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New Jersey's Most Valuable Cover



Illustrated above is a cover on which is affixed Scott 314A, a 4¢ brown imperforate stamp with Schermack Type III perforations. It sold for \$130,000 in Siegel's Oct. 3 US Stamp Treasures Auction. Read more on page [184](#).

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DUES TIME AGAIN!

If your dues have not yet been paid, you will find an enclosed reminder for dues payment for 2019. Dues are still \$15 a year, and 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] where you will find a link for membership renewal 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 like!

PRESIDENT’S MESSAGE

With this month’s commemoration of the 100th anniversary of the end of WWI, Captain Larry Brennan contributes an article concerning the torpedoing of the USS Covington, a transport that carried over 21,000 troops on six voyages from Hoboken, New Jersey to Brest, France. John Lupia returns with an article concerning famed 19th century New Jersey stamp dealer, E.B. Sterling. Don Chafetz continues with his series on foreign mail to Morris County, and Ed and Jean Siskin and Henry Scheuer detail the Project Mercury First Day in Haddonfield. Gene Fricks brings us another in the Home Town post office series, this one detailing the postal history of Belvidere, while Jean Walton contributes another on the Beaver Lake post office. A number of New Jersey covers were featured in auctions sales this past fall as detailed in my *On the Auction Scene* article as well as a separate piece on New Jersey’s most valuable postal history cover that was sold in the Gross sale in October.

We need some first-time contributors to our journal. Each one of you must have a favorite cover. All you need do is send Jean a scan of the cover and a few sentences describing its significance and it can be turned into a short article. Sharing your interests with other collectors is a most pleasurable part of our hobby.

The continued 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 grateful to our webmaster, Warren Plank who continues to maintain our website. Take a look.

Your renewed membership for 2019 is crucial to our Society’s future. Once again, dues will be held at \$15 per year, a sum that does not cover the rising cost of printing and postage increases. To close that gap, I again urge you to include a tax-deductible donation with your dues payment on the enclosed dues notice.

ROBERT G. ROSE


South Jersey Postcard Club

South Jersey Postcard Club
Presents

PoCax 2018

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PoCax-December 8, 2018

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NEW JERSEY'S MOST VALUABLE COVER

By Robert G. Rose

The recent auction of a portion of the famed William H. Gross collection included the most valuable cover in all of New Jersey postal history.¹ Illustrated below is the cover on which is affixed a 4¢ brown imperforate stamp with Schermack Type III perforations, Scott 314A. Against a pre-sale estimate of \$100-150,000 it sold for a hammer price of \$130,000 plus an 18% buyer's fee of \$23,400 for a record total of \$153,400.



(Courtesy Robert A. Siegel Auction Galleries, Inc.)

Fig. 1. Scott 314A on cover tied by Sicklerville, N.J. handstamp postmark dated April 8, 1909.

The issuance of this imperforate stamp in 1908, its modification for use on an affixing machine for commercial mailings, the purchase of a number of unused examples by a collector, and its use by the collector on a few covers, makes for an interesting story. That story, as provided in the Gross catalog's description includes details concerning the stamp's production and purpose.

With the rising popularity of vending and affixing machines, numerous requests were made by manufacturers for supplies of imperforate stamps, which could then be privately perforated to conform to each firm's machine. In May 1908, a supply of 25 sheets (400 stamps per sheet) of the 4¢ 1902 Issue, without perforations, was delivered to the Schermack Mailing Machine Co. in Detroit. The entire supply was cut into coils with Schermack Type III perforations, designed for the firm's patented affixing machine and delivered to the Winfield Printing Co. for use on mass mailings of advertising material. Approximately 6,000 were used on a mailing for Hamilton Carhartt Manufacturer, and almost all of the 4,000 balance were used on a mailing for Burroughs Adding Machine Co.²

A Detroit stamp collector, Karl Koslowski, was the only person who purchased some of the unused 4¢ stamps from the Winfield Printing Company, which he first noticed at the plant while visiting a friend there prior to a trip to his native Latvia.³ In a 1910 article, Koslowski stated that he purchased 50 stamps and expected to be able to buy more, but the supply was destroyed when he returned the next day.⁴

The census of this rare stamp as researched and compiled by the Siegel organization accounts for 34 of the 50 stamps Koslowski is stated to have purchased. This includes 21 unused stamps currently in the Siegel census, all of which must have been purchased by him. As further detailed in the Gross catalog's description:

[Koslowski] used at least 13 stamps on mail to friends, including a strip of three on a Koslowski cover, two used strips of three off cover (the mass mailings were all singles), a used pair, and two singles on separate Koslowski covers. The earliest known cover is dated at Detroit on May 27, 1908, from Koslowski to a friend in Austria, and the latest is dated April 8, 1909⁵

In addition to the stamps Koslowski used, there is one recorded commercial cover (June 2, 1908) and 32 used single stamps, most of which were presumably removed from the mass mailing of the commercial covers.

How was it that his rarity found its way to Sicklerville, New Jersey where it was destined to be used on a cover which has become the most valuable piece of New Jersey postal history? According to its Gross catalog description, the single 4¢ stamp "was affixed by Koslowski to a self-addressed envelope and sent inside a parcel to his brother in Sicklerville, N.J. The parcel bore a strip of three of the 4¢ stamp, with instructions to return the cancelled strip of three in the envelope bearing the single."⁶ Koslowski's brother dutifully followed the instructions, and mailed the enclosed cover back to Detroit, at which time the cover was hand stamped at the Sicklerville post office with its April 8, 1909 postmark.⁷

ENDNOTES:

¹ Robert A. Siegel Auction Galleries, Inc., "United States Stamp Treasures: The William H. Gross Sale," Sale No. 1188, October 3, 2018, Lot 103 (Hard copy version available on-line). See https://siegelauctions.com/lot_lkp.php, search Sale 1188, Lot # 103.

² *Ibid.*, p. 227.

³ Johl, Max G. *United States Stamps 1902-1935* (Quarterman Publications, Inc., Lawrence, Mass. 1976) p. 43.

⁴ Gross Sale Catalog description at p. 227

⁵ *Ibid.*

⁶ *Ibid.* Further details concerning this stamp and its postal history, see Ken Lawrence's article, *The Scarce Imperforate 4¢ Ulysses S. Grant Stamp of 1908*, Linn's Stamp News, August 21, 2017, pp. 18, 65-66 (on-line).

⁷ Sicklerville is located in Winslow Township, Camden County. It was, in 1910, a small rural community with a population of 600. Its post office was established in 1873.

TRANSPORTING THE AEF IN WWI FROM HOBOKEN TO BREST & the 100th Anniversary of the Torpedoing of USS COVINGTON (July 1918)

BY: CAPTAIN LAWRENCE B. BRENNAN, U.S. NAVY (RETIRED) ¹

“It was a pathetic sight. . . [reminiscent] of some huge animal, mortally wounded, yet struggling on.”

Commander William F. Halsey, Jr. United States Navy
Commanding Officer, USS SHAW (DD 68) ²

The famous New York City bar McSorley’s is best known for reportedly hosting Abraham Lincoln following his 1860 speech at Cooper Union and, a century later, for resisting female patrons until 1970.³ The bar’s first owner, John McSorley, emigrated from County Tyrone, in Ireland in 1851 and joined many relatives who came to New York throughout the 19th century.⁴ Founded in 1854, this establishment serves only two kinds of ale. By legend, the hands on its clock stopped when Admiral Dewey defeated the Spanish at Manila in 1898.⁵

Three McSorley men, who were my relatives, served on three United States Navy ships which were lost or combat-damaged in 1866, 1918, and 1944. A large number of McSorleys, probably from Linsarable, Clogher Parish, County Tyrone emigrated to New York during the nineteenth century. A fair number of them lived on Staten Island, before the incorporation of the City of New York in 1898.

On 2 January 1866, 21-year-old Eugene McSorley was a crewman on board USS NARCISSUS at Egmont Key, near Tampa, Florida, which was lost with all hands.

Fifty-two years later, 1 July 1918, 23-year-old John McSorley was a crewman on board USS COVINGTON when she was torpedoed by U 86, about 450 miles south and west of Brest and sunk the following day. He survived the sinking. He died at age 81 in 1976.

Twenty-six years later, 3 May 1944, 24-year-old Ensign Wilbur J. McSorley, USCGR was an officer on board USS MENGES (DE 320) which was torpedoed by U 371 off Djidjelli on the Algerian coast [37° 01’N, 5° 29’E]. He was lost at sea along with 30 other men and 25 others were wounded. He was survived by his wife, Ann F. McSorley, of Boston, Massachusetts who died 19 December 1993 at age 76. They had a son, John Wilbur McSorley.

To commemorate the 100th anniversary of the WWI event, this article centers on the century-old story of my great-uncle, John A. McSorley, the only one of the three McSorley men to survive his ship’s casualty. Uncle Tiny, as he was known because of his diminutive size, regularly visited my grandparents after Sunday Mass. He was taciturn but kind, particularly to my father who served in the US Navy during World War II and the Korean Conflict. He smoked Piedmont cigarettes and drank Piels Beer after the R&H brewery on Staten Island was closed. My grandmother reserved a beer glass for his exclusive use which was confusing when I was a child. He was employed by the City of New York.

We never discussed the sinking of his ship or his naval service. His older brother, James McSorley, a World War I AEF veteran, was the father of Wilbur and a second son, James, who was a US Navy World War II veteran.

Following the First World War, the United States Navy bragged that it had delivered the American Expeditionary Force ("AEF") to Europe without loss. While that statement is factually accurate, Navy lost at least three large transports while returning to the United States from France. This article addresses the loss of one of those transports, USS COVINGTON (ex SS CINCINNATI).

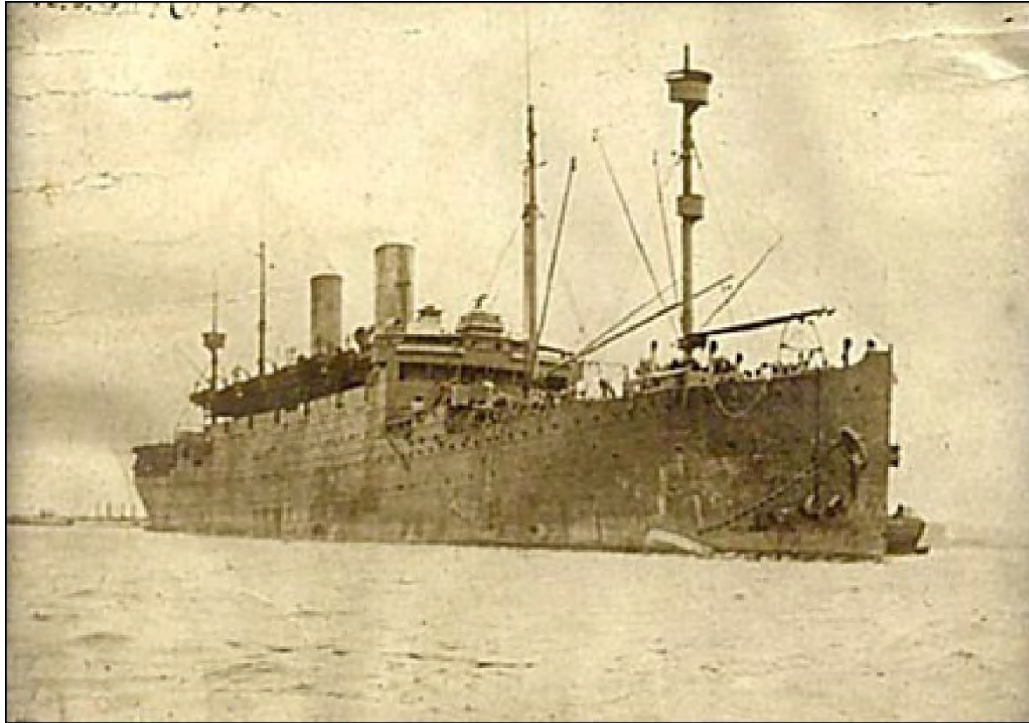


Fig. 1: This photograph likely was taken in the harbor at Brest, France soon before the torpedoing. On the back is written "1917 USS Covington--July 1918 Torpedoed & Sunk."⁶

USS COVINGTON (ID-1409) was a U.S. Navy transport during World War I; she was torpedoed by U-86 1 July 1918 en route home from Brest, France and sunk the next day with the loss of six men of a complement of 776 officers and men. The coal-burning ship was built by F. Schichau, Danzig, Germany in 1909 as a passenger liner for Hamburg America Line and was named SS CINCINNATI. Renamed COVINGTON, after the city of Covington, Kentucky, she was 603 feet long with a beam of 63 feet. The ship displaced 16,339 tons and her quadruple expansion steam engines powered twin screws at 15.5 knots. She could carry 2,827 passengers (246 First Class, 332 Second Class, 448 Third Class and 1,801 in Steerage).

After five years of Atlantic service, in August 1914, when hostilities began in Europe, the German-flag liner took refuge in U.S. waters, and was seized and interned at Boston, Massachusetts along with Hamburg America line-mate SS AMERIKA. German Lloyd steamers KRONPRINZESSIN CECILIE, KÖLN, WITTEKIND, and WILLEHAD; and Hansa Line freighter OCKENFELS were likewise interned. In March 1916, all except KRONPRINZESSIN CECILIE and OCKENFELS were moved from their waterfront piers to an anchorage across the harbor from the Boston Navy Yard. Daily "neutrality duty" by U. S. Coast Guard harbor tug, WINNISIMMET, monitored these ships. Many crew members went ashore, were processed through immigration, and found employment, while a contingent of musicians from the vessels

TRANSPORTING the AEF from HOBOKEN to BREST in WWI ~ Capt. Lawrence B. Brennan

toured New England, frequently playing at department stores and restaurants, and drawing the ire of the local musicians. After the U.S. declared war on Germany, CINCINNATI and the other interned ships were seized 6 April 1917 and handed over to the United States Shipping Board (USSB), and moved to Hoboken.

10/14+ / 1918

THE SHIP ON WHICH I SAILED HAS ARRIVED SAFELY OVERSEAS.

Name Rob

Organization 5th Detach. Admin. Labor Co.
American Expeditionary Forces.

Fig. 2: "Upon leaving Hoboken, each man was handed this postcard to sign and address to whomever he pleased. These were held in New York until the safe arrival of the boat was cabled back and then were released for mailing.

*As J. Harold Thomson (RC 1918) explained to the Rutgers War Service Bureau: "We could not tell the name of boat, the date of the sailing, the name of the port, the number of the troops, where we were bound, or anything else that we wanted to write; but with a pleasant smile, [Uncle Sam] told us we could write home another letter later telling what a nice boat we went over on, how much we enjoyed the trip, and, best of all, that we had arrived safely 'somewhere in Europe.' Was not that forethought?"*⁷

Description from a catalog for the Rutgers Exhibit entitled "Heaven, Hell, or Hoboken."



*Fig. 2a: Typical Hoboken Eagle and Wavy Box cancel on the reverse of these Soldier's Mail cards, sent postage free from Hoboken on arrival of the ship at its destination.*⁸

COVINGTON was transferred to the Navy 26 July 1917 and commissioned 28 July 1917, Captain R. D. Hasbrouck, US Navy in command. Damage caused by the German crew was repaired and COVINGTON was converted into a troopship. The ship began her active war duties in mid-October 1917 when she left Hoboken for her first voyage carrying U.S. troops to France. Between 18 October 1917 and 1 July 1918, COVINGTON made six voyages between Hoboken, New Jersey and Brest, France, safely transporting 858 Officers and 20,871 soldiers to the American Expeditionary Force. The German liners' piers in Hoboken had been seized and became an integral part of the New York Port of Embarkation which was the major port for sending and receiving the AEF. After World War I, the Port of Embarkation became part of what has become the Port of New York Authority which was renamed in 1972 as the Port Authority of New York and New Jersey, the bi-state billion-dollar behemoth.



Fig. 3: Showing embarkation point for AEF troops to Europe at Hoboken, New Jersey.⁹

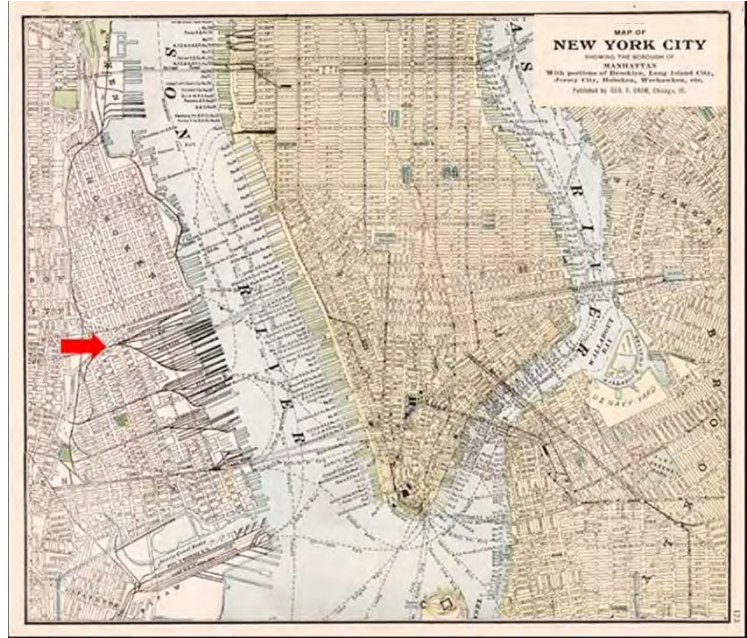


Fig. 4: Map of New York, with arrow indicating the Hoboken piers, once the property of German shipping lines, which were seized and used for the departure of troops to defeat the Germans in WWI.¹⁰

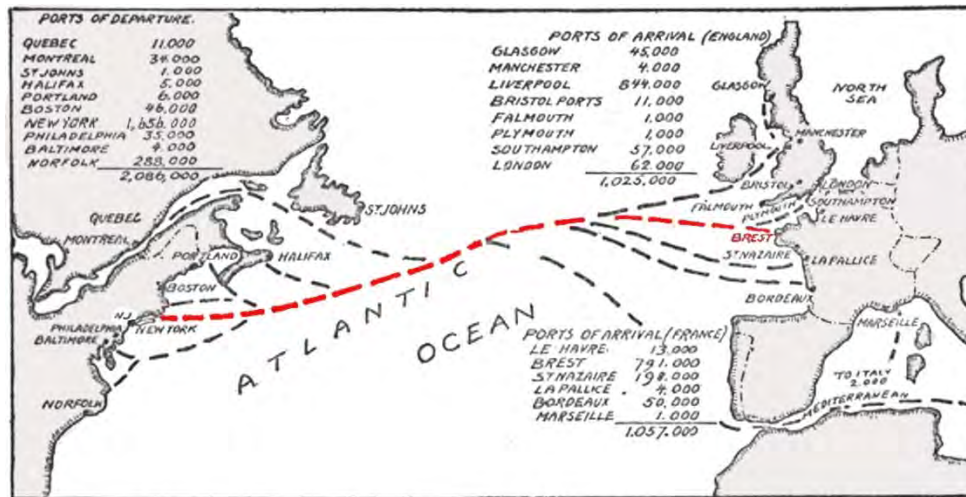


Fig. 3: Convoy routes across the Atlantic in World War I. between 1917-1918. The highlighted route is that of USS Covington. Note the number of troops that were transported from the New York (New Jersey) port of departure, compared to other ports.¹¹

During the early evening of 1 July 1918 COVINGTON was steaming in a U.S. Navy convoy of eight transports [USS DEKALB (ID 3010), USS GEORGE WASHINGTON (ID 3018), USS RIJNDAM (ID 2505), USS LENAPE (ID-2700), SS DANTE ALEGHERI,¹² USS PRINCESS MATOIKA (ID 2290), and USS WILHELMINA (ID 2168)¹³], escorted by seven destroyers [USS LITTLE (DD 79), USS CONNER (DD 72), USS CUMMINGS (DD 44), USS PORTER (DD 59), USS JARVIS (DD 38), USS SMITH (DD 17) and USS ROE (DD 24)], and was heading westbound approximately 150 nautical miles southwest of Brest, France, (47° 24' N., 7° 44' W) bound for port of New York. The sea was calm with good visibility, and all ships were

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zigzagging with lookout posted and guns manned. At 21:19 a torpedo from U-86 detonated against COVINGTON's port side; she was steaming second from the left in the convoy's first row of five transports. The explosion, below her forward smokestack, blew open the ship's forward boiler room, and she soon went dead in the water as the rest of the convoy split up and continued on course.

Two of the seven escorting destroyers, LITTLE and SMITH, remained with COVINGTON, which had developed a serious list to port. In the darkness, COVINGTON's crew took to the lifeboats while the destroyers, actively dropping depth charges in an effort to keep the submarine away, rescued 770 survivors. COVINGTON was still afloat early the following morning; it appeared that she might be saved. Captain Hasbrouck assembled a small salvage crew of 25 men which then re-boarded the COVINGTON to make preparations for a tow and to attempt to make her as seaworthy as they could. On the morning of July 2, the salvage tugs arrived from Brest and took her in tow but water from progressive flooding gradually penetrated her compartments. Her list increased and the ship sank in mid-afternoon 2 July 1918.

One sailor, Joseph Edward Roche, Fireman 2nd Class, USN, wrote a detailed account about his service on board COVINGTON which began less than a week after he enlisted. Apparently, he escaped the benefits of boot camp. Joseph Roche was a "steamer" who enjoyed liberty, authorized or not, and alcohol on board ship despite the recently-imposed prohibition under General Order 99 which made the US Navy dry. This Order was signed by Secretary of the Navy, Josephus Daniels, five years before Wilson's 18 November 1918 temporary Wartime Prohibition Act [enacted a week after the armistice but effective 30 June 1919, the day before the "Thirsty-First"] and the ratification of the Eighteenth Amendment and enactment of the Volstead Act which became effective 17 January 1920."¹⁴

Fireman Roche's account covers the active service of COVINGTON from her sea trial through sinking. Coincidentally, after the loss of his ship, Fireman Roche was assigned shore duty at the Naval Post Office at Royan, France. "We called that the Vincent Astos Post Office. He (Astos) was the Post Officer and had a crew of eleven. Royan is a summer resort on the Gironde estuary." This is Roche's story from "Notes & Memos from the Diary".

September 29, 1917: Enlisted in the U. S. Navy at Charlestown Navy Yard, Boston. Sent to Commonwealth Pier for Training.

October 6, 1917: Transferred from Commonwealth Pier to U.S.S. Covington at the Charleston Navy Yard.

October 7, 1917: Steamed out of Navy Yard on trial trip. Cruised around Provincetown for forty-eight hours on a trial run. Everything was OK.

October 9, 1917: We anchored off Ninth Street on the North [Hudson] River in New York City and went ashore on a Liberty Party. I got steamed up and on my return to the ship, I fell overboard. Out of my foolishness, I got a bad cold.

October 15, 1917: The troops started to board the Covington at 9:00 p.m. and the Headquarters Troops of the 42nd Division got acquainted with a number of the boys from the Louisiana Calvary. One, Adrean Burrows had a good supply of liquor. We had quite a party that night!

October 18, 1917: Steamed out of Hoboken, N. J. at 11 p.m. on our first trip to France. (Covington sailed in convoy with the transports USS Henry R. Mallory, Tenadoes, Pastores,

Capt. Lawrence B. Brennan ~ TRANSPORTING the AEF from HOBOKEN to BREST in WWI

President Lincoln and the President Grant. The convoy was escorted by one Cruiser and several Destroyers.) Had a very pleasant voyage of 14-days. Not much excitement but interesting for our first sea voyage. Landed in St. Nazaire, France at the beginning of November. At the Main Street pier, one could shake hands with the Frenchmen through a porthole. One of the soldiers got caught passing a letter to a man who later proved to be a German spy. We never found out what happened to them, but we could guess easy enough.

November 2, 1917: I was on the sick list with a bad case of Bronchitis and was told that I couldn't go ashore. After being at sea for weeks, I made up my mind that I was going regardless of the doctor's orders. I managed to get my pass with the help of my friends, Al "Mutt" Jennings and Ray Patteri. I got past the O. D. and was ashore and enjoying myself in due time. We saw some very interesting sights on our first visit on French soil. The one that struck us funny was seeing a Ford car. After looking over the town, we decided to have a few drinks. We did, and got in a jam with the Marines and were escorted back to ship. I, rather sore and with a cut lip. The outcome was the brig for "Mutt" and back to the sick bay for me.

No date given: On the return trip to the States we were attacked by a submarine the first night out or rather at 3:00 a.m. we were awakened by a blowing and shrieking sound. I jumped out of my hammock and landed in a couple feet of water. The scupper, or drain being blocked up, the water lodged there. My first impression was that we got hit and were sinking. Believe me, it didn't take me long to get up on deck, buckle on my life preserver on and then stand-by awaiting to hear the crash and then overboard! The sub fired three torpedoes, Thank God!, they all missed. We couldn't fire our own guns for fear of hitting one of our own ships in the convoy. After a half hour that seemed like years, everything quieted down and we were on our way. For the first time we realized what war really was and found out why one could turn gray overnight. We did not have any more excitement the rest of the way back. We arrived at Hoboken, New Jersey the day before Thanksgiving and sure had a lot to be thankful for as we put our feet on land in the good old U.S.A. I had forty-eight hours leave and spent Thanksgiving with my buddies.

The next four trips over and back were uneventful. We ran into a few severe storms and several encounters with subs, but there were no casualties on those nights.

In June 1918 we left Hoboken, New Jersey under cover of darkness, the same as usual, sneaking out like rats. The trip over was uneventful and we arrived at Brest, France in due time. We unloaded our cargo of freight and also had a human cargo of 5200 soldiers. We had a few hours of liberty and enjoyed ourselves and thought up plenty of stories for the folks back home.

We steamed out of Brest, France at 9:15 a.m. on July 1, 1918. Most of us "for some strange reason" with a feeling that we were never going to reach the good old U.S.A. as the submarine traffic was reported to be extremely high. Every topic of the day was subs. At the last point of land a French fishing vessel signaled us that a German sub was waiting for the good old Covington.

At 6:00 p.m. we heard a wireless warning to change our course, which we did. I had the 4:00 p.m. to 8:00 p.m. watch. I went on and when I came off at 8:00 p.m. I turned in to my hammock to sleep as I was all in. After lying down for a few minutes, I got up, took my life belt or vest and went down to the troops mess hall where there was a movie show in progress. I just got seated when there was a merciful explosion and crash so terrible that it cannot be put into writing. That was about twenty minutes after nine. It seemed as if the ship rose out of the water and then laid on its side. We could hear the rush of water below deck but couldn't see our hand in front of us. Complete darkness, cursing and praying. The events following couldn't be explained. It was a good hour before I managed to get on deck, cut and bleeding, nothing serious but enough to make it miserable.

I don't believe my buddy Paine ever saw the top side after the crash, at least no one saw him. We got away from the ship on a longboat raft and floated around until 3:30 or 4:00 a.m.

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when the destroyer USS Smith picked us up. Believe me, it felt good to have our feet on board a sea going ship headed for the nearest port, Brest. We arrived back there about noon the following day. I was taken to [unreadable], where a good feed, cigarettes, and drinks awaited us. I was then put in sick bay and remained there for the next three weeks, restless, sick and sore. We figured on being sent back to the United States but one of the crew came and told us that Captain Hasbrouck had tears in his eyes when he notified the crew that we were to stay in France. They needed all the trained men they could get, so they picked on us. That night, the brigs were full of men from the Covington, the bad news was the last straw. They broke loose and raised Hell!

Not just a ship but something to the crew that was almost human, a home, a pal that weathered the toughest storms of the Atlantic. When I look back on those events, it was not the USS Covington, but an old pal like Ambrose Ford and Paine, two buddies that went down with her. Ford was from Somerville, Massachusetts and Paine was from Staten Island, New York.¹⁵

The loss of COVINGTON was described in *Admiral Halsey's Story*:¹⁶

July 1st. At 10:30 P.M. received SOS from USS *Covington*, saying torpedoed and giving position about 450 miles south and west of Brest. Immediately headed for her at 20 knots and reported my action to C-In-C.

July 2nd. Found *Covington* about 8:30 A.M. in tow of three tugs, the [destroyers] *Reid* and *Wadsworth* standing by. She was towing easily, making about 5 knots, listing about 10° to port and slightly down by the stern. Everything went swimmingly until 2:30 P.M., when one of our tugs made signal to get all men off immediately. All hands were clear by 3:00 P.M. The *Covington* was listing further and further and rolling heavily, righting a little less each time. It was a pathetic sight. Reminded you of some huge animal, mortally wounded, yet struggling on. You hoped against hope that she would not go down, yet you knew she must. Finally, the new, large American flag dipped in the water. Shortly after this there was an expulsion of air from her aft, and the stern commenced to settle. She righted and her bow rose majestically, almost perpendicular, with about 200 feet of her hull sticking clear...As she started down, there was a black cloud given forth, probably due to the rush of air through furnaces and smokestacks. When her bow disappeared there was a bubbling on the water, as if from a depth charge. A surprisingly small mass of debris came to the surface.

The *Covington* had already been towed about 50 miles, a third of the distance we needed to make port, and I'd had every hope of getting her there, with the help of the perfect weather and the smooth sea. This was a real heartbreak!

My message to Admiral Bayly, simply informing him that I was proceeding to assist her, may sound presumptuous, but it would have been silly to request instructions. The Admiral himself always pointed out that a man on a spot had so much better information than the man at headquarters, it was impossible for HQ to give proper instruction. This was a lesson that has stood by me all through my naval career.

July 4th. All American ships and personnel in Queenstown received the following signals from Admiral Bayly: "The Commander in Chief congratulates the United States officers and men on the day and wishes them all success."

Such courtesy was typical of him.¹⁷

Within the week following the loss of the ship, an East Coast newspaper printed the following detailed report:

Bridgeport Telegram Bridgeport Connecticut, Saturday Morning, July 6, 1918

U.S. TRANSPORT TORPEDOED WHILE RETURNING - ALL BUT SIX RESCUED

Daniels Announces Sinking of Covington – U-boats projectile strikes steamer forward of engine room bulkhead, making it necessary to abandon her. – Vice Admiral Sims reports attack on Monday night. – Attempt to salvage vessel proves failure. – Missing men all members of crew. – All others accounted for, none seriously injured.

Washington July 5th 1918. - The American army transport *USS Covington*, homeward bound after landing several thousand soldiers in France, was torpedoed and sunk in the war zone last Monday night. Six members of the crew are missing all the other men, with the ship's officers, have been landed at a French port. No Army personnel or passengers were aboard.

The missing men are: Ernest C. Anderson, firemen, Lynn, Mass. Joseph P. Bowden, seaman, Mountain Lake, New Jersey, Ambrose C. Ford, firemen, Sommerville, Mass., William Henry Lynch Jr., firemen, Manchester, New Hampshire, Albert S. Payne, seaman, West New Brighton, Stanton [*sic*] Island,¹⁸ New York, Lloyd H. Silvernail, seaman Bainbridge, New York.

The Navy Department's announcement tonight of the torpedoing of the *Covington* said none of the officers and men landed was "Seriously injured." apparently some of them were hurt, but the number probably was not given in Vice Admiral Sim's dispatch.

Sub Not Seen

The *Covington* was struck at 9:17 o'clock Monday night while proceeding with a fleet of other transports convoyed by destroyers. The submarine was not sighted. The transport remained afloat until Tuesday when efforts were made by other vessels and two tugs to tow her to port, but she was too badly damaged to keep afloat.

"The torpedo struck forward of the engine room bulkhead," says the Navy Department's report, "and the engine room and the fire room were rapidly flooded. With its motive power gone, the vessel was helpless and, facing the possibility of the torpedoing of another ship in the convoy, the *Covington* was temporarily abandoned. This was done in excellent order and the officers and the crew were taken on board a destroyer. The submarine was not seen."

Unable to Salvage Ship

"At daybreak the captain, several officers and a number of members of the crew returned to supervise salvaging operations. Another vessel and two tugs took the *Covington* in tow in the effort to get her to port, but she was too badly damaged to keep afloat and sank. Vessels have been searching for the missing men and the Navy Department awaited the report of the names of those missing which were not received until today, before announcing the sinking of the vessel."

There was no explanation by the Department as to whether the six men were missing after the transfer of the crew from the troopship to the destroyer or after the transport actually went down. It was feared, however, that they either were killed by the force of the explosion or were caught by the inrush of water into the engine and fire rooms.

Former German Liner.

The *Covington* formally was the Hamburg-American liner *Cincinnati*, which was laid up at Boston and taken over when the United States entered the war. She was 608 ft. long and 16,339 gross tons and had a speed of 15 1/2 knots an hour.

The *Covington* is the second of the great German liners seized at the outbreak of the war to be sent down by Germany's sea wolves and is the third American troopship to be destroyed. All were homeward bound. The former Hamburg-American liner *President Lincoln* was sunk last May 31st and the *Antilles* formerly a Morgan liner, was sent down last October 17th.

TRANSPORTING the AEF from HOBOKEN to BREST in WWI ~ Capt. Lawrence B. Brennan

Joseph Patrick Bowden, mentioned above, was born March 1897. His family lived in Mountain Lakes, New Jersey. On 9 May 1917, Mr. Bowden enlisted in the United States Navy at Brooklyn, New York. Seaman Second Class Bowden was assigned to U.S.S. COVINGTON. He is listed amongst those who died on 2 July 1918.¹⁹ As the result of the rescue of the survivors, five Navy Cross medals were awarded to men aboard COVINGTON, SMITH, and USS REID (DD 21).

It took me a full half century of collecting naval postmarks and envelopes to find any USS *Covington* cover. While the ship was in commission for about one year, no postmarks were reported,²⁰ probably because she never had a name postmark for security reasons. Undoubtedly, the crewmen sent and received mail but collectors have reported few? no? covers over the past 100 years.



Fig. 9: The face of a cover sent to a member of the crew of USS COVINGTON before her first voyage from the United States to France. It is a Special Delivery cover postmarked at Hudson Terminal New York 28 September 1917. Two steel postmarks – similar to Locy type 6 hand cancels – dated Sep 28, 1230 PM, 1917, mark the three stamps (a yellow 10 cent stamp [Scott's number 510] and an unconnected pair of green 1 cent Washington stamps [Scott's number 498]). The cover was delivered to Frank Bossong on board COVINGTON in Boston 29 September 1917.

In addition to the postmarks, there are two faint auxiliary markings on the face of the envelope and the word "Boston" written in red ink in the lower left corner. In the lower right center a red rubber stamp reads, "Forwarded . . . NOT claimed/ . . . P.O. . . . STA". To the left of the typed address is a light purple rubber stamp with pencil markings that reads:

FEES PAID AT CHARLESTOWN STA. BOSTON, MASS., No. 1635, Dated 9/29, Time 1030 AM.



Fig. 10: The reverse of the cover in Figure 9. It bears a large circular rubber stamp postmark in red ink without killer bars. Around the circular device reads the words, “N.Y.P.O FOREIGN . . . NEW YORK, N.Y. RECEIVED”. In the center of the mark read the date and time, “Sep 28 3PM 1917” .



Photos shared by granddaughter of crewmember Jim Conway on *USS Covington* website.²¹
Fig. 11: This photo is *Covington* during her 10 May 1918 voyage. During this voyage she carried the Headquarters Company of the 65th Infantry (33d Division), 129th Infantry (33d Division) less the 3d Battalion and Company H and the entire 58th Artillery, CAC. This photo was one of Seaman Conway’s collection and he has written on it. “We took these soldiers over. *Covington* was torpedoed coming back.” Seaman Conway’s photos were shared by Shirley Conway-Algie, granddaughter of Seaman Conway.

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Fig. 12: Another photo from Seaman Conway: aft mast crow's nest and lookout.



Fig. 13: Another photo from Seaman Conway: One of her gun crews in action.

The following photographs courtesy of US NAVY HISTORY AND HERITAGE COMMAND at <https://www.history.navy.mil/content/history/nhhc/search.html?q=covington>:

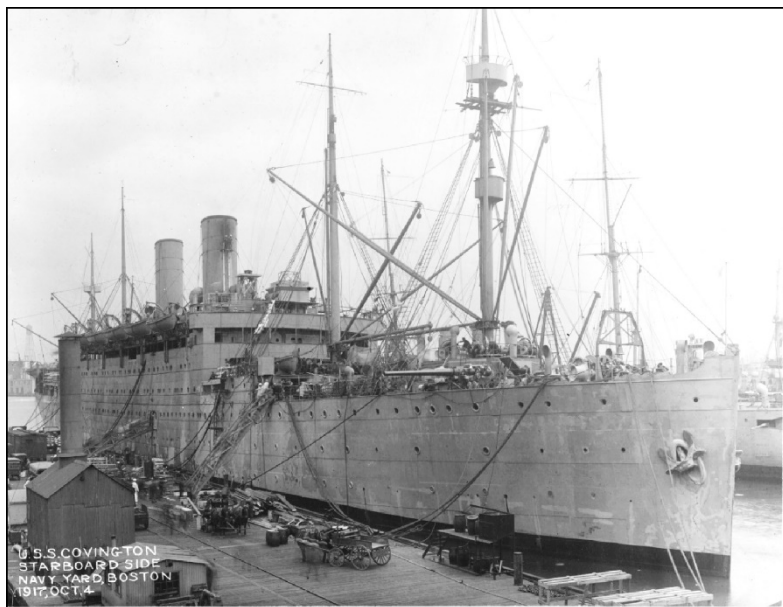


Photo #: NH 52857

Fig. 14: USS COVINGTON (ID # 1409), at the Boston Navy Yard, Massachusetts, 4 October 1917.²²

Given the identification number 1409, COVINGTON underwent repairs for “malicious damage” at the hands of her German crew. Converted to a troop transport at the Boston Navy Yard, she was commissioned there on 28 July 1917, Capt. Raymond D. Hasbrouck in command. She then steamed to Hoboken, N.J., to transport the troops of the American Expeditionary Force as part of Convoy Group No. 9.

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COVINGTON first departed Hoboken 18 October 1917 for Europe, carrying 3,385 troops. By the completion of her sixth voyage 27 June, 1918, COVINGTON had transported 21,764 troops of the AEF to France.

On 30 June 1918, now part of Convoy OR 51, COVINGTON and seven other transports, departed Brest heading westward toward the U.S., escorted by five destroyers. On 1 July, the convoy received a submarine warning from the Flag Office at Brest, ordering a course change. At 9:15 PM, a torpedo wake was noted, and within minutes COVINGTON was hit, destroying her main engines and flooding her largest compartments. She was able to lower 21 of her 27 lifeboats (in the dark and without the use of winches). It was in this effort that three of her crew were lost (including Seaman Bowden), who fell into the water and drowned.

Photo #: NH 41741

Fig. 15: COVINGTON'S crew boarding a rescue ship, likely USS Little or USS Smith who assisted in the rescue, saving all but 6 of a crew of 776.



Photo #: NH 1620.

Fig. 16: Originally described as a boatload of COVINGTON's survivors, this photo may actually have been of the 25-man salvage crew assembled to re-board the Covington to rig her for a tow on the morning of 2 July. This is known from the family of Chief John Thomas Cunningham who was part of the Engineer force.

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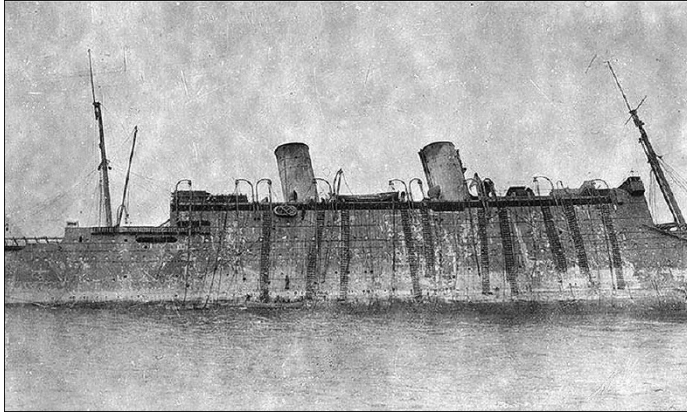


Photo #: NH 55507

Fig. 17: This photograph may have been taken in the late stages of abandonment, as a lifeboat is alongside by the aftermost survivor disembarkation ladder, with a few men visible above.

Photo #: NH 55504

Courtesy of Captain Wm Baggaly, USN.

Fig. 18: 2 July 1918. Note towing lines rigged from her bow. Just off the port side of COVINGTON can be seen a life boat with several men.

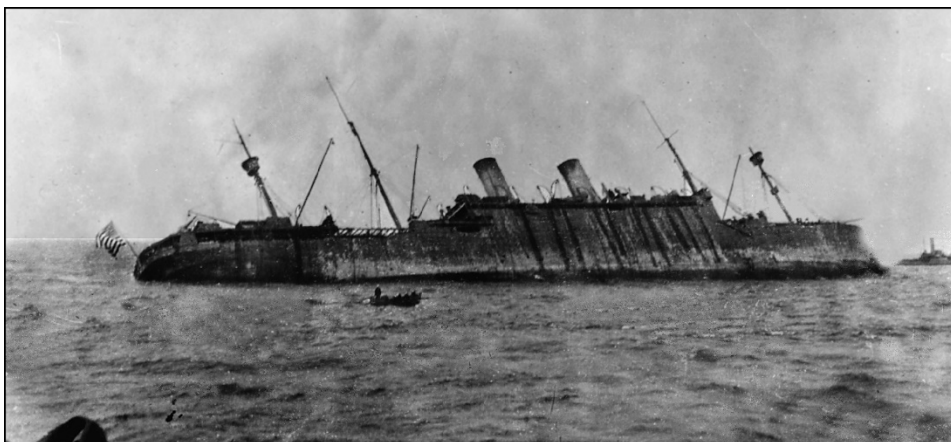
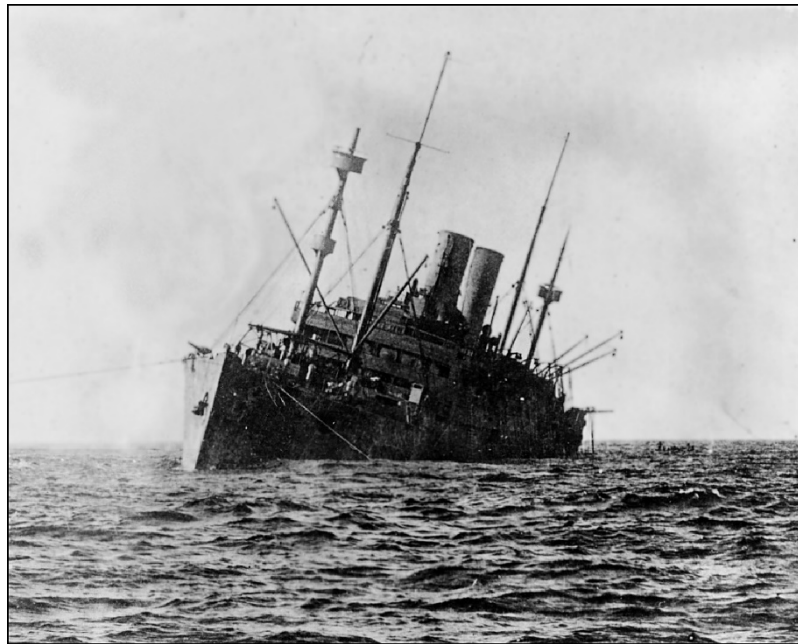
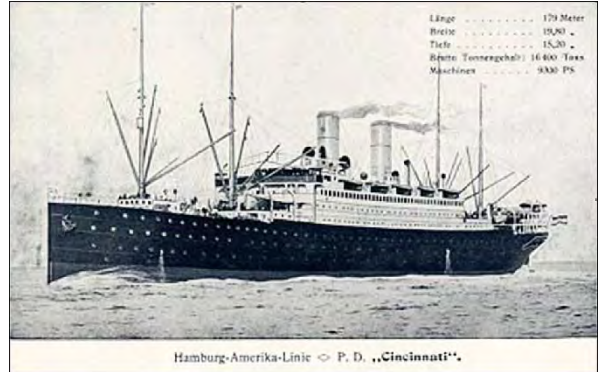
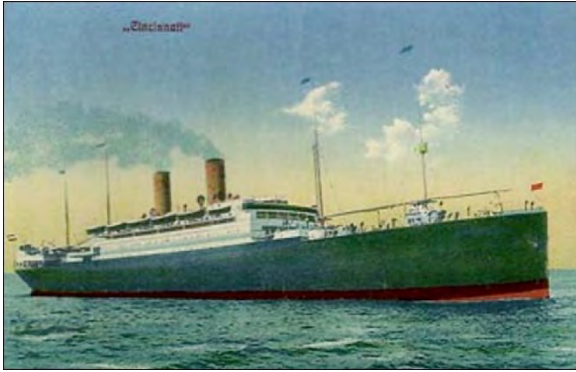


Photo #: NH 55508

Fig. 19 Note the National Ensign flying from her flagstaff, lifeboat in foreground, and tug at far right, and the ship's flag still flying from her stern, just above the water.

IMAGES OF A TROOPSHIP'S DEATH²³ (both images and captions from that web page have been used)



Contributed by Russ Davis

Contributed by Russ Davis

Fig. 20: A pre-war German Post Card of the S.S. Cincinnati. Later renamed USS COVINGTON when she was taken over by the US Navy for use as a Troop Transport.

Fig. 21: Another pre-war German Post Card of the S.S. CINCINNATI.

Fig. 22: This photo is of COVINGTON during her May 10, 1918 voyage. During this voyage she carried the Headquarters Company of the 65th Infantry (33d Division), 129th Infantry (33d Division) less the 3d Battalion and Company H and the entire 58th Artillery, CAC. On the back of this photo was written: "May 17, 1918. Aboard COVINGTON after target practice. Note the soldiers on deck. About 4500 on board." This is a view of the stern area of the ship. During this voyage this was the area where the men of the 129th Inf. were bunked. The men of the 58th Artillery were bunked in the forecabin of the ship on this voyage. The mast on the right side of the picture is the mast that is the closest to the stern of the ship.



Fig. 23: Photo of USS COVINGTON at anchor after dropping off her last load of troops from the States. Likely taken in the harbor at Brest, France in the last few days of June, 1918.



Fig. 24: As day breaks 2 July, COVINGTON has been mortally wounded and several ships are assisting her. Here in this view looking down on her once proud bow shows her riding low in the water. The sea is nearly awash on her port side decks as she has only a few hours left. Behind her is a US destroyer standing guard. This may be the USS SHAW as she received an SOS from COVINGTON and rushed to her aid. On arrival the SHAW found that her survivors had been removed to another ship and that she had been taken under tow.

Fig. 25: These two views were taken from one of the ocean-going French tugboats. The one on the left shows COVINGTON's bow. The photo on the right shows the stern of the French tug with the tow line visible across the top of the deck of the tug. Coils of the tow line can be seen in the lower right hand side of this photo. Three French crewmen can be seen on the stern of the tugboat.



Fig. 26: This view is almost straight on with her bow. I believe that the French tug is getting ready to send a tow line to her. In the left background can be seen two US Destroyers probably USS LITTLE and USS SMITH, protecting the rescue operations.

Fig. 27: Another view of COVINGTON'S bow. A tow line can be seen with a US warship providing protection in the distant background.





Fig. 28: COVINGTON in her final moments before her death plunge, sinking stern first.



Fig. 29: The final view of the COVINGTON from the French Tugboat before the sea claims the ship for all time.

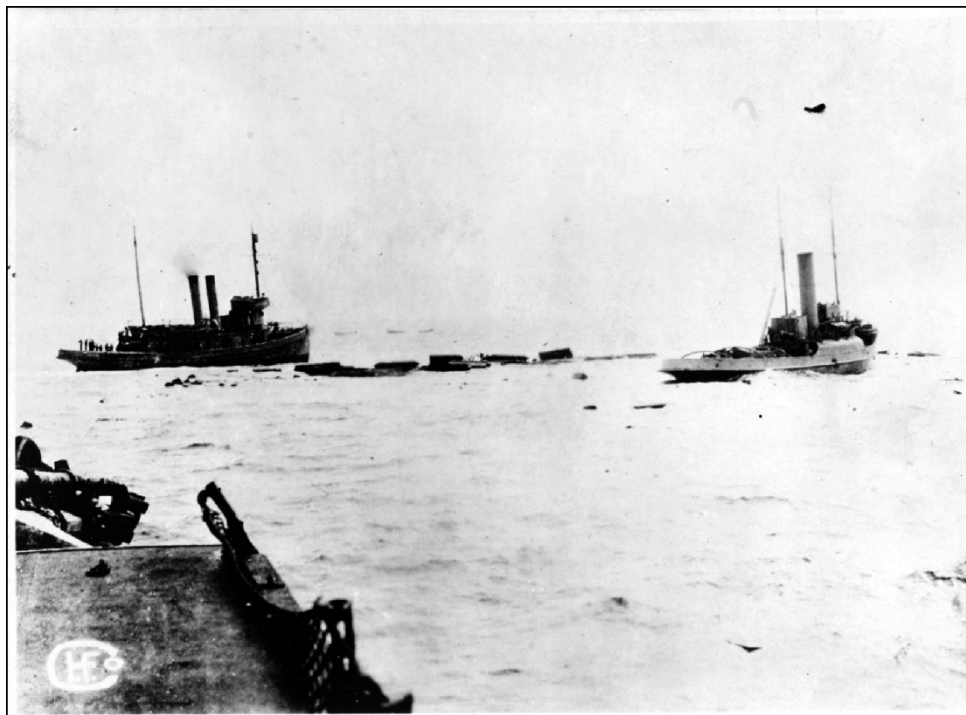
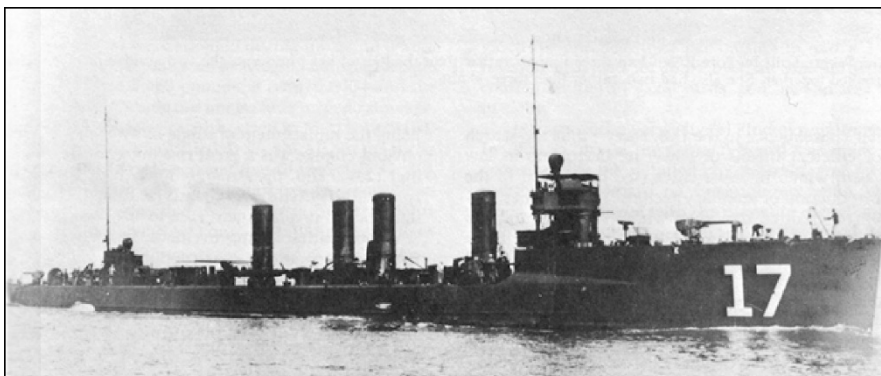


Fig. 30: The final remains of COVINGTON. The two tugs stand by to collect the wreckage. The tug on the right is the [location] where several of the above photos were taken from.

(Our apologies for the condition and quality of these photos, but they were taken under difficult circumstances.)

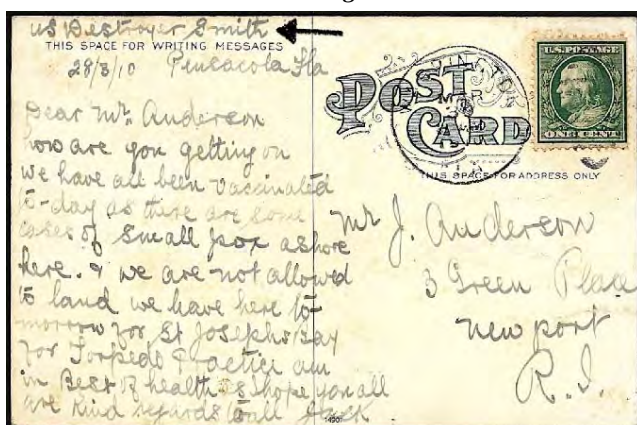
TRANSPORTING the AEF from HOBOKEN to BREST in WWI ~ Capt. Lawrence B. Brennan

Two escorting destroyers came to the aid of COVINGTON; they were USS SMITH (DD 17) and USS LITTLE (DD 79). Survivors were taken aboard both ships:



Courtesy of the Naval Historical Foundation, Washington, D.C.²⁴

Fig. 31: USS SMITH (DD 17) Securing from battle stations, just prior to entering New York Harbor in late March 1917.

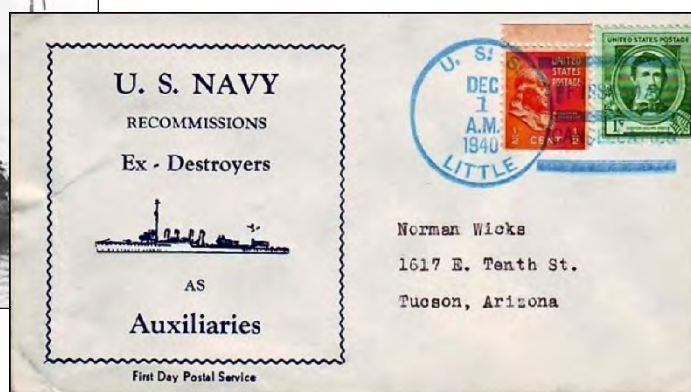


Courtesy, USCS Naval Cover Museum, John Germann [sic].²⁵

Fig. 32: A USS SMITH (DD 17) card postmarked ashore at Warrington, Florida, 30 March 1910 with USPO duplex postmark. SMITH was commissioned 25 November 1909 and decommissioned 2 September 1919. She was used as a target 20 June 1920 and sold 20 December 1921 to Joseph G. Hitner, Philadelphia. for scrap.

U.S. Naval Historical Center Photograph.²⁶

Fig 33: USS LITTLE photographed c. 1919-20.



Courtesy USCS Naval Cover Museum File: Jon Burdett.²⁷

Fig. 34: USS LITTLE (APD 4 ex DD 79) Locy Type 3 "FIRST DAY CANCELLATION" 01 December 1940. LITTLE was converted to a fast-amphibious transport (APD) and was lost off Guadalcanal 5 September 1942, when sunk by Japanese surface forces. The ship initially was commanded by Commander Joseph K. Taussig, USN. After the armistice, she escorted President Wilson's party to Europe to attend the Paris Peace Conference.

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During December 1919 Captain Hasbrouck was involved in a dispute between some of the Navy's Admirals and Secretary of the Navy Josephus Daniels. Vice Admiral Hilary P. Jones and Captain Raymond D. Hasbrouck had followed Admiral Sims in refusing to accept the medals awarded to them, disagreeing with the policy determining the officers to be rewarded for services during the war. Admiral Sims believed that the Navy Awards Board was too liberal in its awards. Vice Admiral Jones, who commanded the first Division of the Atlantic, wrote to Secretary Daniels declining the Distinguished Service Cross and protesting against certain awards to members of forces under his command during the war. Captain Hasbrouck, then commanding USS MINNESOTA (BB 22), requested removal of his name from the list of awards of the Navy Cross. On 26 December 1919, Secretary Daniel ordered Navy's Board of Awards to reconvene 5 January 1920 to revise their recommendations which were the source of a controversy brought to a head by declination by Admiral Sims of the Distinguished Service Medal.

According to the *Trenton Evening Times*, 1 November 1920:

(T)he matter was concluded by Secretary Daniels's Armistice Day announcement. That day, became the occasion for the belated distribution of the 2,624 decorations to members of the Navy and Marine Corps who served in the World War. The awards were sent to commanding officers of all ships, stations and posts for presentation with simple ceremonies. The Daniels-Sims controversy started when Sims refused his award and charged that Daniels had showed favoritism in distribution of others, finally led to a congressional investigation of the Navy's conduct of the war. Daniels reconvened the Naval Awards Board to make a new study of naval honors and the results of the board's second report and the secretary's final actions.

Sims again was awarded the Distinguished Service Medal, which he formerly refused, but no effort will be made to present it to him. It will be held at the Navy Department for him along with the honors for two other officers who joined Sims in attacking Daniels. These officers are Captain Benton C. Decker, who was Naval attaché at Madrid during the war, and Captain Raymond D. Hasbrouck, who did not agree with Daniels policy in giving awards to officers who lost their ships, which, Hasbrouck himself lost a ship.

Daniels again refused to give the Distinguished Service Medal to Admiral Cary T. Grayson, President Wilson's physician, as recommended by the board. Grayson was given the Navy Cross. The Secretary stuck to his award of Distinguished Service Medal to Lieutenant Commander David Worth Bagley, his brother-in-law, and to Commander Percy Foote, his personal aide, which both men lost ships during the war. Daniels made a total of 29 changes in the original list of awards. The new naval awards include three Distinguished Service Medals, 311 Naval Crosses and 98 Commendations. In the Marine Corps there are two new Distinguished Service Medals and sixty-six Navy Crosses.

To commemorate the 150th anniversary of the United States Navy 27 October 1925, coincidentally Navy Day and the birthday of President Theodore Roosevelt, the Navy League of the United States arranged that "a host of speakers throughout the country would inform the public, both in person and by radio. Naval vessels and shore stations will hold open house. Captain Raymond D. Hasbrouck was one of these speakers and gave talks before seven Rotary clubs in Montana on October 20-27, 1925." Captain Raymond DeLancey Hasbrouck died 19 March 1926 at the Naval Hospital in San Diego, California and he was buried at sea with full honors from USS CALIFORNIA (BB 44).

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For decades a magnificent, large painting of the sinking of USS COVINGTON was displayed at the Naval Reserve Center/Naval Armory in New Rochelle, New York. This corroborates her connection with the New York Naval Militia, a forerunner to the US Naval Reserve. When the New Rochelle Naval Reserve center was closed, a few decades ago, the painting of COVINGTON disappeared.

Fifty-two years before COVINGTON was sunk, on 4 January 1866, USS NARCISSUS ran ashore near Tampa, her boiler exploded and all hands (including Eugene McSorley) were lost. Nearly 26 years after COVINGTON was sunk, John McSorley's nephew, Wilbur John McSorley, who was lost at sea when USS MENGES (DE 320) was struck by an acoustic torpedo fired by U 371 3 May 1944 in the Mediterranean Sea. MENGES survived and was towed to New York where her stern was replaced by one removed from a sister ship.²⁸

All three McSorley men volunteered to serve the United States at sea during war. They were young men: Eugene was only 19 and single, John was 23 and also single; Wilbur was 25, married and the father of one son. The opening words of the Prayer of St. Brendan are a powerful reminder of sacrifice and service:

Help me to journey beyond the familiar
and into the unknown.
Give me the faith to leave old ways
and break fresh ground with You.

ENDNOTES:

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² William F. Halsey was born in Elizabeth, New Jersey 30 October 1882. He was graduated from the US Naval Academy in 1904. He commanded two destroyers during World War I and later earned his Naval Aviator's Wings at the age of 52, the oldest person to do so.

He commanded carriers in the Pacific including Doolittle's first raid on Japan. He then commanded the South Pacific Area in 1942-43 and was promoted to Commander, Third Fleet in 1944. He led the advances across the Pacific during 1944-45. The Japanese surrender took place on board USS MISSOURI (BB 63), in Tokyo Bay 2 September 1945.

Halsey was promoted to Five-Star Fleet Admiral (one of only five men to have held that rank) in December 1945. He retired from active duty in 1947, becoming President of International Telecommunications Labs, Inc. He died 16 August 1959 and was buried at Arlington National Cemetery.

³ <https://player.fm/series/history-author-show/rafe-bartholomew-two-and-two-mcsorleys-my-dad-and-me> and Joseph Mitchell's famous 1940 piece in the New Yorker: "The Old House at Home".

⁴ The author's maternal grandmother, Catherine L. McSorley, was the daughter of John McSorley and Catherine Meade. Her paternal grandfather, Charles McSorley, was born in Ireland in 1848 and was a Civil War veteran, Company "D" 40th Battalion, NY Infantry. He was discharged in late June 1865 near Washington, DC. In 1866, he married Mary Mullen who had been born in Ireland in 1844. He died on Staten Island at age 38 in 1886, as the result of an industrial accident.

⁵ <https://player.fm/series/history-author-show/rafe-bartholomew-two-and-two-mcsorleys-my-dad-and-me> and Joseph Mitchell's famous 1940 piece in the New Yorker: "The Old House at Home".

⁶ Photo from USS COVINGTON archived web site hosted by rootsweb.com at <http://archive.is/w8P4>.

⁷ Heaven, Hell, or Hoboken, New Jersey in the Great War, a catalog of the exhibition at https://www.libraries.rutgers.edu/sites/default/files/scua/Heaven_Hell_or_Hoboken_Catalog.pdf. (10/25/2018)

⁸ As discussed in Robert G. Rose on his article on WWI New Jersey Military mail cancels, Whole # 206, May 2017 at <http://www.njpostalhistory.org/media/journal/206njphmay2017.pdf>.

- ⁹ Northumbrian Gunner, a blogspot at <http://northumbriangunner.blogspot.com/2016/11/new-york-2016-hoboken.html>: (10/25/2018)
- ¹⁰ *Ibid.*, Northumbrian Gunner.
- ¹¹ *Ibid.*, Northumbrian Gunner.
- ¹² She was an Italian-flag passenger ship chartered by the United States Navy and operated with US Navy Cruiser and Transport Force. In 1928, the liner was sold to the Japanese firm of Nippon Yusen Kaisha (NYK) and renamed ASAHI MARU. In 1937 she was converted into a hospital ship. In 1940, she had one of her funnels removed. On 24 January 1942, the hospital ship was hit by gunfire during the Battle of Java Sea from USS JOHN D. FORD (DD 228), during an incursion on Balikpapan. On 5 February 1944, SS ASAHI MARU was damaged in a collision in the Japanese Inland Sea. She was scrapped in 1949.
- ¹³ SS WILHELMINA was in Convoy HX 90, steaming from Halifax, to Liverpool 2 December 1940 when the German submarine U-94 sank her with two torpedoes.
- ¹⁴ Former resident of Lee, Massachusetts, Joseph Edward Roche who was born in Pittsfield, Massachusetts 27 January 1899. He was the son of James Roche and Margaret Navin. Joseph E. Roche would live the rest of his life in Massachusetts and would pass away 10 March 1976 in Arlington, Massachusetts. This story was written by Mr. Roche in a diary that he kept during his time in the Navy and was not brought to light until after his death.
- ¹⁵ <http://archive.is/w8P4>: This narrative continues with the fireman's assignment upon recovery at a Naval Post Office in France: "I left the sick in the later part of July and was transferred to the Typaux River [sp], a tug at Rochefort, France, Naval Base 20. I got as far as headquarters and was put in sick bay there. I stayed in sick bay for another week and then was made an orderly and stayed there until September 3. I was then transferred to the Naval Post Office at Royan, France. We called that the Vincent Astor's Post Office. He was the Post Officer and had a crew of eleven. Royan is a summer resort on the Gironde estuary. The Post Office was located on Boulevard Botten [sp] and two minutes' walk [sic] from the beach. We were living in high society and sure enjoying every outing with the French people and getting a \$2.00 a day substance. I was beginning to think that being a shipwrecked sailor wasn't so bad after all. I surely enjoyed this life until three weeks after the Armistice...when I was shipped back to headquarters at Naval Base 20, in Rochefort."
- ¹⁶ Commander William F. Halsey, Jr., US Navy was awarded the Navy Cross for his service as Commanding Officer of two destroyers during World War I. (<https://valor.militarytimes.com/hero/10313>).
AWARDED FOR ACTIONS DURING World War I
Division: U.S.S. O'Brien & U.S.S. Shaw
CITATION: The President of the United States of America takes pleasure in presenting the Navy Cross to Commander William Frederick Halsey, Jr. (NSN: 0-5035), United States Navy, for distinguished service in the line of his profession as Commanding Officer of the U.S.S. O'Brien and the U.S.S. SHAW, engaged in the important, exacting and hazardous duty of patrolling the waters infested with enemy submarines and mines, in escorting and protecting vitally important convoys of troops and supplies through these waters and in offensive and defensive action, vigorously and unremittingly prosecuted against all forms of enemy naval activity during World War I.
- ¹⁷ *Admiral Halsey's Story*, page 34.
- ¹⁸ Should read *Staten* Island. Payne and my uncle were from West Brighton or West New Brighton, Staten Island, New York. It is probable that they knew each other as the population of Staten Island at that time was modest. After the opening of the Verrazano Bridge in 1964 the population exploded from about 60,000 to half a million.
- ¹⁹ Mountain Lakes Memorial at <https://morriscountynj.gov/wp-content/uploads/2017/04/World-War-I-Soldiers.pdf>
- ²⁰ David A. Kent, editor-in-chief, *USCS Postmark Catalog* (5th ed. 1997) p.C-28.
- ²¹ Loss of the USS Covington, at <http://archive.is/w8P4>: The story of Seaman Horace V. (Jim) Conway These photos were shared by granddaughter of Seaman Conway, Shirley Conway-Algie. An excellent history.
- ²² Naval History & Heritage Command at <https://www.history.navy.mil/content/history/nhhc/research/histories/ship-histories/danfs/c/covington-ii.html>.
- ²³ USS COVINGTON: this archived page is originally from roots.web.com, and is of COVINGTON:
<http://archive.is/w8P4>.
- ²⁴ USS SMITH, from <http://www.navsource.org/archives/05/pix1/0501701.jpg>
- ²⁵ Courtesy John Germann at the Naval Cover Museum - see
https://www.navalcovermuseum.org/w/images/3/39/JohnGermann_Smith_DD17_19100330_1_Front.jpg
- ²⁶ USS LITTLE, from www.navsource.org/archives/05/pix1/0507903.jpg.
- ²⁷ USS LITTLE cover courtesy John Burdett, at
www.navalcovermuseum.org/wiki/File:JonBurdett_little_apd4_19401201.jpg.
- ²⁸ The story of all three McSorleys is available on the Naval History Foundation web site (with only one picture) at this address: <https://www.navyhistory.org/2018/07/the-loss-of-uss-covington/>.

HADDONFIELD AND THE PROJECT MERCURY STAMP

By Ed & Jean Siskin and Henry Scheuer

A much-heralded part of United States' program to catch up with the Russians in space was the first manned orbital flight. This Project Mercury mission involving astronaut John Glenn (1921-2016) in the "Friendship 7" space capsule was originally planned for December 15, 1961. The Post Office had a top secret project to produce a stamp which would be released as soon as the flight was completed successfully. The stamp's designers worked from home or on off-hours so that the secret would be kept. The stamp was printed on a new GIORI press, which was kept in a locked room and supposedly being used to print multi-colored currency.



Figs. 1 & 2: Project Mercury celebrated the USA's First Man in Space, John Glenn.¹

In early December 1961, the stamps were distributed in sealed packages marked "Classified Material. Do not open." The packages were sent to the postmasters of 305 post offices across the country.

The flight was delayed several times and finally took place on February 20, 1962. The rocket containing John Glenn's capsule was launched at 9:48 am EST and splashed down at 2:43 pm EST.

Immediately upon Glenn's safe return to earth, the post offices were informed by telephone, telegraph, or teletype that they could open their packages and start selling the stamps as of 3:30 pm EST. The Project Mercury stamp is Scott Catalogue Number 1193.

There were 22 New Jersey post offices that received the stamps. They were:

- | | |
|-----------------|----------------------|
| Bayonne | New Brunswick |
| Camden | Passaic |
| Clifton | Paterson |
| East Orange | Plainfield |
| Elizabeth | Princeton |
| Englewood | Rahway |
| <i>Fairview</i> | Rutherford |
| Hackensack | Trenton |
| Jersey City | Union |
| Kearny | Union City |
| Newark | <i>West New York</i> |

The Siskins & Henry Scheuer ~ HADDONFIELD & PROJECT MERCURY

First Day Covers are known from 20 of these New Jersey cities. Fifty-six years later, no First Day Covers have been found from Fairview and West New York. It is not even certain that the stamps were actually placed on sale at these cities on the first day. Of the 305 official cities nationwide, about 20 cities have no reported first days.



Fig. 3: Project Mercury unofficial First Day Cover cancelled Haddonfield, NJ, February 20, 1962.

Figure 2 is a Project Mercury First Day Cover from Haddonfield. Since the stamps were not sold at Haddonfield on the first day, the stamp must have been purchased at one of the 22 post offices listed above, most likely Camden, which is the only one nearby. This is called an unofficial First Day Cover. For the Project Mercury stamp, it is estimated that first day covers exist from about 100 unofficial cities nationwide.

We are uncertain as to how many Haddonfield First Day Covers may exist. We are aware of only two unofficial first day covers, one in each of our collections. However, it is improbable that if a collector were to go to the trouble of buying the stamps in Camden and transporting them to Haddonfield to make First Day Covers, that only two would have been made. We would be interested to hear if anyone has additional examples.

Contact Ed and Jean Siskin at jeananded@comcast.net or Henry Scheuer at henryinnewyork@gmail.com.

¹ Image from Smithsonian National Postal Museum of the, at <https://postalmuseum.si.edu/stampstakeflight/giorinnovation.html>.

BELVIDERE, WARREN COUNTY, NJ

By Gene Fricks

Settlement of Warren County began in earnest in 1726 when George Green and John Axford came overland from Long Island. Tradition says that they climbed a tree, and from their vantage point agreed that Green should settle at the pond that is now Mountain Lake and Axford should build his cabin at what is now Oxford.



Fig. 1: Court House in Belvidere, ca. 1909. With map showing location of Belvidere in New Jersey.

Others followed in due course: settlers built a log church at Mansfield (now Washington) in 1741, and that same year Aaron Depui established a store in John Axford's town. In 1749 Jonathan Robeson built an iron furnace at Oxford and shipped his first ore on March 9, 1743, hauling it overland to a wharf just below the Foul Rift on the Delaware and floating it in boats to Philadelphia. Control of the furnace passed into the hands of Dr. William Shippen and his brother Joseph in 1754. Their niece, Peggy Shippen, would later gain notoriety as Benedict Arnold's wife.

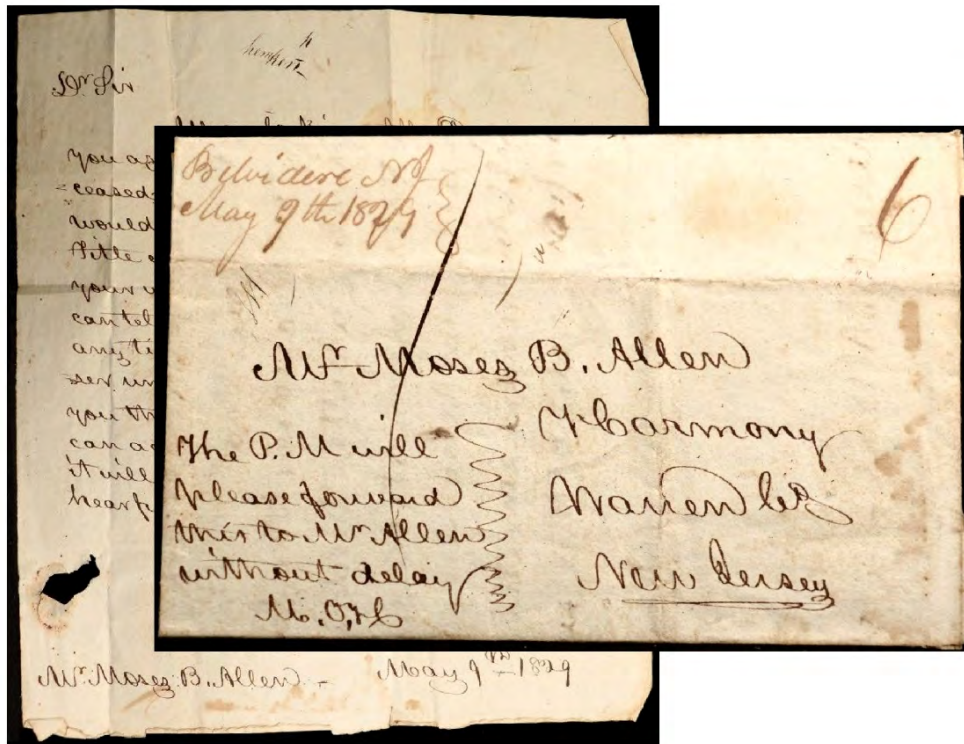
Other small settlements emerged, such as Greenwich-on-the-Delaware, which Robert Patterson established in 1750 at the point where the Pequest River met the Delaware.

The first man to visualize the tremendous industrial potential of the Pequest River was Major Robert Hoops, who bought Patterson's river holdings in 1769 and used Pequest power to turn mill wheels. Hoops officially called the settlement Mercer, but as early as 1777 he referred to it in letters as Belvidere.

Hoops sent grain down the Delaware to Philadelphia in flat-bottomed craft called Durham boats. He built a slaughterhouse just in time to be of tremendous service to the Continental Army encamped during the bitter winter months at Morristown. At times every available wagon for miles around was requisitioned to carry Belvidere grain and meat to Morristown.

When Hoops lost his fortune in the post-Revolution depression, he left Belvidere in the 1790s to found the town of Olean, New York. Before he departed, he sold a large tract south of the Pequest to the celebrated Revolutionary financier Robert Morris. Morris gave the tract to his son-in-law and daughter, Charles and Mary Morris Croxall, in a deed that restricted title to the Croxalls and their heirs for all time. That hampering provision held up the development of Belvidere for nearly thirty years. It took an act of the Legislature to set aside the deed in 1818.

Prosperity gradually returned to the area with increasing population so that residents could petition for separation from Sussex County. The Legislature created Warren County on November 20, 1824, named for General Joseph Warren, the Revolutionary War hero killed at Bunker Hill.



Courtesy of Doubleday Postal History, covercrazy2 on Ebay¹

Fig. 2: A stampless cover with manuscript cancel May 9, 1829 – not long after the creation of Warren County in 1824. Rated 6¢ for the short trip to Harmony.

Belvidere prospered after county voters chose Belvidere over Hope and Washington in 1825 as the county seat. A gift of \$10,000 and a plot of ground for a courthouse from Garret D. Wall only reinforced the choice. Wall is known as the only man elected governor of New Jersey, who turned down the job after being elected. Wall also provided a park that formed the center of Belvidere. The Legislature incorporated Belvidere as a town on April 7, 1845 from portions of Oxford township.



All covers shown on this page courtesy of Robert G. Rose

Fig. 3: A Belvidere red double circle cancel (Coles B16 – in fact this appears to be the source of his tracing), used in 1840 at the 10¢ rate to (30-80 mile rate) to Bethlehem, Pennsylvania.

Fig. 4: A double outer, single inner ring red cancel (Coles B17), used the same year (1840) and soon after the above cover in Figure 3, sent to Senator Samuel L. Southard. It was originally marked 18¾¢, but was sent Free using franking privileges allowing mail to U.S. Senators to be sent free of charge.

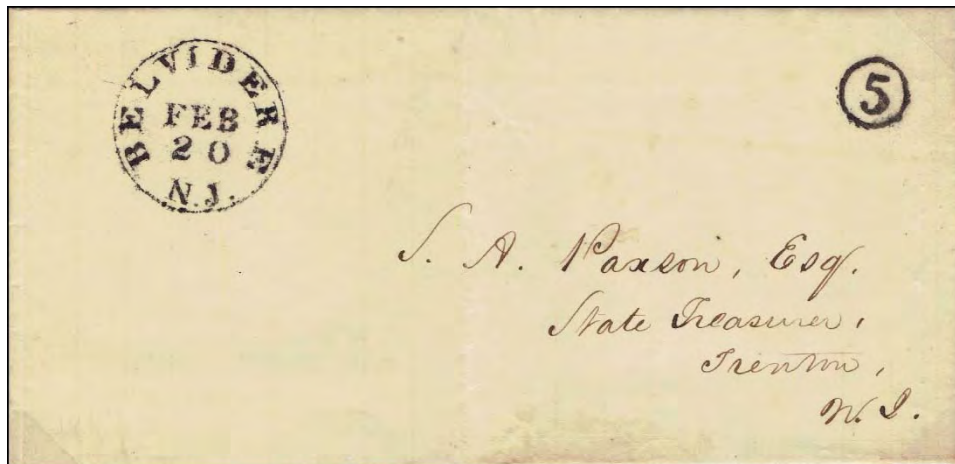


Fig. 5: A single ring cds (Coles B18) used in 1847 from Belvidere to Trenton, at the new lower rates (5¢ for under 300 miles), to the State Treasurer.

In the post-Civil War era, Warren County saw industrial development burgeon – but not in Belvidere, which remained rather rural and centered on agriculture. Two railroads, the Belvidere-Delaware Railroad served the town with connections to Phillipsburg, and Lehigh and Hudson, with connections to the north.



Fig. 6: A check with a nice vignette for the Bel-Del Railroad, used here by the Pennsylvania RR Co. in 1872 from Lambertville (with Sc# RN-H3 imprinted check stamp revenue).

The first post office was established in Belvidere in 1800 while it was still in Sussex County, with Thomas Paul as its first postmaster. It has continued to have a post office since that time, and while becoming part of Warren County. The current post office is located at 111 Mansfield Street, in the historic district, one block from Greenwich Street (CR 620), zip code 07823.

Courtesy Evan Kalish and the PMCC web site²

Fig. 6: the Belvidere post office today – this photo from 2012 looks much the same as the current Google view.



A list of Belvidere postmasters over its long history follows.

BELVIDERE, WARREN COUNTY, NJ ~ Gene Fricks

BELVIDERE, NJ POSTMASTERS

Sussex County		Source
September 18, 1800	Thomas Paul, 1st PM	*from Coles & Griffith
December 8, 1802	John Kinney, PM	
Warren County	(as of Nov. 20, 1824)	
1828	John Kinney, Jr. PM	
February 16, 1837	Wm P Robeson & L S Johnston	**from National Archives
January 14, 1840	George W. Ribble, PM	
January 29, 1841	Henry D. Swayze, PM	
January 29 1842	Henry David Swayze, PM	
November 19, 1844	John R. Hamilton, PM	
June 29, 1847	Daniel G. Fitch, PM	
January 5, 1849	William R. Sharp, PM	
April 4, 1849	Israel Harris, PM	
April 6, 1853	Adam B. Searles, PM	
May 25, 1861	Henry V. Harris, PM	
May 15, 1864	Richard T. Drake, PM	
July 15, 1870	Henry V. Harris, PM	
March 14. 1873	John A. Rushing, PM	
May 5, 1881	Samuel Sherrerd, PM	
December 18, 1884	Austin B. Kelsey, PM	
April 11, 1887	Geo. B. Givens, PM	
January 20, 1890	Elisha M. Fleming, PM	
February 7, 1894	Joseph B. Kimenour, PM	
March 9, 1898	Josiah Ketcham, PM	
December 16, 1904	Charlotte C. Ketchum, PM	
July 25, 1913	Wilmer J. Smith, PM	
April 30, 1918	Eva H. Ketcham, PM	
June 11, 1934	Norman H. Deshler, PM	
June 30, 1960	Beatrice A. Cole, PM	
May 31, 1963	Claude R. Poyer, PM	
December 8, 1973	Thomas McHugh, PM	***USPS Postmaster Finder
February 24, 1990	Maria T. Morse, PM	
April 3, 1993	Rodell F. Buckley, PM	
October 11, 2008	Melody M. Baylis, PM	
September 20, 2014	Lynn A. Poe, PM	

(Officers-in-Charge not shown)

*Early NJ Postmasters by [NJ POSTMASTERS of the STAMPLESS ERA, 1789-1857 by William Coles & Stanley Griffith](#)

**NARA Postmaster Appointments 1832-1971

***USPS Postmasterfinder at <https://webpmt.usps.gov/pmt002.cfm>

ENDNOTES:

¹ This cover listed on Ebay for 30 days beginning on 11/7/2018, by CoverCrazy2 (Ebay [392168945537](#); no longer available). We appreciate member Elwin Doubleday's generosity in sharing his material with us.

² Evan Kalish, PMCC PO photos at <https://www.flickr.com/photos/postoffices/8942798726/in/set-72157632692504624/> 11/9/2018. Photo taken 2012, but Google shows it much the same today.

MAIL RECEIVED FROM ABROAD TO MORRIS COUNTY, PART 10: Amsterdam to Morristown

By Donald A. Chafetz

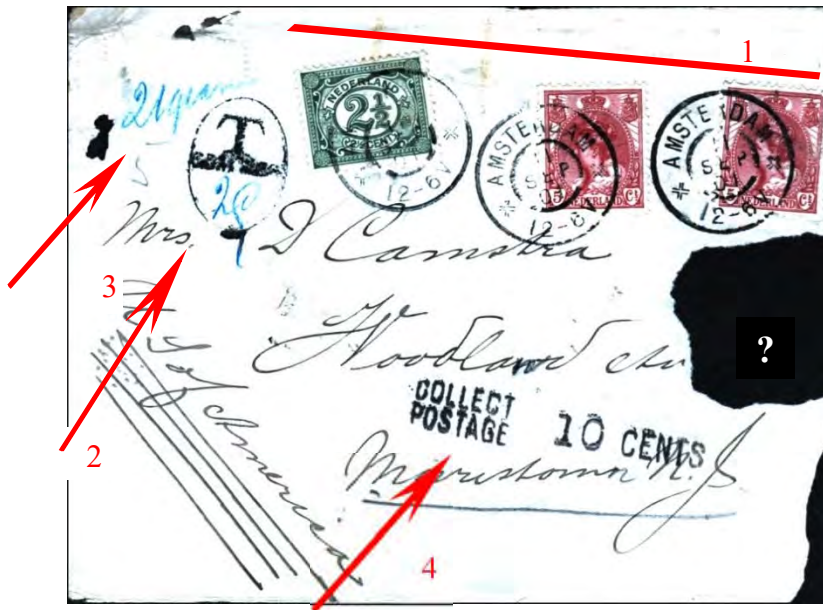


Fig. 1: Cover front sent from the Netherlands to Morristown in 1901.



Fig. 2: Dutch postage due marking: under the word "centimes," the amount owed was filled in here in gold centimes, the UPU standard French currency to convert various currencies from one to another. This type of cancel was supplied in December 1898.¹

Mystery: What is the Missing Stamp?

Figure 1 shows a cover front of a letter weighing 21 grams sent from the Netherlands to Morristown in 1901. The cover has (1) a total of 12½¢ Dutch postage canceled with three strikes of an Amsterdam Sept. 11, 1901 cancel. (2) There is a Dutch postage due handstamp with a blue pencil number "25" (gold centimes) below the "T" (taxe marking). (3) Above the postage due marking written in blue pencil is "21 grams." (4) The United States Post Office hand stamped a "COLLECT/POSTAGE 10 CENTS" on the cover.

How was the postage due calculated?

1901 Dutch Postage Rates to United States

- Single rate letter under Universal Postal Union from Netherlands to U.S. was 12½¢ Dutch Cents per 15 grams. A double rate letter weighing 15-30 grams was 25¢ Dutch Cents (until April 22, 1905). The letter was thus 12½ Dutch cents deficient.
- Per the blue "21 grams" pencil marking and the "25"* within the "T" handstamp, the cover was noted in the Netherlands as overweight, and alerted the U.S. Post Office of the deficiency in gold centimes.
- The UPU regulations authorized the collection of double the deficiency on insufficiently paid mail.
- Upon receipt in New York, the double deficiency was recognized as the equivalent of 10 cents in U.S. postage as noted in the handstamp.² A United States postage due stamp for that amount would have been applied when the cover reached Morristown.³

*While at first glance this appears to be "20," the second number is a "5" in the old Dutch style.¹

Mystery Solved

The mystery stems from the missing piece of the envelope on the right side below the Dutch stamps. Was there a stamp there that was torn off and if so, what was its value? Was it a United States postage due stamp? Or did the Netherlands Post Office apply a Netherlands postage due stamp before the cover was sent to the United States? I was able to determine that the missing stamp would have been a United States 10¢ postage due stamp because the recipient paid the postage due fee (Figure 3).



Fig. 3: - J42

Can this be the missing stamp?



Fig. 4

Or was this it?

from the recipient. Therefore it was U.S. postage due stamp that is missing – a 10¢ stamp to match the handstamp, also applied by the U.S.P.O.

I imagine some time afterwards, a “collector” found the cover and desired to have the postage due stamp so it was torn off. Why there was no interest in the remaining Dutch stamps is open to speculation.

REFERENCES:

Arago: *People, Postage and the Post* at https://arago.si.edu/category_2027526.html

Rick Miller, Linn’s Refresher Course, *Postage Due stamps kept postmasters honest*, in an archived web file at:

https://web.archive.org/web/20041216122135/http://www.linns.com/howto/refresher/stamplessletters_20030512/refreshercourse.asp (10/18/2018)

Personal correspondence concerning postal rates with Avo Kaplanian and Bart Belonje, The Netherlands; and email communications with Richard Winter concerning UPU treatment of insufficiently paid mail.

UPU Mail Annual Table of Exchange Rates & of Postage Rates to the US 1881-1953, Postilion Series of Primary Sources U.S. Section, Volume 4, The Printer’s Stone, Fishkill, NY.

Vellinga, O.M., *The Postmarks of the Netherlands 1676-1915*, Netherlands Philatelists of California and American Society for Netherlands Philately, Published with permission from the *Koninklijke Nederlandse Bond Van Filatelistenverenigingen*, p.248.

ENDNOTES:

¹ Deficiency was calculated in French gold centimes, the standard currency of the Universal Postal Union. The deficiency was 12½ Dutch cents. One Dutch cent equaled two gold centimes – hence the number 25 written in under the T/centimes marking. (This number at first glance appears to be “20,” but the second number is a “5” in the old Dutch style – as explained by Richard Winter.)

² One US cent equaled 5 gold centimes. Ten US cents thus equaled the double deficiency of 50 centimes.

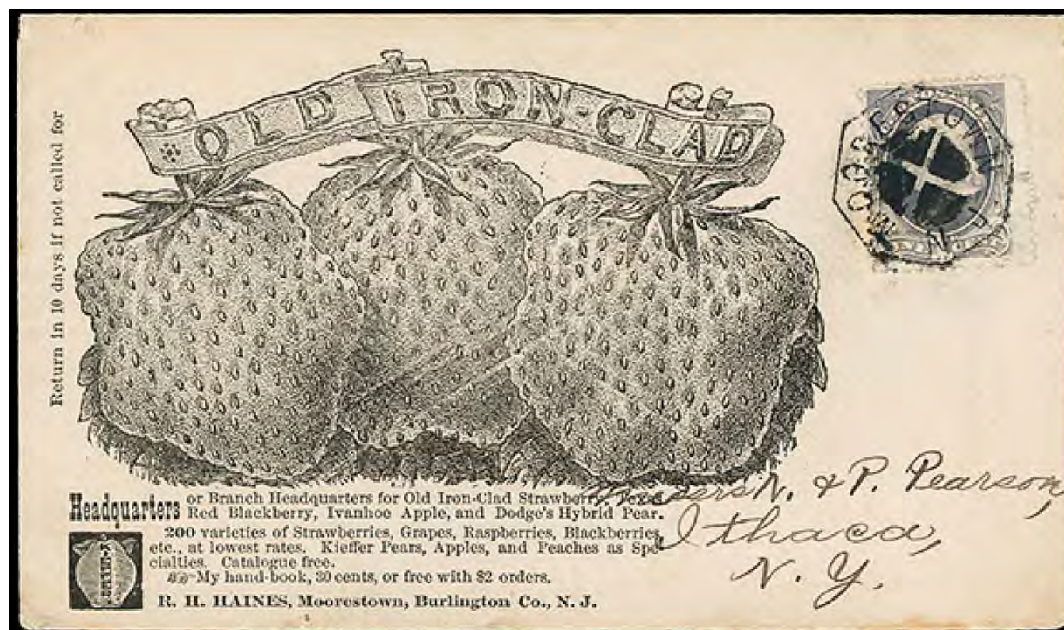
³ Paraphrasing Winter’s notes: The cover was paid for a single rate from the Netherlands to Morristown with 12½ Dutch cents postage. This was the proper UPU rate for a single letter from the Netherlands to the United States. When posted at Amsterdam the cover was weighed and determined to be 21 grams in weight, which required two rates; so, the letter was insufficiently paid 12½ Dutch cents. This was noted with the UPU required “T” handstamp. ... This was done to alert the U.S. office ... that 25 centimes was the deficiency. ... The UPU rules allowed the collection of double the deficiency on insufficiently paid mail. The New York clerk realized that double the deficiency (2 x 25 centimes or 50 centimes postage due) was equivalent to 10 cents in the United States. When the letter arrived at New York it was marked for postage due of 10 cents.

ON THE AUCTION SCENE

By Robert G. Rose

This fall, a number of interesting pieces of New Jersey postal history were sold at auction. Elsewhere in this issue of *NJPH*, I report on the sale of a great rarity, Scott #314A used on a cover that was postmarked at Sicklerville, NJ which bought a record price of \$153,400. In this article, I will review a number of more affordable covers.

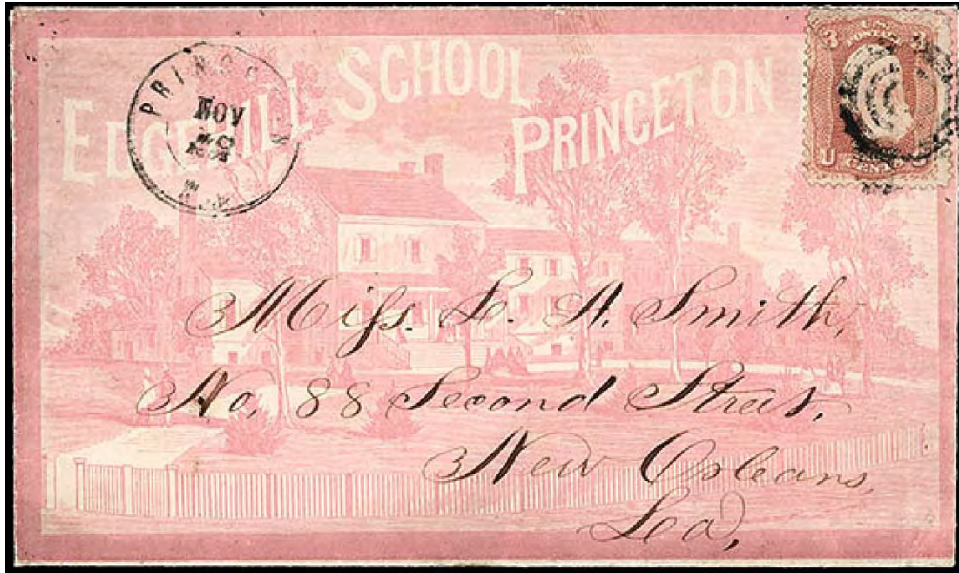
Several 19th century New Jersey advertising covers were included in the Schuyler Rumsey Philatelic Auction Inc.'s Sale No. 82 held on October 13, 2018 at the SESCAL Show. An attractive overall 1877 advertising cover for a strawberry grower in Moorestown, illustrated in *Figure 1* below, sold for a total of \$80.50 (all realizations from this sale include a 15% buyer's fee) against an estimate of \$100-\$150.



(Courtesy of Schuyler Rumsey Philatelic Auctions, Inc.)¹

Fig. 1. Old Iron-Clad Strawberry illustrated design on 1877 cover with one cent Banknote, Scott #206, Moorestown, N.J. postmark.

A red overall illustrated design, seen in *Figure 2*, shows the Edgehill School in Princeton, on a cover franked with a 3¢ 1861 Issue (Scott #63), tied by a target handstamp, with a Princeton, N.J. postmark. It sold for \$92 against an estimate of \$75-100.



(Courtesy of Schuyler Rumsey Philatelic Auctions, Inc.)²

Fig. 2. Princeton's Edgehill School, overall illustrated design on c.1861 cover with three cent Scott #63, Princeton postmark.

A green overall illustrated design showing a storefront and street view of "E.T. Hart, Manufacturer of Paper Boxes, Newark, N.J." on a cover franked with a 2¢ green Banknote, Scott #213, tied by a Newark postmark. The cover was described cover as "slightly reduced at right." It sold for \$184 against an estimate of \$200-\$300.



(Courtesy of Schuyler Rumsey Philatelic Auctions, Inc.)³

Fig. 3. Newark's E.T Hart paper box manufacturer overall illustrated design on 1887 cover franked with Scott #213, Newark postmark.

A corner card cover for famed New Jersey stamp dealer “E.B. Sterling, United States Stamps, Trenton, New Jersey.” This 1885 registered cover is franked with seven 2¢ red brown Banknotes, Scott #210, and is canceled by quartered cork handstamps, and a Trenton, N.J. postmark with registry oval in purple. It sold for \$195 against an estimate of \$75- \$100.



(Courtesy of Schuyler Rumsey Philatelic Auctions, Inc.)⁴

Fig. 4. Trenton’s famed stamp dealer E.B. Sterling corner card on 1885 registered cover franked with seven 2¢ red brown Banknotes, Scott #210, Trenton postmark.

Schuyler Rumsey Sale No. 81, also conducted at the SESCAL Show, included a scarce stampless ship cover usage. Notable was an Amboy red oval handstamp postmark with matching “SHIP” on a cover from Canton, China to Providence, Rhode Island. The postage is rated “20³/₄” cents paying the 18³/₄ cents inland postage single letter rate for 150 to 400 miles, plus a two cent ship fee on a folded letter datelined “Canton Nov. 19th 1828.” The cover was endorsed with the instruction that it be carried “Per New Jersey, Capt. Witall,” and revised to “Pr. Maria.” It sold for \$517.50 against an estimate of \$500-\$750.



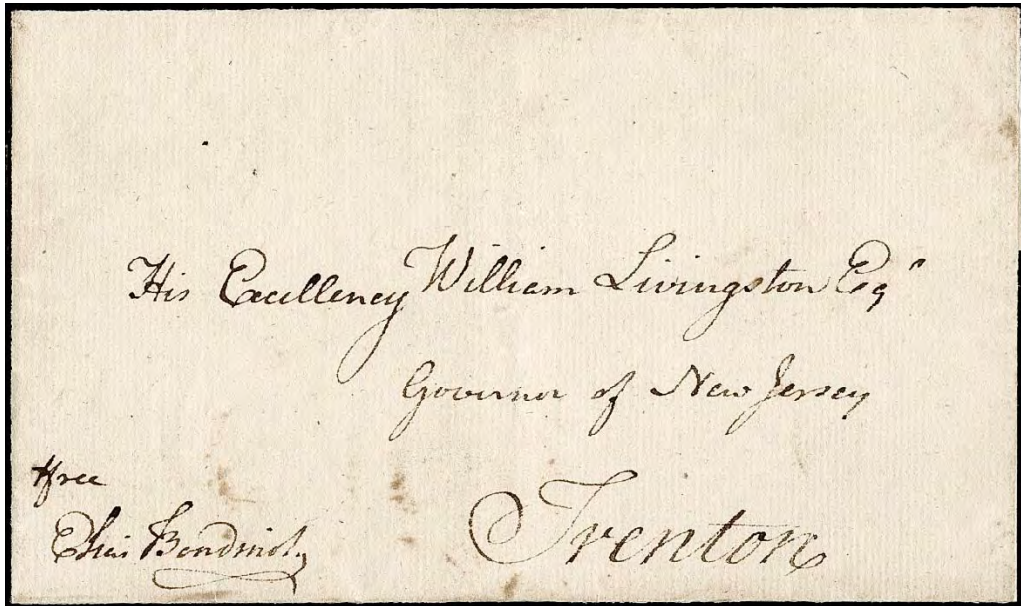
(Courtesy of Schuyler Rumsey Philatelic Auctions, Inc.)⁵

Fig. 5. Canton, China to Providence, Rhode Island via Amboy, New Jersey on 1828 stampless cover with scarce “SHIP” handstamp.

ON THE AUCTION SCENE~ Robert G. Rose

Robert A. Siegel Auctions, Inc., Sale No. 1191,⁶ held on October 25, 2018, included some scarce stampless covers which originated with the Congress of the Confederation established on March 1, 1781 following the effective date of the Articles of Confederation.⁷ Notable was a stampless cover with a free frank of Elias Boudinot as Commissary General for Prisoners on a folded cover addressed in his hand to “His Excellency William Livingston Esq., Govern” and docketed “*Letter from Mr. Elias Boudinot 5 March 1782.*”

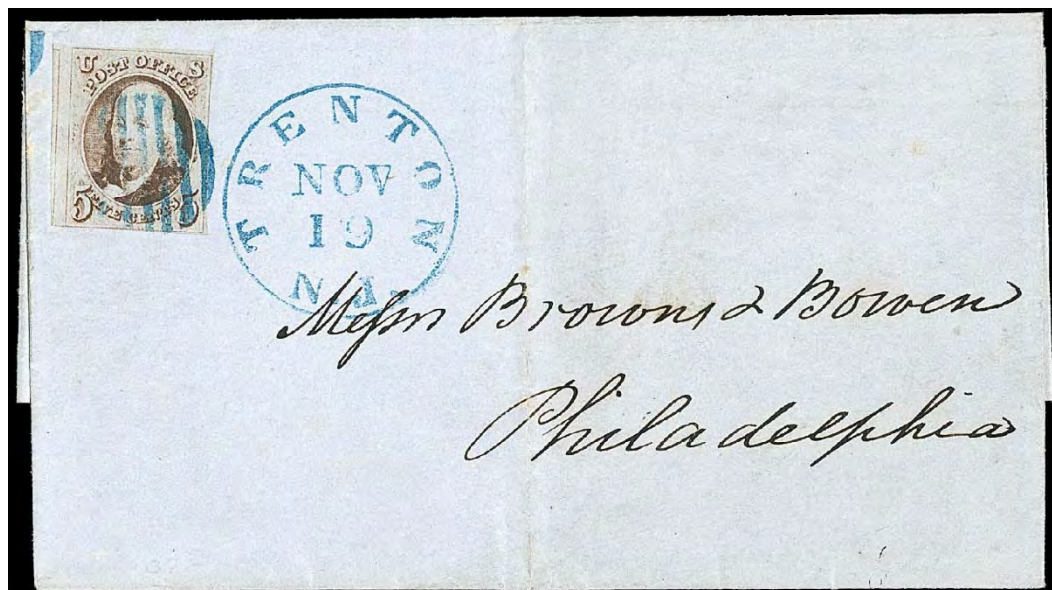
Despite the correct attribution of this free frank originating during Boudinot’s tenure as Commissary General, the description inexplicably states that it is “a very rare free frank as President of Continental Congress” while further stating correctly that he held that position beginning in November 1782, which *postdates* the date on which the cover was docketed as received in March 1782. Against an estimate of \$1,000-\$1,500, it sold for a total of \$2,596 (all realizations from this sale include an 18% buyer’s fee).



(Courtesy of Robert A. Siegel Auction Galleries, Inc.)⁸

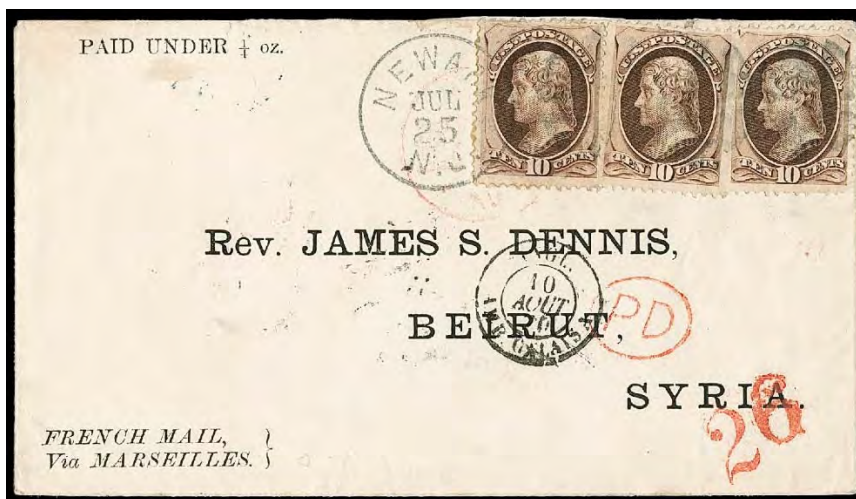
Fig. 6. Free Frank of Elias Boudinot as Commissary General for Prisoners to the Governor of New Jersey, docketed March 5, 1782.

A 5¢ 1847 Issue, Scott #1, illustrated below in *Figure 7*, was described as having “large margins to just touched including part of adjoining stamp at left” and tied by a blue grid cancel, with a matching “Trenton N.J. Nov. 19” handstamp postmark on a blue 1850 folded cover to Philadelphia. Against an estimate of \$400-\$500, it sold for a total of \$1003, a substantial price for this cover in the current market.



(Courtesy of Robert A. Siegel Auction Galleries, Inc.)⁹

Fig. 7. 5¢ 1847 Issue, Scott #1, tied by Trenton handstamp postmark on 1850 cover to Philadelphia.



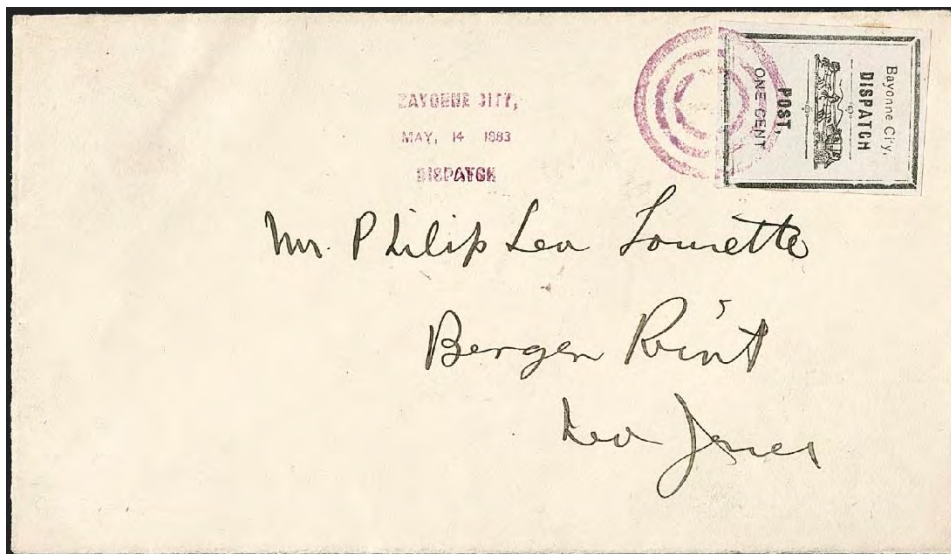
(Courtesy of Robert A. Siegel Auction Galleries, Inc.)¹⁰

Fig. 8. Three 10¢ Banknotes tied by cork cancels and Newark, N.J. handstamp postmark paying “Phantom Rate” of 28¢ to Beirut, Syria.

A cover showing a rare usage and rate franked with three 10¢ brown Banknotes, the stamp at right with clear grill points, Scott #139, and the two stamps at left not showing discernible grill points, Scott #150. The stamps are tied by cork cancels and a “Newark N.J. Jul. 25” handstamp postmark on an 1870 cover with pre-printed address to the Rev. James S. Dennis, Beirut, Syria.¹¹ Red “26” credit handstamp and “PD” in oval handstamp, Calais transit, New York, Paris and receiving back stamps, paying the unpublished “Phantom Rate” of 28¢ per half ounce via combined British Open Mail and French Mail. Against an estimate of \$750-\$1,000, it sold a total of \$4,130.

ON THE AUCTION SCENE~ Robert G. Rose

The final cover in this review is an oft-seen local post stamp, the 1¢ Black Bayonne City Dispatch, Scott #9L1, tied by a purple target cancel, and matching “Bayonne City Dispatch, May 14, 1883” three-line handstamp on a cover to Bergen Point N.J. Against an estimate of \$750, it sold for a total of \$265.50.¹²



(Courtesy of Robert A. Siegel Auction Galleries, Inc.)¹³

Fig. 9. Bayonne City Dispatch local post on 1883 cover to Bergen Point, N.J.

For the additional auction item, see our article, *New Jersey's Most Valuable Cover*, featured in this issue. (See page 184.)

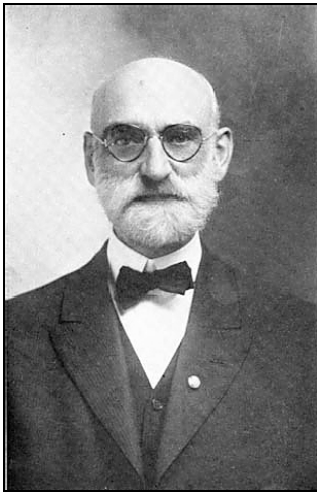
ENDNOTES:

- ¹ Go to <http://www.rumseyauctions.com/> to search both Sale #81 & 82. This lot is from Sale #82, lot 3081.
- ² *Ibid.*, Sale #82, lot 3134.
- ³ *Ibid.*, Sale #82, lot 3360.
- ⁴ *Ibid.*, Sale #82, lot 3489.
- ⁵ *Ibid.*, Sale #81, lot 109.
- ⁶ Robert A. Siegel Auctions, Sale No 1191, October 25, 2018 – see https://siegelauctions.com/sales.php?sale_no=1191.
- ⁷ On June 30, 1783, the Congress met in Princeton having moved from Philadelphia, remaining there until November 4, 1783. The Congress convened in Trenton on November 1, 1784, remaining there until December 24, 1784 when it moved to New York.
- ⁸ Robert A. Siegel Auctions, Sale No 1191, *op cit.*, lot #2004.
- ⁹ Robert A. Siegel Auctions, Sale No 1191, *op cit.*, lot #2103.
- ¹⁰ Robert A. Siegel Auctions, Sale No 1191, *op cit.*, lot #2308.
- ¹¹ Four covers franked with combinations of the 10 cent 1869 issue, postmarked in Newark, N.J., with pre-printed addresses to the Rev. Dennis in Beirut, Syria were included in the sale of Brad Arch's collection of New Jersey postal history. Robert A. Siegel Auction Galleries, Inc., Sale 825, lots 1226-1229, June 27-29, 2000.
- ¹² For a detailed description of this local post, see Larry Lyons, *NJ Locals: Bayonne City Dispatch*, Whole number 196, November 2014.
- ¹³ Robert A. Siegel Auctions, Sale No 1181, *op cit.*, lot #2368.

EDWARD BOKER STERLING, New Jersey Philatelist & Dealer

By John Lupia¹

As a second in a series of articles about past New Jersey stamp dealers, we have chosen E.B. Sterling of Trenton.



*Fig. 1: E.B. Sterling
1851 - 1925*

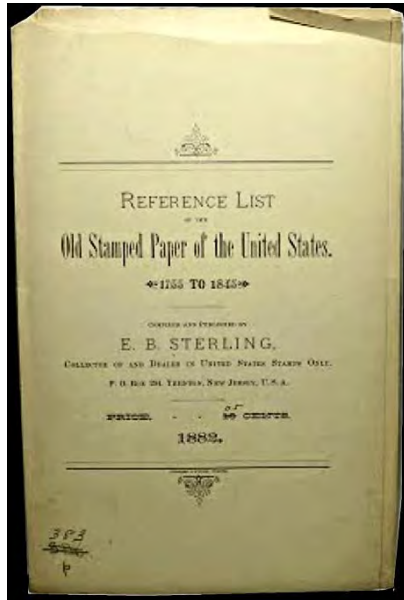
Edward Boker Sterling (1851-1925), was born on September 9, 1851, son of William Hamilton Sterling (1820-1860), a bookkeeper, and Maria Yard Ferrell (1821-1854), at Trenton, Mercer County, New Jersey. He was the great-grandson of Major James Sterling, Captain of the New Jersey Militia of whom he wrote a genealogy in 1893. He was orphaned at age nine. As a young boy he began collecting shells, rocks and plants as a naturalist, and also stamps and coins. At age thirteen he was obliged to quit school and earn a living. He first worked as a clerk in a dry goods store. Afterwards he worked for the Lehigh Valley Railroad. Later he worked for Samuel B. Packer (1831-1904), in the coal business as a bookkeeper for his coal shippers of New York. After work he attended the evening classes at a commercial college. In 1879 he became a bank clerk at the Trenton Banking Company (1804-1929).

On January 14, 1874, he was married to Belle Isabella Hooper Aitken (1848-19), daughter of Robert Aitken (1811-1893), and Lydia Elizabeth Green Aitken (1812-1892). In the 1880 U. S. Census he is reported working as a bank clerk and living with his wife and four children at that time at 148 Stockton Street, Trenton, New Jersey. They eventually had five children, three sons and two daughters: William Welling Sterling (1874-), Sarah Elizabeth Sterling (1876-), Joseph Sterling Sterling (1878-), May Belle Sterling (1885-), and Edward Oliver Bowman Sterling (1888-). His son William became a mail agent.

Edward Boker Sterling was a mycologist, i.e., a mushroom expert, as well as a very popular stamp and coin dealer. He became more well-known among the philatelists due to his short-lived business connection with Hiram Edmund Deats when they purchased 213 tons of printed engraved paper material from the United States Treasury Department that was earmarked as worthless. The details of that fascinating story were reported by Sterling in an article "Sterling's Speculations," *Philatelic Journal of America*, in October (1890).² Wagon load after wagon load of revenue stamp stub books from the 4th floor of the United States Treasury Department were hauled into the basement of the Board of Trade building, East State Street, Trenton, New Jersey by Sterling and at least eight boys after Deats and Sterling bought them.

In 1877, he published, the "*Descriptive Price Catalogue of the Stamps of the United States, attempted by E.B. Sterling* (Trenton, New Jersey)."

On June 27, 1878, he sold his collection of stamps at a Bangs & Co., auction with the catalogue made by William P. Brown. Nicholas Frederick Seebeck (1857-1899), the distinguished philatelist who was twenty-one at the time, purchased a used set of 5c and 10c U. S. 1847 issues for a mere 10 cents. In all, the prices realized were low.



In 1882, he published a *Reference List of the Old Stamped Paper of the United States, 1755 to 1845*, compiled and published by E.B. Sterling.

Fig. 3: Sterlings's 1882 Reference List of U.S. Stamped Paper 1755-1845.

Also in 1882, he began publishing His annual fixed price list, *Wholesale price list of United States stamps for sale* by E.B. Sterling.

His 1882 business envelopes contained an engraving of a postage stamp which was illegal by Federal law and so the images were blacked out with a large heel-of-a-shoe shaped stamp. These are quite rare and fetch prices over \$200 plus depending on provenance, franking, and other postal markings. One of these appeared in the May 2010 *Chronicle*, the journal of the U.S. Classics Society, and is shown below.

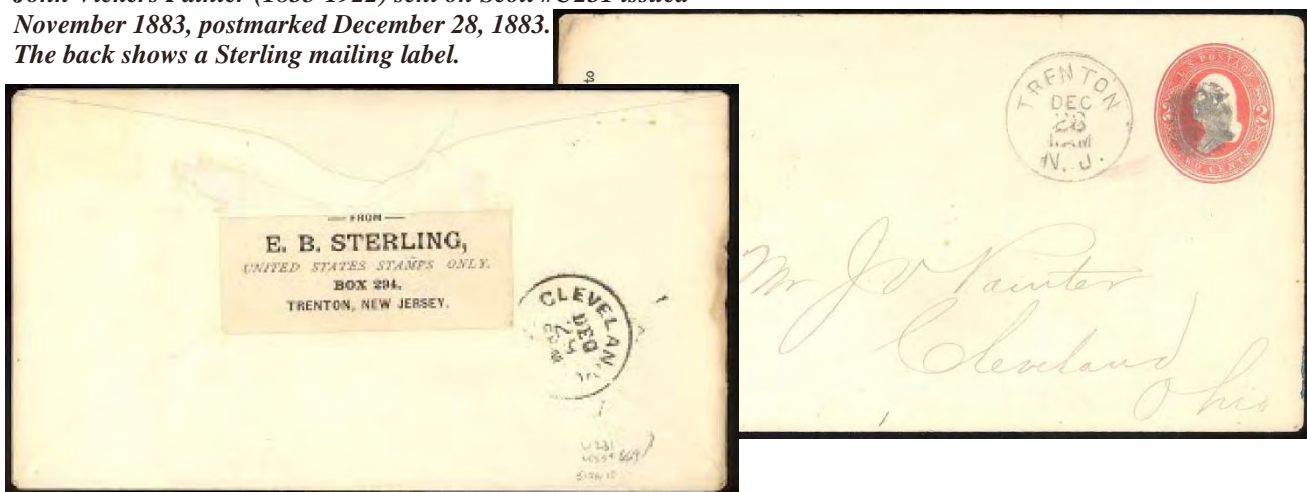


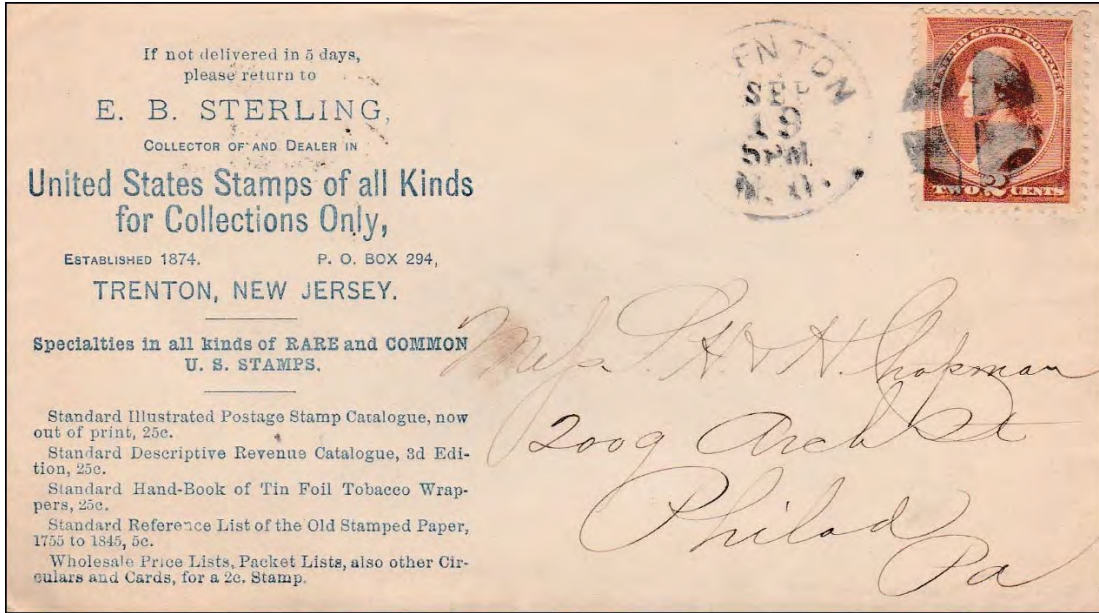
Illustration from the Chronicle, May 2010, USCS³

Fig. 4: the design on this business envelope included an illegal engraving of a stamp, and has been obliterated with the heel-shaped marking

Fig. 5a & b: Sterling correspondence with renowned philatelist, John Vickers Painter (1835-1922) sent on Scott #U231 issued November 1883, postmarked December 28, 1883. The back shows a Sterling mailing label.

Courtesy Lupia Numismatic Library





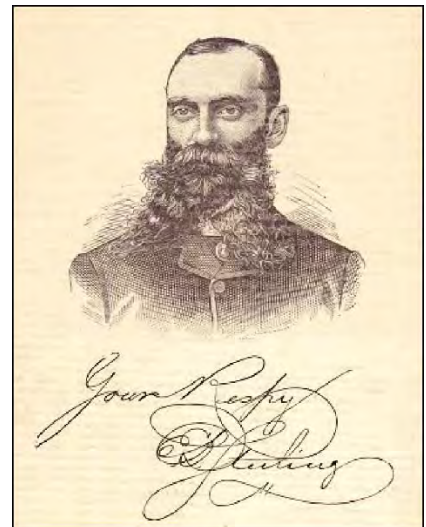
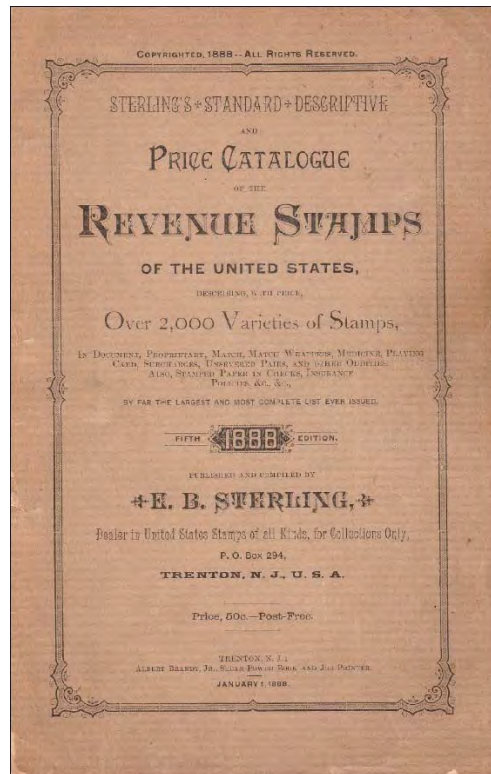
Courtesy Lupia Numismatic Library, Special Collection, The Chapman Family Correspondence Archive.
Fig. 6: Sterling corresponding with the Chapman Brothers postmarked September 19, 1884, Trenton, New Jersey. (For another example of this cover, see "On the Auction Scene," Fig. 4 (page 217), in this issue.)

In 1885, he published *Sterling's Reference and Price List of ... dies of the 2-cent series of U.S. stamped envelopes, etc.*, followed in 1888 by a *Price Catalogue of Revenue Stamps of the U.S.*

Courtesy Lupia Numismatic Library.

Fig. 7a: Sterling's Standard Descriptive and Price Catalogue of the Revenue Stamps of the United States, 5th Edition, 1888.

Fig. 7b: A portrait engraving of Edward B. Sterling was included inside the front cover.

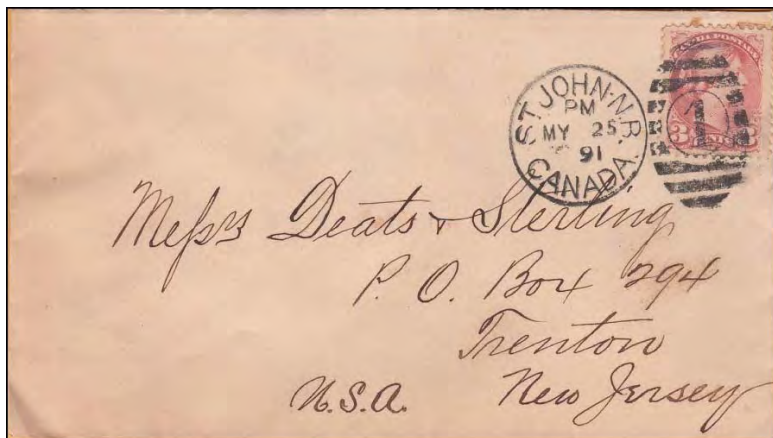


In 1886, Sterling was among the founding members of the American Philatelic Association, and on January 18, 1887, he became a member of the American Numismatic Society. Also in January 1887, he published his fixed price list as *Sterling's United States Stamp Circular for 1887*. In 1888, Sterling also published a 117 page book, *Testimonials from leading American philatelists 1883 to 1888. Complimentary notices from the press, biographical sketches, &c. in regard to ... the great benefit derived from the use of Sterling's standard stamp catalogues.*

On January 23, 1888, Sterling sold the Carpenter and Goodall stamp collection together with his own collection of U. S. proof revenue and postage stamps, 4,000 varieties of paper currency and coins, Indian relics, and other curiosities, in all amounting to \$7,000. Much of this material went to Hiram Deats.

After this sale to Deats in 1888, Sterling became a strong buyer of important materials related to revenue stamps including the archives of Butler and Carpenter, the contract engravers and security printers for the US Treasury Department, who ran their presses out of Philadelphia. Again, Deats became the owner of some of the important materials such as proofs and essays.

Both correspondence and advertising material are evidence of the collaboration between Deats and Sterling, which followed Deats' acquisition of Sterling's collections.



Courtesy Lupia Numismatic Library, Special Collection, Hiram Edmund Deats Correspondence Archive.

Fig. 8: Correspondence to the firm of Deats and Sterling postmarked St. John, New Brunswick, Canada, May 25, 1891.

Fig. 9: An advertising piece done by Sterling and Deats as a give-away at the Great Inter-State Fair in Trenton, Sept-Oct. 1891, done on the back of some of the revenue material purchased from the Treasury.



Sterling's business expanded to a variety of collectibles, including historical engravings, autographs and books, medals and other coins. In May 1892, as reported in the June 1, 1892 issue of *The Collector*, he attended the art sale of the collection of Mrs. Wilstach at Memorial Hall, Philadelphia.

Fig. 10: Sterling correspondence with Hiram Deats franked with Scott #232 post-marked Trenton, New Jersey, Oct. 23, 1893, 2:15 PM. The corner card shows his expanded business interests.



Courtesy Lupia Numismatic Library.



Fig. 11: Sterling's business envelope Historical Engravings & Portraits, Autographs, Views, Books, Medals, Stamps, etc., sent to stamp dealer Herbert P. Atherton, Holyoke, Massachusetts postmarked February 3, 1895, Trenton, New Jersey. Note the addition of the "Consignments of Rare Stamps Solicited" line.

An ad for Sterling in April 1895 is shown below:

The American Historical Register. 831

Catalogue of Rare Historical Portraits and Prints Free

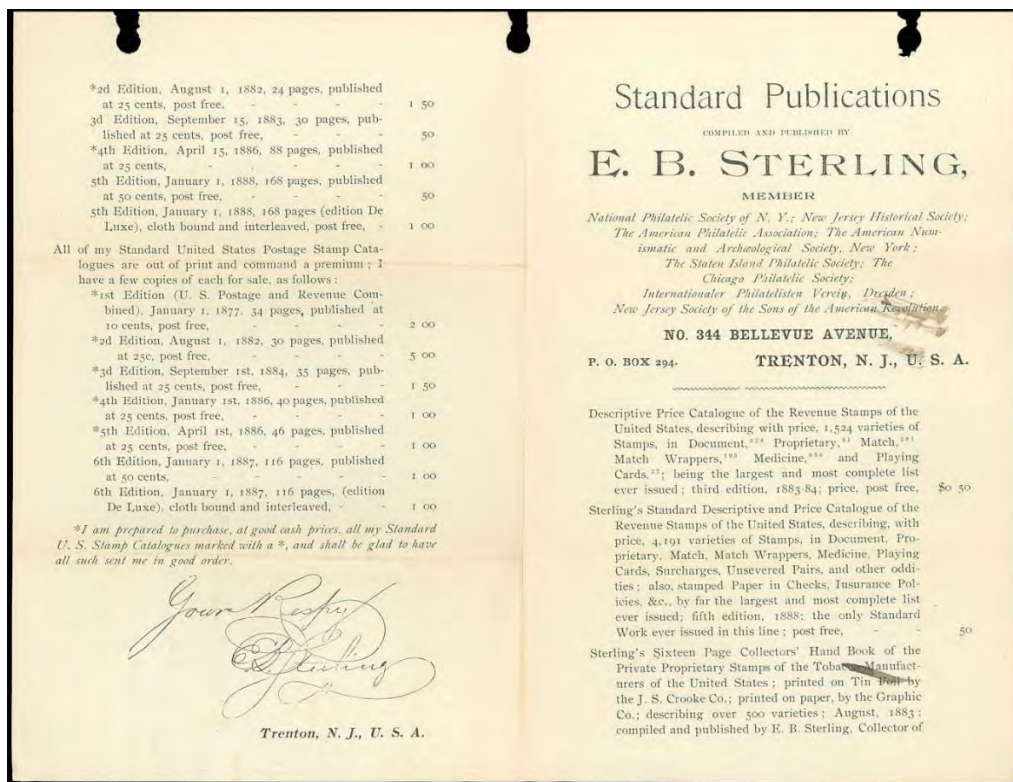
Fine line of Autographic Letters for the Sons and Daughters of the Revolution and American Revolution, War of 1812 and Naval Order of the United States.
All goods will be sent on 10 days' approval at 50 per cent. discount for prompt cash.
Postage and Revenue Stamps, Coins, Medals, Books, Views, Albums, Catalogues, etc.

Circulars Free **Edward B. Sterling**

P. O. Box 294 Prospect Hill, Trenton, N. J.

Fig. 12: Sterling's advertisement giving away free his Catalogue of Rare Historical Portraits and Prints and selling Autograph Letters Postage and Revenue Stamps, Coins, Medals, Books, Views, Albums, Catalogues, Etc. in *The American Heritage Register*, April (1895).

He continued to advertise and publish catalogues.



Courtesy Lupia Numismatic Library.

Fig. 13: Sterling's Standard Publications 1895. Ex-Belasco.

In the January 1924 issue of the *American Philatelist*, pages 189-191, a tribute to E. B. Sterling was published recalling his pioneering research and work creating the wealth of knowledge now available through him about the U. S. Treasury Department's Revenue Stamp series. The American Revenue Association established in his honor the E. B. Sterling Memorial Roll to acknowledge those in this field of research with an award of distinguished merit.

On November 29, 1925, after a protracted long illness he passed away at his home at 941 Edgewood Avenue, Trenton, New Jersey. He was buried at the Ewing Church Cemetery.

In 1997 Sterling was placed in the rolls of the American Philatelic Society Hall of Fame.⁴ A short biography there is reproduced below:

Edward Boker Sterling (September 9, 1851 – November 29, 1925) Trenton, NJ

Sterling was a pioneer collector and student of U.S. stamps, most notably postal stationery and revenues. He became a collector in 1874 and published the first of a series of important catalogs of U.S. stamps in 1877. His fifth edition in 1888 became the standard reference work for U.S. revenues.

Sterling sold his collection of U.S. revenues to Hiram E. Deats in 1888 for \$7000, an astonishing price for such material at that time. He then became a stamp dealer, making several important purchases of revenue material. The most important was the records and archives of Butler and Carpenter, Philadelphia security printers and engravers of both private and government revenue stamps for the U.S. Treasury Department. It contained essays, proofs and much collateral material and documents of U.S. Government issues and the private die proprietary stamps known as "match and medicine stamps." He sold this material to Deats.

In 1890, Sterling and Deats made an incredible purchase from the U.S. Treasury of 213 tons (seven boxcar loads) of “useless” material (obsolete documents) that contained numerous copies of “Special Tax” stamps, mostly for liquor and tobacco products. Many of these stamps were uncanceled and had never before reached the hands of collectors. When the Government realized what it had sold, it seized and eventually destroyed nearly all of the material remaining in the hands of Sterling and Deats.

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- Trenton Evening Times*, Wednesday, December 2, 1925, page 24 - Death notice
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- John Weston Adams, *United States Numismatic Literature*, Vol. 1, 73, 74, 75
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- Stanley M. Bierman, M.D., *More of the World’s Greatest Stamp Collectors* (New York, no date): 26-35 reprint of “E. B. Sterling: The Pioneer Fiscalist,” *The Chronicle of the U. S. Classic Issues*, Vol. 37, No. 3, August (1985) 152-157

ENDNOTES:

¹ Copyright 2011-2017 John N. Lupia, III, [Encyclopedic Dictionary of Numismatic Biographies](http://www.numismaticmall.com/numismaticmall-com/sterling-edward-boker), at <http://www.numismaticmall.com/numismaticmall-com/sterling-edward-boker>

² “Sterling’s Speculations,” *Philatelic Journal of America*, Vol. VI, No. 70, October (1890): 254.

³ Chronicle 226, May 2010/ Vol. 62, No. 2 at http://chronicle.uspcs.org/pdf/Chronicle_226/19398.pdf.

⁴ The brief biography of Sterling which appears on the APS web site under Hall of Fame, can be found here: <https://classic.stamps.org/HOF-1995#Sterling>.

**NEW JERSEY POSTAL HISTORY SOCIETY. INC.
NOJEX 2018 – HILTON MEADOWLANDS
EAST RUTHERFORD, NJ – OCT. 21, 2018**



MINUTES OF ANNUAL NJPHS MEETING:

This year, NOJEX was held October 19-21, 2018, in conjunction with the ASDA Postage Stamp Expo, at the Meadowlands Hilton in East Rutherford, NJ. The 44th annual meeting of the New Jersey Postal History Society was held on Sunday, October 21.

The NJPHS meeting was called to order by President Robert G. Rose at noon on October 21. Officers present were Andrew Kupersmit, Treasurer, and Jean Walton, Secretary. Bob conducted a short business meeting, and reported that our financial standing remains solid, and our membership remains reasonably constant. Other members present were Larry Brennan, John Trosky, George Kramer, Steve Roth, John Sharkey, the Soldatis, Roger Brody, Nick Lombardi, and guest Frank Mandel.

The remainder of the meeting was devoted to a PowerPoint presentation by Bob Rose on “U.S. Mail: Its First 80 Years without Stamps” – a look at philately before stamps, on the markings and transportation of letters up to 1855.

The meeting was adjourned by 1:00 PM.

Respectfully submitted,
Jean Walton, Secretary

**DUES TIME! – DON’T FORGET TO PAY YOUR 2019 MEMBERSHIP DUES
DUE BY JANUARY 1, 2019.**

MEMBER CHANGES:

New Member:

Edward Wengert, 120 Pop Moylan Blvd, Apt #422, Deptford, NJ 08096, all postal history;
coastie52@gmail.com.

Looking for a philatelic Christmas gift? Or a calendar to celebrate the New Year?
Consider Member Evan Kalish's 2019 Postlandia Calendar of US post offices.

Available for \$19.99. Go to

<http://www.lulu.com/shop/evan-kalish/postlandia-calendar-2019/calendar/product-23830076.html>



HOMETOWN POST OFFICES: The Beaver Lake Post Office

By Jean Walton

For many years this post card has shown an iconic New Jersey small-town post office image, as it so clearly represents the little towns of New Jersey, this one in the hills of Sussex County.



D'Avino Post Office Gallery – A History Told Through Post Cards¹

Fig. 1: The Beaver Lake post office, shown in 1909.

Delving into the past of small communities such as Beaver Lake sometimes leads to new perspectives. My first inclination was to look to the lake itself – high up the hill – as the reason for its existence. It was an early real estate development, created to provide nearby city folks with summer homes in the country side: I would have been very wrong.

What is now called Beaver Lake is located in Hardyston Township, Sussex County – an area of long high mountains (some of the highest in the state), forests, falling streams, and very rich deposits of iron and zinc. It has a very long history, as these factors drew a hardy population to the area as early as the 1760s – in search of materials needed for a growing country. And there were fortunes to be made.

The iron deposits brought miners, who in turn created furnaces and forges. The forests provided the fuel (charcoal, until replaced by coal), and the streams the water for the furnaces and power for the mills. All that was needed was transportation.

In 1806 the Paterson-Hamburg Turnpike was chartered, and ran from Paterson west to Hamburg, following old Indian trails and farmers' roads to create a way for bringing goods to market. Some of the original sections of this road still exist in the woods of Sussex, but in general, it is the same route now followed by Route 23 across northern New Jersey. The railroads followed, reaching their long tentacles into this area of northern New Jersey.

HOMETOWN POST OFFICES: The Beaver Lake Post Office ~ Jean Walton

Between Franklin on the west and Stockholm on the east, through Munson's Gap, the turnpike wound and twisted through the steep hills of Hardyston Township. About midway between those towns lay the community which would become Beaver Lake. It was known for some time as Two Bridges. By 1871, the Midland Railroad (later New York Susquehanna and Western) followed essentially this same route through Munson's Gap.

So where did Beaver Lake come from?

The property where Beaver Lake is now located was owned as early as the late 1700s, and included a pond, originally known as Losee Pond. It passed through the hands of various mining interests, and was acquired in the 1870s by the Franklin Iron Company. This company dammed the pond, creating a much larger lake and impounding water to be used in their furnaces. In 1905, a portion of this land, including the lake, was bought by Denton Clark, Senior, and his wife Victoria, and then passed to the Beaver Lake Realty Company, who sought to develop it into a summer home residential community. The name Beaver Lake does not appear on maps before then—it was the invention of the developers who sought to make this an attractive property for city visitors.² The nearby NYSW RR train station was called Two Bridges, and when a new post office was proposed in 1906, the post office and the station name became Beaver Lake.

The little building shown on the post card above, advertising stamps, soda, and ice cream, was that first post office – and it was located just “long side” the train station. William Truran indicates in his Images of America book on this area³ that it was moved to the Denton property on Route 23, and says that it remained the post office for its full existence, from 1906 to 1960. This was not the case,⁴ nor was it ever at the lake itself.

This does not begin to tell the whole story from the point of view of a postal history collector.



Fig. 2: Railroad connections showing Beaver Lake. The line was originally part of the Midland Rail Road of New Jersey, and became part of the New York Susquehanna and Western Rail Road. Two prongs left Beaver Lake (then Two Bridges), one up to New York State, and the other to coal country in Pennsylvania. Its eastern terminus was at Edgewater.

Map from Wikipedia Commons⁵

The New Jersey Midland Rail Road pushed west from Edgewater through the hills of Passaic and Sussex counties. It was incorporated in 1871 by a merger of three railroads, and built west from Two Bridges to the New York state line near Unionville. Reorganized

in 1880 as the Midland Railroad of New Jersey, it joined with several others to become the New York Susquehanna and Western Rail Road (NYSW) in 1882. That railroad continued west from Two Bridges to the coal fields of Pennsylvania.⁶ One of its most important original incentives was to bring coal from Pennsylvania and iron from New Jersey to eastern markets. Unfortunately, the NYSW came late to the party, as the DL&W in particular had already established such connections, and as the final blow, the discovery of large iron deposits in Minnesota's Mesabi range began the decline of this railway connection. What did remain was the need for dairy and other agricultural products and for ice for refrigeration in nearby eastern cities.

An earlier post office once existed at this location, in 1887, and was called Kays, because that was the name of the first postmaster, George D. Kays. He also worked as a telegrapher for the NY Susquehanna and Western Rail Road. That post office existed for only 3 years, as heavy freight traffic began to decline.

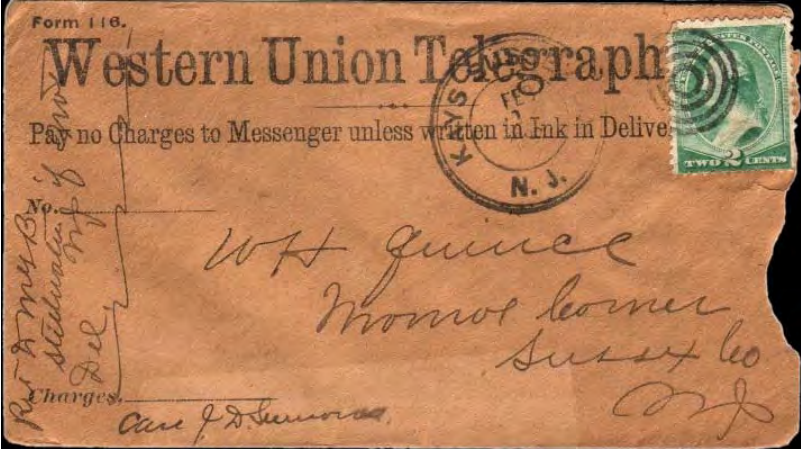


Image credit: Len Peck

Fig. 3: A telegraph company cover mailed with a 2¢ stamp (Sc213, issued 1887) with a Kays, Sussex Co/N.J. double ring February 1, 1889 cancel, to Monroe Corner. When a new post office was established here in 1906, although the train station was known then as Two Bridges, it was called Beaver Lake.⁷



Fig. 4: An old (ca. 1909) view of the Beaver Lake station. Real estate interests lobbied to replace the Two Bridges name with Beaver Lake instead to attract visitors to lake.⁸



Photo from Flickr by [Jeffs4653](#)

Fig. 5: A 1988 view of the same station, next to the highway bridge that carries Route 23 above it. This location once provided a flat area for a railroad yard and sidings.

Today all that remains of the old station is rubble.

HOMETOWN POST OFFICES: The Beaver Lake Post Office ~ Jean Walton

Beaver Lake was one of the first man-made lakes created in this area, and was used to bring huge amounts of ice to Jersey City – 30 carloads a day. Ice houses abounded. Beaver Lake was one source, and many other newly created lakes harvested ice to meet those same needs. The created lakes, in turn, fostered new opportunities in real estate and tourism.

Just east of Franklin, Beaver Lake sits high on the mountain, at an elevation of about 1000 feet above sea level, and, when acquired by the Clarks in 1905, was an ideal place for a summer community, providing boating and swimming in the privacy of a gated community (still run today by the Beaver Lake Realty Company) at the top of a long narrow road which winds a mile up the mountain. The land is leased, but homes are owned – each one of the 124 lots with lakefront property. Occupancy is from May 15 to October 15. The train line provided easy access for the summer population.

Like many such communities, Beaver Lake was a private self-contained entity – a need for postal services in this case was privately managed. The caretaker/gatekeeper would go down the mile-long road to the community on the main highway – Route 23 – to the town which now bears the name of the lake, a 1/3rd mile section between the two bridges on the Hamburg Turnpike which quite literally define it – one over Black Creek on its western end and one at the highway bridge over the railroad bed at the east end. This is where the post office was, to serve those who lived along Rt. 23 and nearby, and to service the railroad station. That community consisted, besides the train station, of a store/restaurant/and later, auto repair and gas station, a saw mill, a number of homes, and a few other businesses, one being a school bus company – still in business today and owned by the Clark family. The store became the current autobody business.

The summer community up the mountain on the lake certainly made use of this local post office, as many cards and cancels show, but at no time was the post office bearing the lake's name ever up at the lakefront community. Their connection to it was by way of the caretaker, who brought mail up to the Community Center at the lake, and put into wooden cubby holes for pick-up by summer residents. A collection box for their outgoing mail was also there, and this mail was delivered to the post office by the same method.



*Fig. 6:
The Community Center at
Beaver lake, which served
summer residents as their
mail center – although it
was not an official post
office.*

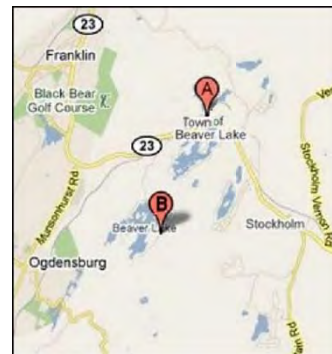


Fig. 7, showing the relationship of the town (A) and the lake itself (B).

The application for a post office in 1905 indicated the name would be “Two Bridges,” and showed the location to be “on the nearest creek [Black Creek].” The nearest railroad was the New York Susquehanna and Western Rail Road and the post office would be located “West (of the station), Just long side.” It was expected to serve 4 to 5 houses, with a total population expected to reach 100.”^{9, 10}

When the post office was established in 1906, the name chosen was Beaver Lake (not Two Bridges), and the first postmaster was Theodore C. Kimble, appointed March 9, 1906. He was a telegrapher and later a yard master for the New York Susquehanna and Western RR, and this may have determined his appointment as postmaster.

In September 1907 the appointment of postmaster went to Denton W. Clark, Senior, who had purchased the Beaver Lake tract in 1905. He however did not live up the mountain, but lived with his family on Route 23, in a building that no longer exists, to the right of the store that is now an automotive business (see map below). He had two sons, who also lived nearby, one to the left of the store (Denton W. Clark, Jr. and his wife Phoebe), and the other across the street from the store (Cory Clark and his wife Bertha). The Clark daughters-in-law followed as postmasters, Bertha Clark from February 1915 to May 1925, and Phoebe Clark from 1925 until this post office was closed in 1960. Bertha Clark may have served at the little house “long side” the tracks, as it would have been a short walk down from her home. When Phoebe Clark received her commission as postmaster in Oct. 31, 1925, a Postal Bulletin in November 1925 indicated a site change to 100 feet north on 102770 and 102847 (postal routes).¹¹ This may indicate a move to the north side of Route 23 to the store on, a part of which served as a post office from the 1930s to its closure in 1960. Further National Archives location information in 1937¹² indicates the post office was 750 feet north of the train station.¹³ A Star Route was established in 1937.¹⁴



Image courtesy Michael Winnick

Fig. 8: Satellite image of Beaver Lake, showing boxes for the locations of the train depot (1), the Denton Clark Sr. home (2), Bertha Clark home (3), Phoebe Clark home (4), and the store (now an auto business) which housed the post office from the 1930s to 1960 in an attached shed (5). The exact location of the post office shown in Figure 1 (X?) has not been determined.¹⁵ The train station was below the highway, and was reached by Beaver Lake Road, seen crossing the tracks. Beyond the station, Beaver Lake Road began its journey uphill to Beaver Lake itself – a mile away.

If the shack that was originally next to the train station was, in fact, moved up to the highway location of the Denton Clark property, residents report that it was gone by the time Phoebe Clark was postmaster in 1925. From that time until its closing in 1960, the post office was located in the small shed (seen in Figure 14, attached to the right side of the building, with a slanting roof),

HOMETOWN POST OFFICES: The Beaver Lake Post Office ~ Jean Walton

not much bigger than a closet, which was accessed by customers only from the outside. The current owner of that building reports he removed the post office boxes when he took over the store.



Fig. 9 & 10: Two early postmarks from Beaver Lake, the first in 1906 when Kimble was postmaster, and the second in 1908, when Denton Clark was postmaster. Both are examples of the Beaver Lake Doane cancel, with a 1 in the bars (Type 3), the one at right used as a receiver.¹⁶

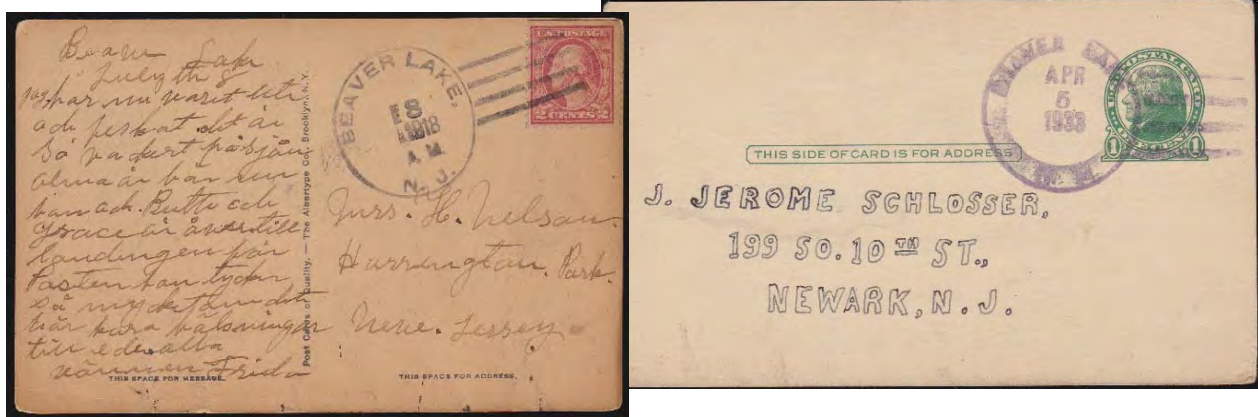


Fig. 11: A July 1918 4-bar cancel, used while Bertha Clark was postmaster.

Fig. 12: An April 5, 1933 cancel while Phoebe Clark was postmaster.

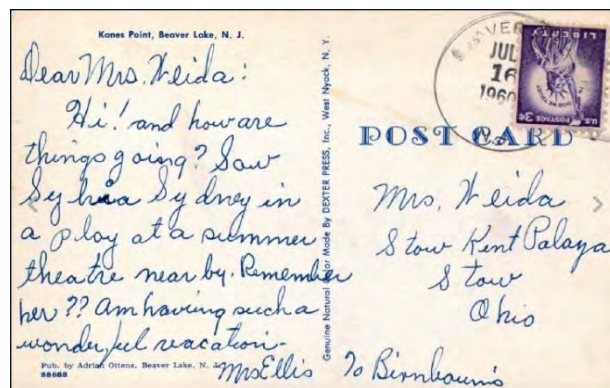


Fig. 13: A summer 1960 cancel on a picture post card of Beaver Lake, shortly before it closed on November 25, 1960 – never having received a zip code. Residents could choose either a highway post office box, or rental of a post office box at the nearby Franklin post office.



BEAVER LAKE POST OFFICE

“Man on the street” views from Google Maps

Fig. 14: The post office was located here at least from 1925-1960, located when Phoebe Clark was postmaster, in the shed-like extension on the right side of the building, The main building also served at the same time as a store, restaurant, and gas station.



Both illustrations from Google Maps.

Fig. 15: Opposite the store is Beaver Lake Road, which led first down to the train tracks, and then up to Beaver Lake on the mountain. (The home at right was Bertha Clark's home.)



Fig. 16: The NYSW trains ceased passenger service on these tracks in 1966. These tracks are still in use today, and are now part of Delaware Otsego Corporation, which runs freight trains from Syracuse, NY to North Bergen, NJ.^{17, 18}



Fig. 17: A fall view on Beaver Lake in 2018.

I thought I was going to be examining a summer community, but in fact I came away with a very different picture of the hardy people who settled in these mountains, and their entrepreneurial spirit. Along the way I gained an appreciation for those early builders of the Paterson-Hamburg Pike as well – no easy task in this terrain, and that was true for the railroad builders who followed in their path. The lake is beautiful, and the homes at the lake as well, but there is much more to this community than I imagined from a distance.

My thanks to Alice Winnick, who shared so much of her time and research to make this article possible.

HOMETOWN POST OFFICES: The Beaver Lake Post Office ~ Jean Walton

Postmasters at Two Bridges/Kays & Beaver Lake*

Postmaster at Kays 1887-1890		Postmasters at Beaver Lake		1906-1960
13 Apr 1887	George D. Kays	9-Mar-06	Theodore C. Kimble	
17 Apr 1888	Matthew Floode	3-Sep-07	Denton W. Clark	
1 May 1889	Andrew C. Martin	8-Feb-15	Bertha E. Clark	daughter-in-law to Denton Clark
28 Feb 1890 Disc.	Service to Ogdensburg	26-May-25	Phoebe E. Clark	daughter-in-law to Denton Clark
*National Archives Postmaster Appointment files, 1832-1971		25-Nov-60	Discontinued, service to Franklin	

ENDNOTES:

- ¹ *Post Offices of New Jersey, A History Told Through Postcards*, by Doug D'Avino, at <http://www.njpostalhistory.org/post-offices-of-nj.html>.
- ² Wayne T. McCabe in *Sussex County Lost*, Dec. 10: Beaver Lake Station on the N.Y.S. & W., in the *NJ Herald*, Dec. 10, 2017. Part of his *Sussex County Lost* series. The *NJ Herald* is published in Newton, NJ and online at <https://www.njherald.com/sussex-county-lost>.
- ³ William R. Truran, *Images of America: Franklin, Hamburg, Ogdensburg, & Hardyston*, Arcadia Publishing, Charleston, NC, 2004.
- ⁴ The post card shown has been seen used as early as 1909. Whether this building was moved to the highway when Denton Clark became postmaster is still unknown, but long-time residents indicate that the post office, from at least 1925 on, was located in a shed-like attachment to the store next to the Denton Clark property.
- ⁵ Wikipedia Commons map at https://en.wikipedia.org/wiki/New_York,_Susquehanna_and_Western_Railway#/media/File:NYSW_Historical_NJ_and_PA.svg
- ⁶ Railroad history sourced from Middletown and New Jersey Railroad on Wikipedia at https://en.wikipedia.org/wiki/Middletown_and_New_Jersey_Railroad, and the New Jersey Midland Railroad at https://en.wikipedia.org/wiki/New_Jersey_Midland_Railroad.
- ⁷ The R.P.O. also changed, as indicated in the *Postal Bulletin*: "On account of the establishment of Beaver Lake post office in the railroad station at Two Bridges (n. o.), N. J., the Two Bridges & Stroudsburg R. P. O. will hereafter be known as the Beaver Lake & Stroudsburg R. P. O. From the *Daily Bulletin of Orders Affecting the Postal Service*, VOL. XXVII, No. 8008, June 7, 1906. See U.S. Postal Bulletins online at <http://www.uspostalbulletins.com/>
- ⁸ *Sussex County Lost*, By Wayne McCabe in the *NJ Herald* (posted: Dec. 10, 2017), writes an interesting article on the loss of this station, and just how hard it was to end a service that was no longer making money. See <https://www.njherald.com/20171210/sussex-county-lost-dec-10-beaver-lake-station-on-the-nys--w/> and blogger comments by [Don Dorflinger](#).
- ⁹ The post office may have been briefly in the train station while Kimble was postmaster (and telegrapher), as indicated in endnote 7 above, until the small house was erected along the tracks.
- ¹⁰ National Archives Post office location files, for which we own a large thanks to Alice Winnick, who ordered these records as part of her extensive genealogical research on the community of Beaver Lake where she lived for 30 years. She has shared much of this with us, and we are extremely grateful.
- ¹¹ *Ibid.*, *Postal Bulletin* (new name for the *Daily Bulletin* above), Nov. 6, 1925 (Vol XLVI, No. 13922 includes both Phoebe Clark commission and site change. See <http://www.uspostalbulletins.com/>
- ¹² *Ibid.* A 1937 document indicates the post office was 750 ft. from the train station and Black Brook (to the south).
- ¹³ *Ibid.* 1937 NARA files.
- ¹⁴ *Ibid.*: *Postal Bulletin* LVIII, No. 17179, May 6, 1937. See <http://www.uspostalbulletins.com/>
- ¹⁵ William R. Truran states that it was, but we have no corroboration.
- ¹⁶ Type 3 Doane cancels were issued from June 1905 through the fall of 1906. The web site on Doane cancels indicates that "The number in the bars of all 3 types refers to Postmaster compensation in the previous fiscal year. A "1" in the bars meant the Postmaster compensation for the year was less than \$100, a "2" in the bars meant Postmaster compensation was between \$100 and \$200 for the year and for each additional \$100 increment the number was increased by 1." See <http://www.doanecancel.com/doane.html> and the New Jersey Doane list at http://www.doanecancel.com/new_jersey_doanes.html
- ¹⁷ *Sussex County Lost*, op cit.
- ¹⁸ Only freight in now carried between Syracuse, NY and North Bergen NJ. See https://en.wikipedia.org/wiki/Delaware_Otsego_Corporation.

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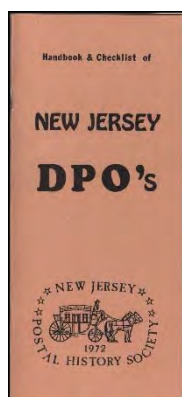
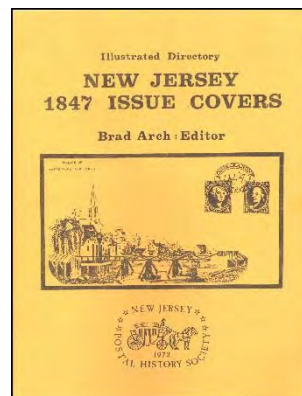
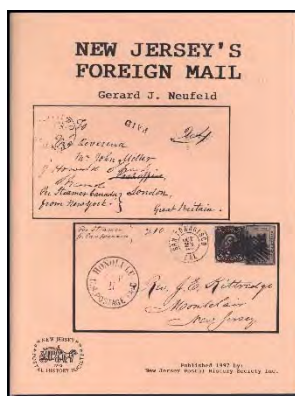
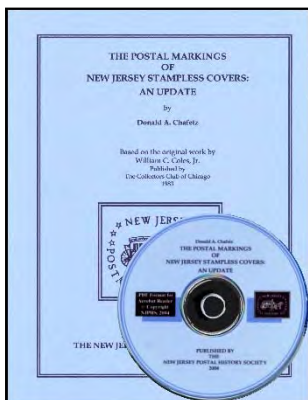
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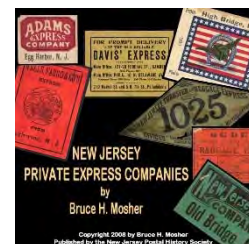


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