

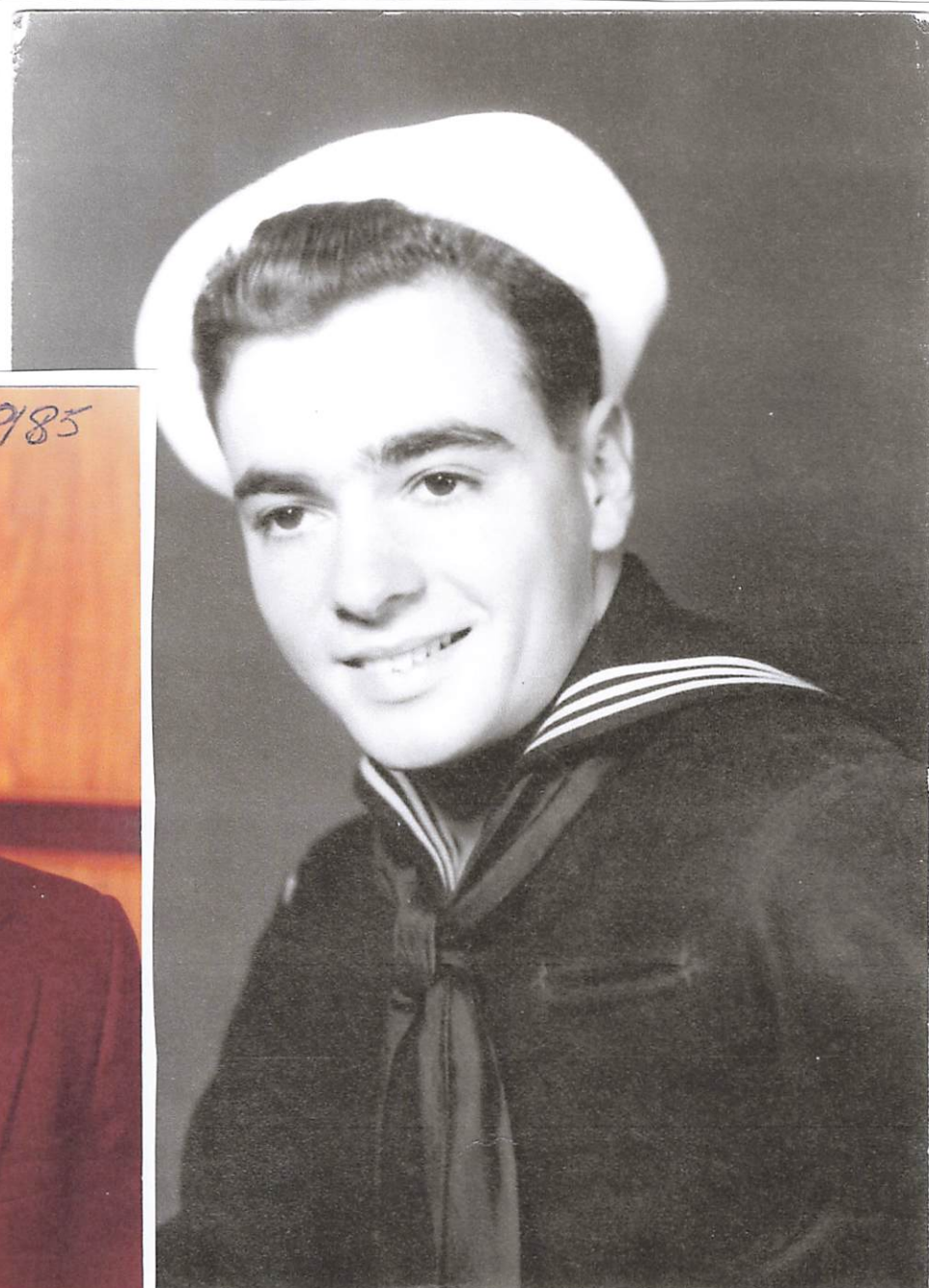
AN INTERVIEW WITH

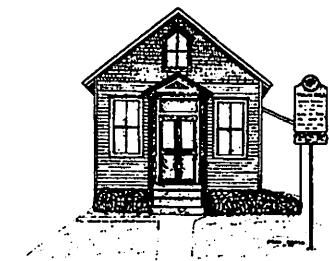
PETER T. RANERE

MAY 6, 2016

**PROVIDED FOR THE BENEFIT OF THE HISTORICAL SOCIETY OF
HAMMONTON**

INTERVIEWED AND TRANSCRIBED BY: DENISE SAIA





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Permission to have the Oral History Interview Remain at the Hammonton Historical Society for Public Access as well as being placed on the society's website at a later date.

Date of Interview: 5-6-16

Oral History of:

Patty Ramey

Interviewer: Denise Saia, Hammonton Historical Society Secretary



Oral History Interview of Mr. Peter T. Ranere

Conducted by Denise Saia, Secretary of the Historical Society of Hammonton

May 6, 2016

Mr. Ranere, please give us your full name and when and where you were born.

Peter Thomas Ranere Jr. I was born at 219 White Horse Pike, Hammonton, NJ. The date is March 15, 1925.

Will you give us your parents and grandparents' names and where they were born.

My father's name is Peter T. Ranere Sr. and he was born in Hammonton, NJ. I can't give you the date right off the handle. My mother was born at Dominic Campanella's residence on the White Horse Pike where the Campanella farm was.

What was your mother's maiden name?

Her maiden name was Mary Emily Ranere, I mean Mary Emily Campanella. Her parents were Dominic and Emily Campanella.

And how about your grandparents?

I can't tell you that. I have their dates at home but I don't remember what they are.

Where did you attend school and when did you graduate?

I attended school in Hammonton, NJ and I graduated in 1944.

You went to Hammonton High?

Yes I did.

Where was your first job?

My first job started when I was in grade school. I used to work afternoons at my dad's business on Bellevue Ave., Hammonton, NJ. 244 Bellevue Ave. it was.

What was Hammonton like when you were a teenager? Do you have any particular memories of stores or things like that?

Not really because I didn't venture very far from the automobile garage, my dad's garage. I remember it as being a quiet country town. It was a very delightful country town as I recall. Very pleasant. Especially Friday evenings on Bellevue Ave. when everybody would come into

town to do their shopping. It was a real big deal because the street would be mobbed with people.

Did you have a favorite sweet shop or ice cream parlor?

Well we did. We had one that was right across the street from where my dad's business was. The sweet shop was where we gathered and had a lot of fun when we were kids. They had dancing and all of the ice cream and stuff that you would want.

They had the dances right there too?

Oh yeah. There was a little dance hall inside the building, to the back of the building. The soda fountain was up front and the dance hall was in the back. And they had benches all the way around the outer edge of the building of the dance floor and that is where we sat and had whatever we wanted in the way of ice cream, soft drinks. It was very nice.

When did you and who did you marry and where did you get married? And how did you meet?

Well, I used to be at the garage and this one day was a practice on Saturdays and people could go ride up and down Bellevue Ave. and I saw Louis Rubba and he had this young lady with him and I thought it was a girlfriend of his, to tell you the truth. And he went by and he tooted the horn and waved and I was standing by the front door. That was my favorite spot in the building, the front door. And he turned around and came back. We had an open area where there were no cars parked because there was fuel pumps in the front of the building. And he just pulled right in that area and he tooted the horn and I went over to the car and it was actually his, let me see now, she would have been the granddaughter of, I am not sure of that now. Anyway, her mother was Lou's sister and she had come down to visit her aunts and uncles, so it was a cousin. And that is how I first met Rita. And, funny thing, but I almost knew immediately that was the girl I wanted to marry because I just fell head over heels in love with her. And oddly enough, her father, Angelo Tomasco, came down to Hammonton to buy produce. He was in the produce business up in Philadelphia, wholesale produce business. And he came to Hammonton to buy produce during the summer months and right across from the train station was the Ruberton's Meat Market. And he would go across to the meat market to buy something to eat and Mildred, who he later married, Lou's sister, was the cashier and that's how he met her. And so he used to come down to visit her, by train.

So your wife was from Philadelphia?

They lived actually up in Drexel Hill. At the time they may have lived on Broad St. because for a while they lived on Broad St. but then they moved to Drexel Hill when they built their home out

there. So it was either one or the other. And that's the story of how he met Mildred and that's the story of how I met Rita.

How long did you go out before you guys got married?

Oh that was, it was quite a while because I was probably in 10th or 11th grade at the time. And then I went into the military. I went into the Navy for two years and it wasn't until after I got out of the Navy that we were married on August 27, 1949.

Then you got married in Hammonton?

No, actually the wedding was up in Drexel Hill. We were married in her church.

But you decided to settle here in town.

At first we lived up there. We got an apartment up there because I was still attending Villanova. I graduated from Villanova in 1951 and we stayed in that apartment up there until I graduated and then we moved down here. And dad had an apartment house on Bellevue Ave. and we lived in the apartment building for a few years until we built our own home.

And that was the home on Lakeshore Dr.?

Yes.

Will you list your children's names and their spouses?

Oh yes. Rita and I had three children. First was Nancy, the second was Donna, and the third was Peter III. They were our three children.

And they all married and how many grandchildren do you have?

They married and we have six grandchildren. Each family had two children. Nancy and Frank, their two was Carolyn and John. Donna had two little girls, Emily and Hilary. And Peter had a little boy and little girl, Peter IV I guess it would be and they call him PT. His sister is Dana.

I thought, if you don't mind, we could talk about your father's business, how it got started and what you did there. And then I thought we could get a little bit into your political career. And after that, whatever you want to talk about. But I am interested in hearing more about your father's business and how it got started.

Amazingly enough, I have to lead up to it. Dad was attending school at Oakdale School at the time and his father was accidentally killed in a wagon accident. He was taking a load of berries to the market in Hammonton and something scared the horse and the horse jolted and a box of berries, I don't know if they were strawberries, blueberries, not blackberries, but raspberries or black diamonds, came down and hit him in the back of the head and he had a fractured skull

and didn't survive it. And of course, the family at that time was my father and his two sisters, Sue Tomasello and D'Agostino, Aunt Josie. They along with my father then had to work the farm. They had a little berry farm because that was their livelihood. And dad did that during the summertime and then during the wintertime. Because he was so interested in the new contraptions that were coming out called automobiles, that he went to Philadelphia and got a part time job working on an assembly line where they built a white automobile, a steamer, and it played a big part in his life. One day his mother had sent him to the school to tell something to his sisters and on the way home there was a fellow that was stuck along the road, White Horse Pike, and it was called Main Rd. back then and it was nothing but a gravel road. It was a carriage path, is what it was and this fellow was there walking around this little wagon type contraption that was a steamer and he couldn't get it running. And dad, because he worked in this assembly line where they built these steamers, evidently had a good idea how they worked, how the water got from the water tank to the boiler and he went over and introduced himself to the gentleman and told him what he was doing, that he worked part time up in Philadelphia assembling cars of this nature and that he might be able to fix it for him. And the gentleman agreed to let him try to fix it. And he did. He took the line off and found that there was a piece of wood clogging the water line so that the water wouldn't get from the water tank to the boiler. And he cleaned it out and they put it back together and it started up and it would run. He was so amazed that my father was able to do that at his young and tender age that he gave him some money, I don't remember if he said it was five or ten dollars, but it was more than dad had seen, I think had ever seen. And he also told him, he says look, he was so disgusted with this contraption because it was always breaking down on him that he was only going to keep it until the end of the season. He was going down to Atlantic City with it and at the end of the season he told dad that he would write him a letter. He got his address and his name, and he says I'll send you the title to the car and I'll tell you where the car is garaged and I'll send you the keys and you can come down and the car will be yours. So, sure enough, dad waited until the fall, it was probably early September when the shore business starts to quiet down, and he got this letter and everything was in order so he got a friend of his and they went down to Atlantic City by train and they went to where this address was and found the garage. Sure enough the car was in the garage and they had to push it out of the garage and finally got it started. And he said by the time they left Atlantic City and got back to Hammonton, it was sometime early the next day. He said they would have to stop and put water in it about every five or ten miles because the water would be depleted from the water tank. And that's how he got his first automobile. And he kept that for quite a while. In fact, he used it as a little jitney around town. And he was quite proud of that.

Was the first business right in town?

He first had a little bicycle repair business at home. They had it in the basement of the house. And that's another interesting story, how they got to live at 219 White Horse Pike. When the immigrants from Italy arrived in this country, all they had was what they had on their backs and a suitcase of belongings. Luckily enough, there was a family by the name of Scott located at 219 White Horse Pike and they had a little school there. It was actually considered a little college and the immigrants would introduce themselves to the Scott family and so long as they did whatever they asked them to do in the way of work around the college, they would get room and board. And they did that for maybe a month or maybe two or maybe six, until they got settled down. And then they could go out and buy themselves a piece of property that they were either going to farm or where they were going to live. And it worked out very well for the young people coming over from Italy because otherwise they would have been destitute, they would have had no place to live. The first family, one of the first families that came over was Mateo Campanella and he actually, when he got on the ship over in Europe, he didn't pay his fee for the voyage and he was in trouble on the ship so I don't know whether they had him incarcerated or what, but whatever, he was on the black list. But he met these people from England, I just had the name, but anyway, this family managed to straighten out the problem he had on the ship and they got to liking the fellow and dad said that Mateo was the type of individual that people would get to like because he was very friendly, clean cut and a gentleman type individual. So he stayed with that family, it was a husband and wife. The husband was partially blind at the time so his wife had to take care of him and when they got to New York, they got passage to Philadelphia. That's where the people who met Mateo lived and they stayed with Mateo until they got to Philadelphia and then they decided they better take him to Hammonton or he is liable to get lost and would never make it to Hammonton. So they waited for a train to Hammonton and they did take him to Hammonton and made sure he was settled. They knew where he was because he went to that school and the Scotts gave him a part time job, for how long I don't know, but it usually was for a month or two or maybe three. Then a little later on, his brother Dominic Campanella came over. By that time, he had built a little house out on Pine Rd. and Dominic and Mateo were living together. At first it was Dominic, Mateo and Mr. Capelli that were living together on Pine Rd. then Capelli moved out and it was Mateo and his brother Dominic and then this family brought over a friend of theirs, a girlfriend, a young lady and she was introduced to Mateo and they fell in love and they were married. And when that happened, then Dominic decided it was time for him to see if he could settle in his own place and he went out and bought property on the White Horse Pike where their farm was located, the Campanella farm, and that's where he started to build his farm and a little living facility. And then the sister of the lady that married Mateo came over to visit and then Dominic met her. They introduced her to Dominic and they fell in love and they were

married. And that's how my grandfolks got to be settled here. And it's all spelled out in this book, *The Story of Hammonton*.

Going back to the bicycle shop, where in town was that located?

At first it was located on the White Horse Pike. In fact, he says he put a sign across the road and that was just a gravel road, just a two lane, if it was two lanes, it was maybe one lane, because he stocked some gas because so many people with these new contraptions, these cars, would come into Hammonton and be running out of gas. There was no place around to buy it so dad stocked maybe five gallons of gas at a time and he could give them five gallons so they could get further on their travels or to the next filling station. I don't know exactly when filling stations came to be, in fact, gas was originally sold from the drug stores or pharmacies in the early days. And that's how that occurred. But then dad, he was 16 years old and the year was 1900, and he decided he wanted to go into business. He rented a store on Bellevue Ave., 244, when he wound up buying the whole building later on. And that's where he started his first store. First it was repairing bicycles and later it was to sell cars. The owner of the college, by the name of Scott, Mrs. Scott, after they had a fire in the college – I have to go back, and it destroyed the school and the Scotts were so upset about it that they didn't want to struggle any further with this college. So the college was totally demolished by the fire and they decided they wanted to sell the property and they talked to my great-grandfather actually, and they made an arrangement between them for him to buy the property. And that's where he had his little berry farm and they actually settled in the Scott's house. It was there at the time, and then a little later on that's when he decided he wanted to open up a business in town and he rented a place at 244 Bellevue Ave., and that's where he started his automobile business.

And then as it grew, that's when he decided to move it out to the pike?

Yes, and the reason I mentioned the Scotts at that point was because Mrs. Scott wanted a car and she went to him and told dad what she wanted and he went out and found a car for her and that was one of his first sales in the automobile business.

Then you said you worked there?

Yes, as a kid. Now this would be sometime in early, not the early, the mid 30s when I started going to school and dad would always tell me, look, when you finish school, I don't want you going anyplace else, you come right over here and I'll find something for you to do. So I used to go over there and what he did with me, he took me to the back and he said I am going to open up an account for you right here and now and he opened up a checking account for me and he would give me so much money every week that I did something at the garage. You know, five dollars or one dollar, it wasn't very much, and I would do these little odd jobs around the place and that's how I learned a lot about automobiles.

And this was on the pike?

No, this was in town, 244 Bellevue Ave. After school, I would go over there and it was to clean up, sweep the floor, or help the parts man take care of the parts room, whatever. I would work there until he got ready to go home for dinner. Then we would go home for dinner and I'd stay home and he was very rarely at home because he worked until maybe ten or eleven at night most of the time. But that's the way it all started.

Did he service anyone's car or was it anything in particular that he took care of?

Yes, he serviced everybody. Anybody needing repairs he would take care of. And dad was the kind of individual who looked at a problem and studied it and he usually could resolve it himself. If he couldn't, then there were people he knew he could call that were connected to the General Motors end of the business and they would help him in the repairs. But he did everything, I mean they had lathes, they could machine parts for the cars. They didn't rely on anything but themselves to make the repairs.

I wanted to also ask you about siblings. Did you have brothers and sisters who also worked?

Yes. I was the baby of the family and Charlie was the oldest, Domenic was second in line, and then my sister Marie, and then Louise and myself. There was quite a few years between Charlie and myself. I am pretty sure Charlie was born sometime around 1910. And I was born in 1925 so that is quite a while there.

And did all of you work?

Well, Charlie and Nicky both worked at the garage. My sister Louise did. Marie went to pharmacy school in Philadelphia and eventually set up their own business in Hammonton when she married. That was called Kern's. They first were located across the street from where they wound up on Bellevue Ave. and Second St. That was Kelly's Drug Store, I believe. And they changed it to Kern's Drug Store and then they lost the lease on that and they went across the street and leased the building right opposite to where they were. Unfortunately, Don died at a young age and that caused big problems for my sister Marie. And she eventually, when the hospital opened, she was offered the job as the pharmacist in the hospital so she went and worked there because the drug store, raising a family, she had three children herself, and when Don died, why that put an awful strain on her so she took the job at the hospital.

How long did you work over at the dealership?

Well, I worked over there all my life except for periods of times when I went to school. And of course, the two years I was in the Navy. And I should also explain that I actually didn't graduate from Hammonton, I graduated from Brown Prep in Philadelphia because I went to school at night and worked during the day on the farm in order to get a deferment so that I could

graduate high school before I went into the service. They allowed us to do that then. There were a number of people that did it. They were connected with farms and dad had land behind the house and on the other side of Basin Rd. that we used.

I also wanted to ask about the development here. Was that something your grandfather was responsible for?

No, it was actually my father. This area was all burned out, Lakeview Gardens, what is called Lakeview Gardens today. A locomotive that went through Hammonton to Atlantic City and back to Philadelphia caused a fire by hot ashes coming out of the smoke stack. It happened to be a very windy day and it burned a whole stretch from where the railroad is through this area until they finally got the fire out. And the property owner at the time, whether it was put up for sale or foreclosure or whatever, I don't know that either, but there was an auction fair and dad came down and bid on it and bought it. And he along with Rehmann, the engineer for the town, they plotted out the lots and the roads and that's how this area got started.

When did you get interested in politics in town?

Well, that was, I would say late 60s, and the early 70s and it came about this way. Whether it was deliberate or not, I don't know but anyway, dad, because he was in the automobile business, he used to park a lot of cars behind his house. They were well off the street and they were behind where the big garage, what they call the car garage is and stretched out into a field, oh maybe the field must have been ten acres. And that's where he would park them and then as they needed parts, the mechanics would come down and take used parts at times to help repair somebody who was broke down. But anyway, the town picked on dad because dad was in politics, he was the head of the Republican Party for a while. And then he saw that nothing good could become of it except trouble and he told me. When I decided to go into politics, he said you'll be sorry. But anyway, I got into politics and the only reason I won that first election was because they put a stupid article in the *Hammonton News* that blamed the whole thing, blamed me getting into politics on my father, who had nothing to do with it. And the people just turned against the Democrat party because of that article and I won the election, otherwise I would probably never have won the election.

Did you enjoy your time in politics?

Yeah, I put about seven years in. Five years as councilman and the last two years as mayor. And it came to a point where I was really needed in the automobile business and trying to run the town and take care of the town business and my own business got to be quite a load. I ran for re-election but my heart really wasn't entirely in it because I had mixed emotions. My son had been hit by a car and he was in a cast for about six months because it broke every bone in his one leg. And between that and the automobile business slipping somewhat, General Motors

slipping in popularity, it was causing quite a strain. So when I lost the election, I was just as happy that it occurred because I wanted to get out and devote all my time in the automobile business. Because then we finally decided to sell the business because we could see what was happening. And that was 1986 we decided to sell our business. It was agreed to by all of the family members because the whole family was in the business and that's what we did.

And who bought the business?

It was sold to a fellow by the name of Cataldi who had a similar type operation in Philadelphia. He sold his Philadelphia operation and came down and ran this one. And I thought they were going to do very well but he got involved in going down to Atlantic City a little bit too often and that's where his problem happened. That there put too much of a load on the automobile business and he had to give it up.

Those were the main things I wanted to ask you. Is there anything or anyone that you want to talk about or mention?

Like I said, my brother Nick and I were very close and I was just a youngster. I must have been someplace between five, six, seven years old and Nicky was interested in aviation. He decided to build his own airplane and he built the wing downstairs in our house at 219 White Horse Pike. The wing was a one piece and it was quite long and we managed to get it out of the cellar door because he had a big cellar door opening. Anyway, I used to go down there at night when he was working on that and watch him work on it and all the little pieces he had to cut and put in place, and glue them in place and stuff like that. But anyway, the airplane that he bought was a Heath Parasol. It was in the form of a kit. You bought the kit and you put it together yourself. The only thing that he bought that was already manufactured was the engine which was a small engine, something the size of a motorcycle engine. But anyway, he built the wing down the basement at 219 White Horse Pike and he built the fuselage down at the garage because he had to weld that together – that was all tubing. And then he had to call the inspectors from the Civil Aviation Authority. It was called in those days CAA and they came and they inspected it and they said it wasn't up to standards. So they made him take it all apart and redo it. And he did and finally he got it approved and then before he could do anything with the airplane he had to learn how to fly. He used to go down to Bader Field and he took lessons down there and finally he then flew his own airplane. The airplane had a small engine in it like I said, it was probably not much bigger than a motorcycle engine. And this was a one person airplane, one passenger, and he used to fly it from Bader to Hammonton and then he would land at Amatol where they had the wide gravel roads. He would land it there and somebody would pick him up in the car and do whatever he wanted to do and then he would fly the airplane back to Atlantic City. Eventually he had to get a license and I remember we took him, I was just a youngster because I remember standing up in the front seat at the dashboard looking out the windshield

so I couldn't have been very old. And Georgie Ruggero, a dear friend of his, took him to Atlantic City and Nicky got in the airplane and was flying it. He had to take it to Camden. There was an airport, I think it was called Central Airport in Camden, right where the circle was. There was a big circle there and that's where the field was. And we drove from Atlantic City to Camden in the Buick Touring car dad had taken back in trade from the State of New Jersey. And we got there about the same time he did because he ran into a head wind and the wind slowed him down. But it was just one of the interesting things I remember about my brother and my younger days. We used to use those touring cars. Dad sold quite a few of them, probably 59 or 60 of them to the State and they traded some back in after a year because they had no heaters in them and they were open cars. They were four door sedans but built like a convertible. And all they had for protection to the outside air and temperatures were the glass windows you could put in place and they weren't very efficient in so far as keeping the cold air out. But anyway, the Troopers themselves complained about how cold it was in the wintertime that the State traded some back for closed sedans with heaters and we wound up with maybe a dozen of the cars back and we had them in the warehouse in the car barn.

I wanted to ask you if your father ever provided cars for the Police Department in town.

Yes, we used to sell cars to the Police Department. They would put out bids for them and anybody could participate, any of the dealers in town. It was an open bid. Yes, we did sell them quite a few police cars. And the cars that they usually got were specially made for police car and Police Department work. But anyway, we did that and I remember one of the cars that I used for quite a while as a young fellow when I first got my license was a little black two door sedan we had taken back in trade from the Police Department. We used it for quite a while of course, and then the war came along and you couldn't get cars. I remember we had cars that were built during the early stages of World War II up until '43 maybe, and some of those cars were only partially constructed. They were not finished. In other words, there were pieces missing from them and we used to have to specially prepare them for storage so that they didn't get any moisture into the engine. We kept them indoors in the car barn.

INTRODUCTION

The following Cultural Resource Survey has been prepared pursuant to Section 6-1407A of the Pinelands Commission's Comprehensive Management Plan. The project site is located in Hammonton, one of the Pinelands towns (Figure 1).

The P. T. Ranere house is on the White Horse Pike opposite Fairview Avenue one mile to the northwest of the center of the town. The study is for the part of Block 4501, Lot 26 that is along the pike (Figure 2).

A survey done for the property shows the location of the house, garages, and other outbuildings. The driveways, retaining wall, and garden area are also shown (Figure 3).

In 1872 the property was owned by Rev. J. L. Scott. The Beers, Comstock, and Cline map of Hammonton shows a circular driveway and a large house (Figure 4).

The present condition of the house is shown on several photographs. These include exterior and interior shots of the house, views of the barns or garages, and a picture of the former Ranere house (Figures 5-20).

The report also includes several drawings. Among these draw-

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ings are part of the original drawings prepared in 1928 when the house was built. Also included are drawings of the garage and barn (Figures 21-27).

The report was done in December 1987.

INVESTIGATION

The investigation consisted of four parts. These included background research, archaeological fieldwork, oral history, and an architectural drawing.

The background research was done in order to historically document the house and the Ranere family. This research was done at the Atlantic County Library, the Atlantic County Planning Board, and the Pinelands Commission. Although the major emphasis was on the historic period, the prehistoric period was not neglected. The historical research included both cartographic and written resources. A list of the references appears at the end of the report.

Archaeological fieldwork consisted of both observation and testing. Observation was done in the garden area along the southern side of the project. Five archaeological tests were dug. Two of these were in the garden area. The other three were done along the

driveway at the front of the house. Soils from the test units were screened through a $\frac{1}{4}$ " sieve and then backfilled into the hole.

Oral history was obtained from the present owner of the property and from members of the Ranere family. The present owner had collected an extensive amount of data from P. T. Ranere's sons before the project began. A list of all the oral historians appears at the end of the references.

The architectural drawings came from three sources. The original drawings for the house were still held by the family. These included both plans and elevations. Plans of three levels have been included in the report (Figures 21-23).

The drawings of the large garage have been prepared by Charles Penza. These were done recently. The original drawings for the large garage were not among those in the possession of the family (Figures 24-26). The drawing of the old barn has been prepared by Aqua Terra (Figure 27).

The archaeological tests denoted that the level of the front of the house was raised by 3' of fill. The garden area was plowed to a depth of 14". Coal ash was found in the garden area. Some building debris was found in the other test units. None of the artifacts were kept.

RESULTS

Hammonton was named for one of the sons of William Coffin. Coffin built a sawmill and then a glass house near where the White Horse Pike crosses the Hammonton stream. The sawmill was in operation by 1814. The glass house opened shortly after the sawmill. Coffin's house was located where the Kessler Memorial Hospital now stands.

The present town of Hammonton was originally a real estate development. Richard Byrnes and Charles Landis laid out the town along the 1854 Camden and Atlantic Railroad. By 1866 Hammonton was separated from Mullica Township. Most of the early inhabitants were from New England and New York. By 1872 the Campanella and Calabrese families had settled on Pine Road east of Main Road.

The 1869 Miller map and the 1872 Beers, Comstock, and Cline map show the configuration of roads. The gridiron pattern of development from the 1860's was superimposed on an older system of roads (Figure 4). Main Road was the dividing line of two large early parcels. Oak Grove and Elvins Corner were smaller settlement areas along Main Road. Oak Grove was at the junction of Cemetery Road. Elvins Corner was at the junction of Belleview Avenue and Main Road (the White Horse Pike).

The project site lies along Main Road between Elvins Corner and Oak Grove. No separate name has been found for the junction of

Main Road and Fairview Avenue. George H. Bingham owned a large house on the southwest corner. This dwelling became a restaurant. It is now the location of a Wawa Store.

The 1872 ~~map~~ indicates that Reverend J. L. Scott had a house on the project site. Scott is not mentioned in either the 1887 or 1966 histories of Hammonton. Oral history taken from Joe Wilson and the present owner indicate that Scott had a boarding school or college on the project site. A 1907 account indicates that Mr. Scott sold the property to Peter Raneri. It further states that upon his death Mr. Raneri owned 200 acres, including the twenty acre Scott farm and a macaroni factory. The factory is known to have been behind the Scott house (p.c. Dominic Ranere).

The Raneris, like the Campanella and Calabrese families, were from Messina, Italy. Pasquale Raneri obtained property in 1887 from Joseph W. Lippencott. It is probably Pasquale and not Peter who obtained the Scott property.

The Scott house was moved to the north side of Fairview Avenue. The house originally had a section appended to the right side. The house is still standing but has been altered to look like a Dutch Colonial structure (Figure 20). Some of the fenestration is original.

Peter T. Ranere had the present house built in 1928. He moved

the site of the house back from Main Road because of the suspected widening of the recent 1922 opening of the White Horse Pike. The location of the house was in part on the site of the former macaroni factory. and also the site of the boarding school.

Peter T. Ranere, before he opened his first automobile agency in 1900, had both a carriage shop and a bicycle shop. The bicycle shop was near Main Road. His Hammonton Auto Station was on Bellevue Avenue in downtown Hammonton. He sold General Motors products including the LaSalle, Cadillac, Buick, and Chevrolet. He also sold Chevrolet and Reo trucks. Mr. Ranere also had a Motor Vehicle Agency in Hammonton. He owned the Black Eagle Bottling Company which closed before World War II and had several land holdings in Hammonton.

Mr. Ranere's sisters owned property on either side of his house. The Tomasello Winery lies to the north. The D'Augustino farm is to the south next to Basin Road. The P. T. Ranere Automobile Agency moved from downtown Hammonton to the White Horse Pike. The showroom and lot are just south of Basin Road. The agency has recently been sold.

Mr. Ranere married ^{MARY} Marie Campanella and they had five children including three sons and two daughters. Dominic and Charles Ranere have given some of the oral history for this study. They remember the former location of the Scott house and the orientation of the old barn.

The 1928 house is a modified Georgian Revival style. It was designed by Lloyd Titus, an architect from Atlantic City. The carpenter was Frank S. Weeks. The mason was Joseph Falciani of Hamonton. A copy of the original blueprints including both plans and elevations was kept by the Raneres. There are only slight changes in the interior (Figures 21-23).

The foundation is poured concrete. The first story is stone with large bay windows in the living and dining rooms. There is a sun porch to the south and an enclosed entrance hall partly below a pediment. Between the first and second floor there is a pent roof. The second floor is stucco on metal lath. The roof is tile. Protruding from this are three dormers (Figure 5).

On the north side there is a porte cochere. Between this and the house there is an open porch and a massive chimney (Figure 6). The two large tulip poplars shown in this photograph have since been removed. They were diseased and were known to be over one hundred years old by the ring count. They date from the Scott era.

The rear of the house does not have the symmetry of the front. The kitchen section is only one story high and is a remnant of an older building. The entire house sits on a low terrace (Figure 7).

In Georgian fashion there is a central stairhall. It is wainscoted to five feet above the floor level. The ballustrades are

turned with a square base. There is a turned banister but no newel post. The stairs rise to a landing and then continue to the second floor level (Figure 8).

The dining room is to the right of the stairhall. In the corner of the dining room there is a built-in china closet. The glass in this as well as in the French doors is beveled. The floors are hardwood with darker inlays (Figure 9).

The living room is to the left of the stairhall. At the far end there is a stone fireplace. The stone is granite and there is a stone mantel. The door leads to an open porch. There are cast iron radiators throughout the house (Figure 10).

Throughout the first floor there are several brass wall sconces and chandeliers. Most of them are Georgian in style. The wall sconce in the library is rather eclectic (Figure 11).

The kitchen contains a cast iron sink and a built-in ironing board. The coal stove was on the north wall with a thimble for the flue above the door (left). The base of the stove was set on stone within champhered boards (Figure 12).

The second floor contained a long hallway. Each of the bedrooms had an entrance to the hall. The interior and exterior walls

are stucco on metal lath. All of the bedrooms have wall sconces. One bathroom including all the fixtures is lavender. The other is green.

The attic is not separated into rooms. There is bracing around all four sides in order to hold the roof rafters which support the hip roof (Figure 13).

The garage is larger than the house. It is of frame construction and is $2\frac{1}{2}$ stories high. Between the first and second levels there is a pent roof. The pent and hip roof are asbestos. There are seven bays on the first floor and each bay is two cars deep. On the north end there is an apartment (Figure 14).

The primary function of the garage was to store cars from the automobile agency. For this reason a ramp was built on the rear of the building so that cars could be taken to the second floor level (Figure 15).

The apartment door dates from an earlier period (Figure 16). Although the windows appear earlier they seem to be contemporary with the garage. The door could be from the Scott house.

Plans and elevations have been made for the garage. The origi-

nals were not found along with the other drawings. The new drawings give most of the architectural details (Figures 24-26).

South of the large garage there is a group of three buildings. These include a $1\frac{1}{2}$ story barn that was made into a garage, a stable, and a chicken coop. Above the stable there is a pidgeon (squab) house (Figure 17). The barn was originally larger and oriented in the opposite direction. The chicken coop also had a previous use. The sliding garage door has hinges patented in 1901 (Figure 18).

Inside the large garage there is a Model T school bus (Figure 19). The 1919 bus was traded in on a new 1924 Reo. There is also a 1954 Fleetwood Cadillac in the garage.

The stone of the house walls is gray. The stucco above this is pink. The pent roof and the main hip roof is green. The exterior trim is white. There are red brick drip courses on each of the windows. On the front of the house there is a paved terrace. In the summer the terrace has had a dark green awning.

The interior is almost original. The breakfast room was made into a modern kitchen. (It is now restored to the original wall color.) The varnish on the wainscoting is original and there have been very few color changes on the walls. The brass fixtures have been returned to their original condition. In addition all of the hardware is original. Even the furnace in the basement is original.

12

EVALUATION

The evaluation is based on both the Pinelands Comprehensive Management Plan and the National Register of Historic Places. Section 6-1404 of the plan allows for the designation of structures and sites within the area of the jurisdiction of the Pinelands Commission. The four standards of designation recognized by the commission are similar to the four criteria established for the National Register within the 1966 National Historic Preservation Act. The Pinelands Comprehensive Management Plan was approved in 1980.

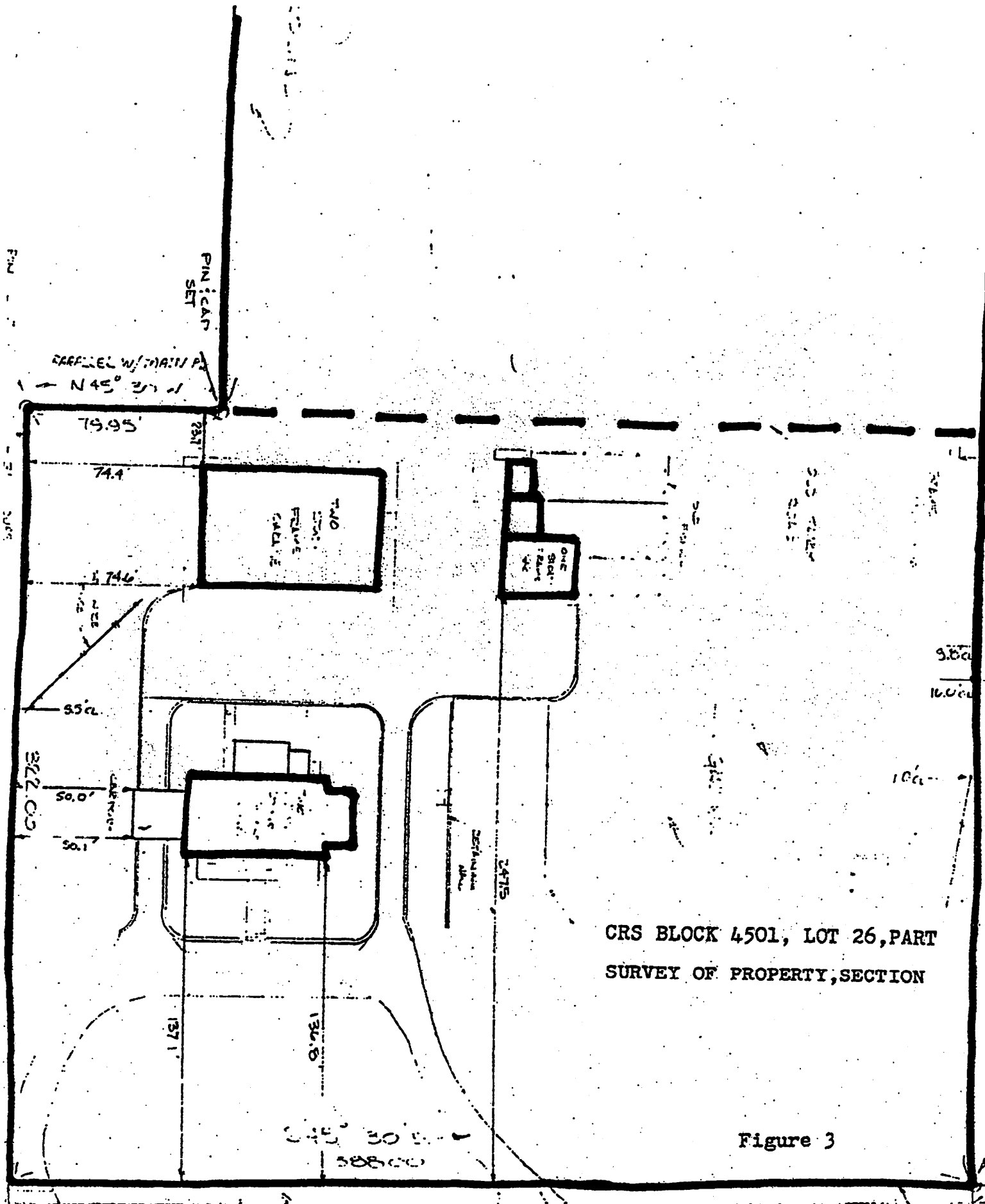
Of the four standards (criteria), the Peter T. Ranere House definitely meets one standard and possibly two. The house and barn represent distinctive characteristics or architectural style that exists in the established Pinelands towns (Standards for Designation #3). The importance of Peter T. Ranere in the history of Hammonton and the early automotive industry could add to the significance of the house (Standards for Designation #2).

The significance of the house has been recognized by the 1986 North Atlantic County Historic Sites Survey. Although identified incorrectly as the Tomasello House, the survey recognized the distinctive architecture of the house (0113-02).

JAN 28 1988

The large garage must be evaluated as part of the Ranere complex. Its original function as storage for unsold automobiles is probably unique to the region. The size of the structure and the obvious similarity in style to the house add to this importance.

The three smaller structures to the south of the large garage represent a separate function of the property. The significance of these buildings is related to agriculture and the extent of the Ranere holdings along Basin Road. Although two of the structures were moved to this location, they form a vital part of the entire 1928 Ranere complex.



WHITE HORSE / PIPE (66") AREA U.S. POINT #20



RANERE HOUSE

RIGHT FRONT

The Ranere House sets back from the White Horse Pike. It has a poured concrete basement, stone facing on the first floor, and stucco on the second floor. The roof is tile.

Figure 5



RANERE HOUSE

LEFT FRONT

The house has a pent roof at the first floor level and a porte cochere on the north side. The tulip poplar trees have since been removed.

Figure 6

JAN 28 1988
JAN 28 1988



RANERE HOUSE

REAR

The kitchen projects from the main body of the house. To the left (south) there is a sunporch. Between the sunporch and kitchen there was a breakfast room.

Figure 7

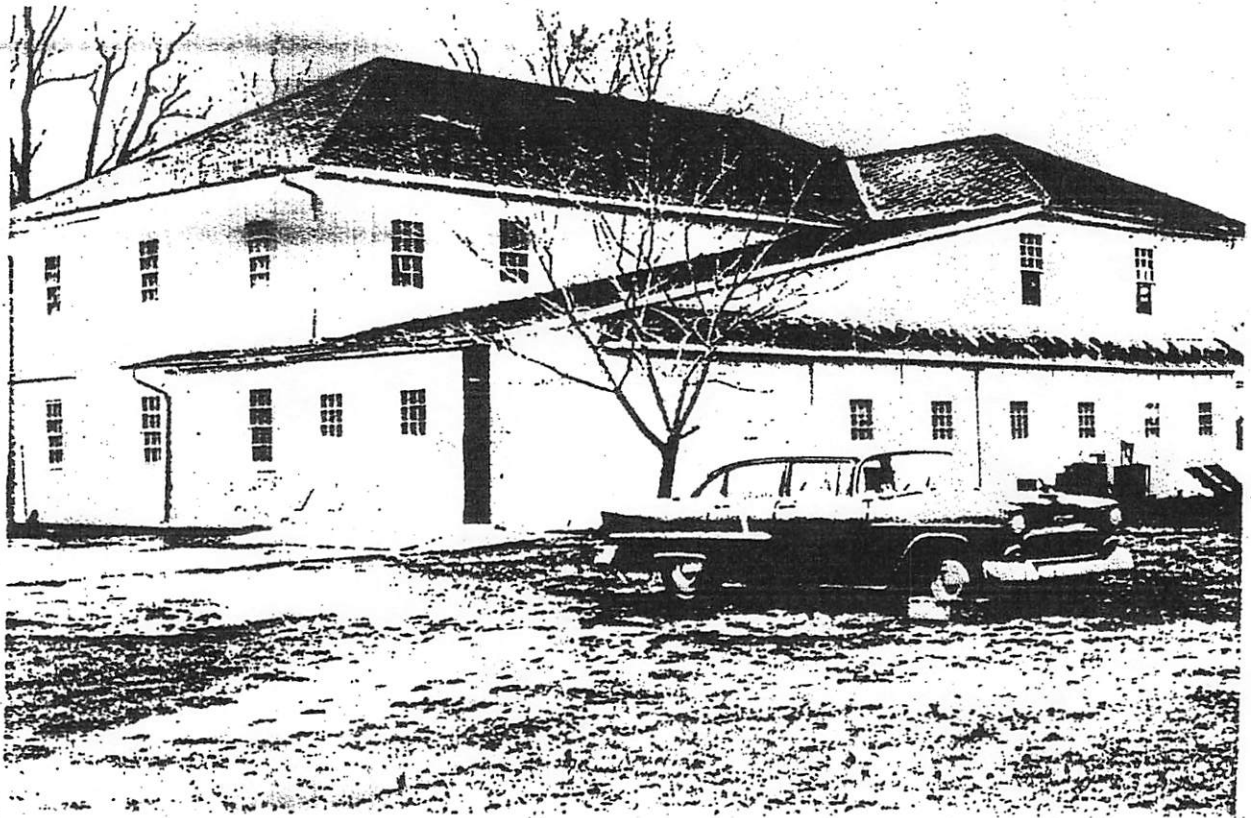


RANERE HOUSE

GARAGE

The garage was built for the storage of cars. The building is seven bays wide and had an apartment in the north end. It was built circa 1928.

Figure 14



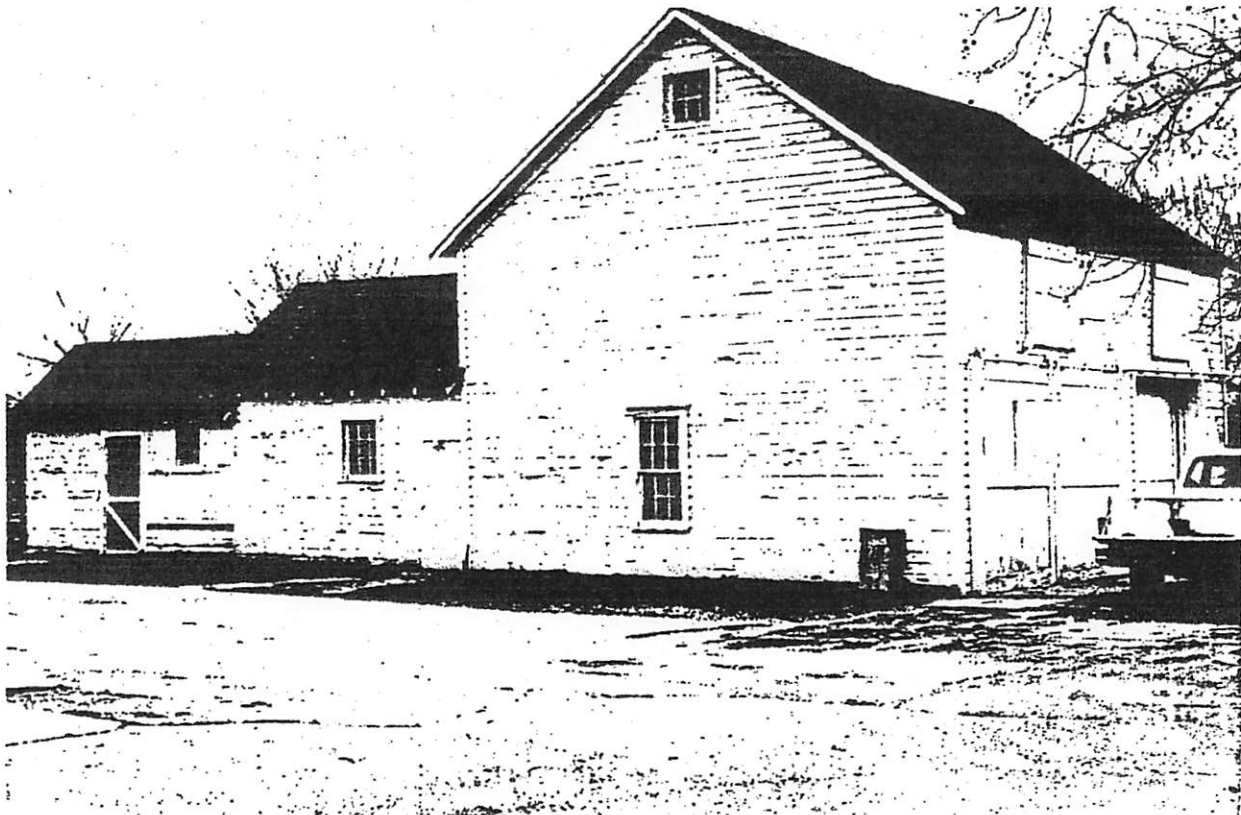
RANERE HOUSE

GARAGE

The rear of the garage included a ramp so that cars could be stored on the second floor. In the foreground is a 1955 Chevrolet.

Figure 15

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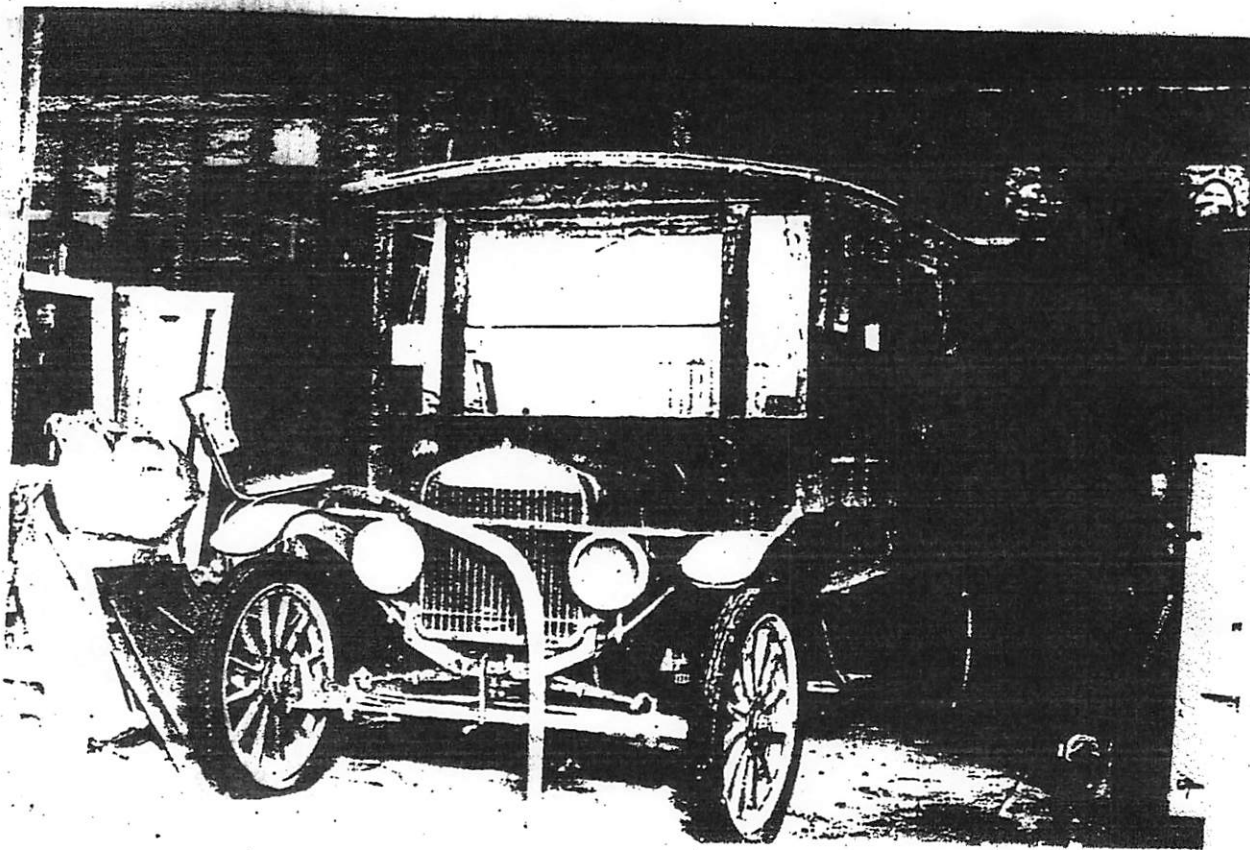


RANERE HOUSE

OLD BARN/STABLE/CHICKEN COOP

The old barn was originally longer and oriented in the opposite direction. The center building was a stable. The rear building was used as a chicken coop.

Figure 17



RANERE HOUSE

1919 MODEL T BUS

This 1919 Model T Bus was used by the Hammonton School system. It was traded in on a new Reo bus in 1924.

Figure 19

A Message From COLUMBUS



Defense Savings Bonds and Stamps give to all American citizens of Italian lineage a way to take a direct part in building the defenses of their country—an American way to find the millions needed for National Defense.

The United States is today, as it has always been, the best investment in the world. This is a very good opportunity for us to buy a share in America.

by COLUMBUS in the interest of National Defense
opened in every issue since June 1941

COLUMBUS

The Italian-American Magazine, Published Bimonthly

by Dr. Vincenzo Campora

Established 1915

Editor: THE MAN IN THE STREET (1940-1941)

Subscription yearly \$3.00 U. S. and Canada

260 Fifth Avenue - New York, N. Y.

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COLUMBUS - "In one word two worlds"

An educational bilingual magazine, named after the Discoverer, principally designed to further among Americans of Italian lineage the true ideals of American democracy.

YEAR XXXI

SEPTEMBER 1945

No. 2

EVERY SHIP THAT COMES TO AMERICA GOT ITS CHART FROM COLUMBUS-EMERSON

COLUMBUS

260 FIFTH AVENUE, NEW YORK.

"Interpreting America Since 1915"

A TEST OF AMERICANIZATION

An Interpretation of a Community
largely composed of citizens
of Italian lineage

Dedicated to all Hammonton boys
who served in World War II

COLUMBUS

Peter T. Ranere is the president of the New Jersey Automotive Trade Association, another typical exponent of the achievements of the Italian-American community of Hammonton. The huge, imposing establishment of his Hammonton Auto Station, which we print in our advertising section, gives an idea of the importance of the business transacted by this reputable firm. We understand that it is the largest of its kind in South Jersey and one of the largest in all the State. Mr. Ranere seems to us a real dynamic man. You find him very often, if not every night, at his desk or in his workshop of Bellevue Ave. You wonder when he rests, since the next morning you find him at the same place. Born right in Hammonton of Sicilian parents, he is particularly proud to trace his ancestry to Hammonton pioneers. This writer greatly enjoyed his enlightening and inspiring conversation. He is a director of the People's Bank and Trust Co. and other business and fraternal organizations. No Hammonton movement, we believe, could be undertaken without him having his substantial share. He has seen Hammonton grow, indeed he has grown with Hammonton and made Hammonton grow. He is the real stuff. This magazine gladly acknowledges his early approval of the idea of devoting an issue to Hammonton. "Yes, said he, since the beginning, 'I think the work will benefit our Community. Hammonton is not an Utopia, but it affords a certain field of observation. We have model farms, beautiful homes, hustling industries, a Lake.' It was indeed thrilling to hear by an authoritative Hammonton spokesman our own first impressions of the town thoroughly endorsed. Mr. Ranere is not only himself the son of an Hammonton pioneer, but he married a daughter of one of the first Italian pioneers emigrated from Gesso, Messina, in 1871, Dominick Campanella, of whom mention is made in another item of this department. Mr. Ranere, who in his overwhelming work is competently assisted by his daughter and one of his sons, can



PETER T. RANERE

boast of having two sons in the service of the Country, Dominick and Joseph M. Ranere.

We understand that Lt. Dominick Ranere was an infant prodigy and at the age of 11 years built an airplane and later flew in it. So, reversing the old saying, Mr. Peter T. Ranere would pardon us if we would say "Like son like father."

C. & E. Cannors, the leading Hammonton packers of Canned Foods, seem to us bound to supply fully the Hammonton market, besides providing foreign markets. Their owners C. & E. are, in other words, Paul Cappuccio and Anthony Ercola, both of Sicilian stock, a well matched team enjoying substantial business activity in the community. Their contribution to the War effort has been very considerable.

Another Hammonton boy in the law profession is Joseph S. Mangano, who at present is a counsellor at law, practicing in Philadelphia, Pa.

Joseph Falciani's residence on Central Avenue.



Peter T. Ranere's residence on No. White Horse Pike (Winter seen)



EARLY MOTORISTS—Several Hammonton residents seated in a two cylinder Autocar touring car back in the early days of the automobile. From left to right Frank Tomasello, Julia Campanella, Emily Campanella, Peter Ranere Sr., George Campanella and Mary Ranere. Photo was taken on old Egg Harbor rd. near Weymouth rd.

Forming a part of the history of Hammonton and of the automobile industry, the history of Peter T. (Pete) Ranere, proprietor of the Hammonton Auto and of the Chevrolet agency which bears his name, reads like a growth chart of our town and of one of the larger factors of our national economy.

P. T. Ranere among the oldest entrepreneurs in point of continuous operation, began as a lad of fourteen when he opened a bicycle repair shop on the White Horse Pike—circa 1899. His first automobile came in that year when he obtained a Locomobile Steamer. However, bicycles and a few single tube auto tires constituted his inventory.

Ranere Pioneered Auto Industry Here

Broke Ground

In 1900, April first to be exact, Ranere broke ground at his present location, 244 Bellevue ave., with the bicycle business in mind. 1903 saw Pete selling his first car from this location—a second hand single cylinder Cadillac. The car was sold to a Mrs. Scott who, as Ranere recalls, lived on the White Horse Pike at the time.

In 1904, Ranere bought a two cylinder Autocar Touring car, which he operated as a jitney for

the following three years along with his business. He was now converted to the automobile business. He handled in succession Ford, Overland, Peerless, Maxwell, Columbia, The American Underslung, Marmon, and Hudson. Most of our younger Hammontonians have never even heard of some of these cars, while many of our older residents have forgotten them long ago.

Franchise

Ranere secured a franchise for Buick and Cadillac in 1915 and continues to sell these cars today. When Bill Durant broke with General Motors to form the Chevrolet Company, Ranere sold the second Chevy assembled. He discontinued Chevy shortly thereafter and did not pick it up again.

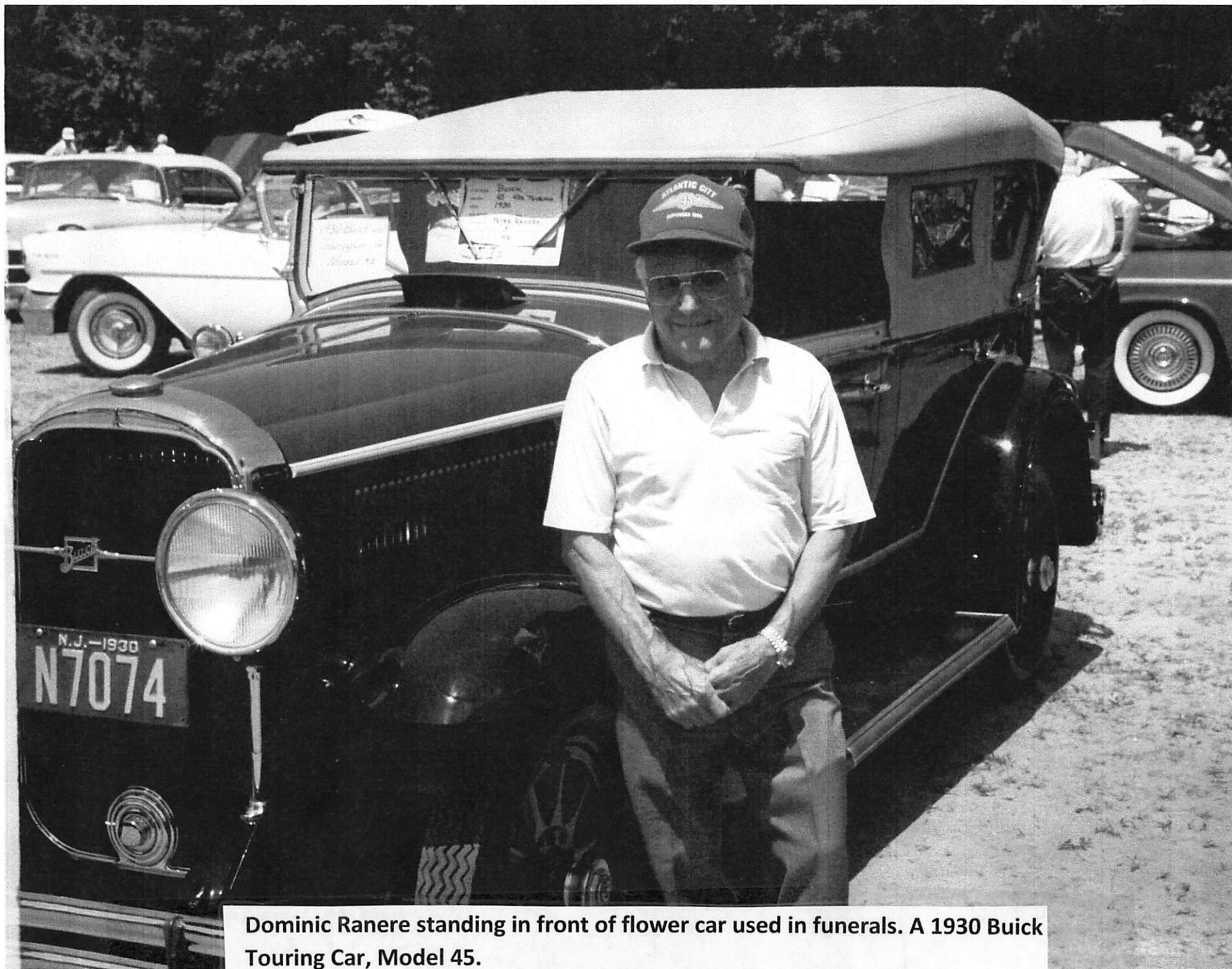




Touring bus. Mr. and Mrs. P.T. Ranere sitting in back seat after their marriage in December 1908 vacationing in Washington, DC.



P.T. Ranere, driver, Aunt Julie Campanella, front seat, Aunt Amy Campanella, right back seat, Mary C. Ranere, left back seat, Frank Tomasello, right fender and George Campanella, rear back fender. Circa 1968.



Dominic Ranere standing in front of flower car used in funerals. A 1930 Buick Touring Car, Model 45.

Hammonton's History

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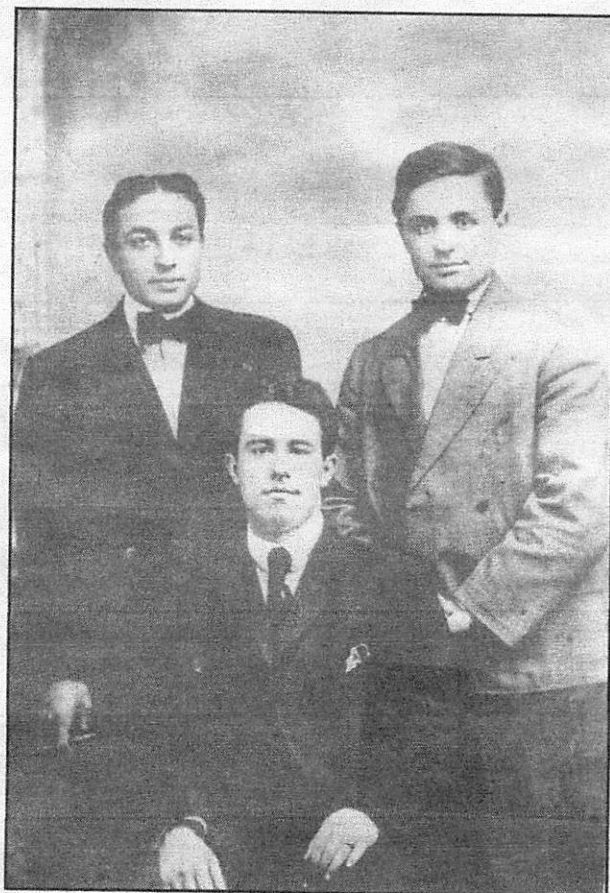
ARENA

BUICK-GMC

227 S. White Horse Pike

Hammonton, NJ

609-561-0707

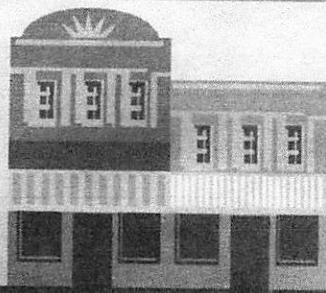


Courtesy of Paul and Susan Esposito
PT Ranere Sr., Dr. Anthony
Lauria Esposito and seated
unknown from the 1930s.

If you have historical photographs with family or friends at work, play or at home from the late 1800s to 1970 which you would like to share with *The Gazette's* readers, please contact us at 704-1940 or at grullo@hammontongazette.com.

Gazette, May 2, 2012

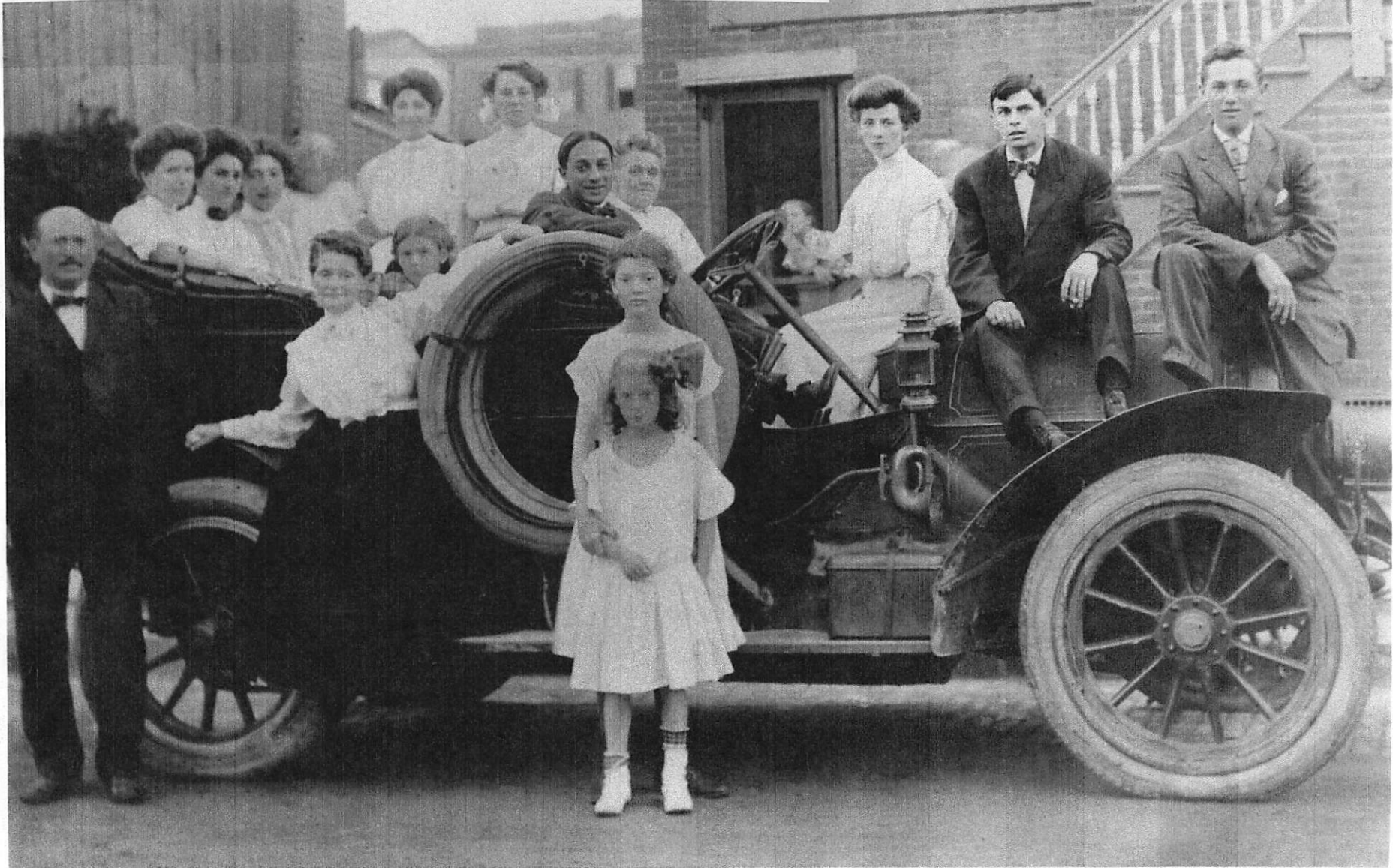
CIVIC NEWS

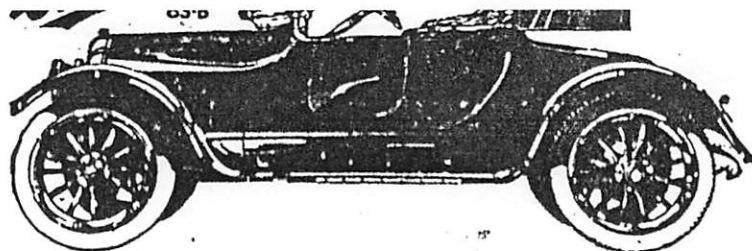




Standing, Mary Campanella Ranere, Josephine C. Ajello, Emil Money C., (sitting holding child), Charles Hamilton Campanella, Louise Campanella Auditore and Emily Campanella. Seated, Julia Campanella, Anna Campanella (child), Domenic Campanella, Edward Campanella. Circa early 1900s.

Jitney service to the shore points. This picture was taken in Ventnor during the early 1900s. The vehicle is possibly a 1906. The occupants of the car known are as follows, the rest are presumed to be from the neighborhood: Peter T. Ranere Sr. driver, next to him is Sue D'Agostino Ordille, on the hood front is Edward Campanella, on the running board behind spare tires is Louise Campanella, rear center seated is Mary E. Ranere, next to her on right, Emily Campanella.





Model 83-B

The equipment includes:
35 horsepower motor
High-tension magneto ignit.
Two-unit electric starting and
lighting, with headlight
dimmers

We wish to call your special
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Model 83 B

Touring Roadster
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Five Passenger
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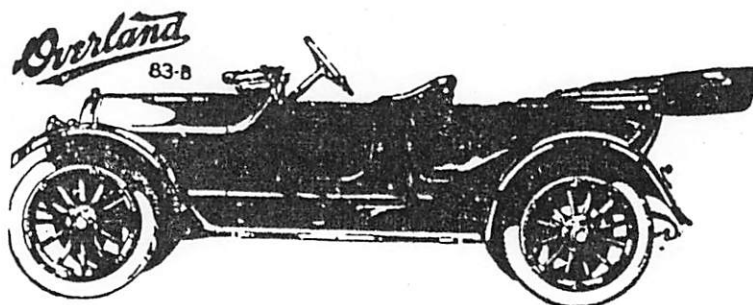
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F. O. B. TOLEDO

Left-hand drive, center control
Tires, 33 by 4 inches, non-skid in rear
Demountable rims (one extra rim)
Deep divan upholstery
Price, \$675, f. o. b. Toledo

This roadster provides, in the highest
degree, every element that makes for
lasting satisfaction.

No other roadster has all the advantages
of this one.



THE HUDSON SUPER SIX

An Engineering Marvel

Patented by Hudson Motor Company, December 28, 1915



The motor in the new Hudson Super-Six is a little motor, $3\frac{1}{2} \times 5$ inches,—bore and stroke. It is therefore economical of maintenance, and simple. A glance of comparison reveals instantly that it dominates the entire field of design.

You can understand it. It is so accessible that everything is exposed, yet within this little engine there is 78 horsepower, an increase of 80 per cent over the best sizes built of comparative size. This is efficiency.

In a test, with five passengers and the top and windshield up, it ran for an hour at the rate of 70.74 miles for the entire period.

From a standing start, changing through gears, it attained a speed of 50 m. p. h. in 16.2 seconds. Sixty miles an hour was attained in twenty-three seconds, with three people, and windshield up.

3-4-16

P. T. Ranere, Proprietor Hammonton Auto. Station

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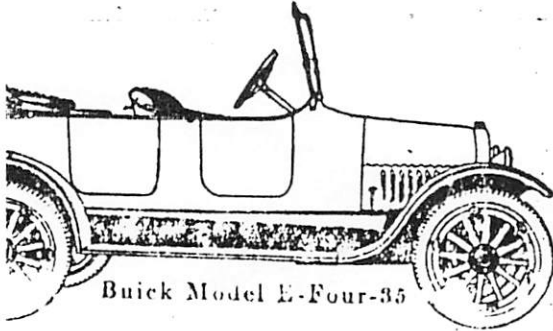
...necessary, Committee will appoint
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Adjourned, to meet at call of
Finance Committee to make up
annual budget.

23
Subscribe for the Re

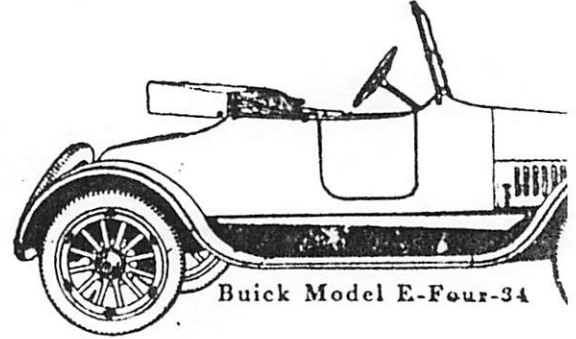
Having just been appointed by the

BUICK MOTOR COMPANY

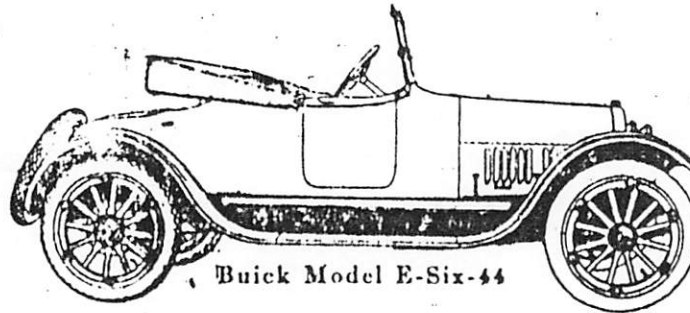
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following models which we carry in stock at all times.



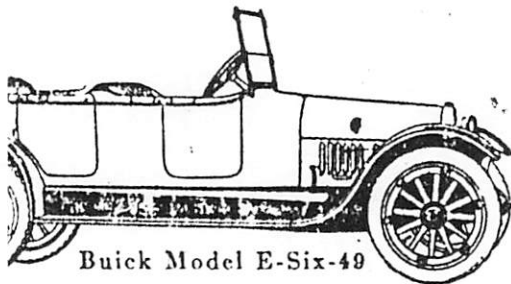
Buick Model E-Four-35



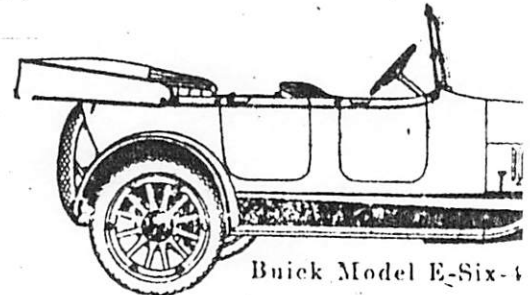
Buick Model E-Four-34



Buick Model E-Six-44



Buick Model E-Six-49



Buick Model E-Six-4

Hammonton Auto Station - P. T. Ranere, Prop

1917

Overland

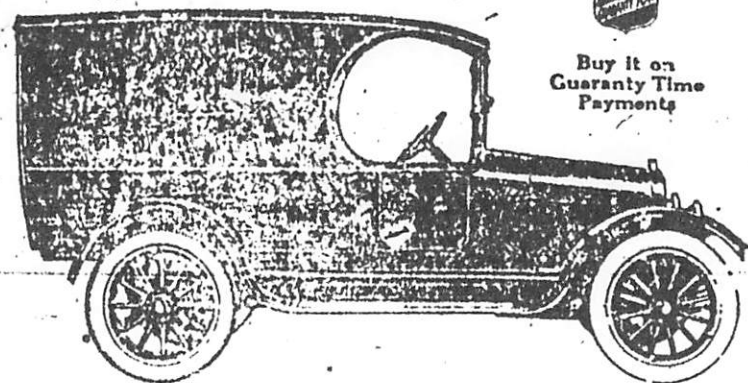
Delivery Wagon Panel Type

\$730
Chassis \$665
f. o. b. Toledo



Buy it on
Guaranty Time
Payments

1700 Pound
Delivery Wagon
Express Type
\$850
Chassis \$800
(All Prices
f. o. b. Toledo)
Subject to change
without notice



Dependable Deliveries

Check up the successful merchants in town. You will find that practically every one of them depends upon a motor wagon for his deliveries.

The horse and wagon method has been relegated to the background by these merchants—it proved a losing proposition.

Why don't you bring your delivery service up to date? Sell your horse and wagon and invest in a motor wagon.

Your old outfit should bring you enough money to cover the first payment required for immediate delivery of an Overland Delivery Wagon purchased under the Guaranty Time Payment Plan.

Put it to work at once. Its extra earnings should amount quickly to more than enough to pay off the remaining twelve monthly time payments as they fall due.

When the last payment is made the extra earnings go into your bank account. It's a simple way to save money and at the same time better your service.

The Overland Delivery is an exceptional value for it shares proportionately in the economies of The Willys-Overland Company's enormous production.

Let us prove to you the many advantages of a motor wagon. Call on us for further particulars.

P. T. Ranere Hammonton Auto Station Local Phone 692

The Willys-Overland Company, Toledo, Ohio
Manufacturers of Overland and Willys-Night Automobiles



War conditions require the maximum output
of Farm Products with
a minimum amount of labor.

**A TRACTOR may help your solution
of the problem.**

James W. Cottrell, Hammonton

May Day Attractions.

The "May Day Festival," which comes on Saturday, May 12th, will be even greater than last year's.

In addition to the Fete, at which it is planned to have a full dozen of Uncle Sams and Goddesses of Liberty, and what is believed will be the greatest track meet ever held in the County, there will be a spirited contest for the handsome song competition trophy donated by the Hammonton Board of Trade. In this contest, each school in the County contesting will sing two songs, "To Thee, Oh Country," and one of their own selection. The committee, consisting of Mess. W. R. Seely, H. C. Doughty, and Dr. J. A. Waas, announce these rules:

Contestants to be eligible must

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CLEAN UP
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3-14
An Extra 34 H. P.

**From a Small, Light,
Simple Motor—in the**



**\$1375
at Detroit**

Patented by Hudson
December 22, 1913
Patent No. 1,105,001

Hudson Super-Six

NOTE that we add no size, no cylinders in the Super-Six. It is still a small, light, simple Six. The size is identical with the former Hudson Six-40.

But our new invention—a Hudson patent—gets 76 horsepower from this Light Six. Heretofore, at its best, it delivered 42 horsepower.

NEVER TAXED

This vast reserve power shows in marvelous performance. It shows in hill climbing—shows on hard roads—shows in quick acceleration.

Think of adding 80 per cent to a motor's efficiency. Can you realize how much that means?

It means a motor which is never taxed. At half load it does what full load did in former like-size motors.

This is all due to ending motor vibration. We save the power which was lost in friction.

At any speed there is utter smoothness. And motor wear is almost eliminated. Endurance has been almost doubled.

LET US PROVE IT

Come for a ride in the Super-Six and judge it for yourself.

Do not be misled by rivals who cannot use this motor. Let the Super-Six performance tell you what it means.

The difference is enormous. It shows in every quality you prize.

There are also six new Hudson bodies built for the Super-Six. Each for its type marks the limit in luxury.

In every way you will find the Super-Six supreme. If you buy a fine car you are bound to choose it. Let us prove this to you—it will save regrets.

7-Passenger Phaeton, \$1375 at Detroit

Five Other Body Styles

**HUDSON MOTOR CAR
COMPANY
DETROIT, MICH**

All Other Cars Outrivalled

At Sheepshead Bay, under A. A. supervision, a 7-passenger Super-Six stock car excelled all former stock cars in these tests.

100 miles in 80 min., 21.4 sec., averaging 74.67 miles per hour, with driver and passenger.

75.69 miles in one hour with driver and passenger.

Standing start to 50 miles an hour in 16.2 sec.

During these tests the car was driven 1350 miles at top capacity, at speed exceeding 70 miles per hour, without discoverable wear on any part.

HAMMONTON AUTO STATION, P. T. RANERE, Proprietor

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Electric Control Buttons at your Finger Tips.

Naturally, you want a car that can be operated easily,—you realize that the extent of pleasure and safety in driving depends upon the ease of control.

In most cars the details of control seem to be planned with an eye for convenience in assembling the various parts.

But the Overland control was arranged just as you would arrange it if you were designing a car for your own convenience.

You control the electric magneto, the electric lights, the electric horn, with your finger tips, without bending forward.

To start the motor, you merely touch a foot button in the floor.

Cars are here on our floors for your inspection.

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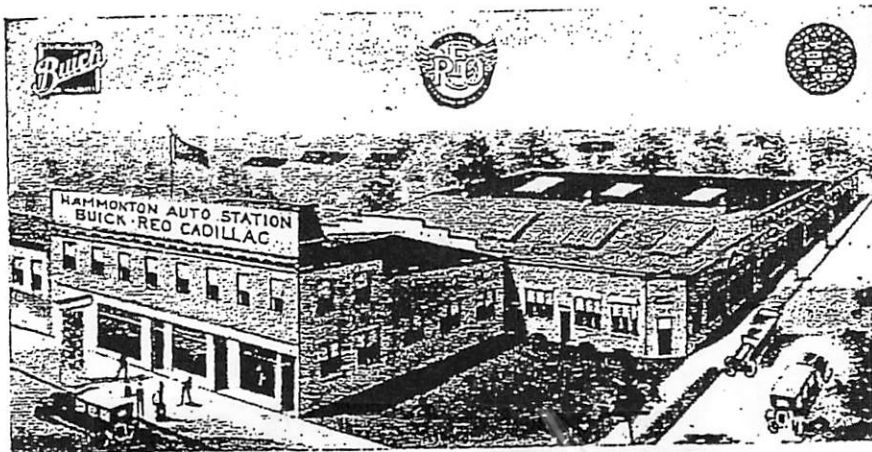
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It's a Family Affair at **RANERE**



75th Anniversary, 1975. Left to right, Charles Ranere Sr. (seated), P.T. Ranere Sr., Dominic Ranere, P.T. Ranere Jr., Charles Ranere Jr.

OUR COUNTRY-STORE OVERHEAD ASSURES A BETTER DEAL.

At Ranere's it's a family affair. All have a sincere interest in the business and thus show a greater interest in you.

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