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Commemorating the 100th Anniversary of US Participation in WWI



A World War I cover sent abroad from Jersey City October 6, 1918 to A.E.F. Pvt. Marmorstein, returned to Washington D.C. in May 1919. For more on WWI mail, see page 187.

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DUES TIME AGAIN!

Enclosed with this issue is a form for dues payment for 2017. We encourage you to mail this right away, so it is not forgotten. Dues are still \$15 a year. Again this year you have the option of paying your dues online by Paypal (no extra fee), by going to our web site [www.NJPostalHistory.org] by clicking "Become a Member" on the Home Page. You can also donate to the Society at the same time, if you would like. We are happy to accept your dues and donations in whatever form you find comfortable paying. We hope not to lose a single member!

PRESIDENT'S MESSAGE

It's been quite a year! The Society began the year with the publication of *NJPH's* Whole No. 201, quite an accomplishment in its 44 year history. Our journal was awarded a gold medal in the literature competition at StampShow in Portland over the summer. And, of course, there was NY2016. What a show it was, whether as an exhibitor or a visitor or both. Yet, at the same time, philately is faced with the challenge of changing demographics in which many traditional hobbies are suffering from the absence of new collectors. As a state postal history society, we try to do our part in sustaining the life of our hobby. That is why your renewed membership for 2017 is so important to our Society's future. Once again, dues will be held at \$15 per year, a sum that does not cover the cost of printing and postage. To close that gap, I again urge you to include a tax deductible donation with your dues payment on the enclosed dues notice.

This issue of *NJPH* includes a broad range of topics from several of our regular contributors. John Trosky returns with the story of a WWI cover, commemorating the 100th Anniversary of US participation in the Great War, Mark Scheuer adds to the 1847 Census of Scott #1 used in & to New Jersey, Captain Larry Brennan contributes another in his series concerning the postal history of New Jersey-built naval ships, this article about the USS *Utah* and a Medal of Honor without a home, Ed & Jean Siskin add to their Signers article in our last issue with further information, Don Chafetz continues his series concerning foreign mail usages of Morris County, this article about mail to and from England, and yours truly attempts to unravel the mystery surrounding a purported canal service cover, as well as another in the On the Auction Scene series, this one focusing on a Lambertville negative handstamped stampless cover that brought a record price despite its prior history.

Finally, the success of our Society is due in large part to our members who do the heavy lifting. First and foremost, my many thanks to our editor, Jean Walton who spends countless hours in producing our award-winning journal. In addition, I am most grateful to our webmaster, Warren Plank who has given a new look to our website and is in the process of adding to it new and interesting content. Finally, I thank our treasurer, Andy Kupersmit, who has done an outstanding job in maintaining our Society's financial records.

With the Holiday Season upon us, I wish all the best to each of you!

ROBERT G. ROSE

OVER THERE! A Jersey City Doughboy's Journey to France and Home

By John A. Trosky

Over the next two years America will remember those who fought and died "Over There" as we honor those who served during this centennial remembrance of US involvement in World War I. The Great War, the War To End All Wars, just the names conjure images of doughboys going over the top, Black Jack Pershing, Liberty Bonds and the untold slaughter of men by artillery barrage and machine guns amid the stalemate in the trenches on the Western Front in France. The carnage had already been going on for more than two years before the United States became a party to the conflict on April 6, 1917. With the Imperial German Navy resuming unrestricted submarine warfare and the exposing of the "Zimmerman" telegram sent by Germany seeking an alliance with Mexico to invade across the southern US border, President Woodrow Wilson asked for a declaration of war.

Because of American distaste for a standing army, it was necessary to seek volunteers and conscripts to form a National Army for the purposes of fighting in France. This army was raised largely from the core of the old US Army which was mostly used to defend borders and suppress Indian activity in the West, along with National Guard units and a large draft of able-bodied men. Eventually all land units would be called the United States Army, which leads us to the cover shown below.



Fig. 1: This heavily damaged cover is franked with a single Scott #529 which pays the war rate of 3 cents per ounce that was effective in 1917. The cover is cancelled with a Jersey City machine cancel dated October 6, 1918.



Fig. 2: The reverse side of the cover featuring the “Returned USA 1/22/19” endorsement along with a Washington DC received machine cancel dated May 2, 1919.

The cover was sent to Private Louis Marmorstein of the 79th Field Artillery Head Quarters Company of the American Expeditionary Forces most likely by his parents in Jersey City. The corner card on the cover indicates a clothing shop of the same name in the Greenville section of the city. His original draft registration is shown in an addendum at the end of this article. He was most likely rejected for service during the initial draft of 1916 as shown on his draft card of that era. However, as was the case for many previously rejected draftees, he was inducted during the second or third draft in the years 1917 or 1918. His prior reasons for being rejected may not have been sufficient during later drafts.

The 79th Field Artillery to which he was assigned was originally constituted as a cavalry unit in 1916, organized in June 1917 at Fort Riley, Kansas, and then designated as a field artillery unit in November 1917. It was later assigned to the 7th Division on December 6th, 1917 in Georgia. The entire division then set sail from Hoboken, NJ aboard the SS *Leviathan*, a former German steamship named *Vaterland* that was seized by the US government and converted into a troop ship at the very same Hoboken NJ piers which belonged to the Hamburg-Amerika Linie. Once arrived in France, the division saw limited action at full strength but elements did engage German forces on the front. The division was used on the front lines late in 1918 which has relevance to the cover above. The 7th engaged in both infantry combat, shell fire and chemical attacks near Saint Mihiel and the Moselle River valley in Lorraine. In the final 33 days of combat before the armistice on November 11th, the division sustained 1709 casualties of which 204 were killed in action and 1505 wounded; Pvt. Marmorstein may have been one of them.

Whether Pvt. Marmorstein was wounded or not is unknown. However, the cover contains a notation that he was sent for some time to Camp Hospital 31, Camp de Meucon in the Department of Morbihan in Brittany. This is different from Field Hospital 31 in Contrexeville in the Vosges Department of France. There were over 75 of these field hospitals in the rear of the front throughout France to tend to the wounded. They were created from seminaries, convents, colleges, hotels, wooden barracks and field tents. The Camp Hospital 31 served double duty as not only a hospital to treat wounded but was also the site of an old French artillery training school. This served the American Expeditionary Forces as an artillery training center as well, the hospital being only 3 km down the road. The hospital consisted of 12 stone barracks type buildings with 60 beds each along with other wood and stone smaller structures for support. It is not known how long Pvt. Marmorstein remained there. Was he sent there for training as a member of the 79th Field Artillery HQ Company or was he, in fact, wounded in the recent combat in the Vosges? The hospital saw a severe epidemic of influenza/pneumonia during the months of August, September and October of 1918. Could Pvt. Marmorstein have been a victim of the influenza outbreak of 1918? The US Army suffered modestly compared to the other belligerents in the war with 116,516 deaths and 320,000 sick and wounded out of 4,700,000 who served. However, the army lost more personnel in World War I to disease (63,114) than to combat (53,402) largely due to this epidemic.



Fig. 3: Where the Road to the Base Hospital Began at the Front, the Aid Station. This one from the 79th Division.

Additional notations are made and also crossed out for Saint Aignan, which is misspelled as *Aignon*. There was an Infirmary #1 located at this town which was an annex of Camp Hospital #26. Prior to the war it was operated as the Hospice De Saint Aignan by a group of nuns. This annex was needed for the Camp Hospital due to the large numbers of troops in the area. This hospital treated few wounded or gassed patients, mostly old wounds and conditions requiring re-hospitalization. Many suffering from the influenza epidemic were treated here with as many as 144 patients listed as deceased in the month of October 1918 alone from the disease.

OVER THERE! A WWI Jersey City Doughboy Cover ~ John A. Trosky

Another notation in pencil is Blois. This is the capital for the Loire et Cher department in which Saint Aignan resides. This was the location of Field Hospital #43 that comprised a series of seven hotels. Knowing the types of hospitals and the time of year in 1918 that Pvt. Marmorstein was a patient and the fact that he was attached to a headquarters unit with the artillery, it is highly likely that he may have been a victim of the influenza epidemic sweeping the world rather than any combat wounds.



Fig. 4: Typical surgical ward at a forward base hospital in France. This one a Type "A" constructed unit.

On the 11th hour of the 11th day of the 11th month, November, 1918, the guns on the western front fell silent for the first time in over four years. Pvt. Marmorstein may well have still been hospitalized. The back flap of the cover indicates that he was returned home on January 22, 1919. This cover, however, took a lot longer to get delivered to the addressee as it followed him from hospital to hospital. Notice the Washington, DC machine cancel backstamp dated May 2, 1919, a full four months after Pvt. Marmorstein returned home. The cover was redirected to the sender at 665 Ocean Avenue in Jersey City for a round trip time of seven months on its long journey to the trenches of France and back home.

During the war there was an unprecedented amount of mail being dispatched to US troops overseas. Between July 1, 1917 and June 30, 1918 over 35 million letters were sent from the home front to France and at least 15 million sent by doughboys going in the opposite direction. Initially, the State Department designated Charles Leary to run postal operations for the army in France. He took many Post Office Department employees overseas to staff these new Army Post Offices. Most of these POD employees were from the Railway Mail Service. These civilian RPO clerks and supervisors were detailed to the AEF Postal Administration the backbone of mail delivery. After April 1917 and US entry into WWI, RPO clerks were exempted from military service but many joined up anyway. The backlog of mail to and from troops due to a shortage of qualified personnel became a crisis. With the loss of many experienced postal employees to army service, it was truly a struggle to not only set up service to the troops but to also maintain it.

Two terminals were established to handle all military mail to the front, one in NYC and another in Bordeaux, France where 18 RPO train routes to the front were set up along with six closed pouch lines. The terminal in Bordeaux distributed tons of mail per month. The New York terminal was located at the Chelsea Railway Mail Service Terminal at Pier 86 at the foot of West 46th Street in Manhattan. Conditions for workers there were miserable at best which included wearing overcoats and gloves in freezing winter temperatures and excessive heat in summer. They dealt with mail that was poorly addressed (as, 110th Engineers, France) until the Army began to standardize addressing. Many “dollar-a-year” volunteers chose to help out the RMS clerks to get mail to the boys “over there.”

It was at this terminal in New York City that the letter to Pvt. Marmorstein was consolidated with thousands of others from across the country and placed on ships going to AEF troops in France. This same terminal received all of the mail dispatched by the Bordeaux terminal in France and distributed this mail to various RPOs and post offices in order for families to receive word from their doughboy fighting at the front. In May 1918, military personnel eventually took over all operations from the Post Office Department. This became the Military Postal Express Service, the first all military mail system in United States history. By December 1918, upwards of 131,900 sacks of mail had been dispatched from the Chelsea RMS terminal and it received 25,532 from France. At one point, the new Military Postal Express Service handled more mail than the entire French civilian postal system. Since mail service was sort of a work in progress, this may have been the reason that the letter to Private Marmorstein took the long route in finding him. Typical were comments such as those of Major Edwin C. McNeil in a letter home in 1918:

The mails don't come very regularly. It's been a week now since I've had any letters. I checked up and found I was short 13 of your letters....Lord knows where they go...No matter what they say in Congress, mail service here is very bad. My baggage from San Antonio has arrived after 2 ½ months and the box of books which I need most has still not come.



Fig. 5: Processing mail for the troops at the front at Saint Pierre des Corps.



Fig.6: Actual MPES postmark from late 1918 just after the Armistice was signed on November 11th.

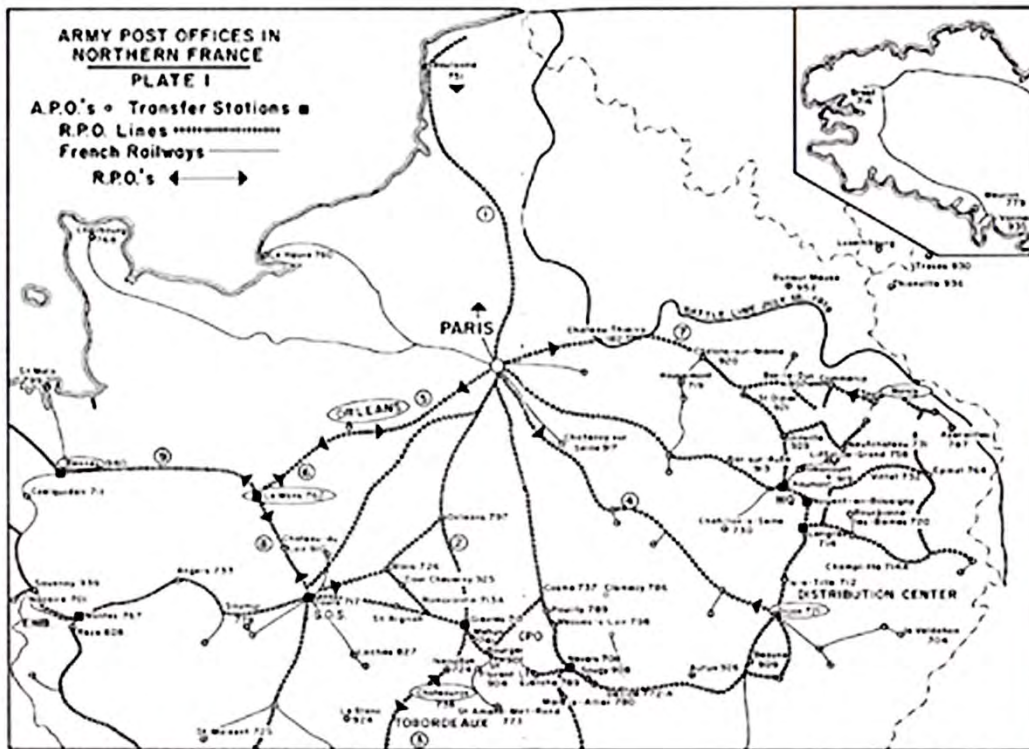


Fig.7: Map of RPO routes in Northern France for AEF mail delivery.

Records of the 1940 Census show a Louis Marmorstein living in Ward 7 of Jersey City, in the Greenville area, age 48. If this is the same person he would have been 26 in 1918 and a prime candidate for service in the United States Army. He obviously survived the war and went on to remain in Jersey City long after the war. Social Security death records indicate he died in February 1966.



Other stories and covers commemorating the 100th Anniversary of U.S. participation in WWI are welcome. Should you have a cover or story to add over the next few years, please send it along to your editors.

ADDENDUM: Draft registration cards for Louis Marmorstein:

Draft registration records are available on various genealogical sites, and are often a source for further information on individuals. For Louis Marmorstein we have the following, from Ancestry.com:

Fig. 8: The draft registration card at left for Louis Marmorstein is from the 1916-17 draft. Although there is no date on the card, his age tells us it was from 1916, and it appears to indicate he had been rejected by various military services. And yet the cover clearly shows that he did serve in World War I. The address matches that on the cover, so it is clearly the same person as the addressee. Note the corner in the lower left which was clipped to identify African Americans. This was still a very segregated Army. Also note the word "Hebrew" filled in for his race.

The draft card below is from what was called the World War II "Old Man's Draft" when this same man was 51 years of age. That draft took place on April 27, 1942 (soon after Pearl Harbor), and the signature and birth date shows it to be the same Louis Marmorstein – a few pounds heavier and with gray hair.

REGISTRAR'S REPORT		
DESCRIPTION OF REGISTRANT		
HEIGHT (Approx.)	WEIGHT (Approx.)	COMPLEXION
5'4"	200	Ruddy
EYES	HAIR	Light
Blue	Gray	<input checked="" type="checkbox"/>
Blue	Blonde	Ruddy
Gray	Red	Dark
Brown	Brown	Frankish
Black	Gray	Dark brown
Black	Black	Black

Fig. 9: The Old Man Draft was intended not for military service, but to give the government a picture of those who could be available for service on the home front. This card shows us that Louis had married (wife Louise) and was employed at the Federal Shipbuilding Company in Kearny in 1942. These records are available online at Ancestry.com and other genealogical sites, and are often a useful tool in establishing dates and names on postal covers.

If you do not have an account with Ancestry, consult your secretary.

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- <http://roadstothegreatwar-ww1.blogspot.com/2016/10/the-railway-mail-service-goes-to-war.html>
- http://roadstothegreatwar-ww1.blogspot.com/2016/10/the-railway-mail-service-goes-to-war_8.html
- <https://armyhistory.org/the-war-will-be-over-and-then-we-can-be-together-always-world-war-i-letters-home-from-an-army-lawyer-in-france/> (McNeil correspondence in the Army Historical Association site.).
- https://en.wikipedia.org/wiki/79th_Field_Artillery_Regiment
- [https://en.wikipedia.org/wiki/1st_Battalion_79th_Field_Artillery_Regiment_\(United_States\)](https://en.wikipedia.org/wiki/1st_Battalion_79th_Field_Artillery_Regiment_(United_States))
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- <http://www.cs.amedd.army.mil/FileDownloadpublic.aspx?docid=0a117f6c-11b7-4a49-a968-b5eab9159d03>
- www.ancestry.com (membership required):
[WWI draft registration cards and](#)
[WWII draft registration cards](#)

WE NEED ARTICLES NOW!

Articles on items in your collection, studies you are doing, or other material
pertinent to

New Jersey postal history are always welcome.

PLEASE submit these to your Editor:

Robert G. Rose
at 18 Balbrook Drive
Mendham, NJ 07945

or robertrose25@comcast.net

TWO UNLISTED 1847 COVERS to NEW JERSEY in a RECENT BENNETT SALE

By Mark Scheuer, 1847 Cover census editor of the USPCS

Two offerings in Matthew Bennett International Sale 354 should be of interest to New Jersey postal history collectors. Both are covers bearing Scott #1, addressed to Trenton, New Jersey and previously unlisted in Thomas Alexander's 1847 Issue Cover Census and the online cover census hosted by the United States Philatelic Classics Society.

The first cover (USPCS ID 22574), sent from New York City on August 12, 1847 was offered in lot 67. The adhesive is the somewhat rare Dot in S variety from column 9 of the left pane and is neatly cancelled and tied by the familiar red square grid used by the New York post office.



Fig. 1: Scott #1 on a cover sent from New York to Trenton on August 12, 1847. Matthew Bennett International Sale 354, Lot 67 (Oct 21-22, 2016). This lot closed at \$300.

The second cover (USPCS ID 22575), offered in lot 69, was mailed from Philadelphia and the stamp is tied by a nice strike of the Philadelphia PAID in oval cancel. Careful examination of the postmark reveals the mailing date of Dec 5 (1847).



Fig. 2: From the same sale, lot #69, another Scott #1 used to New Jersey, dated Dec 5 (1847). This lot closed at \$325.

Both covers are addressed to Lewis Perrine, Attorney at Law, in Trenton. The census contains a third cover to Lewis (USPCS ID 10501), dated March 14, 1848, that was also mailed from Philadelphia and written in the same hand as the Dec 5th cover.

Lewis Perrine was born on Sept 14, 1815 in Manalapan Township in Monmouth, NJ. He was a grandson of Major John Perrine, who fought at the Battle of Monmouth during the Revolutionary War. Lewis graduated from Princeton University in 1838, studied law, and passed the bar in 1841.

After setting up a law office in Trenton, Lewis joined the Monmouth Rifle Corps, a militia group composed mostly of farm boys. During the War with Mexico in 1845, he served with the 10th US Infantry as 2nd Lieutenant. He eventually was promoted through the ranks of Captain, Major and Brigadier General.

After he served as military secretary to Governor Rodman M Price, Lewis was appointed Quartermaster-General of the state in 1855. His duties also included Commissary-General, Paymaster-General and Chief of Ordnance. He served in this capacity during the Civil War and beyond, until he passed away on Sept 24, 1889.

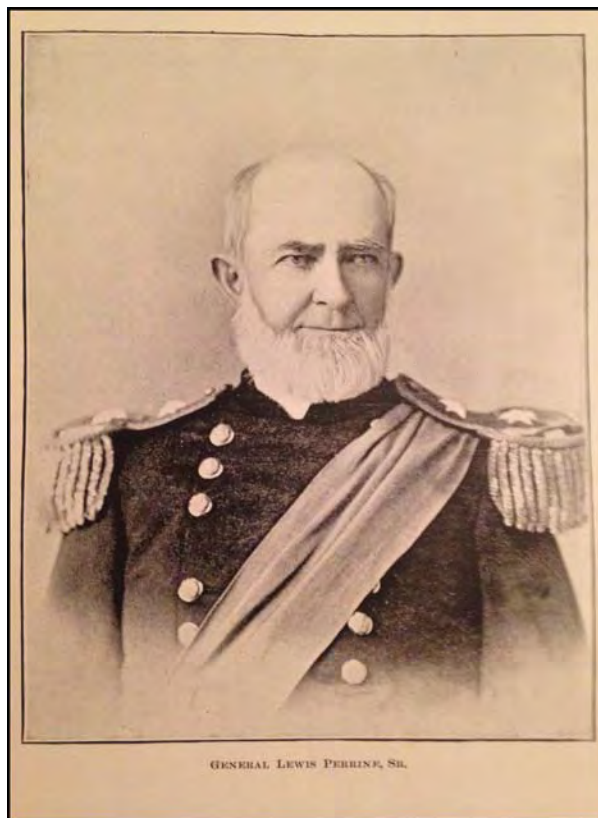


Illustration from the Find-a-Grave website

Fig. 3: Quartermaster General Lewis Perrine, 1815-1889.

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Baquet, Camille, *History of the First Brigade, New Jersey Volunteers: From 1861 to 1865*, 1910, pp 456-7

Matthew Bennett Sale 354 Auction Catalog (Oct 21-22, 2016), <http://stampauctionnetwork.com/au/au3544.cfm#13>

Find-a-Grave database <http://www.findagrave.com/cgi-bin/fg.cgi?page=pv&GRid=8140927>, where his information is listed as

Birth: Sep. 14, 1815

Manalapan

Monmouth County

New Jersey, USA

Death: Sep. 24, 1889

A General in the New Jersey militia, he served as New Jersey's Quartermaster General during the Civil War.

NEW JERSEY CANAL SERVICE USAGE, A CONTINUED MYSTERY?

By Robert G. Rose

Covers evidencing mail transported on canals during the nineteenth century have long been of interest to collectors of postal history. William C. Coles, Jr. writing in *The Postal Markings of New Jersey Stampless Covers*, included a short chapter on canal usage and illustrated the cover shown below in *Figure 1* as an example.¹

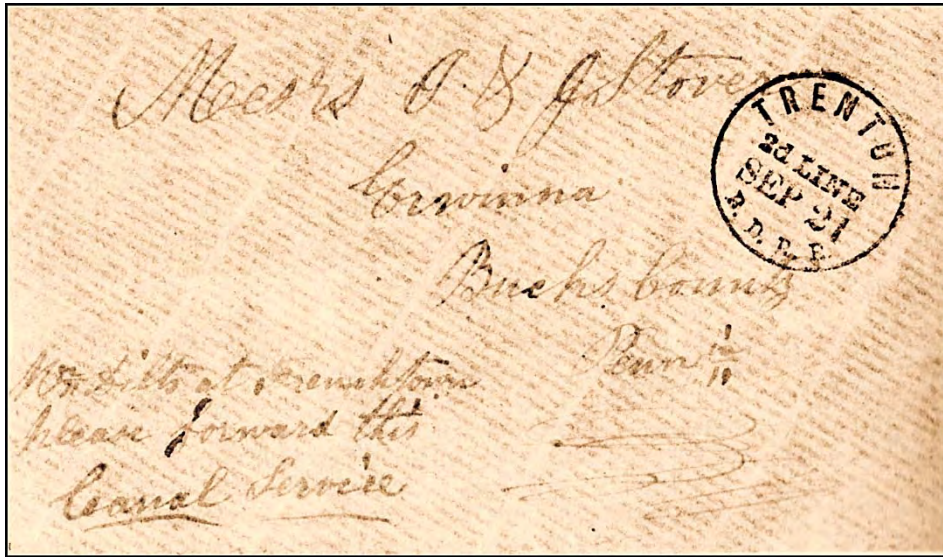


Fig. 1: With endorsement: "Mr. Dilts at Frenchtown please forward this Canal Service." The B.D.R.R. (Belvidere & Delaware Railroad) Trenton cancel, however, indicates it travelled by railroad to Frenchtown.

This cover was handstamped with a Belvidere Delaware Railroad station marking at its station in Trenton.² The cover, without charge and carried outside the mails, then traveled north by rail along the east bank of the Delaware River to the station in Frenchtown where James Dilts was the ticket agent for the railroad.³ The cover is addressed to I. & J. Stover at Erwinna, Pennsylvania. Per the endorsement, the ticket agent was requested to forward the cover to the Stovers at Erwinna. "Canal Service" written below would appear on its face to indicate the writer expected the letter to travel by canal at some point on its route. Since 1844 a bridge has connected Frenchtown across the Delaware River to Pennsylvania, with Erwinna located two miles to the south along the river. But why the endorsement "Canal Service?" And which canal?

This cover was sold in 1984 by Coles at the auction of his New Jersey postal history collection under the heading "Canal Service."⁴ The cover's catalog description speculates that it was hand carried across the bridge at Frenchtown into Pennsylvania and "placed on a canal boat on the Delaware & Raritan Canal."⁵ However, that canal is not located in Pennsylvania. Instead, it is entirely within New Jersey. The principal route of the Delaware & Raritan canal was between Trenton and New Brunswick, with a feeder canal built to supply water to the main canal, but also used for navigation, on the Jersey side of the Delaware running from Trenton north to Raven Rock, which is south of Frenchtown. There is, however, a canal on the Pennsylvania side of the Delaware, across the river from Frenchtown.

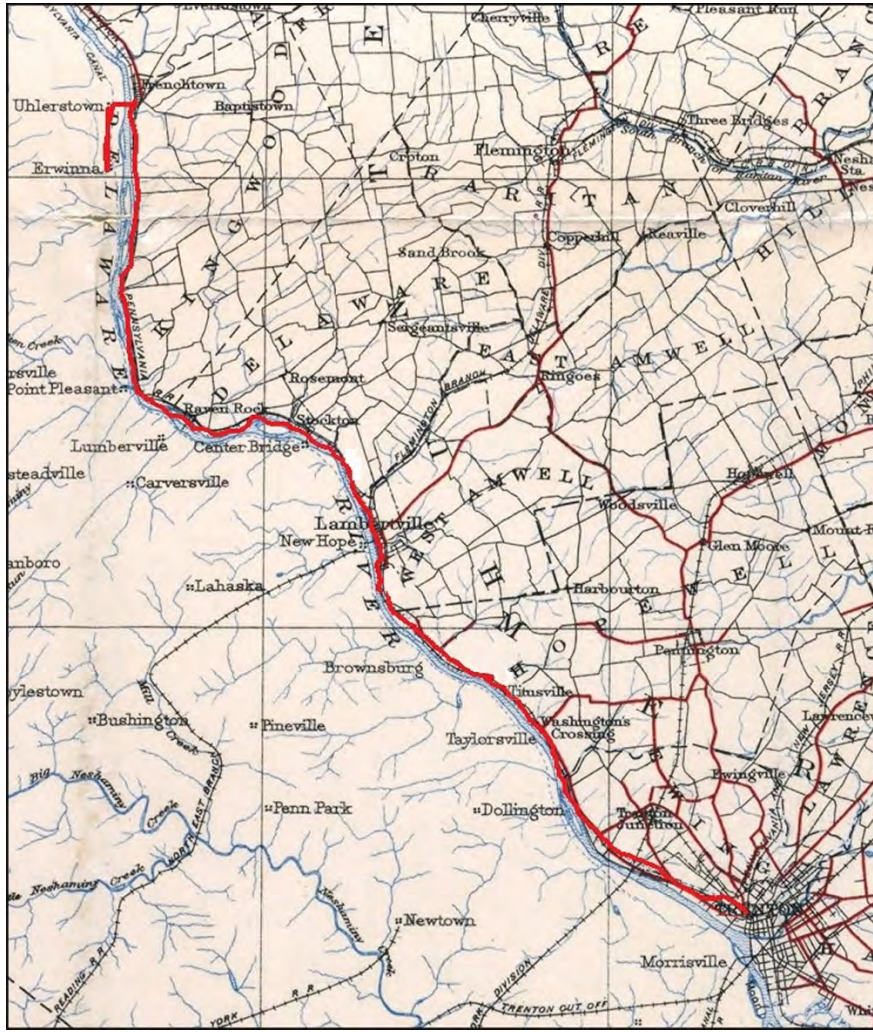


Fig. 2: Map of Delaware River, Trenton to Frenchtown to Erwinna route traced in red.

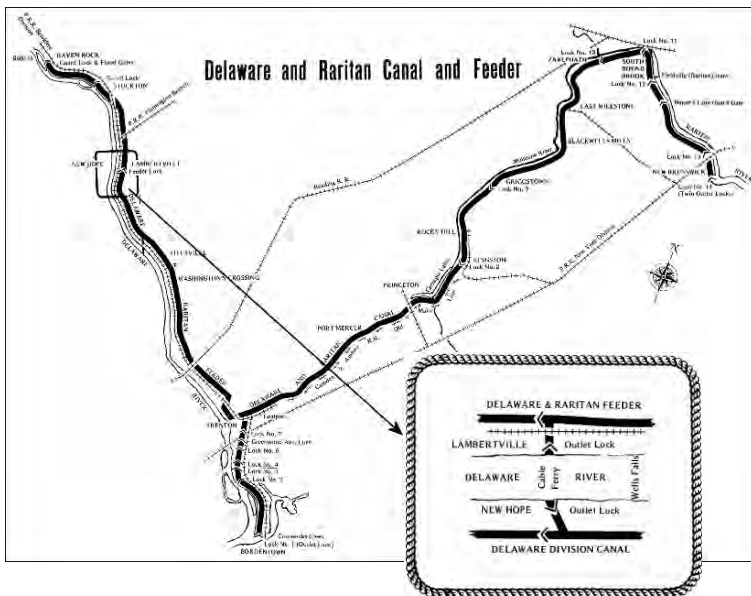


Fig. 3: Route of the Delaware & Raritan Canal.⁶ The main section of the canal was from Trenton to New Brunswick. The feeder ran north from Trenton along the Delaware River to Bull's Island (Raven Rock).

One connection existed between the D&R and the Delaware & Lehigh Canal at New Hope-Lambertville. There, a cable ferry was used to take canal boats across the Delaware River to enter the D&R canal. Until that was built in 1847, canal boats on the Pennsylvania side had to travel south to Bristol, and then come upriver if they wanted to enter the D&R canal at Trenton.

Map from *Delaware and Raritan Canal*, by Wm J McKelvey, Jr.⁷

That canal, the Delaware & Lehigh Canal is located on the west side of the Delaware River. The Delaware Division runs from Easton in the north (connecting there with the Lehigh Canal), to Bristol in the south, and was created largely to carry coal to the Philadelphia markets via Bristol, and the New York markets via the Morris Canal at Phillipsburg, New Jersey across the Delaware River from Easton. The Delaware & Lehigh Canal, served, however, to carry much additional merchandise.

Writing in 1977, Charles I. Towle, then section editor for railroad postmarks in the U.S. Philatelic Classic Society's *The Chronicle*, featured the two covers in *Figures 5* and *7*, also addressed to the Stovers, both of which carry the endorsement "Canal Service."¹⁰

The cover in *Figure 5* is addressed in the same hand as the cover in *Figure 1*. It is marked with the Trenton route agent's handstamp for the Camden & Amboy Railroad.¹¹ It was carried outside the mails by rail to Frenchtown. From there it was either carried by hand or possibly by canal boat on the Delaware Division two miles south to the Stovers in Erwinna.

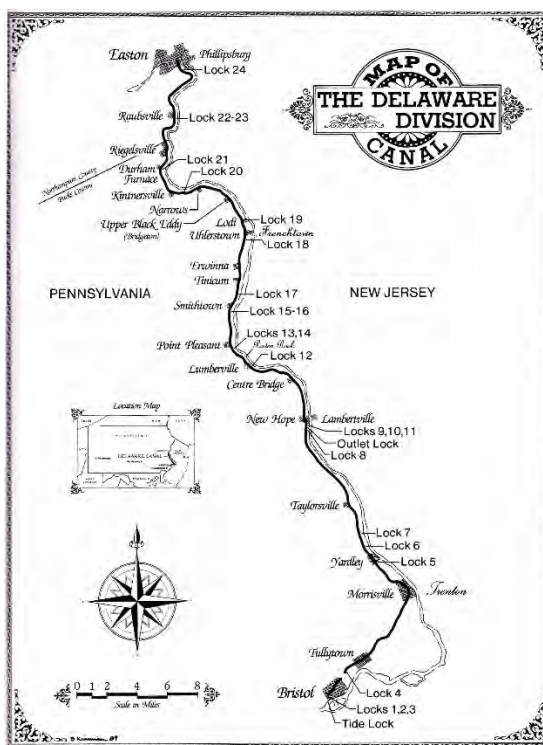
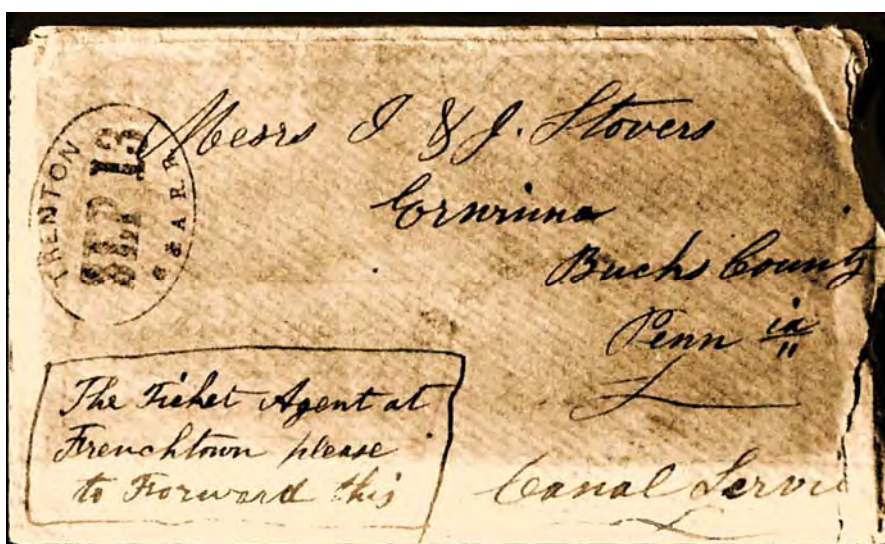


Fig. 4: Route of the Delaware Division of the Delaware and Lehigh Canal system.⁸ The Delaware Division ran from Easton in the north to Bristol as its southern terminus. It was built to supply easy transport of anthracite coal from the Lehigh section to Philadelphia.⁹

Fig. 5. With endorsement: "The ticket agent at Frenchtown please to forward this" with further endorsement "Canal Service." It carries a Camden & Amboy RR cancel at Trenton, so apparently also travelled to Frenchtown by rail.



Robert G. Rose ~ NJ CANAL SERVICE, A Continued Mystery?

The cover in *Figure 6* has neither a station or route agent handstamp to indicate its origin, but it is in the same hand as the two covers in *Figures 1* and *5*, and presumably was carried outside the mail by rail from Trenton to Frenchtown and then by hand or possibly by canal boat to the Stovers in Erwinna.

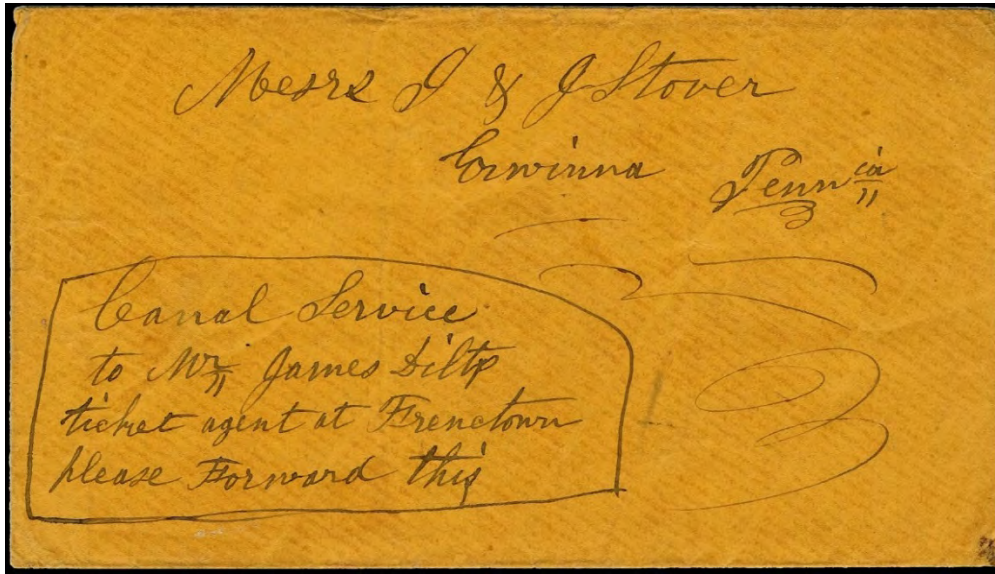


Fig. 6. With endorsement “Canal Service to Mr. James Dilts ticket agent at Frenchtown please forward this.” No postal markings in addition to the endorsement.

The fourth and last cover to the Stovers with the endorsement “Canal Service” is on an envelope, illustrated in *Figure 7*, with a “Delaware and Raritan Canal, Penna. R. R. Co., Trenton, N.J.” corner card, with underlined imprint “R.R. Service.” It is handstamped with an oval “PENNA. R.R. Nov. 2, 1878, WARREN ST., TRENTON, N.J.” marking. It is addressed to Jacob and Issac Stover at Frenchtown, but in a different hand than the three earlier covers to Erwinna. By 1878, as a result of mergers, the Delaware and Raritan Canal Company, the Camden & Amboy Railroad, and the Belvidere Delaware Railroad were either owned by or under lease to the Pennsylvania Railroad, hence the use of the latter’s handstamp in Trenton.

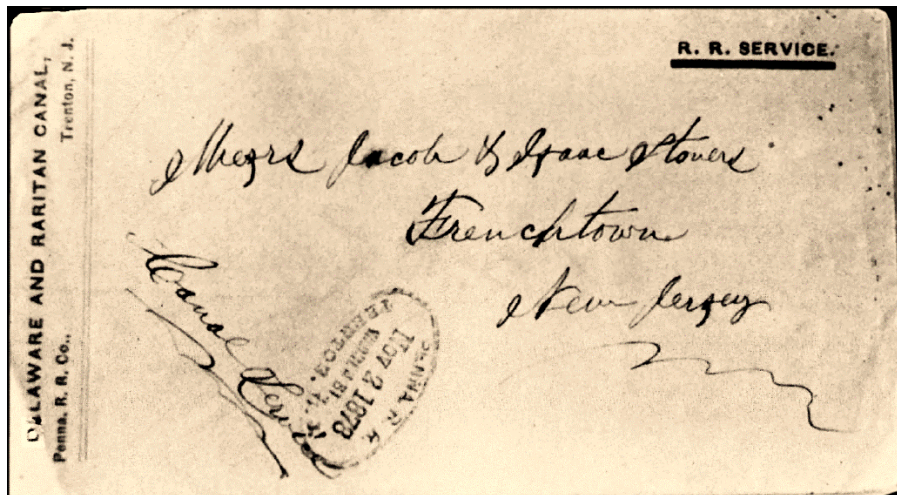


Fig. 7: With endorsement “Canal Service.” It carries a Trenton PRR railroad cancel dated Nov. 2, 1878.

Writing in *The Chronicle*, Towle speculated that the Stovers may have been employed by the Delaware & Lehigh Canal and, as such, could have been responsible for the shipping of cargo south on that canal and connecting to the Delaware & Raritan Canal in New Jersey.¹² Towle then further hypothesized that “Canal Service” may refer instead to an internal business of the Delaware & Raritan Canal Co. handled free over associated railroad lines,” and having nothing to do with the possibility of mail carried on either canal.¹³ Towle’s hypothesis appears to have some merit given the lengthy business relationship of at least 20 years that existed between the Stovers and the railroad/canal companies, as evidenced by the railroad markings on these covers. If so, there would appear to be no factual support for the assertion that these covers were New Jersey canal usages.



Fig. 8: Pennsylvania Railroad Station in Frenchtown, c.1880.

The author, with the benefit of the Internet, searched for a direct connection between the Stovers and either the canals or railroads, but was unable to locate any reference sources.¹⁴ Yet, that search disclosed the existence of a successful saw and grist mill business that the Stover family operated for many years on the Delaware River at Erwinna, as evidenced by their large home located across the road from the mill as illustrated in *Figures 9-11*, both of which are still standing today.¹⁵ In a nineteenth century history of Bucks County, Jacob Stover is reported to “have engaged extensively in supplying hard wood lumber for the California trade.”¹⁶



Fig. 9: Stover Mill, river view.



Fig. 10: Stover Mill at its entrance.

The Stover's milling business may have generated cargo for transport north and south on the Delaware & Lehigh Canal that ran behind the Stover homestead and close to the mill as seen in *Figure 12*. Such cargo carried on the Pennsylvania side of the Delaware River might have then connected across the river at New Hope-Lambertville with the Delaware & Raritan Canal by the cable ferry there that took boats across the river for shipment into and through New Jersey and eventually to New York and beyond. Alternatively, it is possible that the Stovers may have transported cargo from their mill by wagon to Frenchtown where it was then carried by rail to Trenton, connecting there with the Delaware & Raritan Canal and eventually into Raritan Bay and New York. Possibly these letters related to shipping and fees incurred.



Fig. 11: Stover Home.



Fig. 12: View of the Stover home and mill in close proximity to the Delaware Division of the Delaware & Lehigh canal.

Map from Google Earth.

In conclusion, perhaps a business relationship existed, but there is no factual basis to support a New Jersey canal service for the carriage of these interesting covers.

Any postal historians with further information are encouraged to communicate with the author: robertrose25@comcast.net.

ENDNOTES:

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- ¹ William C. Coles, Jr., *The Postal Markings of New Jersey Stampless Covers*, pp. 113-114, Figure 155, (Collectors Club of Chicago 1983).
- ² Frederick D. McDonald, *Catalog of New Jersey Railroad Markings*, pp. 54-59, Figure 242-S-3 (New Jersey Postal History Society 1984).
- ³ James A. Phelps, *The Shipper's Guide*, p. 118 (Buffalo, N.Y. 1859) (Google digital version).
- ⁴ Robert G. Kaufmann, *The William C. Coles, Jr. Collection*, March 8, 1984, Sale 33, lot 871.
- ⁵ *Ibid.*
- ⁶ Accessed on <https://notyour9to5.wordpress.com/route/delawareraritanacanaltrail/> website. 10-23-2016.
- ⁷ Map from *Delaware and Raritan Canal, a Pictorial History*, by William J. McKelvey, Jr., (Canal Press Inc., York, PA, 1975).
- ⁸ Accessed on <https://notyour9to5.wordpress.com/route/delawareraritanacanaltrail/> website. 10-23-2016.
- ⁹ Bartholomew, Ann, Comp., *Delaware & Lehigh Canals Center for Canal History & Technology*, Bethlehem, PA 1989.
- ¹⁰ Charles I. Towle, "Railroad Postmarks," *The Chronicle of the U.S. Classics Postal Issues*, p.120, Vol. 29, No. 2. Whole No. 94, May, 1977. Reprinted in *NJPH, Vol. 10, Whole No. 49, Sept. 1982, pg.47*.
- ¹¹ The Camden & Amboy Railroad was the principal stockholder in the Belvidere Delaware Railroad. McDonald, *op. cit.*, p. 54.
- ¹² Towle, *op. cit.*, p.120.
- ¹³ *Ibid.*
- ¹⁴ Jacob Stover, one of the addresses on these covers, figures in another philatelic mystery which has been the subject of an article in this Journal. As recounted by this author, Jacob courted Miss Mary Capner of Flemington, N.J., whom he married in 1855. A letter he may have sent to her while courting is postmarked with a Fair View straight line handstamp. That marking has been variously described as either a New Jersey or Pennsylvania postmark, but its true location remains a mystery. Robert G. Rose, *The Fair View Straight Line Handstamp, Is It A New Jersey Postmark?*, *NJPH, Vol. 39, Whole No.182* , pp. 76-78, May 2011.
- ¹⁵ William W.H. Davis, *History of Bucks County Pennsylvania*, Vol. 3, 2nd ed., p. 583 (Lewis Publishing Co., New York 1905)(Google digital version); <https://millpictures.com/mills.php?millid=501> (retrieved October 2, 2016).
- ¹⁶ J. H. Battle, ed., *History of Bucks County, Pennsylvania*, p. 1137 (A. Warner Co. Publ'rs, Philadelphia 1887) This book also indicates that Jacob & Isaac Stover owned Marshall Island (p. 507), and that a post office was established at Erwinna as early as 1807, with John Erwin as postmaster. (Google digital version at https://books.google.com/books/about/The_History_of_Bucks_County_Pennsylvania.html?id=bwtNS1C8ljwC).

FREE FRANKS OF SIGNERS of the Declaration of Independence – Redux
By Ed and Jean Siskin

One of the most rewarding aspects of publishing articles is that sometimes reader response can generate valuable and interesting information. In a recent issue of the *NJPH* Journal we reported on the absence of any free franks by New Jersey’s signers of the Declaration of Independence. We still do not know of any such franks. However, one comment produced five informative responses. In our article, we had noted that seven John Hancock free franks had been reported. Based on responses to our article and extensive follow-up correspondence, we can now report that sixteen John Hancock free franks have now been documented. These are listed on the following table:

JOHN HANCOCK Free Franks	
4/26/1775	Franked “John Hancock/By Mssrs Crofts & Narvo” to “Joseph Warren Esq. & the Gentlemen of the Committee of Safety &c at Cambridge, Original contents dated April 26, 1775. Not handled through post. (Heritage Auctions)
6/1775	Franked “Congress Philadela/John Hancock” and “On Publick Service” Addressed “To The Honble Nicholas Cook Esq /Lieutenant Governor of the Colony/of Rhode Island &c/At/Newport. Contents dated June 1775” (ASCC)
12/4/1775	Franked “John Hancock” and “On Publick Service” Addressed “To Colonell John Bull or Officers Commanding the Battalion of Continental Troops in the Barracks, at Philadelphia.” Enclosure datelined “Congress Chamber December 4, 1775” (Berryhill & Sturgeon 7/31/2006)
1775 or 1776	Franked “John Hancock” to “The Honble General [Artemas] Ward & General [John] Thomas At Cambridge & Roxbury,” (Christies 8088 Lot 1209)
1775 or 1776	Franked “Congress Philada/John Hancock” to John Thomas, Erq. First Brigadier General in the American Army, ex-Hart” (Bennett 290 Lot 157)
7/27/1776	Franked “Congress Philada./John Hancock” and “On Publick Service”. Addressed to “Joseph Trumbull, Commissary General at New York” on folded cover, with PHILA JULY 27 straightline handstamp on back, docketing on back dated July 27, 1776, ms. “Free” ex Lehman, Grunin (Siegel 750 Lot7)
7/31/1776	Franked “Congress Philada/John Hancock” and “On Publick Service” Addressed to “Joseph Trumbull Esq. Commissary General &c &c at New York” Docketed 31st July 1776. “PHILA AUG” straightline on reverse.” (Spink-Shreve 1442 Lot21; Siegel784 Lot 2005)
8/16/1776	Franked “Congress Philada./John Hancock” and “On Publick Service” Addressed “To James Milligan Esqr., Commissioner for Adjusting the Publick Accounts in the Northern Department at Philadelphia”, receipt docketing “Instructions from The Honorable John Hancock, President of Congress, August 16th 1776” (Siegel 944 Lot 2836)
12/27/1776	Franked “Congress Baltimore/John Hancock” and “On Publick Service/To/Joseph Trumbull Esq./Commissary General &c/At.” Inscribed “To be delivered as soon as possible” Docketed “Col John Hancock/27th Decr 1776/ansd” (Robert Edward Auctions 2013 Lot 1606)
1777	Franked “John Hancock” and “On Publick Service”, Addressed to “Joseph Trumbull Esq. Commissary General at Hartford” (Siegel 692 Lot 9)
1/9/1777	Franked “Congress Baltimore/John Hancock” and “On Publick Service” Addressed to “The Hon. The Council of Safety of the State of Pennsylvania” Docket indicates Jan. 9, 1777 origin date and enclosure of a Resolve of Congress.” (Siegel 887 Lot 4018 and Siegel 1117 Lot 4010)

SIGNERS' FREE FRANKS - REDUX ~ Ed & Jean Siskin

4/2/1777	Franked "Congress Philada./John Hancock" and "On Publick Service" Addressed "To The Honble The Supreme Executive Council of the State of Pennsylvania" Docketed "From Honble John Hancock Esq. April 2nd 1777" (Siegel 863 Lot 205)
9/14/1777	Franked "John Hancock" and "On Publick Service" Addressed "To The Honble Nicholas Cooke Esq/Governor of the State of Rhode Island/At/Providence" (Paul Schumacher-Phillips 1/10/1992) (See Figure 1 below.)
1777	Franked "Congress Baltimore/John Hancock" and "On Publick Service" Addressed "To The Honble the Convention of/the State of New York/At/Fish Kill" (Unknown)
1780	Franked "John Hancock" and "Public Service" Addressed "To His Excellency Commodore Destouche, Commanding the Fleet &c &c, Newport" Ex Stevens, Robertson" (Siegel 887 Lot 4017)
1782	Franked "John Hancock" and "Public Service" Addressed to "Brigr Gen Nathl Goodwin/Plymouth" Docketed 1782" (Nate Sanders)

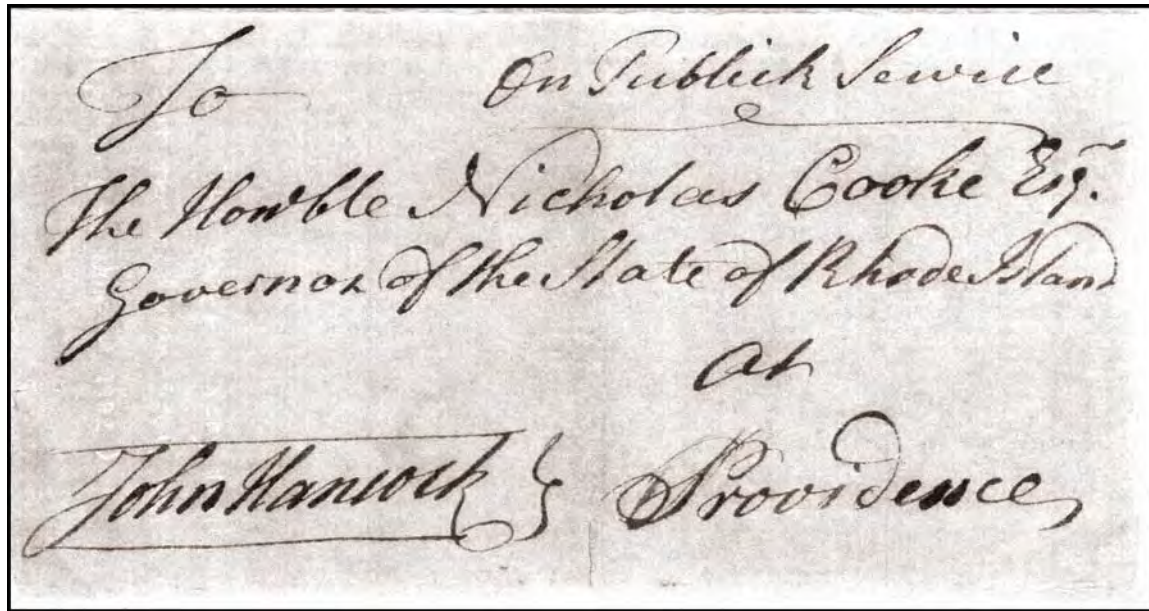


Fig. 1: This John Hancock free frank, documented September 14, 1777, was contributed by long time NJPHS member Paul Schumacher.

USS UTAH (AG 16 ex BB 31) NEW JERSEY-BUILT SHIP LOST AT PEARL HARBOR¹

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

During the first quarter hour of the Second World War, 75 years ago, a 48 year old immigrant who enlisted in the Navy from New Jersey, who had served half his life – nearly a quarter century – in the U.S. armed and naval forces, sacrificed his life for his shipmates and in doing so earned the Medal of Honor. Heroism is a great gift given infrequently throughout recorded history; premeditated heroism is a far more rare and complex virtue.

On the morning of 7 December 1941 at Pearl Harbor, Chief Watertender Peter Tomich, U.S. Navy² willingly gave his life to help save his shipmates as they abandoned the New Jersey-built 30-year-old former battleship, USS *Utah* (AG 16 ex BB 31) which was lost to torpedoes during the first 15 minutes of the Japanese attack. As a result, within 90 days, President Franklin D. Roosevelt posthumously awarded Chief Tomich the Medal of Honor in 1942; a warship, USS *Tomich* (DE 242), was commissioned in 1943, and Navy's senior enlisted academy, Tomich Hall, was named in his memory in 1989. But, for nearly three quarters of a century, Chief Tomich's Medal of Honor was homeless. The bulk of his family was in German-occupied Yugoslavia and his relatives in the United States could not be located. Only through the efforts of a retired Naval Reserve officer and World War II veteran, was the matter brought to the fore and after nearly a decade of unsuccessful administrative proceedings and litigation, did the Executive branch change its mind and present the Medal of Honor to Chief Tomich's surviving Croatian relatives in a ceremony on board USS *Enterprise* (CVN 65) on 18 May 2006 while she was in the Eastern Mediterranean Sea.

USS *Utah* was the second and final member of the *Florida* class of dreadnoughts which was built by the New York Shipbuilding Corporation, Camden, New Jersey, during the Taft Administration. Her keel was laid down 9 March 1909 and the hull was launched 23 December the same year. She was commissioned 31 August 1911. *Utah* and *Florida* were the first ships to arrive during the United States occupation of Vera Cruz in 1914 early in the Mexican Revolution. The two battleships put ashore a landing party that began the occupation of the city. *Utah* was stationed in Bantry Bay, Ireland, during World War I as flagship of the U.S. Battleship Division SIX (BatDiv6). During the 1920s, *Utah* routinely participated in individual training cruises, fleet maneuvers, and carried dignitaries twice to South America in 1924 (General Pershing) and 1928 (President-elect Hoover's entourage).

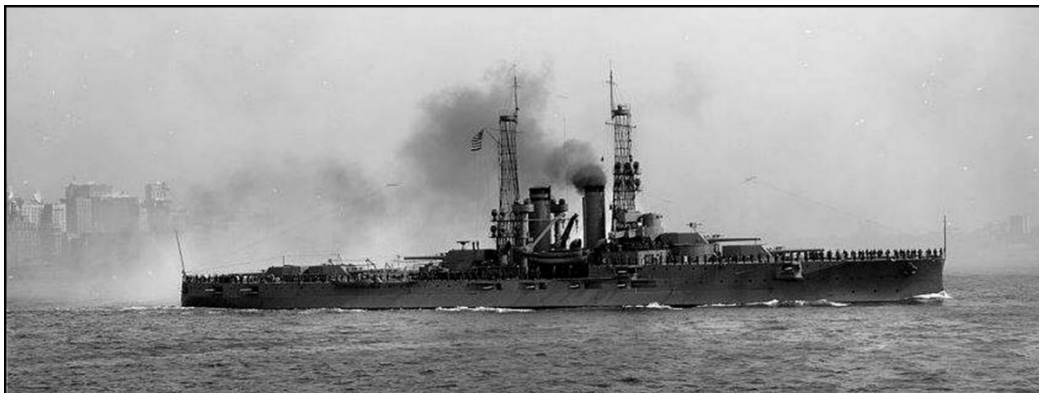


Fig. 1: Early view of USS Utah (BB 31) off Battery Park, New York City.

<http://navsource.org/archives/01/031/013104.jpg>

USS UTAH LOST AT PEARL HARBOUR ~ Capt. Lawrence B. Brennan, USN, (Ret.)

After 20 years of combatant service, in 1931 *Utah* was converted to a demilitarized target ship (redesignated AG 16), in accordance with the 1930 London Naval Treaty. She was also equipped with multiple types of anti-aircraft guns for training and served in these twin roles for the remainder of her life. She became the oldest battleship hull to remain in commission.

Utah was moored off Ford Island in Pearl Harbor on 7 December 1941; during the first minutes of the attack she was hit by two torpedoes. *Utah* quickly rolled over and sank; the majority of her crew escaped, but 64 officers and men were killed. The wreck remains near her sinking location; in 1972, a memorial was erected.³

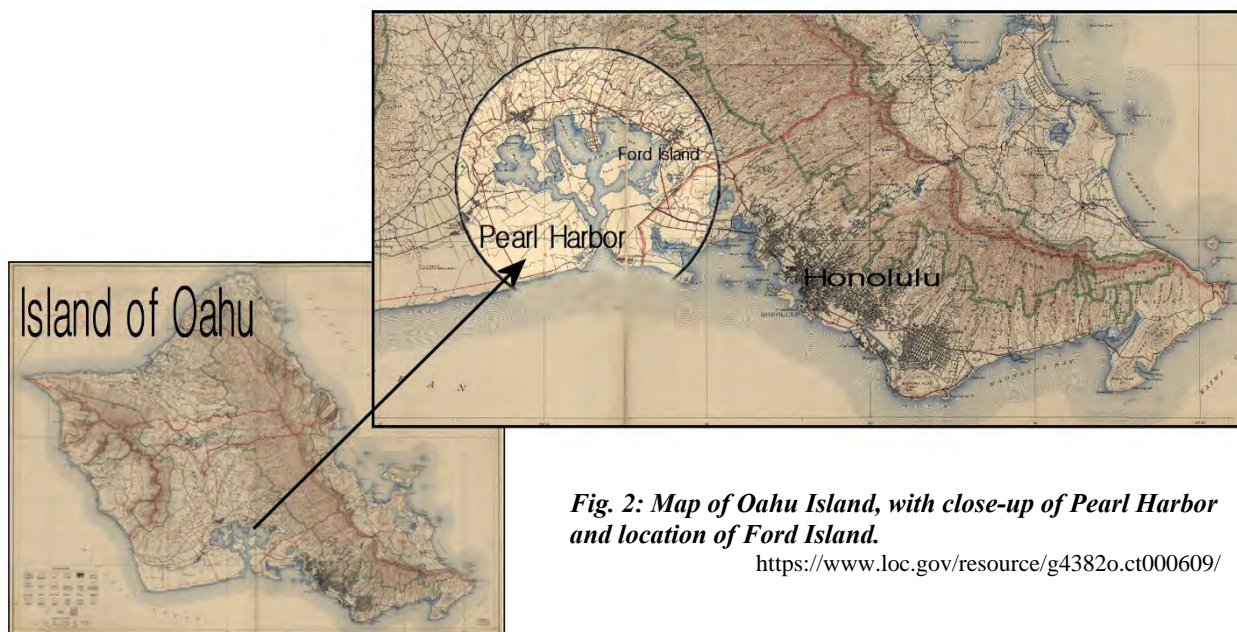


Fig. 2: Map of Oahu Island, with close-up of Pearl Harbor and location of Ford Island.

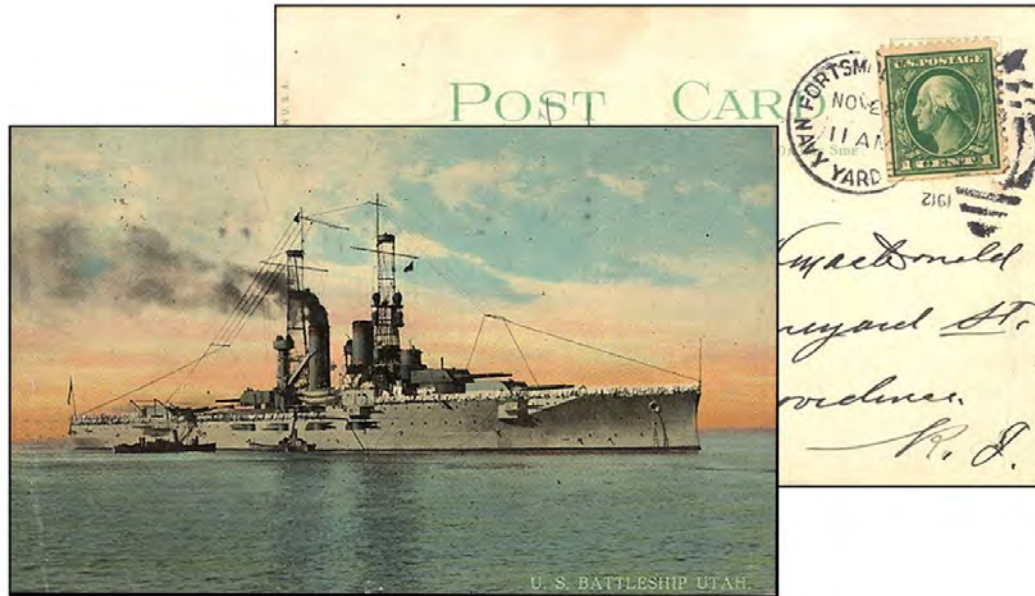
<https://www.loc.gov/resource/g4382o.ct000609/>

COMMISSIONING OF USS *UTAH* (BB 31) AND EARLY YEARS

Initially built as a coal burning ship, *Utah* was 521' 8" length overall with a beam of 88' 3" and a draft of 28' 3". She displaced 21,825 tons. The ship was powered by four-shaft Parsons steam turbines rated at 28,000 shaft horsepower and 12 coal-fired Babcock & Wilcox boilers, generating a top speed of 20.75 knots. The ship had a cruising range of 6,720 nautical miles at 10 knots. She had a crew of 1001 officers and men.

Utah's original armament considered of a main battery of twin 12" /45 caliber Mark 5 guns in five twin gun turrets on the centerline. Two were placed in a superfiring pair forward; three turrets were aft of the superstructure. The secondary battery consisted of sixteen 5"/51 guns mounted in casemates on both sides of the hull. As was standard for capital ships of the period, she carried a pair of 21" torpedo tubes. The main armored belt was 11" thick, while the armored deck was 1.5" thick; the main battery turrets had 12" thick faces and the conning tower had 11.5" thick sides.

In 1911, Captain William S. Benson, who would be named the first Chief of Naval Operations (CNO), became the first Commanding Officer. *Utah* then conducted a shakedown cruise calling at Hampton Roads, Santa Rosa Island, Pensacola, Galveston, Kingston, Jamaica, and Guantanamo Bay. Assigned to the Atlantic Fleet in March 1912, she participated in drills and underwent overhaul at New York Navy Yard (Brooklyn). Departing New York 1 June 1912, *Utah* proceeded to Annapolis after calling at Hampton Roads. She conducted a midshipman cruise off New England until 25 August. A similar routine was followed for the next two years, punctuated by a European cruise in the fall of 1913.



Courtesy Jon Burdett and the online Naval Cover Museum.

Fig. 3: A post card view of *Utah*, used November 28 1912 with a Portsmouth Navy Yard cancel. It was not used by a *Utah* crewman.

During the Mexican Revolution, the Wilson Administration decided to protect U.S. lives and property and intervention commenced in early 1914. While en route to Mexico on 16 April, *Utah* was directed to intercept the German-flagged steamer *SS Ypiranga*, carrying arms to the Mexicans. *Ypiranga*'s arrival in Vera Cruz prompted U.S. occupation of the city. *Utah* and *USS Florida* (BB 30) were the first U.S. naval vessels to arrive. The ships landed a combined one thousand Marines and sailors on 21 April. During the next three days, Marines battled rebels, suffering 94 casualties, while killing hundreds of Mexicans.

Fig. 4: An April 22 1914 type 2 cancel on a *Utah* on a Japanese post card, sent from Mexico.

Jon Burdett, Naval Cover Museum.



WORLD WAR I

Utah returned to New York after two months off Vera Cruz. During most of the next three years she trained with the Atlantic Fleet. On 6 April 1917, the United States declared war on Germany. For the first year of hostilities, *Utah* was stationed in Chesapeake Bay to train engineering personnel and gunners until 30 August 1918, when she departed for Bantry Bay, Ireland with Vice Admiral Henry T. Mayo, U.S. Navy, Commander-in-Chief of the Atlantic Fleet on board.

After arriving in Ireland, *Utah* was assigned as the flagship of Battleship Division 6 (hereafter BatDiv 6) commanded by Rear Admiral Thomas S. Rodgers, U.S. Navy. BatDiv 6 was tasked with covering convoys in the Western Approaches against possible attacks from German surface raiders.⁴ *Utah* served in the division along with USS *Nevada* (BB 36) and USS *Oklahoma* (BB 37). The two newer oil-burning battleships had arrived in Berehaven on Friday, 23 August 1918, screened by six destroyers: *Balch*, *Conyngham*, *Downes*, *Kimberly*, *Allen*, and *Sampson*. *Utah* arrived in Berehaven on Tuesday 10 September 1918, just two months prior to the end of hostilities. She was escorted by four destroyers: *Stockton*, *Shaw*, *Conyngham*, and *Rowan*. Unlike the other U.S. Naval forces, BatDiv6 was not under the operational command of the Royal Navy, but was under the direct command of Admiral William S. Sims, U.S. Navy, Commander of Naval Forces Europe.



US Battleships in Cork, Ireland, 1918.⁵

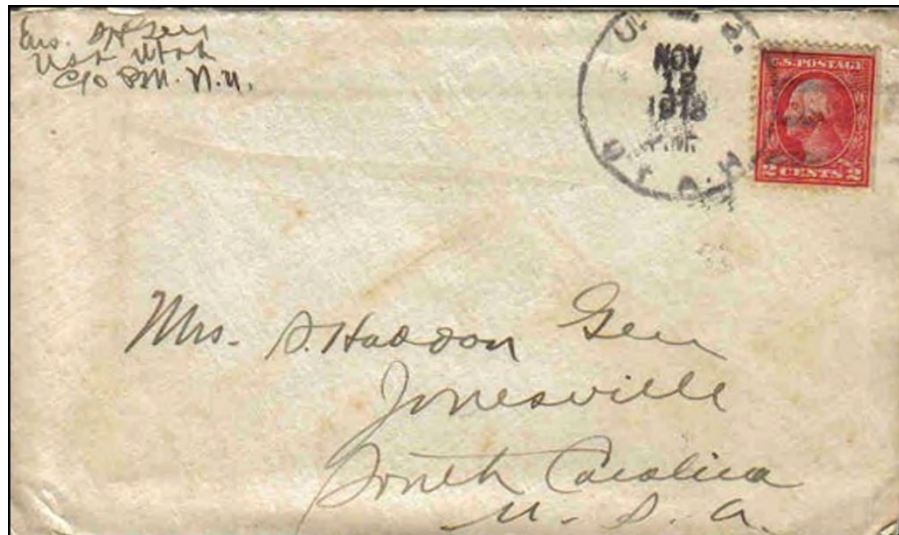
Fig. 5: US warships of BatDiv6 at anchor in Berehaven Harbour, 1918. *Utah* became flagship of this force, under the command of Rear Admiral Thomas S. Rodgers.

In mid-October the battleships and destroyers sortied to protect two U.K. bound convoys from threats of mysterious ships in the Irish Sea. Heavy weather restricted the ships' speed to 15 knots and *Utah* lost her observation kite which was not manned when struck by lightning and *Oklahoma* lost her kite to the weather and sea. No contact was made with the enemy but the convoys arrived safely at their destinations. The three battleships and destroyers returned to Berehaven where they remained until the Armistice was promulgated.

The battleships departed their Irish port within the month. On 20 November *Nevada* departed for Portland, England and on 26 November, *Oklahoma* and *Utah* left Ireland, with *Utah* calling at the Isle of Portland. In December 1918, she escorted USS *George Washington* [(ID-3018) which subsequently was transferred to the U.S. Army and then known as USAT *George Washington*] which was transporting President Wilson to Brest for the Versailles negotiations. She headed west 14 December and arrived in New York on Christmas Day; the winter crossing took less than 11 days. The battleship remained on the East Coast for the next year and a half of peacetime routine.



Fig. 6: USS Utah (BB 31) as she appeared in World War I with her distinctive camo design at that time.⁶



Courtesy Jon Burdett and the online Naval Cover Museum.⁷

Fig. 7: A 12 November 1918 cover from Utah to South Carolina, with Locy Type 2r (C) cancel.

Utah's first decade in commission was the most active. Twice she was deployed for hostilities, serving about four months total in “combat zones” (about 60 days each at Vera Cruz in 1914 and Europe in 1918). Her second decade saw an overseas deployment, two lengthy diplomatic cruises to Latin America, and conversion to oil burning engines before demilitarization and conversion to a target ship.

BETWEEN WARS

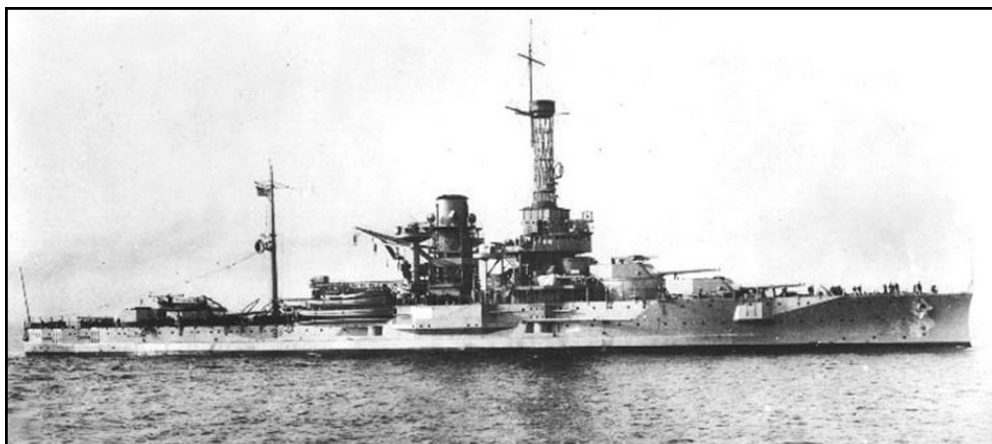
On 9 July 1921, the ten year old *Utah* sailed for Europe, calling at Lisbon and Cherbourg. She became the flagship for the force in European waters until relieved by USS *Pittsburgh* (ACR 4 subsequently CA 4) in October 1922. In the years following World War I, U.S. naval forces in European waters engaged in extensive operations from the Baltic Sea, North Sea, through the Mediterranean Sea, and into the Black Sea. *Utah* called at Constantinople in late 1921 as flagship for Vice Admiral Albert P. Niblack, U.S. Navy, who commanded U.S. Naval Forces, Europe.⁸



Fig. 8: 23 September 1922
*Locy type 3rs(BC) cancel
with Portugal between the
bars.*

Courtesy Jon Burdett and the
online Naval Cover Museum.⁹

Utah returned to the United States 21 October, where she resumed her traditional role as flagship BatDiv 6. In early 1924, *Utah* took part in the Fleet Problem III maneuvers, where the pair of *Florida*-class coal burners acted as stand-ins for the new *Colorado*-class battleships. In late 1924, *Utah* carried General of the Armies John J. Pershing, U.S. Army on a diplomatic mission from New York to Peru for the Battle of Ayacucho centennial. Pershing and his party debarked at Mallend JMollendo, Peru; *Utah* made goodwill stops at Chilean ports before rounding Cape Horn to pick up the general in Uruguay, calling at other ports, including Rio de Janeiro, La Guaira, Venezuela, and Havana before returning Pershing to New York on 13 March 1925.¹⁰ *Utah* conducted midshipman training cruises during the summer. The battleship earned the Navy Battle Efficiency Award in 1925 and 1926 before undergoing a complete rebuilding and modernization. She was decommissioned at the Boston Navy Yard 21 October 1925 and dry-docked. The major alterations included replacement of the coal-fired boilers with oil-fired models and her aft cage mast with a pole mast.



U.S. Naval Historical Center USNHC # NH 50227.¹¹

Fig. 9: *Utah* after conversion from coal to oil and other modernization. Note in particular that her aft cage mast has been replaced by a pole mast.

Capt. Lawrence B. Brennan, USN, (Ret.) ~ USS UTAH LOST AT PEARL HARBOUR

Utah was recommissioned 1 December 1927; she then served with the Scouting Fleet. Perhaps *Utah*'s most memorable non-combat cruise occurred after the election of 1928. After his election in 1928, but before assuming the presidency 4 March 1929, Hoover embarked on 19 November at San Francisco in one of the newest battleships, USS *Maryland* (BB 46) flagship of the U.S. Fleet [which also would be at Pearl Harbor on 7 December 1941], for a seven-week tour of Central and South America during which he visited 11 nations and delivered 25 speeches which stressed his plans to reduce U.S. political and military involvement in Latin American affairs. He pledged that the United States would act as a "good neighbor." On this trip Hoover was nearly assassinated in Argentina by a local anarchist. Before leaving office in 1933, he had directed the ultimate removal of U.S. forces from Haiti and Nicaragua.



Photo from Defense Video Image Distribution System¹²

Fig. 10: President-elect Herbert Hoover and Battleship USS Utah (BB-31), 1928; with members of his staff including his wife Lou Henry Hoover and Henry T. Fletcher, ambassador to Italy; along with members of the press embarked on board the U.S. battleship for a South American good-will tour.

Nearly simultaneous with Hoover's departure in *Maryland* from San Francisco, in mid-November 1928, *Utah* was sent south to Uruguay to return President-elect Herbert Hoover and his party. She left Hampton Roads on 21 November 1928, picked up the Hoover entourage at Montevideo, transported them to Rio de Janeiro in December, and then carried them home, arriving in Hampton Roads 6 January 1929.

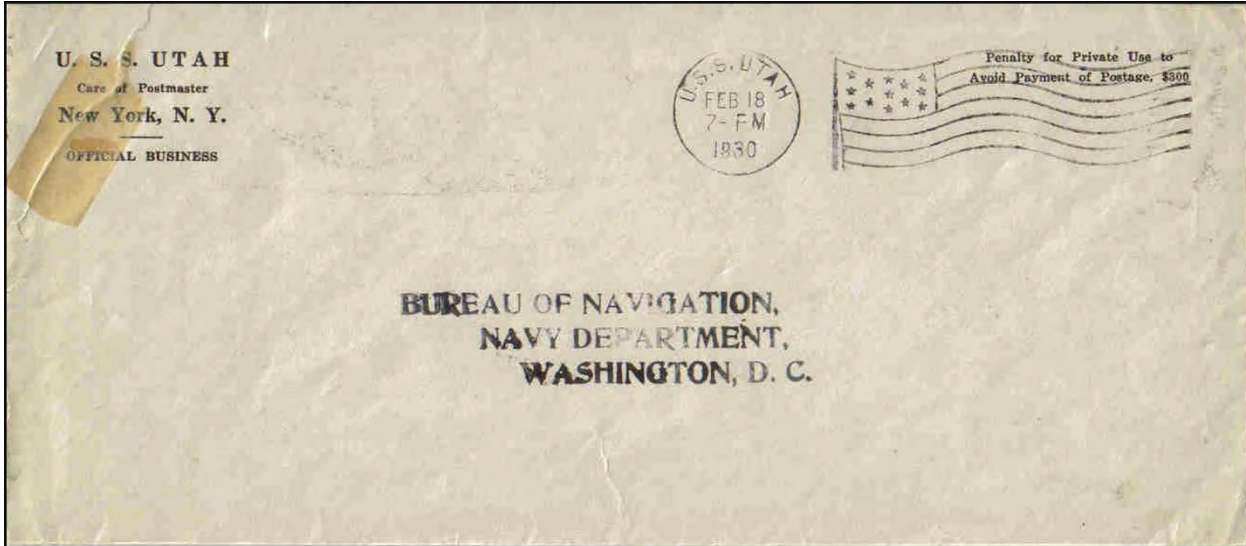


Courtesy Jon Burdett and the online Naval Cover Museum.¹³

Fig. 11: A 6 January 1929 cover on the day of her returning President Hoover to Hampton Roads, Virginia. This label shows both a flag cancel and Locy Type 3s "Hampton Roads /Va."

USS UTAH LOST AT PEARL HARBOUR ~ Capt. Lawrence B. Brennan, USN, (Ret.)

Her final deployment as a combatant began in June 1929, again as flagship, when *Utah* sailed with *Florida* and USS *Arkansas* (BB 33) to the Mediterranean, calling at Naples and Rome before returning in early 1930. *Utah* received the Navy Engineering Trophy for greatest improvement in 1929 and 1930.



Jon Burdett, Naval Cover Museum¹⁴

Fig. 12: A Utah official business envelope with an 18 February 1930 Locy type 8ed postmark.

REDESIGNATION AS AG-16 AND A NEW ROLE

Utah's third and final decade of service saw her conversion to a Miscellaneous Axillary ship and redeployment primarily to the Pacific Ocean except for most of the year 1939 spent in the Atlantic Ocean. Because of the Washington Naval Treaty, the ship's days as a battleship were over. She was decommissioned 1 January 1931, but was retained as a training ship. Her classification was changed to AG-16 (Miscellaneous Auxiliary); the ship was the first to be equipped with radio-control apparatus before being tested and recommissioned 1 April 1932.



Fig. 13: Redesignated as a target ship (AG-16), Utah served in this capacity for nine years. Both cancel and cachet indicate her radio controlled capabilities. She also served as transport.

Capt. Lawrence B. Brennan, USN, (Ret.) ~ USS UTAH LOST AT PEARL HARBOUR

Utah departed for the Pacific as a training ship and served the Pacific Fleet as a mobile target and for amphibious operations. She was homeported at San Pedro, California, where she joined Training Squadron 1, Base Force, United States Fleet. She continued in this role for the remaining nine years of service. *Utah* participated in Fleet Problem XVI in May 1935, serving as a transport for a contingent of Marines. In June, the ship was modified to train anti-aircraft gunners and was equipped with 1.1"75 caliber anti-aircraft guns in quadruple mounts. In 1939 she was fitted with four 5"25 caliber dual-purpose guns, and other anti-aircraft guns and gun directors.

Utah returned to the Atlantic for Fleet Problem XX in January 1939, she trained with Submarine Squadron 6 before returning to the Pacific for the last time, arriving at Pearl Harbor 1 August 1940. There, she conducted anti-aircraft gunnery training until 14 December, when she departed for Long Beach, California, arriving on 21 December. Off the West Coast, she served as a bombing target for aircraft from the USS *Lexington* (CV 2), USS *Saratoga* (CV 3), and USS *Enterprise* (CV 6). *Utah* returned to Pearl Harbor 1 April 1941, where she resumed anti-aircraft gunnery training. She proceeded to Los Angeles 20 May to carry a contingent of Marines to Bremerton, Washington, after which she entered the Puget Sound Navy Yard 31 May for what would be her last overhaul. She was equipped with new 5"38 caliber dual purpose guns in single mounts to improve her ability to train anti-aircraft gunners. She left the West Coast for the last time 14 September, bound for Pearl Harbor.

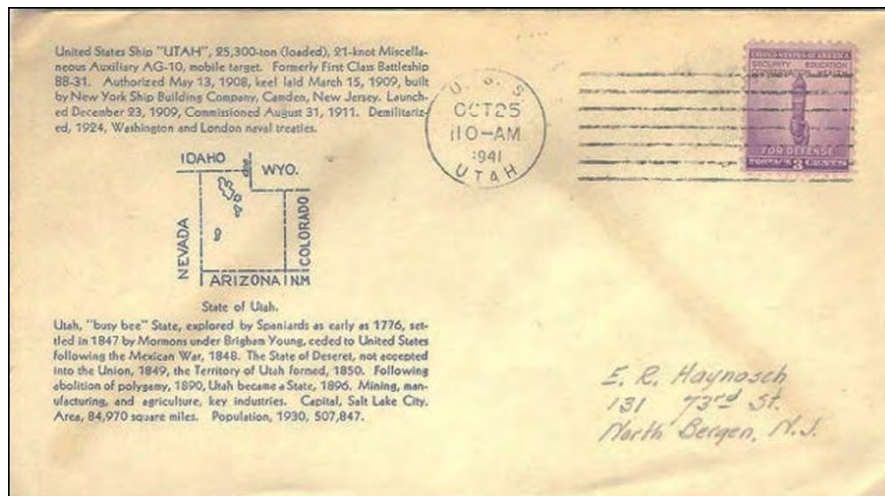


Fig. 14: 25 October 1941 cover from Utah to New Jersey, sent only six weeks before her sinking at Pearl Harbor. Locy type 7 cancel. The cachet has a number of misstatements of fact in the top paragraph.

PEARL HARBOR DURING WORLD WAR II

Mooring and Berthing Plans

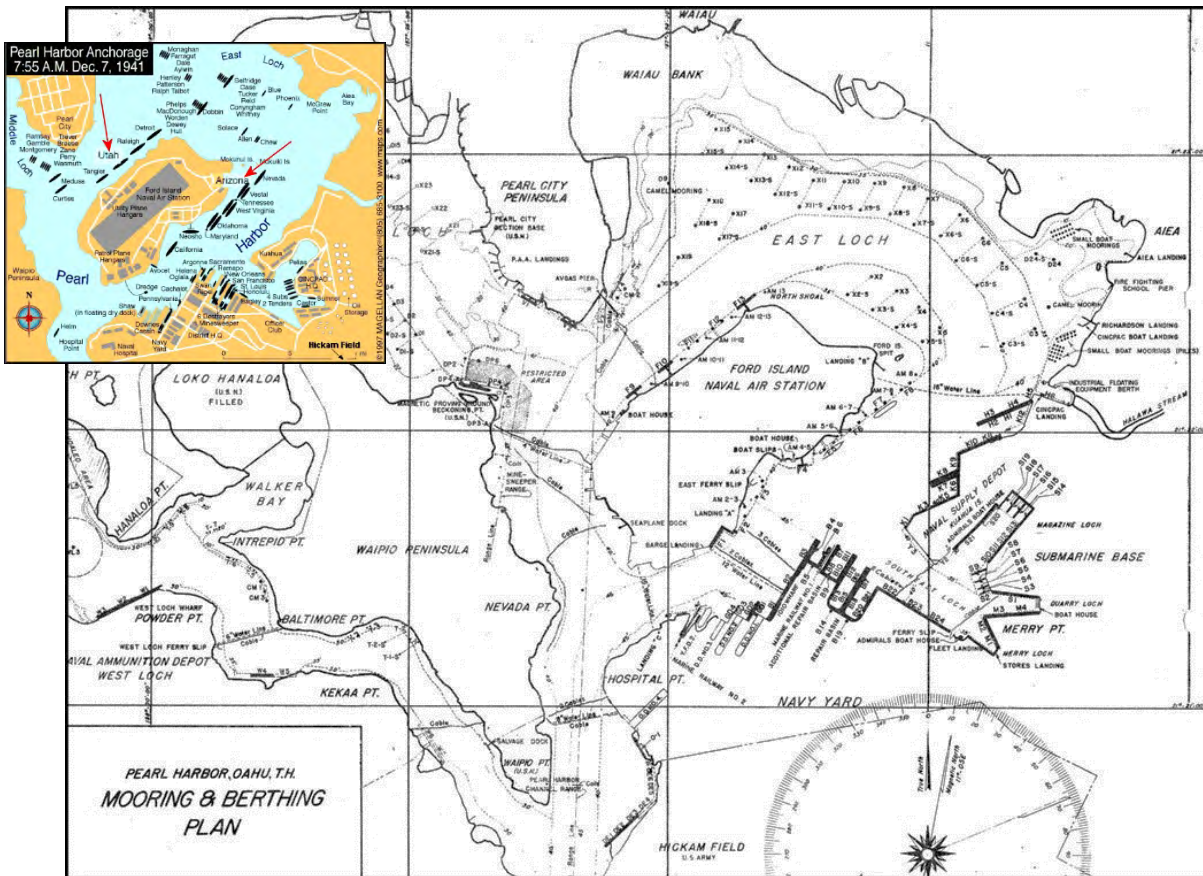


Fig. 15: Chart of Pearl Harbor, Oahu, T.H., Mooring & Berthing Plan: showing the mooring and berthing areas around Ford Island Naval Air Station, Powder Point, Naval Ammunition Depot West Loch, Hickam Field, Hospital Point, Navy Yard, Submarine Base, AIEA, along the East Loch, Pearl City Peninsula, Middle Loch, to Bluff Point.¹⁵ Inset showing Ford Island with Utah & Arizona¹⁶

Returning to Pearl Harbor for the final time on Friday, 5 December 1941, *Utah* was moored off the west side of Ford Island where she remains.

The most comprehensive primary account of the loss of *Utah* was provided by her senior surviving officer present on board, Lieutenant Commander Solomon S. “Izzy” Isquith, U.S. Navy, which was forwarded with acknowledgment of its accuracy by Commanding Officer, *Utah*:

On Sunday, December 7, 1941, while moored at Berth FOX-11 Pearl Harbor, T.H., 3 planes whose identification were not questioned but taken for U.S. planes maneuvering, were observed just as colors were being hoisted at 0800, heading northerly from the harbor entrance. They made a low dive on the southern end of Ford Island and each dropped a bomb.

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Immediately thereafter the air was filled with planes clearly distinguished as yellow colored planes with brilliant red Rising Sun insignia on fuselage and red wing tips, flying low at about 100 knots speed and dropping aerial torpedoes and bombs. They appeared to [be] Henkle 113, or similar type, with very silent engines. The general alarm was immediately rung and word was passed "All hands to bombing quarters". At about this time, 0801, a severe underwater hit, at approximately frame 84, port side, was felt and the ship immediately commenced to list to port. Another underwater hit was felt almost immediately thereafter in about the same general location and the listing of the ship increased immediately to about 15 degrees. At this time I realized that the ship would capsize and word was passed "All hands on deck and all engine room and fireroom, radio and dynamo watch to lay up on deck and release all prisoners."

All hands were ordered to the starboard side, which was the high side, to escape danger of loose timbers pinning men down. Word was passed for all hands to equip themselves with life jackets but due to the fact that the life jackets were stored in canvas bags in the aircastle, it was not practicable for many men to obtain life jackets due to miscellaneous gear stored in the starboard aircastle moving and bomb explosion in the port aircastle which took place at that time. At about that time the engine room reported that steam had dropped and that they were unable to cut in the drain pumps, that the port engine room was flooded and that the starboard engine room was taking water rapidly, the water at that time being above the high pressure turbine and reduction gear. The lights were still on in the engine room. The engine room watch cleared the starboard engine room. No. 2 fireroom, No. 4 boiler steaming, reported steam dropping rapidly and additional burners cut in to hold steam. The second hit put out all fires. The fireroom watch then abandoned the fireroom, closed the quick closing fuel oil valve, leaving the auxiliary feed pumps operating but slowing down due to lack of steam.

By about 0805, the ship had listed to about 40 degrees to port. Lights were still on. No report had been received from the dynamo room; word was again passed "All hands on deck and abandon ship, over starboard side." The crew commenced getting over the side, the ship continuing to list but somewhat slower. The attacking planes were now returning from a northerly direction flying low and strafing the crew as they abandoned ship. The loose timber about the decks were moving to port, interfering greatly with the efforts of the crew to abandon ship.

Observing the strafing and the moving of the timbers and loose gear in the aircastles, I directed that the crew divide into three groups, one group going up the ladder leading from the starboard aircastle to the Captain's cabin, one going up the ladder from the starboard wardroom country to the passage inboard of the Captain's cabin stateroom, and one going up the ladder leading from the starboard wardroom country near the wardroom pantry to the forecastle. A large number of these men escaped through the ports in the Captain's cabin.

Lieutenant (jg) P.F. Hauck, Machinist S.A. Szymanski, and myself were the last to leave the ship going through the ports in the Captain's cabin. At this time, about 0810, the ship was listing about 80 degrees to port and the planes were still strafing the ship. Mooring lines were parting and two motor launches and the motor whale boat were picking up men in the water. Many men were observed swimming to the north and south keys of Pier FOX-11, and as planes were still strafing, the men were ordered to the sides of the keys for some protection.

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At about 0812, the last mooring lines had parted and the ship was capsized, the keel plainly showing. All men picked up by ship's boats were taken ashore to Ford Island and boats ordered to return and pick up any men still swimming about.^{17,18}

As the crew began to abandon ship, Chief Tomich headed below decks to ensure that his shipmates could escape and to secure the boilers to prevent catastrophic explosions. He was last seen by Leonard L. Purifoy, who was hurriedly ascending the ladder from the engineering spaces. "Tomich was going down the opposite ladder exclaiming that he was going to secure all boilers and clear the area."¹⁹ Tomich would be awarded the Medal of Honor posthumously; the first Medal of Honor signed by President Roosevelt during World War II. Almost immediately after reaching shore, Commander Isquith heard knocking from trapped men. He called for volunteers to secure a cutting torch from USS *Raleigh* (CL 7) to free trapped men; they succeeded in rescuing four men.²⁰ Isquith reported:

While in the trenches, a short time later, knocking was heard on the ship's hull. At this time planes were still strafing and dropping bombs. I called for a volunteer crew to return to the *Utah* to investigate the knocking heard. Machinist Szymanski and a volunteer crew consisting of MacSelwiney, CAM, and two seamen, names unknown, returned to the ship and located the tapping coming from the void space V-98, under the dynamo room. They answered the knocking with knocks on the outside which in turn were answered by knocking within the ship.²¹

In total, 64 officers and men were lost but 461 survived.²² The 45 year old native New Yorker, Isquith was awarded the Navy Cross for his heroism that saved nearly 90% of *Utah's* crew and ultimately was promoted to flag rank.

Utah was placed "in ordinary" (vessels are those out of service for repair or maintenance) 29 December 1941 under Pearl Harbor Base Force. Following the successful righting of the capsized *Oklahoma*, an attempt was made to right the *Utah* by the same parbuckling method. As *Utah* was rotated, she did not grip the harbor bottom but the hull slid towards Ford Island. The recovery effort was abandoned with *Utah* rotated 38 degrees from horizontal. This cleared the berth and no further attempts were made to refloat her as she had no military value. *Utah* was decommissioned 5 September 1944 and then stricken from the Naval Vessel Register 13 November. During her years of service, *Utah* received the Mexican Service Medal, World War I Victory Medal with "Atlantic Fleet" and "Grand Fleet" clasps, American Defense Service Medal, Asiatic-Pacific Campaign Medal with one battle star, and the World War II Victory Medal.²³

Her century-old rusting hulk remains partially above water; the men killed when *Utah* sank were never removed from the wreck. Beginning around 1950, two memorials were placed at the wreck. In 1972, a larger memorial was erected just off Ford Island, near the hull. The memorial consists of a 70-foot walkway which extends from Ford Island to a platform near the ship, where a brass plaque and a flagpole are located. In 1989, *Utah* and *Arizona* were added to the National Historic Landmark registry. Similar to *Arizona*, remains of surviving crewmen are entitled to be entombed in *Utah*.



Photo by Petty Officer 3rd Class Diana Quinlan

Fig. 16: The sun sets over the remaining structure of battleship USS Utah (BB-31/AG-16). The memorial was renovated to provide easier public access.²⁴

STORY OF A HERO'S MEDAL OF HONOR

The decision of the United States Court of Appeals for the Second Circuit summarizes the life of the man.²⁵ Few details are known about his life beyond his service record and two photographs. The Court of Appeals wrote:

Peter Tomich was born Petar Herceg-Tonić in 1893 near the Dalmatian coast in the village of Prolog, which was then in Austria-Hungary. He immigrated to the United States in 1912. For a time, he lived in Queens, and in 1917, enlisted in the U.S. Army at Fort Slocum, N.Y. A year later he became a citizen. After World War I, he was discharged and in 1920 enlisted in the U.S. Navy in New Jersey. By December 7, 1941, aboard the U.S.S. Utah, he held the rank of Chief Water Tender.²⁶

Within 17 years of arriving in New York, Peter Tomich had reached the height of his profession in the navy as Chief Petty Officer – then the highest enlisted rank. The navy had become his home and his life. He would sacrifice his life at Pearl Harbor to save many of his shipmates. On March 4, 1942, Franklin D. Roosevelt awarded Tomich the Medal of Honor, with the following citation:

For distinguished conduct in the line of his profession and extraordinary courage and disregard of his own safety during the attack on the Fleet in Pearl Harbor by the Japanese forces on December 7, 1941. Although realizing that the ship was capsizing, as a result of enemy bombing and torpedoing, he remained at his post in the engineering plant of the U.S.S. UTAH, until he saw that all boilers were secured and all fireroom personnel had left their stations, and by so doing he lost his own life.²⁷



Fig. 17: Peter Tomich, Chief Water Tender, USS Utah.²⁸



Fig. 18: Front and reverse of the Tomich Medal of Honor.

Chief Tomich gave his life in an effort to avoid a steam explosion if water were to contact the hot steam boilers in the fire rooms as *Utah* capsized. An earlier example of Chief Tomich's self-sacrificing service came within the first years of his naval service during U.S. naval operations in the Black Sea in the wake of the fall of the Ottoman Empire. Admiral J. Robert Lunney, the proponent of the struggle to present the Medal of Honor, wrote:

During my review of Chief Tomich's Navy personnel file I uncovered his prior service aboard the USS *Litchfield* (DD 336) and learned of his being awarded the Navy Expeditionary Medal in special recognition of his service at Smyrna in September 1922. His file contained a full page letter, October 7, 1922, from Mr. Cass Arthur Reed, Acting President of the International College, Smyrna. The letter highly praised the men of the *Litchfield*, including Tomich, for their relief work and evacuation of refugees. Also included in the Tomich file is a Memorandum (5-5-38) reciting excerpts from the *Litchfield* log relative to the landing forces sent ashore (Sept. 7, 13, 14 and 16, 1922). The Memorandum mentions protection of American property and the transportation of orphans.

Tomich's participation in the humanitarian rescue at Smyrna relates most significantly to his personal sacrifice years later to save his ship mates at Pearl Harbor. Truly a brave and good man.²⁹

The Homeless Medal of Honor

The Court of Appeals' decision sets forth the history of Chief Tomich's Medal of Honor's movements from 1942 until 2006.

The Medal was awarded pursuant to the former 34 U.S.C. § 363 (1919), *recodified as amended as* 10 U.S.C. § 6250, which allowed the President to award a posthumous Medal of Honor if "presented" to a "representative" of the hero, as designated by the President, within five years of the act or service justifying the award. *Id.*

Following the award of the Medal, the Navy tried unsuccessfully to find next of kin. The only family history available was in "Beneficiary Slips" filled out years earlier for the Navy, in which Tomich said he was "[n]ot married" and listed a "[c]ousin" John Tonich at an address in Los Angeles. In March 1942, the Secretary of the Navy wrote to the cousin in Los Angeles, "deem[ing] it an honor to transmit" the Medal, which was forwarded under separate cover. The Medal was returned with the postal notation "[n]o such address."

The Medal was formally presented on January 4, 1944 [by Rear Admiral Monroe Kelly, U.S. Navy] to the [C]ommand[...ing] Officer of the Destroyer Escort U.S.S. Tomich. Plaintiff and the government agree that this ceremony amounted to a "presentation" of the Medal within the meaning of 10 U.S.C. § 6250. Internal Navy records concerning the presentation state that the Medal was "to be displayed on board [the U.S.S. Tomich], in the status of a loan, to be recalled should a next of kin make a claim for same."

When the U.S.S. Tomich was decommissioned near the end of World War II, the Medal was returned to the Secretary of the Navy. In 1947, the Navy "forwarded" the Medal to the Utah state capital building for display alongside a memorial to the U.S.S. Utah. The Navy advised the Governor, however, that it might require return of the Medal in the "improbable" event that a "relative" of Tomich made a claim for it.

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For reasons not in the record, the State of Utah returned the Medal in 1963. Since then, it has been in the custody of the Navy. The Medal [was] on display in the Navy Museum in Washington [as well as at Tomich Hall, the Senior Enlisted Academy, in Newport, Rhode Island after 1989.³⁰



Fig. 19: In 1943 a destroyer escort (DE 242) was named in honor of Peter Tomich.⁵³ It became home to Tomich's Medal of Honor from January 1944 until her decommissioning in 1946.

Photo by Neal Dyste³²



Fig. 20: Peter Tomich's Medal of Honor hung in a passageway forward of the galley and behind the small armory locker on board USS Tomich for about three years.⁵⁵

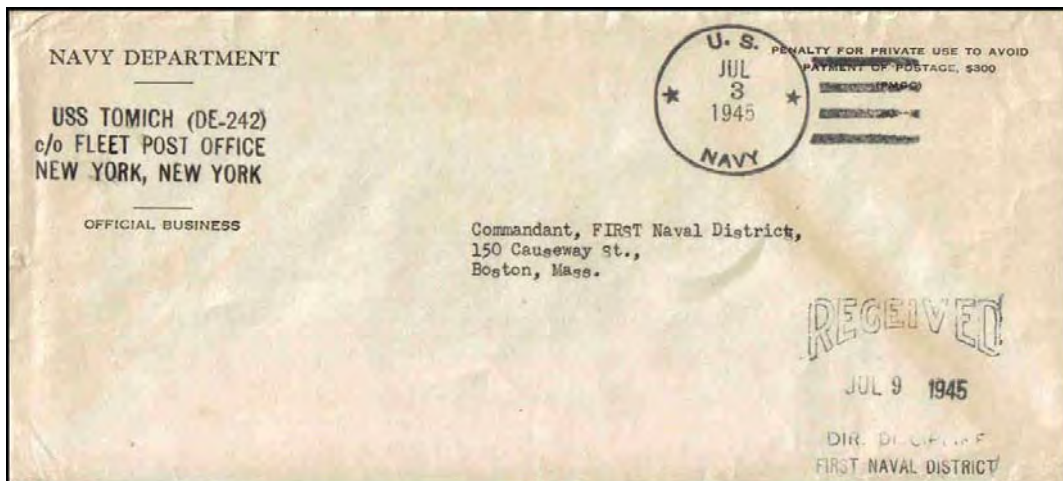


Fig. 21: An official business envelope from USS Tomich postmarked 3 July 1945.

The Attempt to Cooperate With Navy to Present the Medal of Honor

The bona fides of Chief Tomich's survivors³⁴ were investigated by Admiral Lunney³⁴ as set forth in the Court of Appeals' decision:

In 1997, the Congressional Medal of Honor Society (the "Society") and the New York Naval Militia (the "Militia") asked Lunney, a retired Rear Admiral and member of the Militia, to assist in locating Tomich's next of kin. The Society informed Lunney that Tomich's Medal was the only one of its kind in the last century that 'ha[d] gone unclaimed,' and requested Lunney's assistance in finding someone "to receive the award."

Lunney studied Navy files concerning Tomich's career, and traveled to Prolog, a village of about 400 that had been in Austria-Hungary when Tomich was born there (later part of Yugoslavia, now in the Federation of Bosnia and Herzegovina), where Lunney searched the birth, marriage, baptism, and death records of the local Roman Catholic church.

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Lunney satisfied himself that Tomich's cousin John returned to Prolog in the early 1920s, and had a son named Dragutin Herceg Tonic, who survives. According to Lunney, Dragutin Herceg Tonic has designated his son, Screcko Herceg Tonic, as next of kin for purposes of receiving the Medal awarded to Tomich. Although Navy records stated that Tomich was "[n]ot married," Lunney reports that Tomich was married in Prolog in 1911 (a year before he left for America), and that his wife died in 1963 without issue.³⁵

Navy, however, rejected an administrative attempt to present the Medal of Honor to Chief Tomich's next of kin.

Lunney offered the Navy his investigative materials, and urged the Navy to present the Medal to Screcko Herceg Tonic. In March 1998, the Secretary of the Navy referred the matter to the Navy's Board of Decorations and Medals (the "Board"), which in turn referred the matter to the Office of the Judge Advocate General of the Navy ("JAG").

JAG determined that the Medal had already been presented, to a Navy officer (commander of the U.S.S. Tomich) whom President Roosevelt designated as Tomich's representative. JAG opined therefore that the Medal was "property of the Navy" appropriately in the Navy's possession, that the Navy could take any action with respect to the Medal not prohibited by statute or regulation, and that transfer of the Medal was "a matter of policy and, subject to applicable restrictions, within the discretion of the Secretary of the Navy." In addition, JAG questioned Lunney's identification of the next of kin, pointing to discrepancies in the genealogical records.

On April 27, 1998, the Secretary of the Navy sent an internal memorandum to the Board stating that "[u]pon review of all relevant information concerning the Medal ..., [the] Navy shall retain custody of the original medal." The Secretary suggested that "[c]ustody of the award shall continue under Navy control until such time as definitive evidence is presented to verify a next-of-kin relationship." On December 31, 1998, the Secretary informed the Militia of the Navy's decision. Lunney's subsequent petition to President Clinton was also unsuccessful.³⁶

The Litigation

Thereafter, Admiral Lunney was appointed Administrator of Tomich's estate. In May 2000 Lunney was issued Letters of Administration of Tomich's Estate by the Surrogate's Court of Queens County, New York. As administrator, Lunney ultimately commenced unsuccessful litigation to compel the delivery of the Medal of Honor to the next of kin.

The complaint recites that the suit was "brought to insure that the only Medal of Honor that has been awarded in the past century but never presented be so presented," and argues that the Medal should be presented to Screcko Herceg Tonic as next of kin "at an appropriate ceremony." Presentation, according to Lunney, "would be at no cost to the Government," since "[o]nce the Medal [wa]s properly presented the next of kin w[ould] accept a reproduction or duplicate and allow the Navy to retain the original for appropriate display at mutually agreeable museums and other prominent locations."

Defendants moved to dismiss for lack of standing, lack of subject matter jurisdiction, and failure to state a claim. They argued (*inter alia*) that all decisions as to presentation of the Medal of Honor were wholly within the discretion of the President. Lunney's response conceded that, according to the Navy's records, the Medal had *already* been presented. Without abandoning his request for a presentation of the Medal, Lunney argued, that the relief he sought might be characterized as "custody" or "deliver[y]" of the Medal.³⁷

The district court, Judge Lawrence M. McKenna, dismissed the complaint holding that the court did not have jurisdiction to order the President to present the Medal of Honor.³⁸ As noted by the Court of Appeals:

The district court granted defendants' motion to dismiss the APA claim on the ground that Lunney's claim was one for presentation by President Clinton, and that President Clinton's denial of Lunney's request for that relief was the only final action affecting the custody of the Medal. (*Lunney*, 2001 WL 1636965 at *2-4, 2001 U.S. Dist. LEXIS 21178, at *6-8.) Lunney appeals from this ruling.³⁹

The Court of Appeals affirmed the District Judge's holding, dismissing the action for lack of jurisdiction although the three judge panel reached the same conclusion by different reasoning. Thus, after 2003, it appeared that there was no realistic hope that the United States would present Chief Tomich's Medal of Honor to his family. But circumstances changed. As the *New York Times*' Clyde Haberman noted, "Admiral Lunney acknowledged, [this] seems to be the end of the line, unless the Navy should change its mind. "It's a just cause," he said. "It's a fair thing for our government to do. This was a guy from Europe, but this American ship was his home. This was his life."⁴⁰

The Ultimate Success

Just over three years later, on Memorial Day 2006, Mr. Haberman was able to publish an account of crowning success. His article on Memorial Day 2006 in the *NY Times* follows:

Nine years of shoe-leather reporting, nine years of doggedness, nine years of bucking an unhelpful bureaucracy took J. Robert Lunney to the deck of an aircraft carrier off the coast of Croatia.

This is a Memorial Day tale, though the events occurred before the observance yesterday. It is a Memorial Day tale because it is about remembrance. And honor. And duty.

But first we must go way back, to Dec. 7, 1941, and the Japanese attack on the United States fleet at Pearl Harbor. No, better to go back to 1893, when Petar Tonic was born to a Croatian family in a Balkan village called Prolog, now in western Bosnia.

He journeyed as a young man to America. For a time, he lived in Queens. In 1917, he enlisted in the Army at Fort Slocum, N.Y., and a year later became an American citizen. As anyone born to an immigrant family knows, names can lose constancy when they cross oceans. Petar became Peter. Tonic became Tonich, then Tomich.

Days after his discharge from the Army in 1919, Peter Tomich joined the Navy. That is the short version of how he came to be at Pearl Harbor, on the Utah, a former battleship in use as a training ship, when Japanese torpedoes struck. He was in charge of the engine room, with the rank of chief watertender.

The Utah capsized within minutes. While others abandoned ship, Chief Tomich heeded a different inner call. He raced below deck to keep the boilers from exploding and get his crewmen out. Most got away all right. Sixty-four did not. The chief was one of those 64.

Months later, he was awarded the Medal of Honor, the nation's highest decoration for valor. It is a rarity these days. Only three medals have been given since the Vietnam War, all posthumously. Two were for actions in Somalia in 1993. The third is the only one to

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have come out of the war in Iraq: to Army Sgt. First Class Paul R. Smith of Florida, killed near the Baghdad airport on April 4, 2003.

Sergeant Smith had a wife, Birgit, who received his medal from President Bush last year. That is more than can be said about Chief Tomich. His only listed next of kin was a cousin in Los Angeles. No one could find the man.

And so his became the only Medal of Honor in the last 100 years never presented to a recipient or a surviving relative. It became a wanderer, put on display in various places, most recently at the Navy Museum in Washington.

Enter Mr. Lunney. Make that Rear Admiral Lunney. He is a lawyer in White Plains. He is also a Navy veteran of World War II vintage, and judge advocate general of the New York Naval Militia.

It troubled Admiral Lunney that a military tradition had been breached in the case of this onetime New Yorker, Peter Tomich. In 1997, he began a hunt for relatives, only to run into resistance from Navy bureaucrats in Washington pretty much every step of the way.

He went on his own dollar to Prolog. He interviewed villagers. He searched church records. Soon enough, he found Tomich relatives. They went by their clan name, Tonic. Yes, they said, they would be delighted, honored, to receive the medal.

Still, the Navy balked, citing different spellings of the names and saying that the family connection had not been proved. Admiral Lunney took it to court, but lost. Then recently, after saying no for so long, naval officials relented, perhaps as a gesture to a friendly country, Croatia.

Twelve days ago, nine years after he got involved, Admiral Lunney found himself aboard the aircraft carrier *Enterprise*, anchored off the coast of Split, Croatia. There, with full Navy honors and plenty of brass on hand, the long-orphaned medal found a home. It went to a distant cousin of Chief Tomich, Srecko Herzeg-Tonic, a military man himself, retired.

For the Tonic clan, it was an emotional moment. For Admiral Lunney, it was a triumph, tempered by the somber recognition that “a true naval hero sacrificed his life.”

The admiral’s family joined him on the *Enterprise*. So did the commander of the New York Naval Militia, Rear Adm. Robert A. Rosen, who asked, “What makes a man, when the ship is hit with torpedoes and listing 40 degrees and sinking, what makes this simple and honest and straightforward man stay at his duty station, chasing the people in his command to get out?”

Admiral Rosen did not pretend to have an answer. “That is what is remarkable in human nature,” he said, that what we call valor “is done by people who seemingly are so ordinary on the outside.”⁴¹

Initially, Vice President Cheney was scheduled to present the Medal of Honor to Chief Tomich’s next of kin but the schedule was changed so the Medal was presented on board USS *Enterprise* (CVN 65).⁴²



Fig. 22: A reproduction of the reverse of a program for the medal presentation.



Fig. 23: Presentation of the Medal of Honor to Tomich's cousin aboard USS Enterprise at Split.

In an era when the Chief was the pinnacle—the highest enlisted grade, Chief Watertender Tomich was recognized as possessing the valor, courage, and skill that personified those who earned the right to wear khaki. Today, he remains the personification of a leader who leads by example and self-sacrifice. There is no higher duty and no better role model for anyone who “goes in peril on the seas.”⁴³

ENDNOTES:

- ¹ Copyright MMXVI Captain Lawrence B. Brennan, US Navy (Ret.). All legal and moral rights reserved. May not be copied, republished, or reproduced without the prior express written consent of the author.
- ² Until the late 1950s, the highest enlisted grade was Chief Petty Officer. The grades of Senior Chief and Master Chief were created effective June 1, 1958, under a 1958 Amendment to the Career Compensation Act of 1949.
- ³ The history of USS Utah is based primarily on the official account contained in the *Dictionary of American Naval Fighting Ships*. <http://www.navy.mil/navydata/ships/battleships/utah/bb31-utah.html>
- ⁴ Eleven months earlier, the first U.S. four battleships to cross the Atlantic for combatant action were BatDiv9 which had arrived 7 December 1917 and joined the Royal Navy's Grand Fleet at Scapa Flow in the Orkney Islands. The Admiralty had requested coal-burning ships to reserve its limited supply of oil for its ships. As a result, Secretary Josephus Daniels ordered Battleship Division Nine, comprised of most of the latest built coal-burners, USS *New York* (BB 34), USS *Wyoming* (BB 32), USS *Florida* (BB 30), and subsequently USS *Delaware* (BB 28) which were joined in late 1918 by USS *Texas* (BB 35) and USS *Arkansas* (BB 33). The battleships carried six months of stores and were self-sufficient, apart from fresh produce.
- ⁵ Shipwrecks of Cork, Ireland: Battleships of the US Navy in Cork Ireland in 1918 at <http://www.corkshipwrecks.net/united%20states%20battleships%20in%20cork.html>
- ⁶ From a blog entitled Last Stand on Zombie Island, at <https://laststandonzombieisland.com/tag/uss-utah/>. (10/31/2016).
- ⁷ Naval Cover Museum at http://www.navalcovermuseum.org/restored/UTAH_AG_16.html
- ⁸ See Shenk, Robert, *America's Black Sea Fleet: The U.S. Navy Amidst War and Revolution, 191-1923*, (Annapolis, Md. USNI Press 2012)
- ⁹ Naval Cover Museum: http://www.navalcovermuseum.org/wiki/images/1/19/JonBurdett_utah_bb31_19220923.jpg
- ¹⁰ Salt Lake Tribune, Apr. 17. 2009 http://archive.sltrib.com/story.php?ref=/news/ci_12166954
- ¹¹ NavSource.org at <http://www.navsource.org/archives/01/31a.htm>, USNHC # NH 50227.
- ¹² Defense Video Image Distribution system at <https://www.dvidshub.net/image/1746765/aboard-uss-utah-bb-31-herbert-hoover>.
- ¹³ Naval Cover Museum: http://www.navalcovermuseum.org/wiki/images/1/19/JonBurdett_utah_bb31_19220923.jpg
- ¹⁴ http://www.navalcovermuseum.org/wiki/images/1/15/JonBurdett_utah_bb31_19300218.jpg.

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- ¹⁵ Naval History and Heritage Command at <https://www.history.navy.mil/research/archives/digitized-collections/action-reports/wwii-pearl-harbor-attack/pearl-harbor-mooring-and-berthing-plans.html>
- ¹⁶ Ship placement at Pearl from <http://www.wv2pacific.com/pearlus.html>
- ¹⁷ USS Utah Action Report –USS Utah – Loss by Enemy Action Commanding Officer, USS Utah Letter AG16 Ser. No. 3 Pearl Harbor , T.H. dated 15 December 1941 to Commander-in-Chief, U.S. Pacific Fleet with Enclosure A, Statement dated 14 December 1941 from Lieutenant Commander S. S. Isquith, U.S. Navy at <https://www.history.navy.mil/research/archives/digitized-collections/action-reports/wwii-pearl-harbor-attack/ships-s-z/uss-utah-ag-16-action-report.html>
Included as Enclosure (E) to CINCPAC action report A16-3 Serial 0479 of 15 February 1942 Subject: Report of Japanese Raid on Pearl Harbor 7 December 1941 at <https://www.history.navy.mil/research/library/online-reading-room/title-list-alphabetically/c/cinccpac-report.html>
- ¹⁸ Morison, *History of United States Naval Operations in World War II*, Vol. III, *The Rising Sun in the Pacific* (Boston: Atlantic-Little Brown 1948), pp.113-14; Morison, *The Two Ocean War* (Boston: Atlantic-Little Brown, 1963) pp. 46-76; Karig, Commander Walter, USNR and Lieutenant Welbourn Kelley, USNR *Battle Report*, Vol. 1 *Pearl Harbor to Coral Sea*, (New York: Farrar & Rinehart, Inc. 1944) pp. 26, 28, 33, 34, 50-52, 56, 93, 94.
- ¹⁹ Interview of retired Chief Petty Officer Leonard L. Purifoy, USN 5 March 1998 by Admiral Lunney set forth in his 27 November 2016 email to this writer.
- ²⁰ USS Raleigh Report at <https://www.history.navy.mil/research/archives/digitized-collections/action-reports/wwii-pearl-harbor-attack/ships-m-r/uss-raleigh-cl-7-action-report-07-dec-1941.html>
- ²¹ USS Utah Action Report –USS Utah – Loss by Enemy Action Commanding Officer, USS Utah Letter AG16 Ser. No. 3 Pearl Harbor , T.H. dated 15 December 1941 to Commander-in-Chief, U.S. Pacific Fleet with Enclosure A, Statement dated 14 December 1941 from Lieutenant Commander S. S. Isquith, U.S. Navy at <https://www.history.navy.mil/research/archives/digitized-collections/action-reports/wwii-pearl-harbor-attack/ships-s-z/uss-utah-ag-16-action-report.html>.
- ²² DANFS History of the USS Utah at [https://en.wikipedia.org/wiki/USS_Utah_\(BB-31\)#cite_note-FOOTNOTEDANFS_Utah_.28BB-31.29-3](https://en.wikipedia.org/wiki/USS_Utah_(BB-31)#cite_note-FOOTNOTEDANFS_Utah_.28BB-31.29-3)
- ²³ Wikipedia on the USS Utah at [https://en.wikipedia.org/wiki/USS_Utah_\(BB-31\)](https://en.wikipedia.org/wiki/USS_Utah_(BB-31)).
- ²⁴ Defense Video Image Distribution system at <https://www.dvidshub.net/image/799952/pearl-harbor-71st-anniversary>.
- ²⁵ *Lunney v. United States*, 319 F. 3d 550 (2d Cir. 2003), *affirming*, [2001 U.S. Dist. LEXIS 21178, 2001 WL 1636965, 2001 WL 1636965 \(S.D.N.Y. Dec. 18, 2001\)](https://www.legalresearch.com/lexis/2001/2001%20U.S.%20Dist.%20LEXIS%2021178%202001%20WL%201636965%202001%20WL%201636965%20(S.D.N.Y.%20Dec.%2018,%202001).).
- ²⁶ *Lunney v. United States*, 319 F. 3d 550 (2d Cir. 2003).
- ²⁷ Home of Heroes, Tomich Medal of Honor citation: http://www.homeofheroes.com/moh/citations_1940_wwii/tomich.html.
- ²⁸ Naval History & Heritage Command NH photo #79593 at <https://www.history.navy.mil/search.html?q=tomich&category=>
- ²⁹ Statement by Admiral Lunney.
- ³⁰ *Lunney v. United States*, 319 F. 3d 550 (2d Cir. 2003).
- ³¹ Defense Video Image Distribution system at <https://www.dvidshub.net/image/799952/pearl-harbor-71st-anniversary>.
- ³² DESAUSA at http://www.desausa.org/USS%20Tomich%20DE%20242/uss_tomich_de_242_2.htm.
- ³³ DESAUSA at http://www.desausa.org/images/uss_tomich_12.htm.
- ³⁴ Admiral Lunney studied Navy files concerning Tomich's career, and traveled to Prolog, a village of about 400 that had been in Austria-Hungary when Tomich was born there (later part of Yugoslavia, now in the Federation of Bosnia and Herzegovina), where Lunney searched the birth, marriage, baptism, and death records of the local Roman Catholic church.
- ³⁵ *Lunney v. United States*, 319 F. 3d 550 (2d Cir. 2003).
- ³⁶ *Lunney v. United States*, 319 F. 3d 550 (2d Cir. 2003).
- ³⁷ *Lunney v. United States*, 319 F. 3d 550 (2d Cir. 2003).
- ³⁸ *Lunney v. United States*, 2001 WL 1636965 at *2-4, 2001 U.S. Dist. LEXIS 21178, at *6-8 (S.D.N.Y. 2001).
- ³⁹ *Lunney v. United States*, 319 F. 3d 550 (2d Cir. 2003).
- ⁴⁰ Haberman, Clyde, *The New York Times*, April 1, 2003, "NYC; A Medal Both Coveted And Orphaned".
- ⁴¹ Haberman, Clyde, *The New York Times*, May 30, 2006, "After 65 Years, a Hero's Medal Finds a Home".
- ⁴² "US Vice President and the Medal of Honor for Croatian: American Vice President Cheney plans to award the Peter Tomich Medal of Honor to his next of kin during his visit to Croatia this month May 2006. ..." <http://www.croatia.org/crown/articles/4271/1/E-US-Vice-President-and-the-Medal-of-Honor-for-Croatian.html>.
- ⁴³ "The Navy Hymn."

MAIL SENT ABROAD TO AND FROM MORRIS COUNTY, Part 2: England

By Donald A. Chafetz

EXCHANGE OFFICES

The exchange office was the focal point of the foreign mail service. All mail addressed to a foreign country was routed to one of the exchange offices. These offices were established by treaty or other postal convention, and each office in the United States had an office or offices in the foreign country with which it exchanged mail. The exchange offices made up the mails to be dispatched. For accounting purposes, it was required that debits be shown in black and credits in red ink.

Exchange offices were established at New York and Boston in the United States and at Liverpool, London, and Southampton in Great Britain.²



Fig. 1: Map showing Liverpool.¹

1856 Morristown to Scarborough, England



Postage distribution	
U.S. inland postage	.05¢
Packet fee	.16¢
British inland postage	.03¢
Postage fee	.24¢

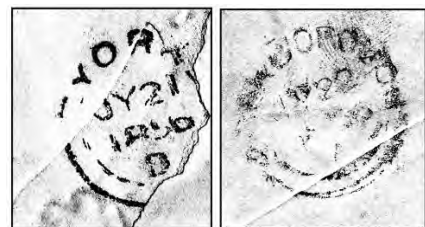
Red .19¢ handstamp indicates .19¢ was credited to the British Post Office and .05¢ to the United States Post Office.

Stamps: Imperf pair of Scott 17

Fig. 2: From Morristown to Scarborough, Yorkshire, England with a July 21 Liverpool transit and July 22 Scarborough receiver.

Morristown, NJ	
America-Liverpool paid	July 21, 1856
York, England	July 21, 1856
Scarborough, England	July 22, 1856

Fig. 2a: Cancels on reverse



1873 Great Britain to United States

The postage rate between the United States and Great Britain was mutually agreed to be reduced in 1869. The rate in the United Kingdom was set to 3d. per half ounce and in the United States to 6¢ per 15 grams. The fine for insufficiently paid letters and unpaid letters was set at 3d. in Great Britain and 6¢ in the United States.

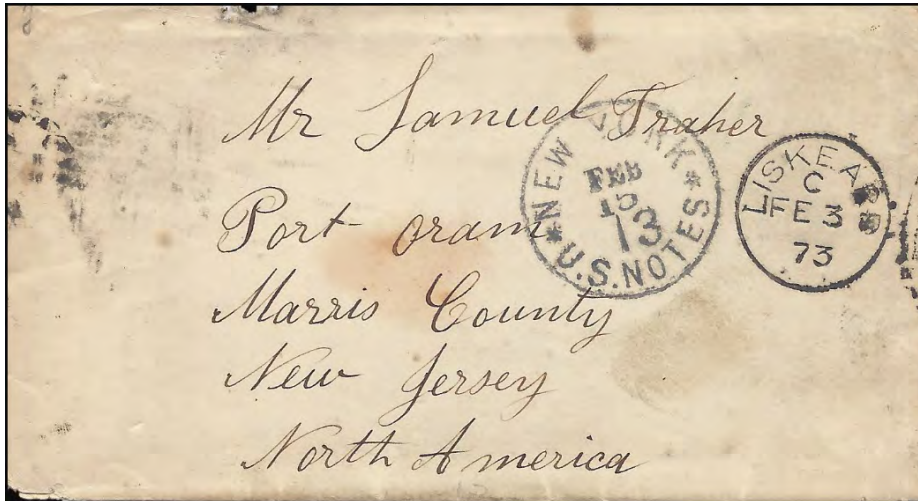


Fig. 3: Unpaid January 31, 1873 envelope with a letter sent from Liskeard, Cornwall, England to Port Oram, Morris County, NJ. Port Oram, N.J. (now Wharton) was a “port” on the Morris Canal.

Unpaid letter	Postage fee in “coin”	.06 per half ounce
Conversion	x	<u>113.80</u> (to US Notes)
Converted postage		.07
Unpaid penalty		<u>.06</u> per half ounce
Total Postage fee	.	.13¢ U.S. Notes

US Notes: government promissory note called greenbacks³



Fig. 3a: Feb. Liskeard cancel and NY arrival cancel Feb. 15, 1873.

Enclosed letter datelined:	January 31, 1873	
Liskeard cancel	February 3, 1873	(also applied to the cover's back)
New York cancel	February 15, 1873	
13 U.S. Notes	Postage fee due	



Liskeard is an ancient stannary (tin mining) and market town and civil parish in south east Cornwall, England, United Kingdom.⁴

UNIVERSAL POSTAL UNION (UPU)

Wawrukiewicz, & Beecher in their 1996 book, *U.S. International Postal Rates, 1872-1996*, indicate the following:

Prior to July 1, 1875, there was no uniform agreement among countries as to how international correspondence was to take place. Individual treaties between countries determined the rates of communication. However, in 1874 a number of countries met at Berne, Switzerland in order to form a “General Postal Union (GPU),” ‘a single postal territory for the reciprocal exchange of correspondence between their Post Offices.’ The stipulations of this treaty, which came into force on July 1, 1875, extended to letters, postal cards, books, newspapers, and other printed papers, patterns of merchandise, and legal and commercial documents.

Three types of basic mail categories were established among the members of the GPU. These were letters, postal cards and printed matter. The general Union rate of postage was fixed at 25 French centimes for the single prepaid letter; however, to each country was reserved the option, in order to suit its monetary or other requirements, of levying a rate higher or lower than this charge, provided that it did not exceed 32 centimes or go below 20 centimes. Every letter that did not exceed 15 grams in weight was considered a single letter. The charge upon letters exceeding that rate was a single rate for every 15 grams or fraction thereof. Prepayment of postage could be effected only by means of postage stamps or stamped envelopes valid in the country of origin.⁵

The Treaty of Bern, establishing the General Postal Union, was signed in 1874, and the name was changed to the Universal Postal Union in 1878. Membership in the Union now encompasses 192 countries.

The 1874 Treaty of Bern unified a confusing panoply of international postal services and regulations into a single postal territory for the reciprocal exchange of letters between member countries.

1881 Morrystown to Liverpool, England, Forwarded to Leeds

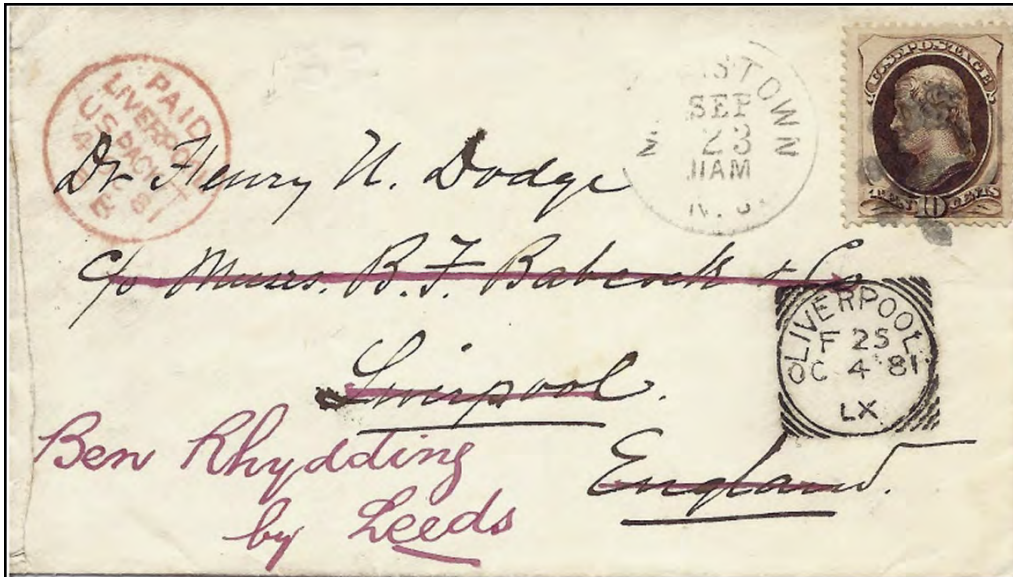


Fig. 4: Cover sent (with 10¢ stamp) from Morrystown, Sept. 23, 1881 to Liverpool (Oct. 4, 1881 receiver) and Paid Liverpool US Packet handstamp. Redirected to Leeds.

Letter fee	.05¢/15g	Stamp: Scott 150 with a fancy cancel (maybe a wedge)
Double weight	<u>.05¢</u>	
Total fee	.10¢	

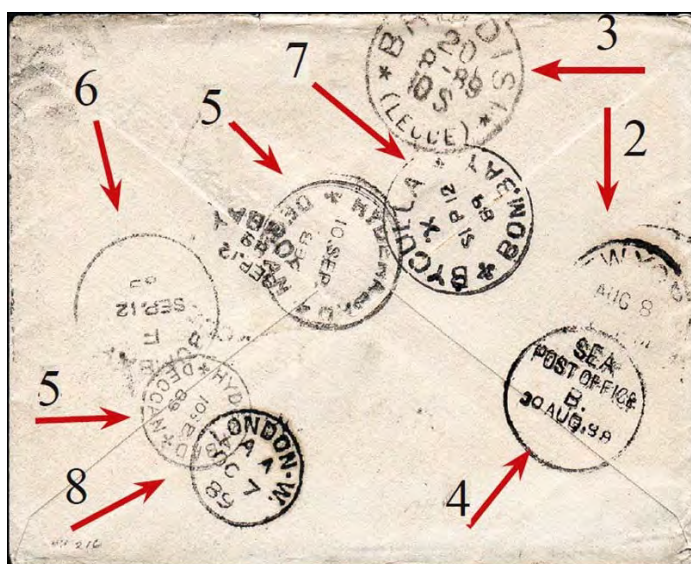


Morrystown	September 23 (1881)
Paid Liverpool US Packet 5B	October 4, 1881
Liverpool (squared circle cancel)	October 4, 1881
Leeds (receiver on back, not shown)	October 5, 1881 ⁶

1889 Morristown to Hyderabad, redirected to Bombay and London



Fig. 5: Letter sent from Morristown, NJ (August 8, 1889) to Bombay, India forwarded to London, England. Letter fee .05¢/15g. Stamp: Scott 216.

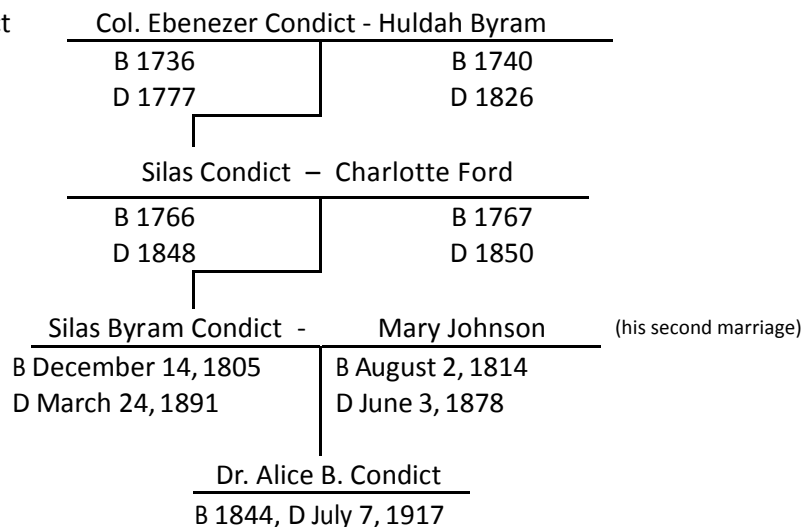


- | | | |
|----|--------------------------|---------------------------------|
| 1. | Morristown, NJ | August 8, 1889 |
| 2. | New York, NY | August 8, 1889 (back stamp) |
| 3. | Brindisi, Italy | August 20, 1889 (back stamp) |
| 4. | Sea Post Office | August 30, 1889 (back stamp) |
| 5. | Deccan, Hyderabad, India | September 10, 1889 (back stamp) |
| 6. | Bombay, India | September 12, 1889 (back stamp) |
| 7. | Byculla, Bombay, India | September 12, 1889 (back stamp) |
| 8. | London, England | October 7, 1889 (back stamp) |

MAIL TO & FROM MORRIS CTY: PART 2: ENGLAND ~ Don Chafetz

Addressee genealogy:

Dr. Alice Byram Conduct



<http://person.ancestry.com/tree/63525820/person/30107831957/facts> &
<http://www.ourfamtree.org/browse.php/Alice-B-Conduct/p443325> ⁷

On the addressee: Dr. ALICE BYRAM CONDUCT, M.D. (born 1844, died July 7, 1917), was a medical doctor, and a world-traveled Protestant missionary physician, with several published works in historical archives. She resided in Orange, NJ, where she practiced medicine, and later in Illinois.⁸

She wrote *Old Glory and the Gospel in the Philippines*. A review of this book describes the author as “a Protestant missionary physician who, after working among the famine sufferers came to Manila. This volume describes life in the archipelago from the standpoint natural to one with this experience and these prepossessions. There is much on current life in the Philippines, an account of the Roman Catholic Church and its failure to secure morality, and sketches of missionary effort in the islands. The book has the great advantage of presenting the “testimony of an eyewitness, but one with a bias in favor of a Protestant occupation of the island.”⁹

And noted in the Journal of the Medical Society of New Jersey, March 1913, Dr. Alice B. Conduct, Orange, spoke at a meeting of the W.C.T.U. (Women’s Christian Temperance Union), last month on “Medical Temperance.”¹⁰

On the writer: JULIA REBECCA CUTLER (Mrs. A.W. CUTLER): Her husband: A.W. Cutler was born in Morristown (October 22, 1827-January 1, 1897). He was descended from another branch of the Conduct family. From the Morristown & Morris County Library Finding Aids:

Of Morristown’s founding families, the Cutlers are among the most prominent. -- Augustus W. Cutler was born and died on the Cutler Homestead (in Morristown). In 1838 he attended the Morris Academy in Morristown, and by 1844 he was a student at Yale College in New Haven. Augustus was admitted to the bar in 1850 and as counsellor in 1853; he “read law” with former Governor Haines in 1836. Augustus W. Cutler married Julia Rebecca Walker on October 25, 1854; hailing from Albany, New York, Julia was born July 10, 1829 and died October 13, 1908.¹¹

Alice B. Conduct would have been 45 years old in 1889; Julia Cutler would have been 60 years old – and perhaps like an aunt to Alice. Both families were prominent in Morristown.

1890 Tabor to London, England, Forwarded to Paris & Switzerland



Fig. 6: Letter sent from Tabor (July 6, 1890) to London, and forwarded to Paris and then Switzerland.

Letter fee	.05¢/15g	Stamp: Scott 216
Tabor, NJ	July 8, 1890	
New York, NY	July 9, 1890	(back stamp)
London, England	July 17, 1890	(back stamp)
London, England	July 17, 1890	
Calais a Paris	July 18	railway cancel
Drexel Harjes & Co, Paris	July 18, 1890	(company receipt)
Paris, France	July 19, 1890	(back stamp)
Bern, Switzerland	July 20, 1890	(back stamp)
Interlaken, Switzerland	July 20, 1890	(back stamp)



Fig. 6a: Back strikes on 1890 cover above.

1905 Morristown to London, England



Fig. 7: Cover sent from Morristown June 30, 1905 to London.

Letter fee	.05¢/ 1/2oz	Stamp: Scott 308
Registration fee	<u>.08¢</u>	
Total fee	.13¢	
Morristown, NJ	June 30, 1905	
New York Rec'd (1) Foreign	July 1, 1905	(back stamped)
British Sea Post Office Liverpool	July 1, 1905	
London E.C. Registered	July 9, 1905	(back stamped)

Various Registration markings: Original 84390 registration number in New York Registration label, plus hand-stamped 3546, & several pencil notations.



Fig. 7a: Postal markings and registration number on the back of the cover.¹²

This is the second in a series of articles by Don Chafetz on foreign mail to and from Morris County. He will continue in the next issue.

ENDNOTES:

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- ¹ Liverpool, England map, http://www.vacationstogo.com/cruise_port/Liverpool_England.cfm.
- ² George E. Hargest, *History of Letter Post Communication Between the United States and Europe 1845-1875*, Second Edition (Lawrence, MA, Quarterman Publications, Inc., 1971), 28-29.
- ³ *Ibid*, .p.153, 186-189.
- ⁴ Wikipedia: <https://en.wikipedia.org/wiki/Liskeard>
- ⁵ Wawrukiewicz, Anthony S. and Henry W. Beecher, 1996, *U.S. International Postal Rates, 1872- 1996*, Portland, OR, Cama Publishing Medical Company, p. 1.
- ⁶ *Ibid*, p. 354.
- ⁷ Our Family tree: <http://www.ourfamtree.org/browse.php/Alice-B-Condict/p443325>.
- ⁸ <https://www.wikitree.com/wiki/Condict-77>.
- ⁹ From a review of Old Glory and the Gospel In the Philippines. By Alice Byram Condict, M. D., "at <https://www.myheritage.com/research/record-90100-144291903/book-news-national-book-league-sep-1901-august#fullscreen>. Original book published in 1902 by the Flemington H. Revel Company, NY.
- ¹⁰ Journal of the Medical Society of New Jersey, March 1913, p.540, at <https://books.google.com/books?id=P-rbAAAAIAAJ&pg=PA540&lpg=PA540&dq=dr.+alice+b.+condict&source=bl&ots=OtPDnwoJzc&sig=Riu6NB5Hg2C0s4z2UefGMrB14XU&hl=en&sa=X&ved=0ahUKEwj-X3JqqoIvQAhVGrVOKHeGjAloQ6AEIjAB#v=onepage&q=dr.%20alice%20b.%20condict&f=false>.
- ¹¹ <http://morristownlibrary.org/HCFindingAids/Cutler%20Collection.xml0>
- ¹² Wawrukiewicz, Anthony S. and Henry W. Beecher, 1996, U.S. International Postal Rates, op cit.. p. 354.

ON THE AUCTION SCENE: Lambertville, NJ Negative Stampless Postmark Revisited

By Robert G. Rose

A record auction price for a New Jersey stampless cover from the statehood period was realized with the sale of the scarce Lambertville negative lettered handstamp postmark illustrated below in *Figure 1*.



Illustration courtesy of Siegel Auctions

Fig. 1: Lambertville Negative Postmark on 1839 folded letter to Rahway. (Lot 1003 in the Peter Sharrer Collection of United States Postal Markings.)

The cover was included in the sale by Robert A. Siegel Auction Galleries, Inc. of the “Peter Sharrer Collection of United States Postal Markings,” on October 5, 2016. The catalog description stated: “believed to be the finest example of this distinctive New Jersey town marking.”¹ Estimated at \$1,500 to \$2,000, it sold for a hammer price of \$5,750 plus a buyer’s premium of 15% for a total price of \$6,612.50.

This same cover was previously sold by Schuyler Rumsey Philatelic Auctions (lot 938) in a December 11-12, 2003 sale for a total price of \$4,675.² The Rumsey description stated: “Superb, a stunning example of this rare marking.” The cover’s 2003 sale was reported by this author in an *NJPH* article entitled “*On the Auction Scene: Things Aren’t Always as They Appear to Be.*”³ The article included illustrations of the same cover from two prior auction sales held in 1977 and 1989.

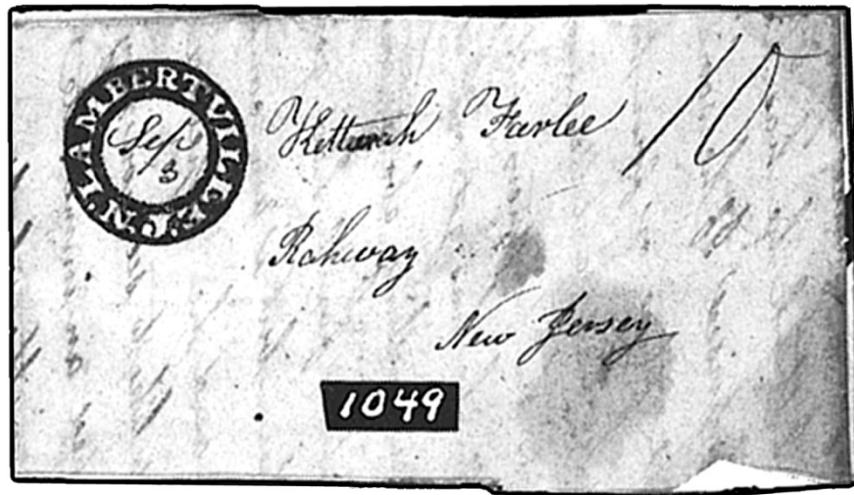


Illustration from Apfelbaum's 1977 Auction catalogue.

Fig. 2: The cover as illustrated in Apfelbaum auction sale on November 29, 1977, lot 1049. Traces of that lot number can still be seen on the cover shown in Figure 1.

In both earlier sales, the address leaf of this folded letter was illustrated or described as having stains. As a consequence of its condition, it sold for \$750 in the 1989 auction. At some point during the 14 years before it was sold again for a third time in the 2003 Rumsey sale as “Superb,” the cover had been professionally cleaned to remove the staining.

This author provided the Siegel organization with a copy of the *NJPH* article recounting the cover's previous auction history and appearance. When the cover came to the auction floor on October 5, 2016, the auctioneer announced that the cover had been cleaned. Yet, given its striking appearance, and accompanied in the sale by a number of outstanding fancy stampless covers, it sold for a record price of \$6,612.50.

ENDNOTES:

- ¹ Robert A. Siegel Auction Galleries, Inc., *Peter Sharrer Collection of United States Postal Markings*, October 5, 2016, Sale 1136, lot 1003. See https://siegelauctions.com/sales.php?sale_no=1136.
- ² Schuyler Rumsey Philatelic Auctions, December 11-12, 2003, Sale 17, lot 938.
- ³ Robert G. Rose, *On the Auction Scene: Things Aren't Always as They Appear to Be*, *NJPH*, Vol. 32, No. 153, pp. 39-41. February, 2004 (available at www.njpostalhistory.org).

PHILATELIC SHORTS: New Ark and Gravel Hill

By Jean Walton

Two interesting covers have found their way into my collection; both contain town names no longer in existence.

The first is addressed to (T.?, P.?) Boudinot (possibly Tobias, son of Elisha) whose family had several homes in New Jersey, one on Park Place in Newark. There is no date or nor content, but docketing indicates it was from Isaac Southard, brother of Samuel Southard. Isaac held many positions over his lifetime, but from 1820 to 1830, he was the County Clerk of Somerset County (where another Boudinot home was located). The Somerville post office name was adapted from Somerset C.H. (Court House), in 1827.



Fig. 1: Cover from Isaac Southard in Somerville addressed to T?, P?) Boudinot at New Ark, an unusual spelling of Newark. Isaac Southard was not Princeton-educated like his brother, but his background makes it is hard to presume he just did not know any better.

The Somerville cancel is a Coles S25 (red – 1823-46), and it was sent at the 6 cent rate (not over 30 miles), unpaid (or at least without paid marking).

A second cover took my eye, addressed in 1834 to John I. Blair in New York, and forwarded to him at Gravel Hill. In 1839, Gravel Hill would become Blairstown, named after the same John Blair, entrepreneur and railroad developer.

Fig. 2: Cover from B. Cox to John I. Blair, sent Aug. 4, 1834 from New Brunswick (dateline and New Brunswick cancel) (Coles N24), to New York (paid) and forwarded (Aug. 6) to Blair at Gravel Hill, Warren County, N. Jersey (unpaid). Blair was the first postmaster at Gravel Hill, and remained postmaster when the name was changed to Blairstown in 1839.





November 2016 Web Update

Warren Plank - [Webmaster](#)

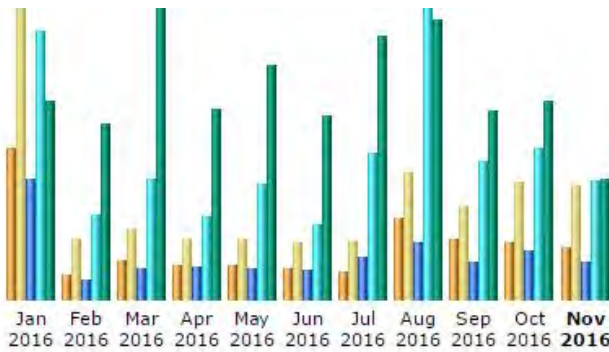
Happy Holidays!

From Thanksgiving through the New Year, we are surrounded by friends and family, and remember those who are no longer with us. To my NJPHS friends and colleagues: wishing you a wonderful holiday season making a lifetime of memories with your loved ones.

Merry Christmas, Warren

Nearly 20,000 visits in 2016 and growing

Well over 10,000 unique visitors have been to our website this year, and the numbers should keep getting better. The new site is SEO (Search Engine Optimized), and the keywords built into the code of each page are paying off.



Month	Unique visitors	Number of visits	Pages	Hits
Jan 2016	2,666	5,114	10,506	23,389
Feb 2016	435	1,075	1,773	7,371
Mar 2016	694	1,223	2,801	10,602
Apr 2016	603	1,075	2,897	7,247
May 2016	624	1,060	2,755	10,184
Jun 2016	544	1,014	2,598	6,649
Jul 2016	487	1,050	3,752	12,771
Aug 2016	1,427	2,236	5,074	25,492
Sep 2016	1,078	1,621	3,297	12,145
Oct 2016	1,016	2,050	4,357	13,206
Nov 2016	920	1,990	3,300	10,461
Dec 2016	0	0	0	0
Total	10,494	19,508	43,110	139,517

Top Ten Foreign Viewers

While most of our viewers are from the States, the Russians love our site as well.

Locales	Pages	Hits	
United States	us	913	6,736
Russian Federation	ru	738	746
Ukraine	ua	249	255
Germany	de	244	480
Romania	ro	148	210
India	in	89	187
Israel	il	61	112
Great Britain	gb	52	114
Brazil	br	50	292
China	cn	48	154

Top Ten Downloads

- /media/journal/189NJPH2013feb.pdf
- /media/pdf/BurlingtonCoPMList.pdf
- /media/pdf/rothstage.pdf
- /media/pdf/NJCtyformation.pdf
- /media/archive/102-mar93njph.pdf
- /media/pdf/mather-hindenburg.pdf
- /media/pdf/HunterdonCoPMs.pdf
- /media/archive/143-sep01njph.pdf
- /media/pdf/NJCWPats.pdf
- /media/journal/nov11njph184.pdf

Please take the time and send feedback as you use the new website. Always looking to improve the experience! Email: Webmaster@NJPostalHistory.org.

MEMBER NEWS

MEMBER NEWS:

Congratulations to member John Barwis! At ChicagoPex, John Barwis’s exhibit “Carrying the Mail from Victoria,” was awarded a Gold and the Reserve Grand award!

A POSTAL HISTORY GIFT FOR THE HOLIDAYS!



Evan Kalish, NJPHS member and webmaster for the Postmark Collector’s Society (PMCC) website, has produced a calendar that might be of interest to members – a calendar for 2017 with pictures of US post offices across the county.

The list of post office photos is as follows:

- | | |
|---|---------------------------------|
| Fairbanks, AK (1934) | Los Angeles, CA: Terminal Annex |
| Bridal Veil, OR (2012) | Montpelier, OH [mural] |
| New York, New York: GPO (1935) | Hye, TX |
| Grand Isle, LA | Atlanta, GA: CNN Center Station |
| Evinston, FL | Sioux Falls, SD |
| Laconia, NH: M/V Sophie C. U.S. Mail Boat | Yellow Jacket, CO |

The calendar for 2017 contains no views of New Jersey post offices, but it is an attractive gift. It is \$19.99, but discounted \$1.00 at the moment and available at <http://www.lulu.com/shop/evan-kalish/postlandia-2017-calendar/calendar/product-22962205.html> .

You can also link directly to "blog.evankalish.com" to keep up to date on Evan’s postings. In the future, it might be possible to create a fully New Jersey oriented calendar – that would be a great thing, and might work on a continuing basis, if we are willing to support it.

NEW MEMBERS & MEMBER CHANGES:

Email Changes William Somerville: change email from William@wsomerville.com to william.somerville@comcast.net
Resigned (no longer collecting NJ postal history): Gianluigi Soldati, 710 Graisbury Ave., Haddonfield NJ 08033 GDSoldati@comcast.net

AND OF COURSE, DUES!

PLEASE DON’T FORGET TO PAY YOUR DUES – either by check or by Paypal (see the link on our web site at <http://www.njpostalhistory.org/> and click on “Become a Member,” or go directly to that page - <http://www.njpostalhistory.org/become-a-member.html> - where you will see at the bottom a link to either renew your membership, or renew with a donation.

WE NEED YOU ALL – DON’T LET US DOWN!



MEMBER ADS: YOUR AD MISSING? LET US KNOW AT

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

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

WANTED: PSYCHOLOGY, PSYCHIATRY, MENTAL HEALTH COVERS SOUGHT. Please send scan and price to [DrMarionRollings@gmail.com](mailto: DrMarionRollings@gmail.com). Dr. Marion Rollings, 101 New Amwell Rd., Hillsborough, NJ 08844.

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

ALWAYS DESIRED: FISH HOUSE COVERS, BURLINGTON COUNTY ADVERTISING covers and corner cards; Burlington County DPOs. Email Paul W. Schopp at [pwschopp@comcast.net](mailto: pwschopp@comcast.net).

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

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

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

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

WANTED: STAMPLESS THROUGH PRESIDENTS. For the following New Jersey towns: **Allendale, Hohokus, Manasquan, Point Pleasant, Point Pleasant Beach, Ridgewood and Wyckoff.** PLS send copies with prices to J. Haynes, Box 358, Allendale, NJ 07401.

ANIMAL WELFARE COVERS SOUGHT. Please send scan and price to [DrMarionRollings@gmail.com](mailto: DrMarionRollings@gmail.com). Dr. Marion Rollings, 101 New Amwell Rd., Hillsborough, NJ 08844.

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THE CRABBY MILKMAN is always BUYING Pre-1960 U.S. Postcards, 973-338-9224. Robert J. DeTrollo, 110 Garner Ave., Bloomfield, NJ 07003, [r.detrolio@comcast.net](mailto: r.detrolio@comcast.net).

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

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Always looking for **STAMPLESS LETTERS OF SAMUEL L. SOUTHARD.** Contact me at [jwalton971@aol.com](mailto: jwalton971@aol.com), or write Jean Walton, 125 Turtleback Rd., Califon, NJ.

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Any postal material relating to **STEVENS INSTITUTE OF TECHNOLOGY** in Hoboken? Post(al) cards, return address covers, et al. As a professor there, these could make for an interesting exhibit by me. All inquiries answered. Contact Prof. Mark Sommer, 1266 Teaneck Road #10A, Teaneck, NJ 07666

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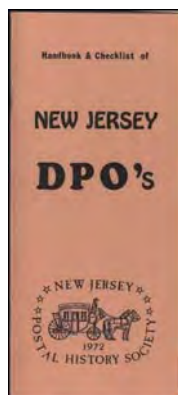
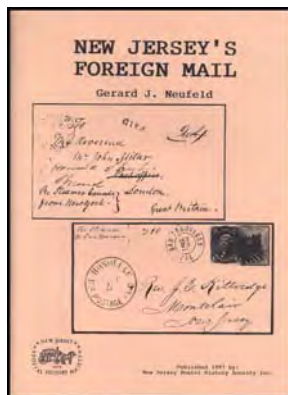
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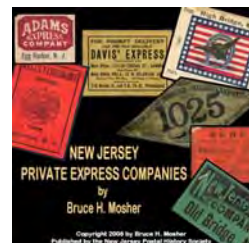


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