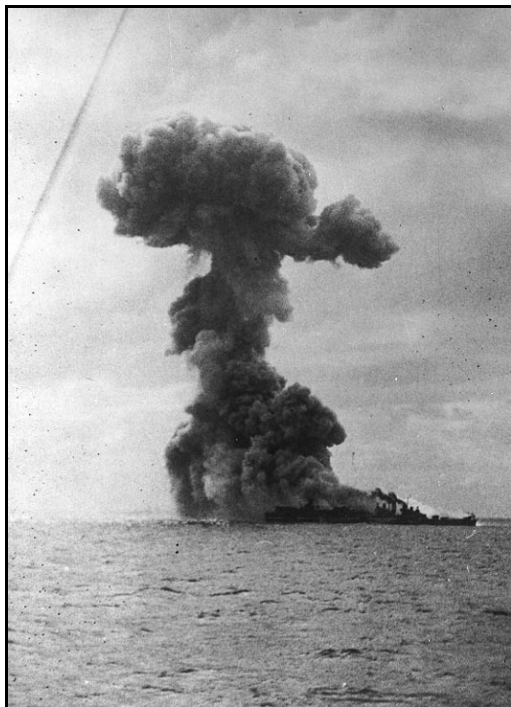


*Fig. 35:  Heavy explosion aft on USS* **Princeton** *(CVL-23), with USS* **Birmingham** *(CL-62) alongside.*
Official U.S. Navy Photograph, now in the collections of the National Archives (Photo # 80-G-281663-3).



*Fig. 36:  USS* **Reno** *(CL-96) stands off the starboard quarter of USS* **Princeton** *(CVL-23), while fighting fires on board the bombed carrier.*
Official U.S. Navy Photograph, from the collections of the Naval Historical Center (Photo # NH 63439).
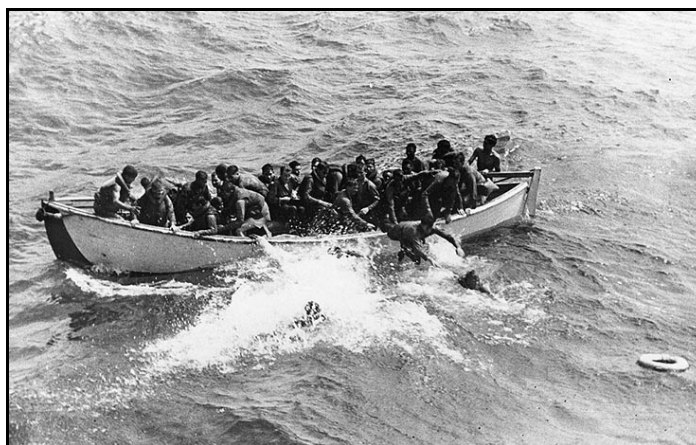


*Fig. 37:  USS* **Prince***ton survivors jumping from a motor whaleboat to swim to USS* **Cassin Young** *(DD-793), October 24, 1944.*
Official U.S. Navy Photograph, now in the collections of the National Archives (Photo # 80-G-281662-6).

# USS *BELLEAU WOOD* (CV-24) (CVL-24) 1943-1947

The *Cleveland*-class light cruiser, *New Haven* (CL-76) was reclassified CV-24 and renamed *Belleau Wood* on February 16, 1942. *Belleau Wood* [19] was launched on December 6, 1942; commissioned on March 31, 1943, Captain A. M. Pride, U.S. Navy in command. She became CVL-24 on July 15, 1943, after commissioning when the hull designations were changed for the class.
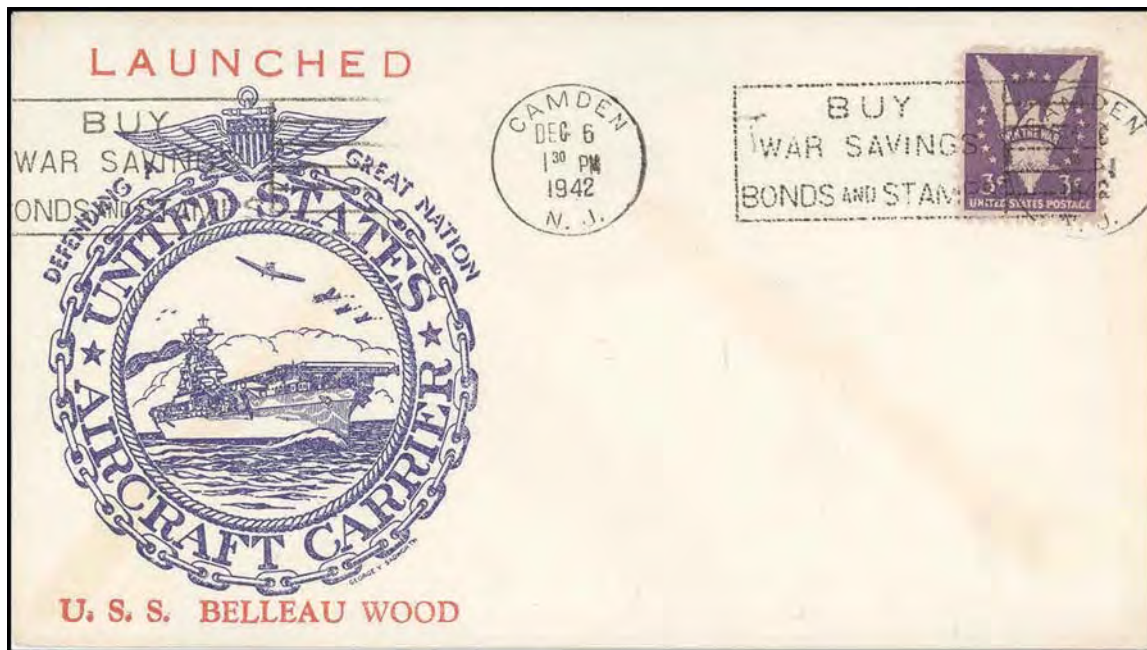


*Fig. 38: The launch cover for USS* **Belleau Wood** *(CV-24) postmarked at Camden, NJ on December 6, 1942 with a steel machine cancel device, which was struck twice. The cover bears a printed cachet on the left face sponsored by George V. Sadworth, whose name appears in the lower left under the outer ring of anchor chain under the first part of the word "Carrier." The cachet is printed in blue and the wording added in red ink. The ship illustrated inside the concentric circles is not an* **Independence-***class small carrier but probably is a* **Yorktown-** *class carrier. It is franked with a purple three cent "Win the War" stamp.*

After a brief shakedown cruise *Belleau Wood* reported to the Pacific Fleet, arriving at Pearl Harbor on July 26, 1943. She supported the occupation of Baker Island (September 1) and taking part in the Tarawa (September 18) and Wake Island raids (October 5-6), she joined TF 50 for the invasion of the Gilbert Islands (November 19- December 4, 1943).

*Belleau Wood* operated with TF 58 during the seizure of Kwajalein and Majuro Atolls, Marshall Islands (January 29- February 3, 1944), Truk raid (February 16-17); Saipan-Tinian-Rota-Guam raids (February 21-22); Palau-Yap-Ulithi-Woleai raid (March 30-April 1); Sawar and Wakde Island raids in support of the landings at Hollandia, New Guinea (April 22-24); Truk-Satawan-Ponape raid (April 29-May 1); occupation of Saipan (June 11-24), First Bonins raid (June 15-16), Battle of the Philippine Sea (June 19-20); and Second Bonins raid (June 24). During the Battle of the Philippine Sea, *Belleau Wood*'s planes sank the Japanese carrier *Hiyo.*
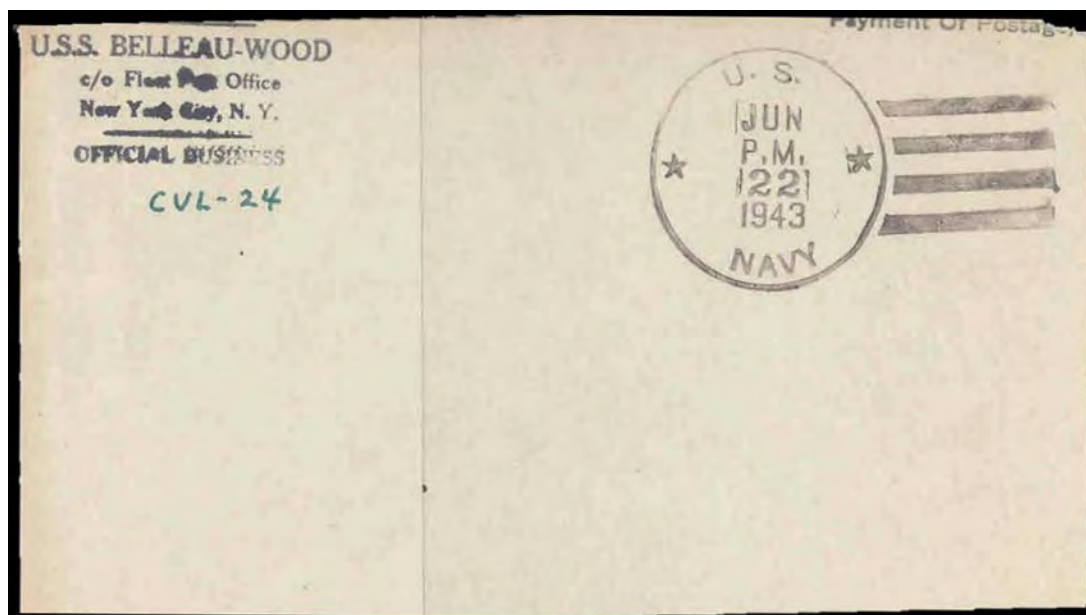
*Fig. 39:  A cut-down free franked cover with a rubber stamp address for USS* **Belleau Wood** *C/o Fleet Post Office New York.  The cover is postmarked on June 22, 1943 with the (Locy Type 2z\*) postmark in black ink.  The postmark is rated "A" in the* **Postmark Catalog.**



*Fig. 40:  USS* **Belleau Wood** *(CVL-24) underway on December 22, 1943.*

*Official U.S. Navy Photograph, from the collections of the Naval Historical Center  [Photo #: NH 97269]*

*Fig. 41: A number 6 envelope franked with a six cent red airmail stamp and a handwritten return address for USS **Belleau Wood** C/o Fleet Post Office, San Francisco. The cover is postmarked on May 29, 1944 with the (Locy Type 2z\*) postmark in black ink. The cover is censored in the lower left face. The postmark is rated "A" in the **Postmark Catalog**.*

After a month long overhaul at Pearl Harbor (June 29-July 31, 1944), *Belleau Wood* rejoined TF 58 for the last stages of the occupation of Guam (August 2-10). She joined TF 38 and took part in the strikes in support of the occupation of the southern Palaus (September 6-October 14); Philippine Islands raids (September 9-24); Morotai landings (September 15); Okinawa raid (October 10); northern Luzon and Formosa raids (October 11-14); Luzon strikes (October 15, 17-19), and the Battle of Cape Engaño (October 24-26). On October 30, 1944, while *Belleau Wood* was patrolling with her task group east of Leyte, she shot down a Japanese suicide plane which crashed on her flight deck aft causing fires which set off ammunition. Before the conflagration could be controlled 92 men were killed or missing.



*Fig. 42: USS **Belleau Wood** (CVL-24), burning aft after she was hit by a Kamikaze, while operating off the Philippines on 30 October 1944. Flight deck crewmen are moving undamaged TBM torpedo planes away from the flames as others fight the fires. USS **Franklin** (CV-13), also hit during this Kamikaze attack, is afire in the distance.*

*Official U.S. Navy Photograph, now in the collections of the National Archives (Photo #: 80-G-342020)*

After temporary repairs at Ulithi (November 2-11), *Belleau Wood* steamed to Hunter's Point, Calif., for permanent repairs and an overhaul, arriving November 29, 1944.  She departed San Francisco Bay two months later on January 20, 1945 and joined TF 58 at Ulithi on February 7, 1945.  Between February 15 and March 4 she took part in the raids on Honshu Island, Japan, and the Nansei Shoto, as well as supporting the landings on Iwo Jima.  She also took part in the Fifth Fleet strikes against Japan (March 17-May 26) and the Third Fleet strikes (May 27-June 11).  After embarking a new air group at Leyte (June 13-July 1), she rejoined the Third Fleet for the final strikes against the Japanese home islands (July 10-August 15).

*Belleau Wood* launched her planes on September 2, 1945 for the mass flight over Tokyo, Japan, during the surrender ceremonies.  She remained in Japanese waters until October 13, 1945.  Arriving at Pearl Harbor on October 28, she departed three days later with 1,248 servicemen for San Diego.  She remained on "Magic Carpet" duty, returning servicemen from Guam and Saipan to San Diego, until January 31, 1946.
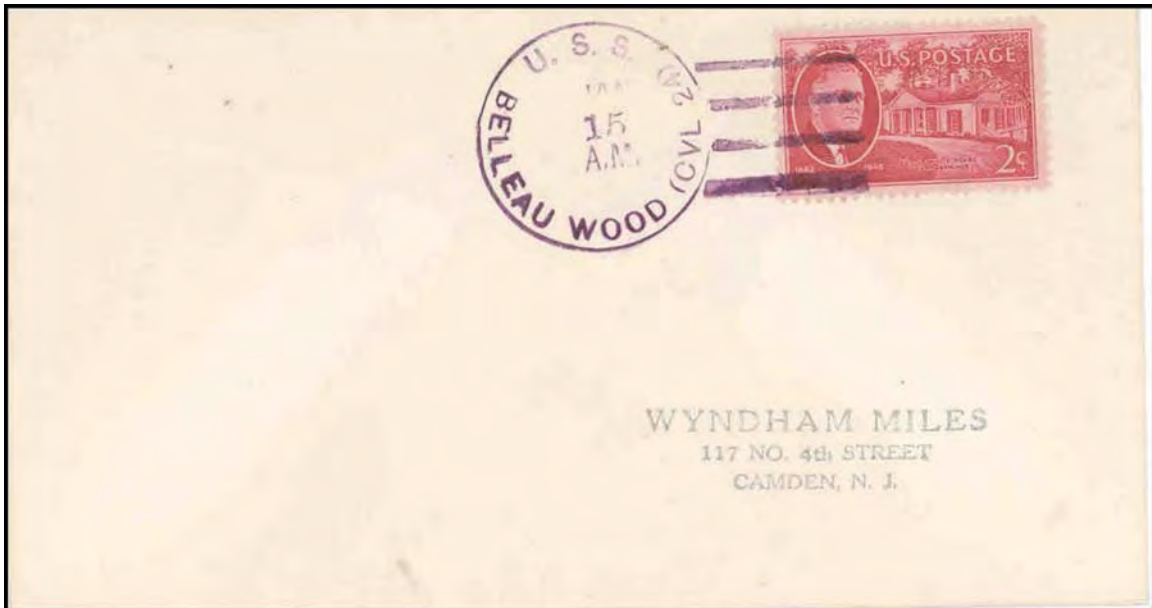


*Fig. 43: A rubber stamp (Locy Type 2(n)) postmark dated January 15, [1946] on a Number 6 cover franked with the two cent red FDR stamp. The postmark is rated "A" in the* **Postmark Catalog.  Belleau Wood's** *post office was disestablished on February 14, 1946.*

During the next year *Belleau Wood* was moored into the San Francisco area undergoing inactivation.  She was placed out of commission at Alameda Naval Air Station on January 13, 1947.  She remained in reserve until transferred to France on September 5, 1953 under the Mutual Defense Assistance Program.  Under the name *Bois Belleau*, the ship served with the French Navy until 1960 when she was returned to the United States.  She was stricken from the Navy list on October 1, 1960 and sold for scrapping.  *Belleau Wood* received the Presidential Unit Citation and twelve battle stars during World War II.

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

# ENDNOTES:

*Photo credits*:  the many nice photographs of carriers are available online 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.

[1] Fortuitously, none of the seven operational aircraft carriers were in port at Pearl Harbor on December 7, 1941.

[2] Between May and November 1942 the United States Navy lost four of its seven fast carriers in combat.  USS *Lexington* (CV-2) was sunk at the Battle of Coral Sea; *Yorktown* (CV-5) was sunk at the Battle of Midway; *Wasp* (CV-8) and *Hornet* (CV-7) were sunk off Guadalcanal.  USS *Enterprise* (CV-6) and *Saratoga* (CV-3), the two remaining carriers in the Pacific that year, both suffered heavy damage.

[3] The designations light cruiser and heavy cruiser were predicated on the size of the main armament of the ships, not the hull dimensions or displacement.  Ships with a main battery containing guns of 6.1" or greater were heavy cruisers while those with main battery guns of 6.0" or less were light cruisers.  Most cruisers were capable of fleet speed, generally in excess of 32 knots.

[4] The Chief of Naval Operations, the senior admiral in the Navy, is referred to as CNO. Admiral Ernest J. King, U.S. Navy was appointed Commander in Chief, U.S. Fleet ("CINCUS") on December 31, 1941 and he relieved Admiral Harold E. Stark, U.S. Navy as CNO on March 18, 1942. King remained CNO and CINCUS throughout World War II and retired as the second senior of four Fleet Admirals in December 1945.

[5] The emergency carriers were "small" compared to *Essex*-class and even earlier *Yorktown*-class fleet carriers.  The length of the flight decks of the small carriers was more than 250 feet shorter and their full load displacements less than half that of the *Essex*-class; their air wings were one-third the size of the fleet carriers.

[6] King, Fleet Admiral Ernest J., U.S.N., *U.S. Navy At War 1941-1945 Official Reports,* (Navy Department, Washington, 1946).

[7] Federal-Kearny, a shipbuilding yard at Kearny, New Jersey, near Newark, was the builder of many destroyers during World War II.

[8] Until the construction of the *Nimitz*-class nuclear carriers (1967-date) no other shipyard has been entrusted with the construction of an entire multiple hull class of aircraft carriers since Newport News built the *Yorktown*-class before World War II.

[9] The escort carriers (CVEs) served extensively as anti-submarine warfare ships in the Battle of the Atlantic, destroying U-boats in the mid-Atlantic gap, the last U-boat sanctuary.  They also served in support of amphibious operations, escorted service force ships (oilers, ammunition ships, *etc*.), and ferried replacement aircraft to the fast carriers and Marine squadrons ashore.  During the Battle of Leyte Gulf a small group of escort carriers and destroyer escorts (DEs) attached to the Seventh Fleet were able to defeat a superior Japanese surface force, without air support, that nearly reached the unloading amphibious forces while Third Fleet chased north after the Japanese "decoy" carriers.

[10] USS *Indianapolis* is better known for her tragic sinking, the last major combatant ship to be sunk during World War II.  When sailing alone to rejoin Third Feet after repairs and delivery of the components of the first nuclear bomb to Tinian, she was torpedoed by a single Japanese submarine, *I-58.*  Because the shore-side administrative staff failed to note that she was overdue, many of her survivors were lost in shark infested waters of the Philippine Sea in mid-August 1945.  Her commanding officer, Captain Charles B. McVay, III, USN, was court-martialed and convicted on the testimony of the commanding officer of the Japanese submarine.  McVay retired as a tombstone rear admiral after the war notwithstanding that conviction.

[11]
- The first *Independence* was a 10-gun sloop that served during the War of Independence.
- The second USS *Independence*, first ship-of-the-line commissioned in the U.S. Navy, was launched on June 22, 1814 in the Boston Navy Yard. She immediately took on guns and was stationed with frigate *Constitution* to protect the approaches to Boston Harbor. Wearing the broad pennant of Commodore William Bainbridge, and under command of Captain William Crane, she led her squadron from Boston 3 July 1815 to deal with piratical acts of the Barbary Powers against American merchant commerce. In 1836, the frigate was the pride of the "old white navy", and she was cut down to three decks, and the guns reduced from seventy-four to fifty-four.  In 1846, commanded by Commodore Shubrick, *Independence* paid her first visit to California, having come around the horn to harass the enemy coast, during the Mexican War.  Returning to the east coast, the frigate became the flagship of the European squadron. She returned to the West Coast eight years later and was at Mare

Island until she was decommissioned in 1912. The night of September 20, 1919, *Independence* was burned on the Hunter's Point mud flats to recover her metal fittings. The veteran of the days of wooden ships had survived more than a century, 98 years of which were spent serving the U.S. Navy.

- The third USS *Independence*, a 7,898 gross ton freighter, was built at San Francisco, California, in 1918. She was taken over by the Navy soon after completion and placed in commission as USS *Independence* (ID # 3676) in mid-November 1918, a few days after the Armistice had ended World War I combat action. In January 1919 the ship made one voyage to England, with a cargo of food. She was decommissioned in March 1919 and returned to the United States Shipping Board. Extensively rebuilt in about 1930, she was the merchant ship City of Norfolk until 1940, when the Navy again acquired her. Converted to a transport, she served until 1946 as USS *Neville* (AP-16, later APA-9).

- The fourth USS *Independence* is the subject of this article.

- The fifth USS *Independence* (CVA-62 CV-62) was the fourth and final Forrestal class carrier.  She was built at the New York Naval Shipyard, Brooklyn, New York and commissioned on June 6, 1958.  She served primarily with the Atlantic Fleet, making numerous deployments to the Mediterranean Sea and Atlantic Ocean.  She made a combat cruise to Vietnam in 1965, the first Atlantic Fleet carrier to serve with the Seventh Fleet in the Gulf of Tonkin. In 1983 she participated in the liberation of Grenada and undertook air strikes in Lebanon.  Her senior aviator, Commander, Air Wing SIX, CDR E. K. Andrews, U.S. Navy, was shot down by a shoulder-held missile and recovered at sea. She underwent a Service Life Extension at the Philadelphia Naval Shipyard in the 1980s.  Between 1991 and 1998 she was home ported in Japan, the second U.S. Navy carrier to be based at Yokosuka.  She was decommissioned after more than 39 years of service.

- The sixth *Independence* is a prototype Littoral Control Ship (LCS-2).  The tri-hull ship is being constructed by General Dynamics at Mobile, Alabama.  She was launched on October 5, 2008.

[12] This and other Navy photos are available online 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.

[13] O'Hare Field in Chicago was named in his memory.

[14] Karig, Walter, *Battle Report – the End of an Empire* , p. 368 (Rinehart and Company, Inc., New York, 1948).

[15] See, Brennan, Captain Lawrence B., U.S.N. (Ret.) "FROM THE STARBOARD DELTA: USS *INDEPENDENCE* (CVL-22) Her Last Commanding Officer and the 'Blue Flash'", *Universal Ship Cancellation Society Log*, October 2008, Vol. 75, No. 10, Whole No. 899,  pp 20-22.

[16] Operation "Magic Carpet" was Navy's world-wide movement of millions of service members back to the continental United States for demobilization from September 1945 through 1946.  There is a dearth of published material on this important effort to return veterans to civilian status.  A recent data sheet on the subject,  published by the Universal Ship Cancellation Society, was prepared by Stewart B. Milstein.  See www.uscs.org.

[17]  Navy Art available at http://www.history.navy.mil/ac/bikini/88169d.jpg [November 12, 2008].

[18] • The first vessel named *Princeton* was a sloop of war, commissioned in 1843. She was the first Navy vessel to be powered by a steam-driven screw. On February, 28, 1844, while demonstrating a new type of cannon to the President and numerous dignitaries, ten people were killed when the cannon burst. Among the casualties were the Secretary of State and two senators. The ship was decommissioned in 1849.

- The second *Princeton* was an armed transport and training ship, commissioned in 1852 and in service until 1866.

- The third vessel named for the Battle of Princeton was a composite gunboat which was commissioned in 1898. She served in the Far East and off Nicaragua, and was decommissioned in 1919.

- The fourth *Princeton* (CV-23) (CVL-23) is the subject of this article.

- The fifth *Princeton* was an Essex-class carrier, CV 37. The ship was already in construction when CVL 23 was sunk, and the name *Princeton* was given to the new replacement. Commissioned just after the end of World War II in 1945, she was reclassified in 1950 as an attack carrier, CVA 37. The ship earned the Navy Unit Commendation and eight battle stars during the Korean War. In 1954, she was reclassified as an amphibious assault ship, LPH 5. She served off the coast of Vietnam conducting support missions for the U. S. Marines, which earned her a Meritorious Unit Commendation. She was also the primary recovery ship for APOLLO TEN.  She was decommissioned in 1970.

- The sixth *Princeton (*CG-59) was commissioned in 1989 in Pascagoula, MS and has completed three deployments to the Arabian Gulf and won Battle Efficiency Awards. The AEGIS missile cruiser and continues to serve with the Pacific Fleet.  She suffered major hull damage in 1991 during the first Gulf War.
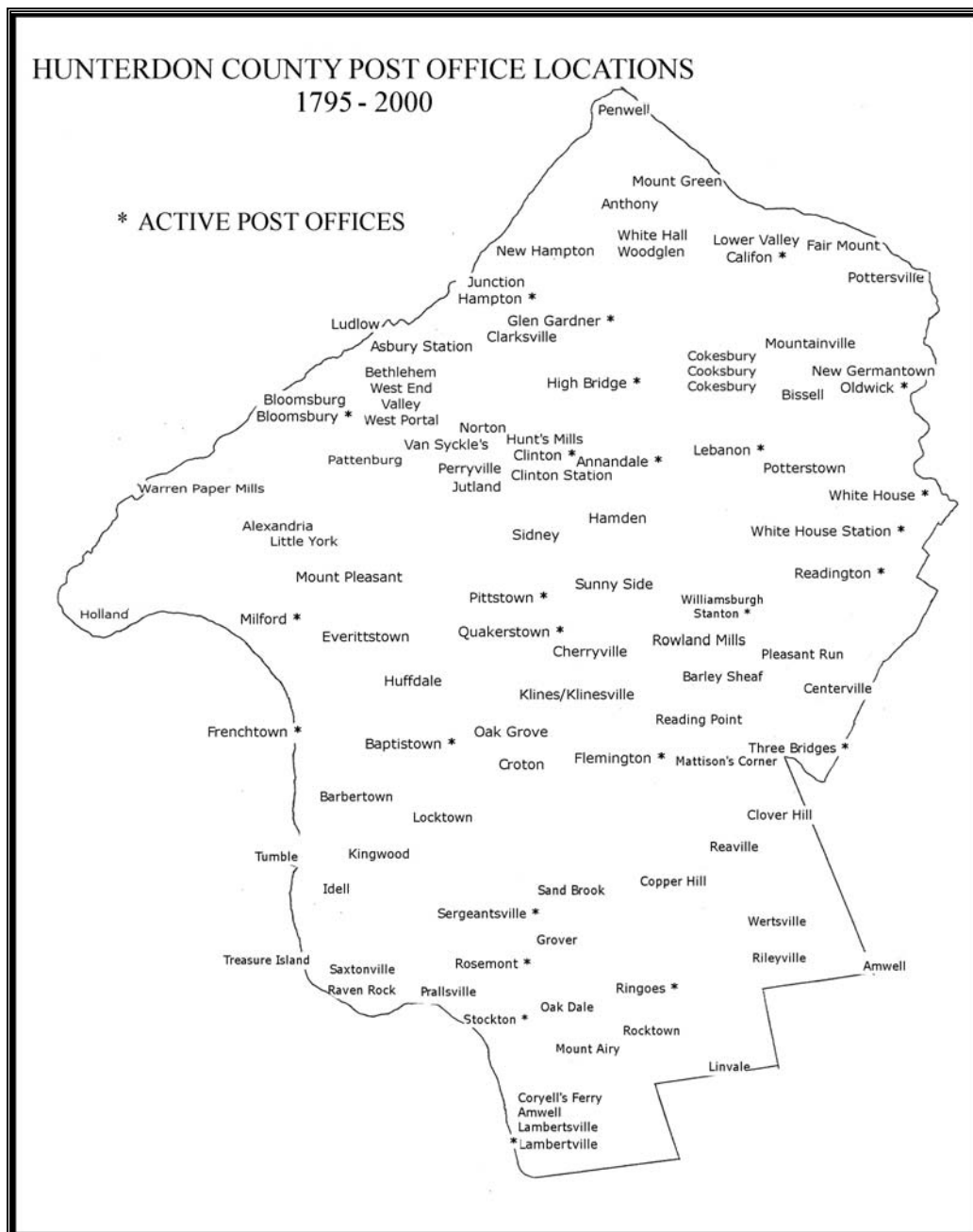
[19] Named for the World War I battle in France where the U.S. Marine Corps defeated opposing Imperial German Army forces.

# HUNTERDON COUNTY POSTAL HISTORY:  PART 6:  DPOs by Township

## By Jim Walker

*This is the sixth  in a series on Hunterdon County Post Offices by Jim Walker [for Parts 1 through 5, see the August & November issues of NJPH, Vol. 35, Nos. 3 & 4, 2007 and the February, May and August issues, Vol. 36, No 1, 2, & 3, 2008].  We will continue it in upcoming issues of **NJPH**.*



HUNTERDON COUNTY POST OFFICE LOCATIONS
1795 - 2000

\* ACTIVE POST OFFICES

Penwell

Mount Green
Anthony

New Hampton       White Hall      Lower Valley   Fair Mount
                  Woodglen        Califon *
                                                    Pottersville
Junction
Hampton *
Ludlow            Glen Gardner *
                  Clarksville                 Mountainville
Asbury Station                          Cokesbury    New Germantown
            Bethlehem                   Cooksbury    Oldwick *
            West End       High Bridge *  Cokesbury  Bissell
Bloomsburg  Valley
Bloomsbury *  West Portal
            Norton
         Van Syckle's   Hunt's Mills                Lebanon *
Pattenburg   Perryville  Clinton * Annandale *      Potterstown
             Jutland   Clinton Station
Warren Paper Mills                                   White House *
                          Hamden
Alexandria                                  White House Station *
Little York            Sidney
Mount Pleasant                              Readington *
Holland                    Pittstown *  Sunny Side
        Milford *                        Williamsburgh
                Everittstown   Quakerstown *  Stanton *
                               Cherryville  Rowland Mills   Pleasant Run
                Huffdale                     Barley Sheaf
                          Klines/Klinesville            Centerville
                                       Reading Point
Frenchtown *                  Oak Grove              Three Bridges *
           Baptistown *                Flemington *  Mattison's Corner
                         Croton
Barbertown                                          Clover Hill
              Locktown
Tumble   Kingwood                          Reaville
                                    Copper Hill
        Idell                   Sand Brook
              Sergeantsville *         Wertsville
                               Grover
Treasure Island                                 Rileyville    Amwell
        Saxtonville   Rosemont *
        Raven Rock  Prallsville        Ringoes *
                          Oak Dale
                  Stockton *        Rocktown
                          Mount Airy
                                       Linvale
                  Coryell's Ferry
                  Amwell
                  Lambertsville
                  * Lambertville

# HUNTERDON COUNTY DISCONTINUED POST OFFICES:
## READINGTON TOWNSHIP



READINGTON TWP.

**BARLEY SHEAF  [READINGTON TOWNSHIP]**


Located on Route 523 three miles north of Dart's Mill, a post office was established here August 6, 1857.  It was discontinued a year later and opened again in 1888.  It was discontinued a final time on November 30, 1907, with service provided by the Three Bridges post office.

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


**CENTREVILLE  [READINGTON TOWNSHIP]**


Named for the fact that it lies at the half-way point on the old stage line between New York and Philadelphia, this town is located at the intersection of Route 629 and U.S. 202.  The spelling of the name was changed to Centerville on December 12, 1893.  Records state a post office was established here March 29, 1824, with Daniel S. Hall as postmaster.  On March 27, 1862, Christopher B. Stout became postmaster and the office was located in his store.  Stout remained postmaster until this office was discontinued July 15, 1907.  Service was then provided by rural delivery from Neshanic Station, Somerset County.
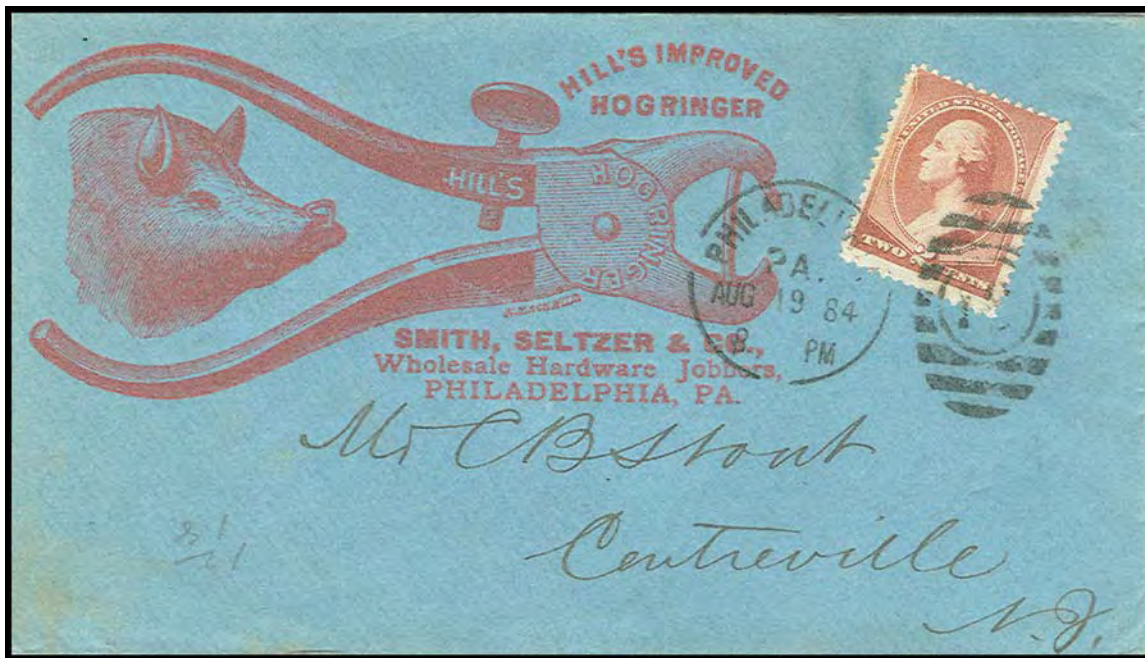


*Fig. 65:  Interesting advertising cover addressed to Christopher B. Stout.  Stout served as postmaster for 45 years, from 1862 until this office was closed in 1907.  The U.S. #210 is canceled with a Philadelphia 1884 type H Wesson duplex hand cancel.[1]*

*Fig. 66: An illustrated Civil War cover, postmarked Philadelphia, June 4, 1864, with a free frank of John Wise Forney, Sec., Senate U.S. and sent to the postmaster at Centreville, NJ. The postmaster at Centreville was Christopher B. Stout, who was appointed March 27, 1862.*

The Sanitary Commission was established in 1861 to provide aid and comfort to wounded soldiers. The Commission conducted fairs in northern cities to raise funds for its good work. The largest of these events was the Great Central Fair held at Philadelphia June 7 - 28, 1864. Letters were sent to postmasters of towns in the adjacent states requesting they serve as chairman of local committees to collect and forward donations to the Sanitary Commission in Philadelphia. This envelope is such a request on stationery of the Great Central Fair for the Sanitary Commission. Postmarked Philadelphia, June 4, 1864, it was sent with a free frank of John Wise Forney, Sec., Senate U.S. Forney was in fact an enthusiastic supporter of both the Sanitary Fair and Lincoln. He was also the editor of Forney's War Press newspaper.
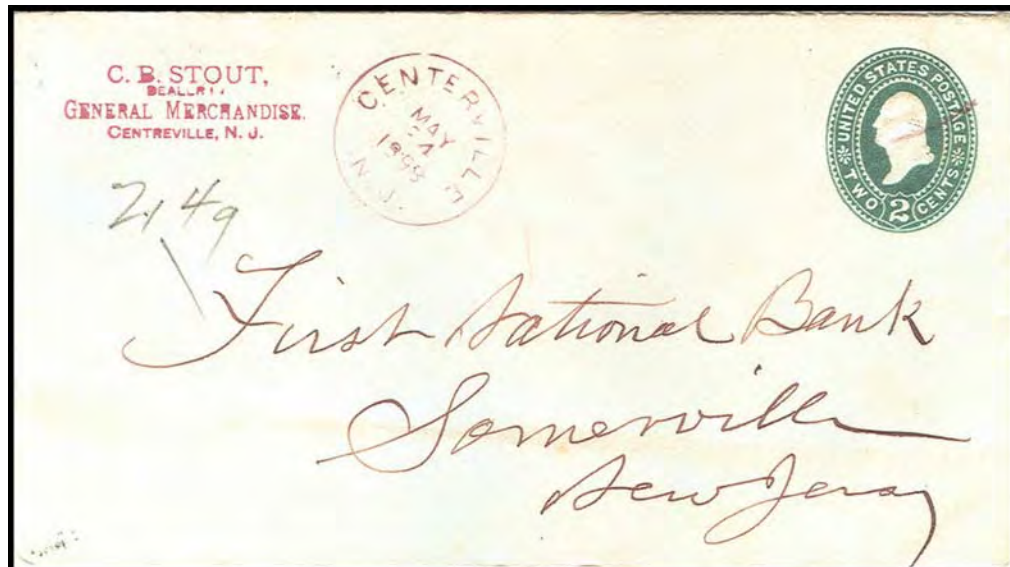


*Fig. 67: In December of 1893, the post office's attempt at standardization of the spelling of town names caught up with Centreville, the "r" and "e" were reversed in the cancel.*

*Fig. 68: Post card view of Centerville ca. 1910. The post office is located at the right*



*Fig. 69: A closer view of the Centerville Store & post office at right, ca. 1909.*

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

**PLEASANT RUN  [READINGTON TOWNSHIP]**

Located at the intersection of Route 629 and Cole Road, this post office was established April 7, 1856, with Asa Carkhoff as postmaster.  It was closed May 7, 1907, and the area was served by the Three Bridges office.
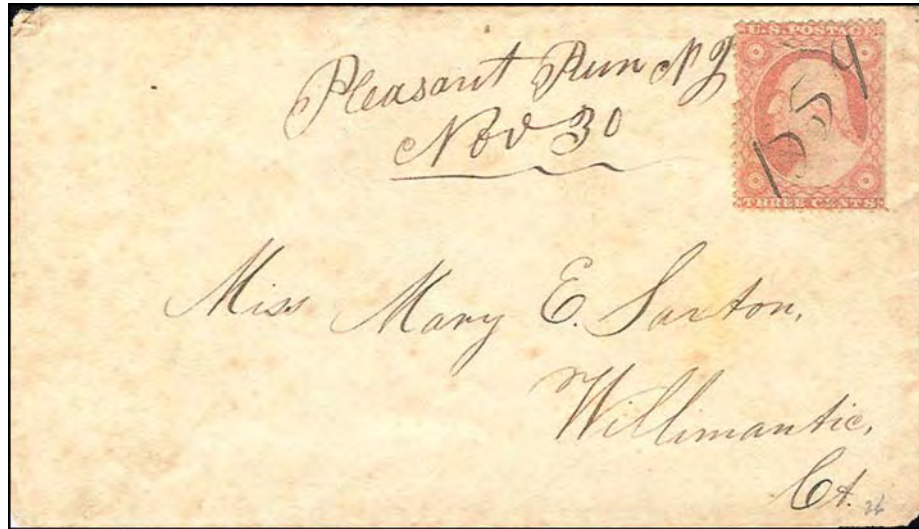


*Fig. 70:  U.S. #26 on a Pleasant Run manuscript-canceled cover dated November 30, 1859.*

~ *****~

**POTTERSTOWN  [READINGTON TOWNSHIP]**

Located on Route 22 near the township line of Readington and Clinton, this office opened July 27, 1861, with John H. Ramsey as postmaster.  This office was closed in December 1867 and reopened in March of 1893.  It was discontinued June 14, 1899, with service provided from Three Bridges.



~ *****~

### READING POINT  [READINGTON TOWNSHIP]

The following is quoted from the card file of the Hunterdon County Historical Society:  "a large projection of the township surrounded on three sides by the South Branch of the Raritan River.  Once part of the land of the Hon. John Reading.  A post office was established here (July 31), 1828, on the Readington Township side of the river.  Joseph William Kerr was the only postmaster, serving for one year.  This site is now the location of Darts Mill."  This office was closed May 23, 1829.



*Fig. 71:  Dart's Mills, location of the short-lived Reading Point post office.*

~ *****~

### ROWLAND MILLS  [READINGTON TOWNSHIP]

Located on the South Branch of the Raritan River about 1½ miles from Stanton.  A post office was established here December 27, 1856.  Rynear Rowland, who owned a mill here, was its first postmaster.  This office was discontinued March 25, 1887, and reestablished October 11, 1889.  It was closed November 30, 1900, with service provided by Three Bridges.

~ *****~

### WILLIAMSBURGH  [READINGTON TOWNSHIP]

The post office of Williamsburgh was established June 5, 1848.  It was discontinued on July 20, 1849, when the name of the town was changed to Stanton, an active post office today.  Rynear Rowland, the only postmaster at this office, also served as the first postmaster, in 1856, of Rowland Mills 1½ miles to the southwest.

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# HUNTERDON COUNTY DISCONTINUED POST OFFICES:
## TEWKSBURY TOWNSHIP
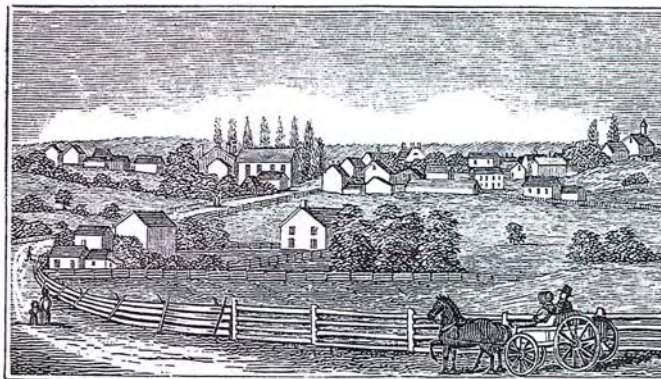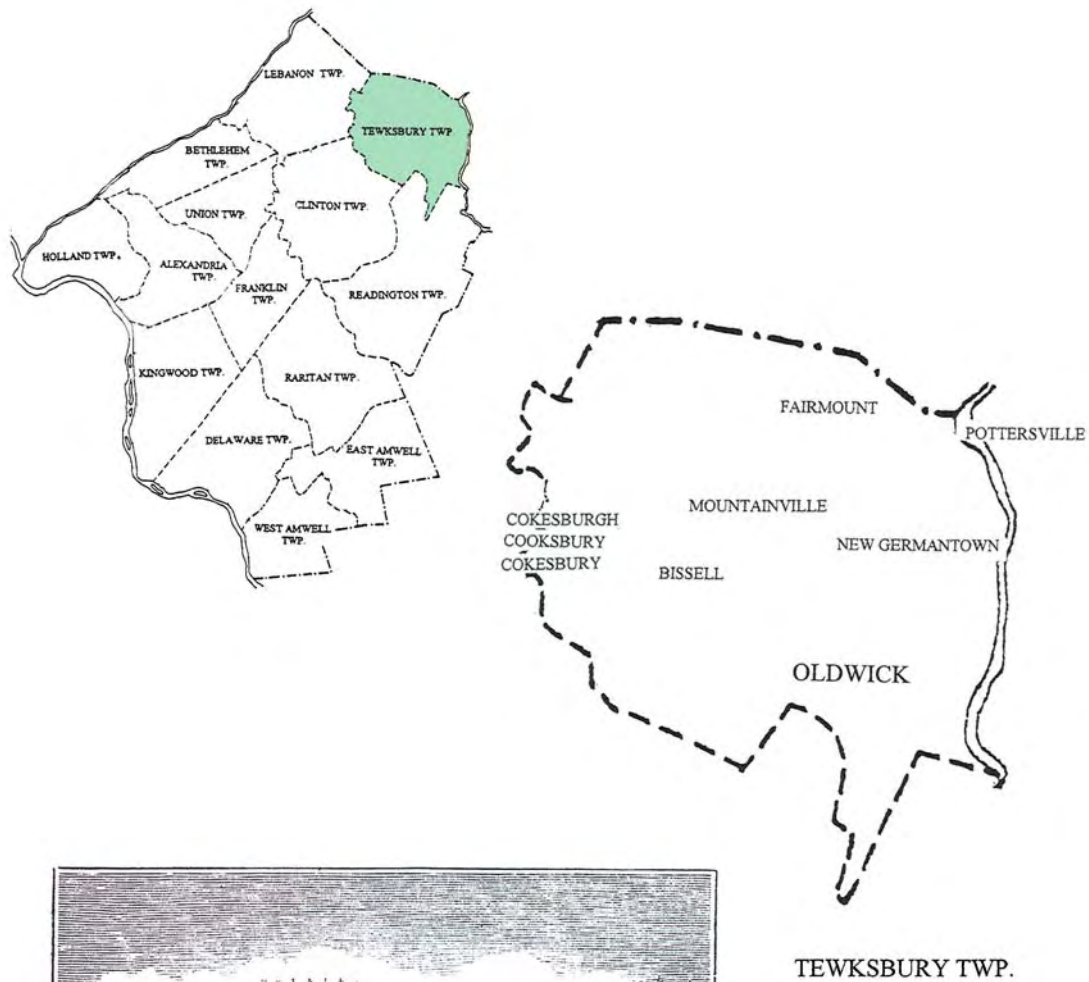






*North View of New Germantown.*

**BISSELL  [TEWKSBURY TOWNSHIP]**

Bissell was located near the Rockaway Creek on the Potterstown Road.  Post office records indicate that this office opened September 6, 1893 with Morris J. Welch as the first and only postmaster.  It was discontinued on April 30, 1906, with service provided by the Lebanon post office.
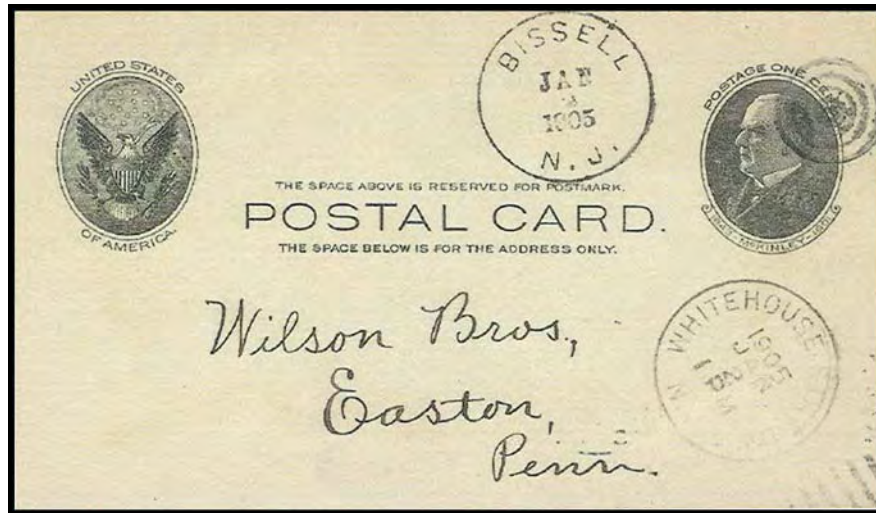


From the collection of Arne Englund

*Fig. 72:  UX18 postal card mailed from Bissell January 2, 1905.  Postmarked at White House Station from which it was carried by Central Railroad of N.J. to Easton, PA.*


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


**COKESBURY ~ COKESBURGH ~ COOKSBURY  [TEWKSBURY TOWNSHIP]**


Located on Route 639 south of Califon, this village has been known to the Post Office Department by three different names.  One, the short lived "Cooksbury" may have been a simple spelling error on the part of the Post Office.  It was established as Cokesburgh September 6, 1848 with Oliver W. Farley as postmaster.  Snell's History[2] claims this is an error.  However, it remained uncorrected until the office was discontinued May 3, 1867.  Reestablished January 18, 1883 as "Cooksbury," this name was corrected and on February 6. 1883, it became known to everyone, including the Post Office Department, as Cokesbury.  Lambert K. Alpaugh was postmaster. This office remained active until September 30, 1915, when it was discontinued and service was provided by Lebanon.
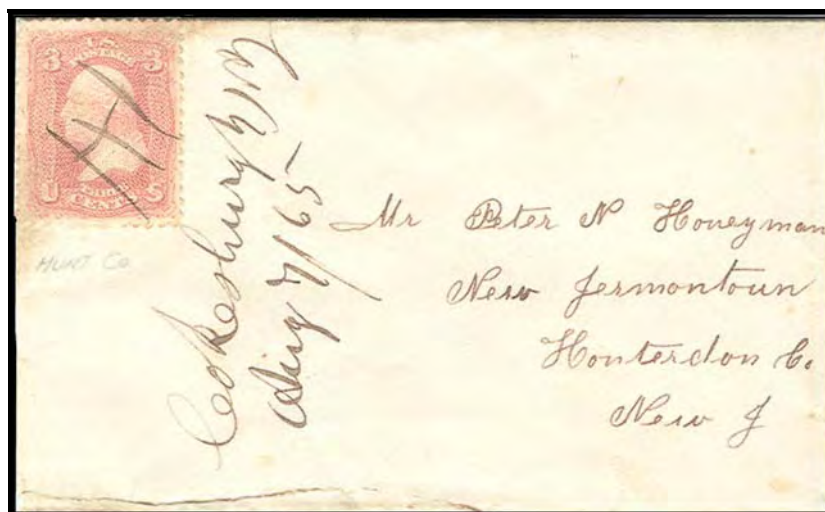
*Fig. 73: Manuscript cancel Cokesburgh, sent August 7, 1865 to "New Jermontown."*



*Fig. 74: A nice advertising post card canceled with a 33 mm Cokesbury four bar cancel, 1915.*

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**FAIRMOUNT  [TEWKSBURY TOWNSHIP[**


Fairmount is located at the intersection of Routes 512 and 517 on the Rockaway Creek.  A post office was established here July 17, 1849, with Peter D. Emmons as postmaster.  This office was discontinued September 30, 1915, with service provided by the Califon post office.
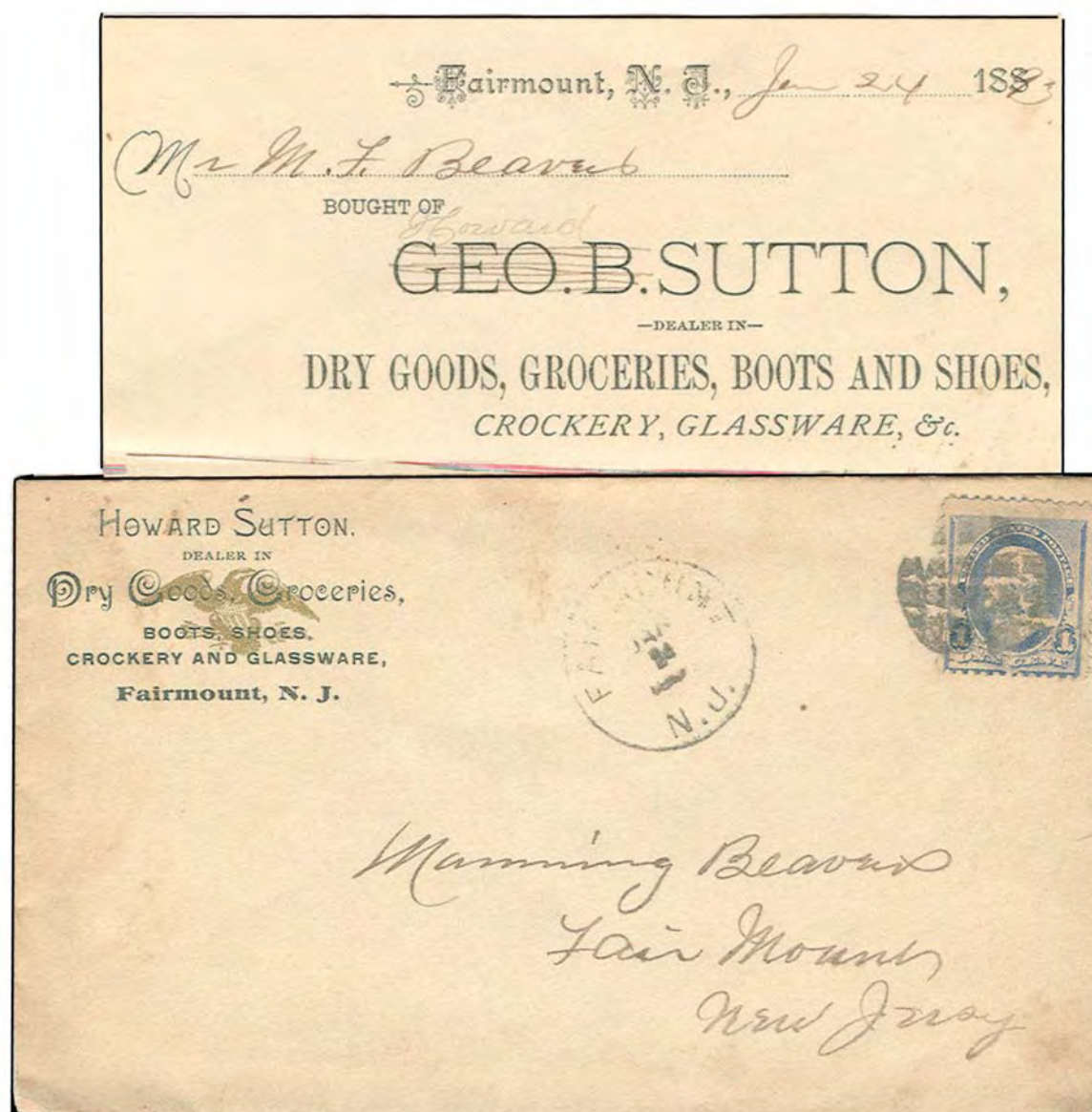


*Fig. 75:   U.S. #219 paying the local rate on this bill from Howard Sutton dated January 24, 1893. Sutton would serve as Fairmount's last postmaster from May 1894 until its closing in 1915.*

*Fig. 76:  Howard Sutton's Store & Post Office ca. 1909, Fairmount, N.J.*

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**MOUNTAINVILLE  [TEWKSBURY TOWNSHIP]**

Located on the Rockaway Creek in the center of the township since the 1830s, a post office was established here February 23, 1859 with Hiram W. Lindaberry as postmaster.  It was discontinued in May 1867 and reestablished on December 15, 1869 with Joseph C. Farley as postmaster.  This office was closed September 15, 1915 with service from Lebanon.



*Fig. 77:  Mountainville 30 mm cancel on a special delivery stamp #E6 October 7, 1909.  The #E6 is the damaged plate variety with the broken frame line under the "N" of cents.*

(FORM 6 a.)

## Post Office Department,

APPOINTMENT OFFICE,

15 Dec. _____, 1869.

SIR:

Accompanying this you will receive a letter of appointment as Postmaster at . . . . . . . . . . . *Mountainville* . . . . . . . . .  The salary to which you will be entitled, and which you will be allowed to retain out of the proceeds of your office, has been fixed at the sum of $ *12* . . . . . per annum until it can be ascertained what the amount of business will be.

You will, therefore, at the end of each quarter, make and forward to the Third Assistant Postmaster General a statement, under oath, of the total value of postage stamps canceled during the quarter.  Under the present regulations you are not required to keep a regular account of mails sent and received as heretofore, except *only of unpaid mail matter;* but informal memoranda, made day by day, of mails sent from your office prepaid by stamps, will enable you to make the required quarterly statement.

Your salary cannot exceed the amount to which the office would be entitled from commissions and box rents under the former law, but will be readjusted at the proper time by the Postmaster General, on the basis of the amount of business done as shown by the quarterly statements above required.

I am, respectfully, &c.,

*JW Marshall*
First Assistant Postmaster General.

To *Joseph C. Farley*, Esq.

*Fig. 78:   Joseph C. Farley's appointment as postmaster of the fourth class post office at Mountainville December 15, 1869, a position he would hold until May 1897.  Starting pay was $12.00 a year!*

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

**NEW GERMANTOWN  [TEWKSBURY TOWNSHIP]**

One of the earliest post offices in the County, this post office is located on Route 517 near the intersection of Route 523.  It was established January 1, 1795.  Fredric Bartles became the first postmaster. On October 3, 1918, the name was changed to Oldwick, due in no small part to anti-German sentiment as a result of The Great War.

(See Oldwick in Current POs – to follow in upcoming issues)
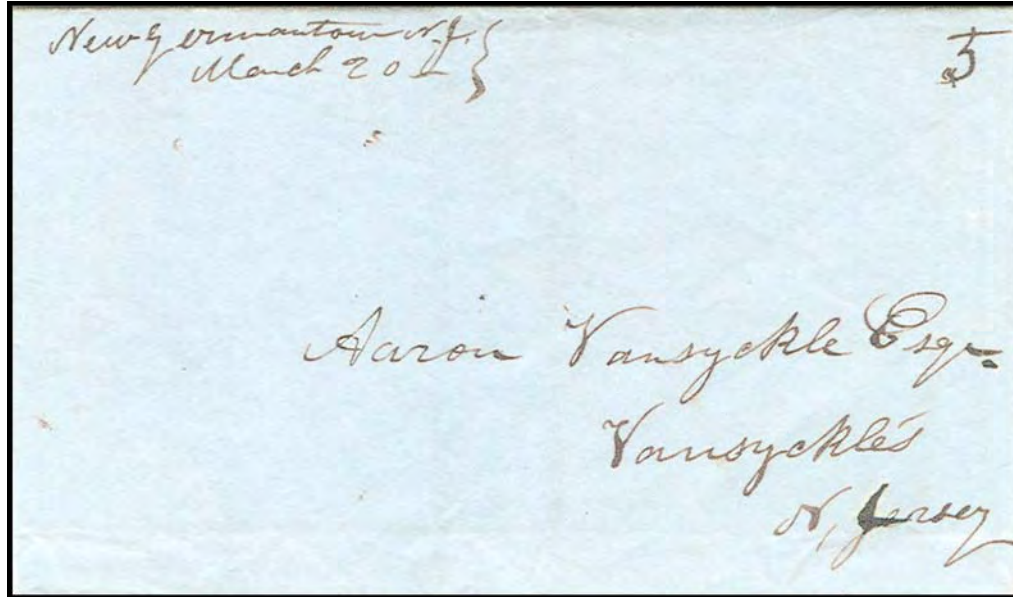


*Fig. 79:  New Germantown stampless folded letter dated March 20,  1846 from N.E. Emmons to Aaron Vansyckle at Vansyckle's , N.J.*
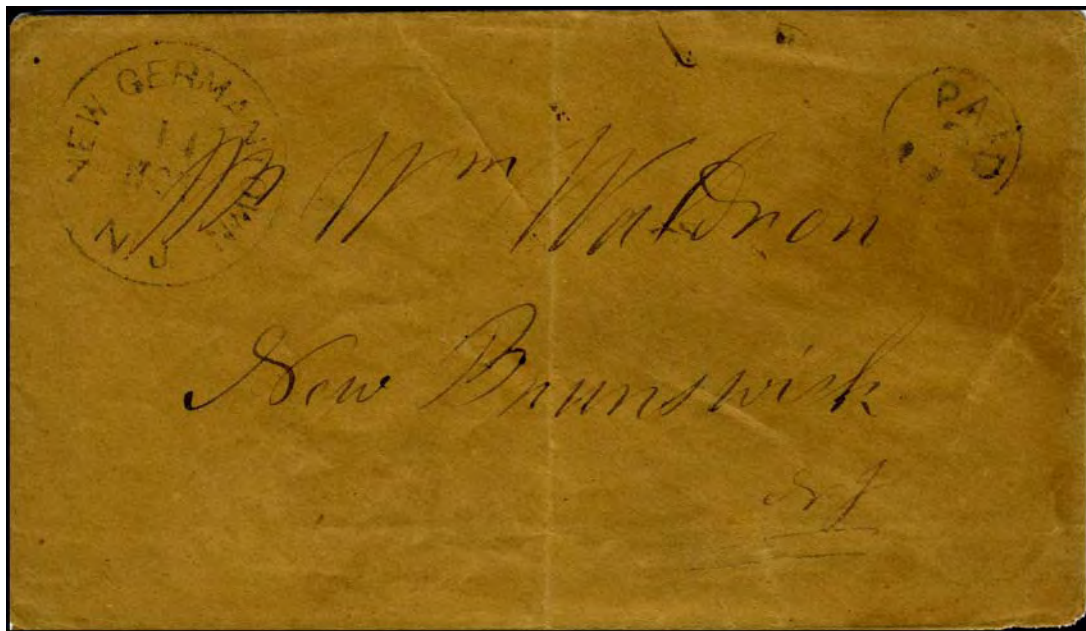


*Fig. 80:  New Germantown cds and Paid 3  circle, addressed to New Brunswick, NJ ca 1855.*

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**POTTERSVILLE  [TEWKSBURY TOWNSHIP]**

Named for the Potter family, early settlers of the village, it is located on Route 512 on the Lamington River.  The post office was established here January 24, 1829; Lering Potter was the postmaster.  This office was transferred to Somerset County October 14, 1899.  It is an active Somerset County post office today.
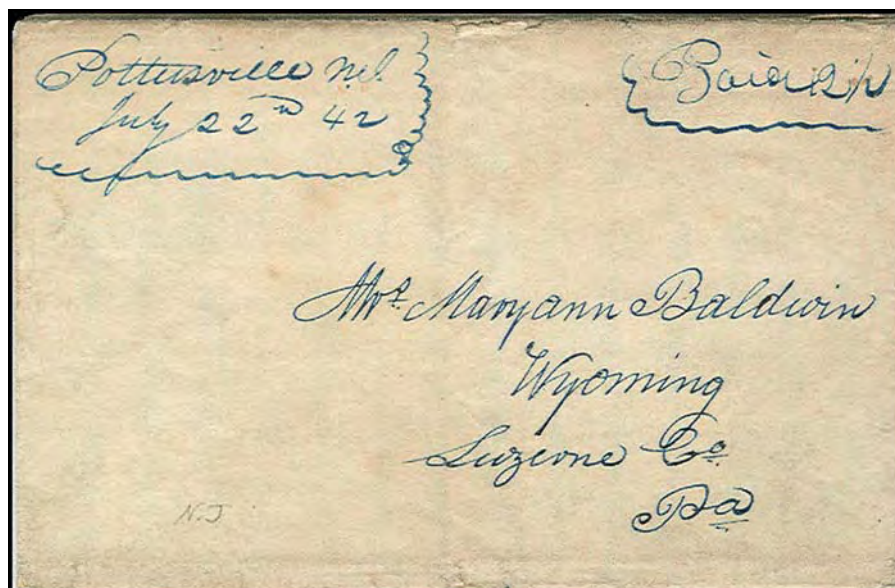


*Fig. 81:  Stampless cover from Pottersville July 22, 1842 .*
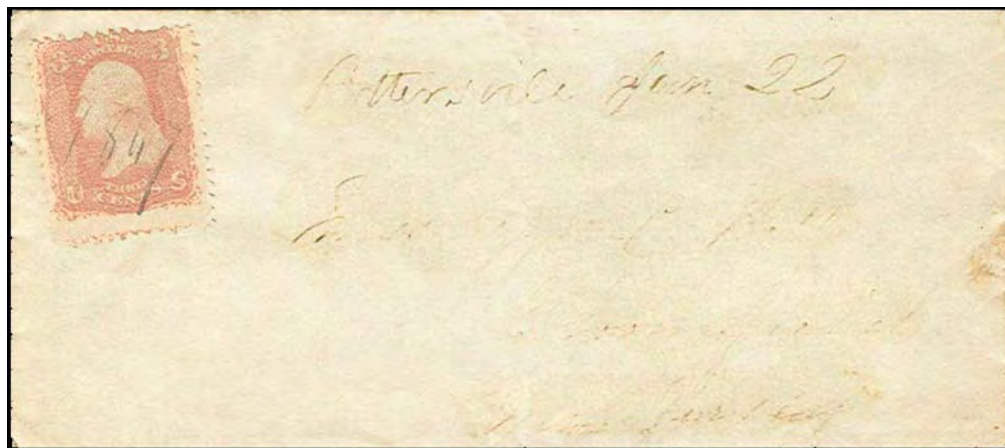


*Fig. 82:  U.S. #65 on a faded manuscript cancel 1867 to Miss Lizzie C. Potter at Bloomfield, N.J.*

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# ENDNOTES:

[1]  Bozarth,  Theodore W,  *Walter D. Wesson's "Time On Bottom" Duplex Hand Cancelers* , 1990, and Gobie, Henry M., *The Speedy –Story of U.S. Special Delivery Service* , 1976.

[2]  Snell, James P.,  *History of Hunterdon & Somerset Counties, New Jersey*, Published by Everts & Peck, Philadelphia, 1881, and reprinted by the Hunterdon County Historical Society, Flemington, NY. 1995.

# IN MEMORIAM: GERARD J. NEUFELD:  Past President And Good Friend
## 1915 ~ 2008

**Gerard J. Neufeld**
**1915-2008**

Gerard J. Neufeld, 93, a former President of the New Jersey Postal History Society, passed away at Vero Beach, Florida, on September 30, 2008.  "Gerry," as he was known to all of his philatelic friends, was born in Brooklyn, New York, on February 5, 1915.

Gerry began collecting stamps in the early 1930's, quit after only three years, but took up the hobby again about 1955.  He collected United States in general, and much later, Indonesia.  One of his favorite U.S. issues was the 3¢ Vermilion banknote issue of 1887 (Scott #214).  He also developed an interesting sideline of collecting "Newfield, N.J." postmarks, the English translation of his name, as a result of his New Jersey postal history interests.

Elected to the North Jersey Federated Stamp Clubs (NJFSC) Board of Directors in 1962, he continuously served on the Board in various capacities (including as President) for many years, until his move to retirement in Florida.  He served as NOJEX chairman several times and was a ready hand not only in its administration, but in the many manual tasks it involved.  He has been known to have been awakened from a sound sleep by the famous cry "eight to a crate", referring to not placing more than eight pieces of glass in one case when dismantling NOJEX, in order to keep the weight manageable at 50 lbs. Before retiring to Florida, Gerry served as NOJEX's treasurer for a number of years.

Gerry was encouraged to collect and explore postal history by Dr. Reiner-Deutsch, co-founder of the Postal History Society of the Americas.  About 1966, from a miscellaneous lot of New Jersey stampless covers, he made a "find" of an unlisted "Springfield, N.J." straightline cancel, which turned him firmly down the path toward researching postal history.  That resulted later in a published article in the *American Philatelist* for November 1976, entitled "'SpringField' Straightline: The Battle of Springfield". He began publishing the *North Jersey Philatelist,* and became its Editor in January 1970, and continued as Editor/Publisher with only a brief hiatus until January, 1985; to which he contributed a popular column "U.S. Notes & Anecdotes."   In November of 1971, after purchasing a copy of George Hargest's *History of Letter Post Communication Between the United States and Europe, 1845-1875,* he became intrigued with the contents and started down the trail of seriously collecting and analyzing transatlantic covers, later specializing in transatlantic mail to and from New Jersey.

He was a winner of numerous awards for his exhibits over the years, including his exhibit of "19th Century U.S. Cancels," "19th Century New Jersey," "19th Century U.S. Ship Markings,"  and "Foreign Mail from and to New Jersey, Colonial Period to 1900."

Upon the formation of the New Jersey Postal History Society in 1972, and our new journal *NJPH,* The Journal of the New Jersey Postal History Society, Gerry contributed numerous articles across the years ranging from "19th Century N.J. Postal markings," to "Tuckerton Ship Letter," to "The Corisco-New Jersey Connection."  He authored a handbook, *New Jersey's Foreign Mail*, published in 1997 by our Society.[1]  Several of his articles have also appeared in the *American Philatelic Congress Handbook.*

Gerry was elected as a Vice President of the New Jersey Postal History Society in January, 1976, and appointed Publicity Chairman in October 1977.  He served as Vice President until October, 1979, when he was elected President, a position that he held until May 1997.  He was recognized as "Postal Historian of the Year" in October, 1984, and was later awarded a life time membership for his years of service to the Society

For nearly 40 years, he was a member and longtime officer of the Clifton Stamp Society, where many of us first met him.

He was always a good friend, ever ready and willing to share his knowledge and experience.  Those of us who knew him will miss him – his spirit and enthusiasm for the hobby was ever-present, and he encouraged anyone who shared these interests to develop them to his best ability.   That spirit and memory keep us moving forward.

*Joseph Geraci*

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[1]  This information has been revised from the print version of the Nov. 2008 *NJPH* where Gerry was noted as *NJPH* editor – a position he never held, which Editor-Emeritus Gene Fricks has pointed out.  We apologize for our error.

## MEMBERSHIP CHANGES

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**GOODBYE TO OLD FRIENDS**

DECEASED:
Gerald J. Neufeld, 2170 3rd Place SW, Vero Beach, FL 32962 Past President, NJPHS

**WELCOME TO NEW MEMBERS**

Al Ianacone, 350 Van Winkle Ave, Hawthorne, NJ  07560, aianacone@arcessex.org  Collects
    Paterson and surrounding area/Passaic Falls/PCs
David Jacob, 25 Lowell Drive, Marlton, NJ  08053, djacob7494@aol.com
George J. Michael, 20D James Buchanan Dr., Monroe Township, NJ 08831-5657
    geomichaels@aol.com

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## ANNOUNCEMENT!

Jim Walker's *Hunterdon County, New Jersey:  Postal History* has just been published in hard copy [288 pages, spiral bound] by the Hunterdon County Cultural & Heritage Commission, 2008; 288 pages, paperback-spiral, $30 US (+ $5 US shipping and handling for U.S. addresses). While this volume includes most of what we are serializing, it also includes a list of postmasters. It provides a nice printed edition, long promised.  Our Society offers digital files, but this edition saves you the trouble of printing it out, and includes the noted additional information.
    To order:  call the Commission office, 908-788-1256 (between 9:30 a.m. and 4 p.m., Eastern Time) or visit the County website www.co.hunterdon.nj.us then click "All Departments and Agencies" then click "Cultural & Heritage Commission."

## OUR NEW WEBSITE! www.NJPostalHistory.org

We are happy to announce that we now have a new website – easier to remember, easier to find and easier to use. Warren Plank, our new webmaster, has created a very professional site, contributing both his own time and money to do so. Our new address is www.NJPostalHistory.org. We are working on creating a brand new web experience, utilizing the latest in interactive web-based technologies for all of our members, as well as the philatelic community at large.

Initial plans include a digital archive of every issue of *NJPH*, the Journal of the New Jersey Postal History Society, *"The Bourse"*, a sub-site where members can list items they would like to swap with other members, or areas where they would like help with research they are doing, *"The Gallery"*, another sub-site where we can share images of our collections, and more.

Warren had already suggested creating a new site when AOL pulled the plug on its "hometown" sites, so we quickly made the transfer. It is not quite fully functional – there are areas we need to flesh out, but by January we expect everything to be in place. Once it is, you will be able to log-in to the exclusive Member's area to access many *members-only* features. We encourage all members to email your suggestions on what *you* would like to see on *your website*. Perhaps you have suggestions of features you have seen on other philatelic sites, or have your own thoughts about what our Society's website should do for you. Please forward your ideas to webmaster@NJPostalHistory.org .

By going to the new web site now, you can pay your dues online with Paypal, if you would like (and donate to the Society as well if you wish). We are however more than happy to accept your dues and donations the old fashioned way – a renewal form is included in this issue for 2009, for you to return by mail with your check.

## THE 2008 CD OF *NJPH* ISSUES IN PDF, available in January 2009.

A digital record of all four *NJPH* journals from this past year. The journals are in color, easily navigable, and – even if you have accessed our online journals – this will allow you to remove those files from your computer and access them through the CD instead. Includes an annual index. Available to members for $5. **Order now!** (See your dues renewal form.)

## ARTICLES ARE ALWAYS NEEDED:

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

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

## MERPEX THOUGHTS

It is with some regret that we hear that MERPEX – the South Jersey stamp show familiar to many, and always held over Labor Day weekend, may be headed down the road that many local shows have taken, as it has lost its familiar venue at the Cherry Hill Masonic Center. For many years, the Merchantville Stamp has held this show, this year's being its thirty-second, but unless a new venue is found, it may not have a thirty-third. With NOJEX, it has been a premier New Jersey stamp show.



*The NJPHS table at Merpex this year: Pictured are (at left) Gene Fricks, Vice President, who helped man the table along with Edward Murtha (3rd from lef). Also pictured are with Roger Randall (next to Gene) and Anthony Zingale (at right).*

This year, Gene Fricks again donated his time to cover the NJPHS table at MERPEX, along with Ed Murtha – we are very grateful for their help in disseminating information on our Society at this show.

Andy Kupersmit, our treasurer and South Jersey boy at heart, was moved to write his own memories of this show and the influence it has had on his collecting and philatelic interests:

*I grew up in Cherry Hill, only a few minutes from MERPEX, and began attending the show in the early 1990's. I was not a professional philatelist then, but merely a young collector of US plate blocks with no money and even less philatelic knowledge. But while I did not have any life changing experiences there, I always had fun and looked forward to the show.*

*My memories include some of the dealers there whom I did not see often on the New Jersey show circuit (especially since the circuit I know and love really doesn't go south of New Brunswick, and South Jersey residents for the most part remain south of Trenton). Guys like Bernie Werwinski who always had (and still has) a diverse inventory of interesting postal history and his booth neighbor and buddy Rich Marolda, both of whom I ran into a few years later when I discovered auctions and attended my first at Keith Marsh's The Stamp Center in*

*1993. I also remember searching through stocks of guys like Bill and Kevin Frekot and Anthony of Penn Jersey looking for plate blocks with my handy Durland catalogue.*

*I remember selling a few things there when I had just started playing with buying and selling stamps -- I was sitting at Howie Grossman's table selling him some modern US stamps including some Jackie Robinson stamps when an African American man wanted to buy one and Howie sold him one of my stamps.*

*I also remember picking up Bob Zanoni's New Jersey Postal History Society Treasurer's records there upon his passing and my taking over the job. Arne Englund gave them to me, and I recall meeting Gene Fricks at that show as well -- often the only time a year I would do so.*

*I also will remember the nice lady and her friends and family selling cheap food and drinks ... and I mean DIRT cheap. I wish I could have bought lunch at her prices everyday when I was working in Manhattan. I would have saved thousands of dollars.*

*Finally, I remember two exhibits -- the Kansas Nebraska issues with the shifted overprint varieties, and the exhibit of the 18c Alcoholism stamp on first day covers. I thought they were very cool! (and still do).*

*I was saddened when I missed this year's show. We rented a house for the week in Cape Cod that week, but my heart and my spirit were there, and MERPEX will always hold a special place for this South Jersey Boy.*

We hope there will be a MERPEX XXXIII – If not, we regret its passing.

## NEW JERSEY POSTAL HISTORY SOCIETY WINS CHICAGOPEX AWARDS!

CHICAGOPEX was held this past weekend (November 21-23); it is one of the few shows which has a philatelic literature competition along with its other competitions. We are proud to announce that this year the New Jersey Postal History Society won two awards: a Gold for our 2007 Volume 35 issues, and Bruce Mosher won a Silver for his CD, *New Jersey Private Express Companies*, published by NJPHS. We are pleased and proud of both of these.

Bruce's efforts were highly received in the philatelic press, and he has kindly donated any profits from this CD to the Society. That, and the fact that it has brought in a number of new members, make us extremely grateful to Bruce. Our congratulations.

**FREE DIGITAL FILES FROM YOUR SOCIETY! ~** A list of these is now included on the inside back cover with other Literature Available. Check it out!

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**SALEM COUNTY DPOs**

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A X V H T S U S W E N I T A L A P L M F U N B N H D
B C V N K C V K I F O P U D N W O T S Y A W O L L A
G A Q W T H I D M S P E Z Q W D L L X S S H S C S K
R R I V W N J K H O E C J L L U X N K M D A X B L W
E N D Q E T V V X P D N Y C E N T E R T O N J R Y W
W E P Y Y H M M I C R A B Z P N P I N W W C A O T X
H Y K R K R L C C M I I N W B O I W W S A O D F N B
I S N R I T Y Y L T C L W G L E X V O T X C S R C K
G P Y E F O A K A A K L O N W G I U T E F K G I E B
L O Q F G N D J E O S A T W P D W A L G Y N L E E B
A I U S G F O V N R B I P O G I G Q L P I X L S L N
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E T N E S O T O K O R P A E B B C B H T P P H O I I
B W T V N J T Q S O G S H R W S G M S T M P S R V N
C Y O A B O D N F P H E S A Z N T Z R S H E E O S S
O V N R V H R C A I I G A D I O W J A G U V G U R E
H B S C D U H N R C W L O D J T J T M R F O D G E Y
A N B X S A M L T C D A N C J Y L X D O N C I H M V
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Y K G H B M U L S M L N W O T L L U C S Q E E I Y E
A R E D H A E R B T B X G E I B K B Q E W H J X C H
W O I L V Y U F N O K G R U B S E I R F S X T G E A
O Y V R U O P E N T O N V I L L E K X X Z N U R O D
Z I F T C Z E L V I H Q L L I H N O T G N I N N A M
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*Source*:  New Jersey DPOs *by Brad Arch*

*Look for the following post offices:*

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|---|---|---|---|
| Aldine | Course Landing | Harmersville | Pitts Grove |
| Alliance | Cravens Ferry | Helms Cove | Quintons Bridge |
| Allowaystown | Daretown | Kinseyville | Sculltown |
| Auburn | Daytons Bridge | Mannington Hill | Sharptown |
| Canton | Eldridges Hill | Marshalltown | Shirley |
| Carneys Point | Friesborough | Palatine | Whiglane |
| Centerton | Friesburg | Pedricksburg | York Town |
| Cohansey | Hancock | Pentonville | |

To print this out, go to the **NJPHS website** and click on **Word Puzzle** to download a printable copy.  For solution, go to:
**Salem County DPO Solution** or return to the **NJPHS website** and click on **Solution.**

**THE NEW JERSEY POSTAL HISTORY SOCIETY LITERATURE**

| FREE DOWNLOADABLE FILES AVAILABLE TO MEMBERS! | Members | Non-Members |
|---|---|---|
| Brad Arch's handy DPO book available in Excel format (also available in hardcopy for $3 to members, $4 to non-members) | **FREE** | 2.95 |
| Stampless Era Post Offices, based on Coles and the Coles Update available in Excel format. | **FREE** | 2.95 |
| New Brunswick's Postal Markings by Robert G. Rose, in PDF - a "digital reprint" in Acrobat Reader format of Bob's articles in the May and August 2005 *NJPH* and February 2006 *NJPH* issues. | **FREE** | 2.95 |
| Edge, Jack, *Post Towns of Burlington County*.  All of Jack's Burlington series, as published in the pages of *NJPH*, compiled into one document, in PDF format. | **FREE** | 7.99 |
| Edge, Jack, *Postmasters of Burlington County.* Lists postmasters for all the Burlington communities listed in Jack's Burlington series, also in PDF format. | **FREE** | 4.99 |
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| *An Act to establish the Post Office and Post Roads, Feb. 20. 1792*, in its entirety. | **FREE** | 2.95 |
| Siskin, Ed, *Colonial Rate Charts,* in Excel format, plus jpgs of those available for 1710, 1754, 1763, 1765, and 1775. | **FREE** | 2.95 |
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| **Hard copy**:  *New Jersey DPO's*, Brad Arch, ed., 1981, 22pp, pocket sized Checklist of Discontinued Post Offices . ................................................................................. <br>        THE pocket manual of New Jersey discontinued post offices, easy to transport <br>        and an excellent checklist <br> **Also available to members free as a download xls file** | $3.00 <br><br><br><br> **FREE** | $4.00 |
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| **Hard copy:** *Catalog of New Jersey Railway Postal Markings*, 1984, Frederick D. MacDonald, 136pp. .................................................................................................. <br> • Still the "bible" of New Jersey railway postmarks. <br> • A must for any RPO collector. <br> • Routes and cancels shown. <br> • Terminal markings <br> • Alphabetical index | $7.50 | $10.00 |
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| **CD:**  2007 *NJPH* Issues on CD in Acrobat reader [.PDF] format, with many color illustrations .............................................................................................. | $5.00 | $12.00 |
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**THE NEW JERSEY POSTAL HISTORY SOCIETY LITERATURE**
**AVAILABLE FOR IMMEDIATE DELIVERY, Post paid, send check to: Robert G. Rose, New Jersey Postal History Society, P.O. Box 1945, Morristown, NJ 07962, or email President@NJPostalHistory.org .**
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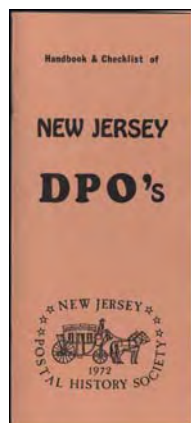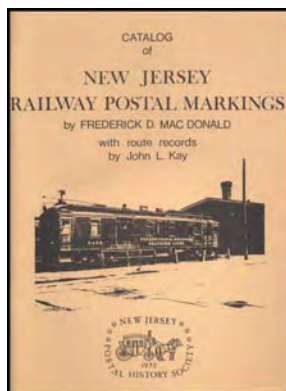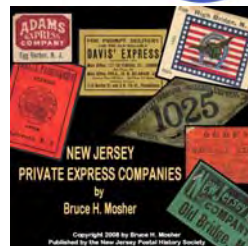
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