

N.J. Adjutant General's Office

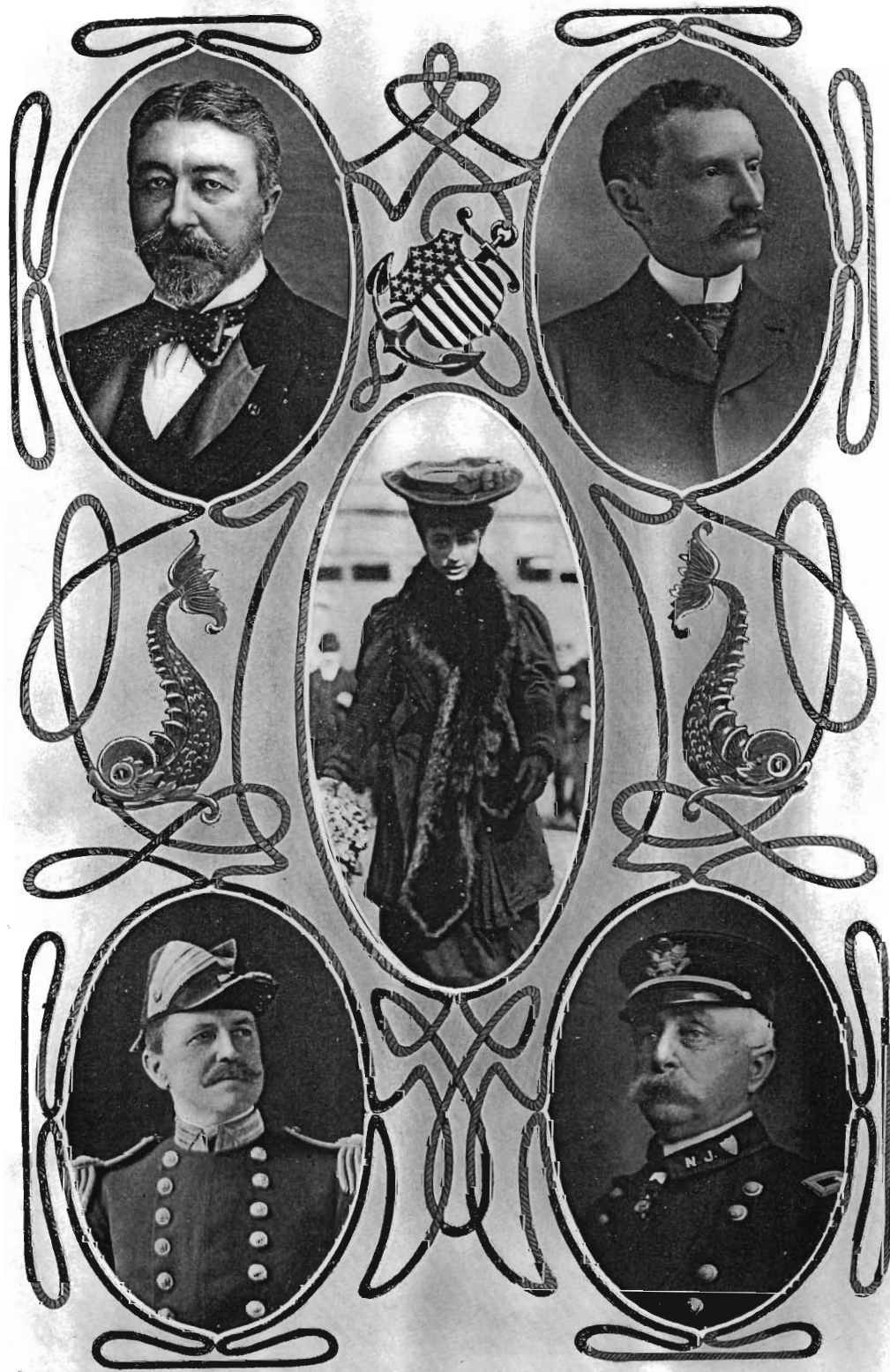
The Battleship New Jersey

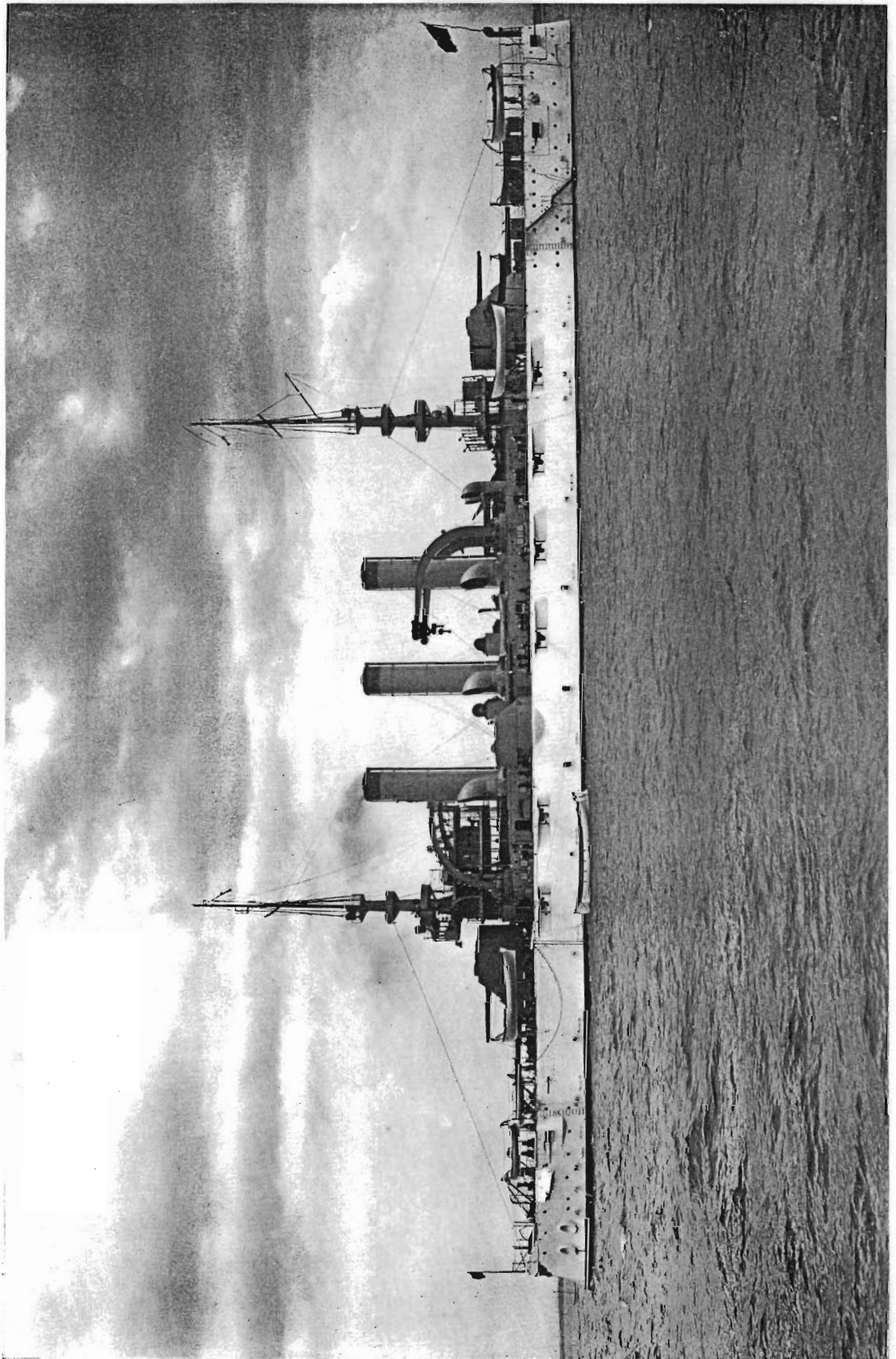
Ceremonies
attending the Launching
and Presentation of a
Silver Service
by the State



1904 - 1907

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EXPLANATORY NOTE

Almost a year since, it was discovered by this department that a contract had been entered into with The Dreka Company, of Philadelphia, for the printing of a monograph relating to the presentation of the Silver Service to the Battleship "New Jersey."

As the event had taken place more than two years previous, an effort was made to cancel the contract, but as a bond had been given and the plates engraved, it was found it would cost practically the same amount to cancel the order as it would to complete the publication. For that reason the data was prepared by this office and the monograph is sent out at this time.

February, 1911.

W. F. SADLER, JR.,
The Adjutant General.

Presentation of the Silver Service

to the

Battleship "New Jersey"

Legislative Proceedings

THE initial step in the presentation of the Silver Service to the Battleship NEW JERSEY was taken by the adoption by the Legislature of the following concurrent resolution approved February 5, 1901:

WHEREAS, The United States Government has named one of the battleships, now in course of construction, the NEW JERSEY, and

WHEREAS, It is customary for States honored by the names of war vessels to make acknowledgment of the same by appropriate testimonials, and

WHEREAS, It is neither right nor expedient that the children of the different schools of the State should be taxed for money to contribute toward State affairs, which should be provided for by the State itself, through its official representatives, the Senate and the General Assembly; therefore be it

Resolved, By the Senate and General Assembly of the State of New Jersey, that the Governor, the President of the Senate, the Speaker of the House of Assembly, the Secretary of State, and the Adjutant General be and are hereby constituted a commission to consider what form or forms such testimonial or testimonials should take, the time, manner and place of presenting the same, with the probable expenses incident thereto, and to report their recommendations to the Legislature.

In pursuance of the provisions of this resolution, the Governor, the President of the Senate, the Speaker of the House of Assembly, the Secretary of State and the Adjutant General were constituted a Commission to consider what form or forms such testimonial or testimonials should take, the time, manner and place of presenting the same, with the probable expenses incident thereto, and to report their recommendations to the Legislature. This Commission, on October 29, 1901, submitted the following report:

STATE OF NEW JERSEY,
Executive Department.

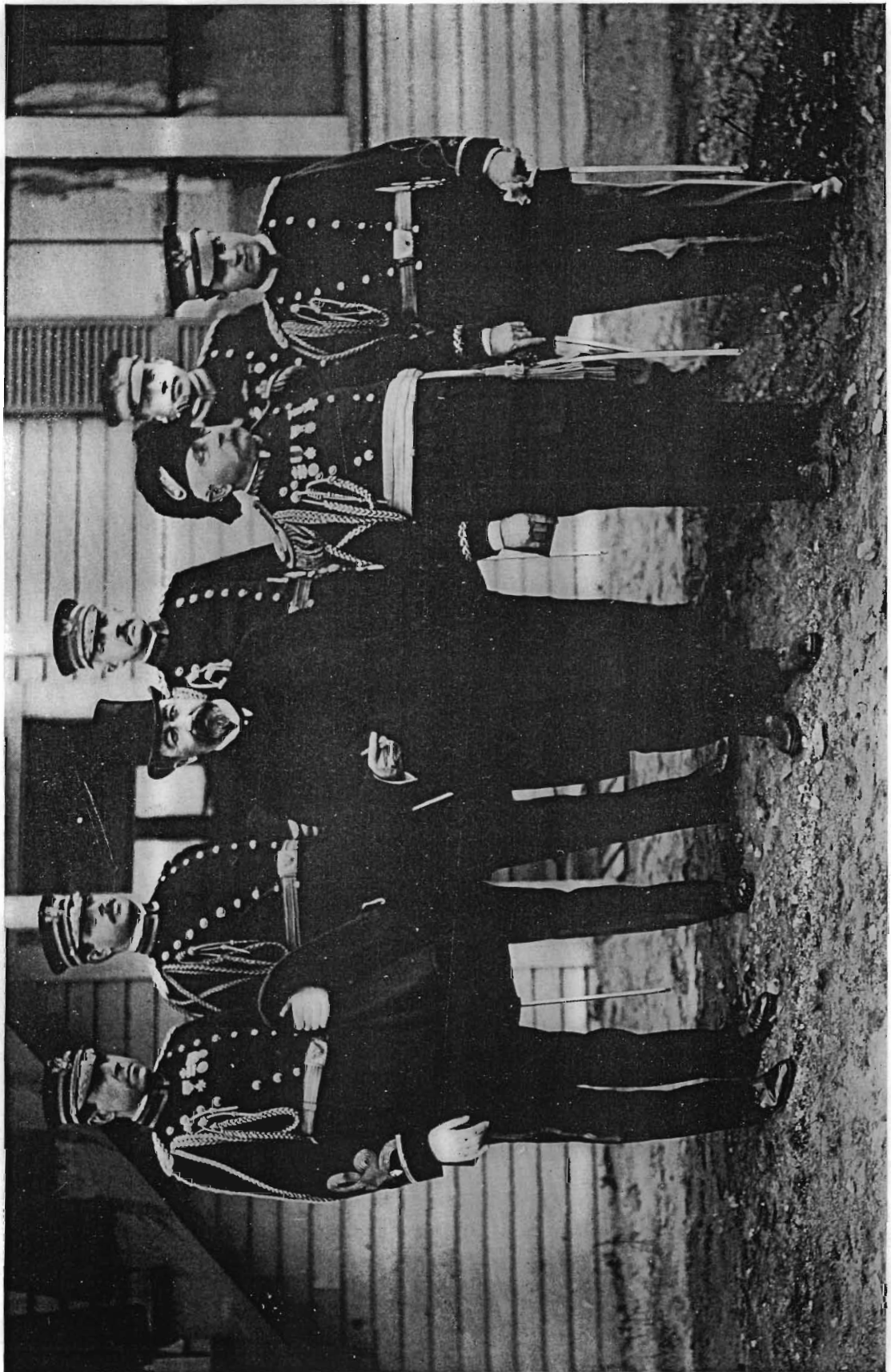
TO THE MEMBERS OF THE SENATE AND GENERAL ASSEMBLY:

Pursuant to the concurrent resolution, approved February 5, 1901, appointing the undersigned a Commission to consider in what form the testimonial to be presented to the battleship NEW JERSEY on behalf of the State, should be made, and requesting their report thereon, the members of the Commission named in such resolution beg leave to submit the following:

A number of suggestions were received from prominent citizens of the State and distinguished officers of the Navy. Those recommended for presentation were silverware, books, medallions, clocks, ship's bells, figure-head for prow of the ship and several others. Of all those recommended, it seems to the Commission that a silver service would be the most popular and appropriate. It is the one recommended by those officers of the Navy whose opinions were requested. A gift in this form is alike the property of the officers and the crew and one most acceptable to them. It supplies the need for articles which are not, under the rules of the Navy Department, furnished to the officers, and yet they are very necessary on the occasion of public entertainments or in the entertainment of guests of the ship.

The Commission would therefore recommend that a silver service be purchased and presented to the battleship NEW JERSEY, in the name of the people of this State, as the one most appropriate and serviceable. Upon investigation it is found that different States have presented gifts in this form to the different battleships named for them, at a cost ranging from four to ten thousand dollars. It seems to be eminently fitting that the gift to be presented to the namesake of our own State should be inferior to none in design and price.

A number of manufacturers of silver were invited to submit designs and prices, preference being given to those who could manufacture the service in this State. After careful consideration, the designs submitted by Messrs. Tiffany & Co., whose factory is located at Forest Hill, near Newark, were the ones which



most strongly commended themselves to the Commission. The cost would be ten thousand dollars, but the Commission believes that if the recommendation be accepted and these be selected, the gift to the NEW JERSEY will be among the most useful and artistic services afloat. It would therefore recommend the Legislature to empower the Commission to authorize the purchase of the several pieces designed by the Messrs. Tiffany, a list of which accompanies this report. It would also recommend that a committee to be chosen by this Commission, or in such other manner as you think best, be named to present the service to the battleship when it is placed in commission, provided such presentation shall be without cost to the State.

The Commission desires to express its thanks to Captain Charles D. Sigsbee, of the United States Navy, for the aid he has given it in his recommendations as to the form which the testimonial should take, and especially for his suggestions as to the proper pieces of silverware most desirable for use on board ship.

(Signed) FOSTER M. VOORHEES, *Governor.*
MAHLON PITNEY, *President of the Senate.*
WILLIAM J. BRADLEY, *Speaker of the House.*
GEORGE WURTS, *Secretary of State.*
ALEXANDER C. OLIPHANT, *Adjutant General.*

October 29, 1901.

The Legislature, by an act approved April 3, 1902, provided for an appropriation of ten thousand dollars for the purchase of the Silver Service recommended by the Commission above referred to, and provided further for a suitable number of representative citizens of the State to be named by the Commission, to present, in the names of the citizens of New Jersey, the Silver Service to the Battleship when placed in commission.

Launching of the *New Jersey*

November 10, 1904, was the day fixed for the launching of the Battleship NEW JERSEY. Governor Franklin Murphy, with his staff, and a number of State officials and representative citizens of New Jersey, accompanied by their wives and daughters, left Jersey City at 12.15 in the afternoon of November 9, arriving in Boston the same evening, where they went to the Hotel Somerset as guests of the Fore River Ship Building Company.

In Governor Murphy's party were Mr. and Mrs. William B. Kinney, the latter his daughter, who was to christen the ship; his sister, Miss Murphy, and the following members of his staff: Brigadier General R. Heber Breintnall, Adjutant General; Colonel Franklin Murphy, Jr.; Colonel Charles W. Parker, Colonel Lewis T. Bryant, Captain Arthur H. MacKie and Captain Walter E. Edge; and the following officials and citizens from New Jersey: Honorable John Kean, Honorable R. Wayne Parker, Honorable William H. Wiley, Honorable Henry C. Loudenslager, Honorable David Baird, Mr. George Hires, Mr. William T. Hunt, Mr. Wallace M. Scudder, Mr. Elbert Rappleye and the Governor's Secretary, Mr. A. N. Dalrymple.

The next morning, November 10, the party, together with Governor Bates, of Massachusetts, his staff, Brigadier General Frederick Carpenter, Attorney General Parker and a large number of officials and prominent citizens of Massachusetts, went to the Fore River shipyards on a special train, where they were met by Rear Admiral Francis T. Bolles and other officials of the company.

The NEW JERSEY, decked with red, white and blue bunting from stem to stern, presented an imposing picture as the launching party gathered on the platform at 12.45 P. M. The tide was not at its height until 1.02 P. M., but it was decided not to wait until that hour. At the given signal, the great ship started down the ways, Mrs. Kinney smashing the bottle of wine and christening her "New Jersey," the band of the Battleship "Missouri" playing the "Star Spangled Banner."

Immediately after the launching, luncheon was served. Secretary Long welcomed the guests on the part of the Company, and Governor Bates did the same on the part of the State of Massachusetts. Governor Murphy responded for the State of New Jersey and soon afterwards the party returned on their special train to Boston.

Among the guests of the Company were Secretary of the Navy John D. Long, Admiral H. T. B. Harris, Admiral N. M. Dyer, Rear Admiral





C. F. Wilde, Commander A. G. Bontakoff, Naval Attache to the Russian Embassy; Naval Constructors R. M. Watt and Elliot Snow, Congressmen McNary, Powers and Tirrell, John S. Hyde, Vice-President Bath Iron Works; Collector George H. Lyman, Professor C. H. Peabody, and a large number of naval officials and prominent citizens.

The NEW JERSEY is a sister-ship of the "Virginia," "Nebraska," and "Georgia," and was authorized February 4, 1902. Her displacement is 14,948 feet; length, 435 feet; beam, 76 feet 2½ inches; mean draft, 23 feet 9 inches, and speed, 19.18 knots.

The Presentation of the Silver Service

The ceremonies attending the presentation of the Silver Service were held on board the Battleship NEW JERSEY, lying in the North River, off the foot of Ninety-sixth Street, New York City, on Wednesday, August 14, 1907. Governor Stokes, of New Jersey, accompanied by Mr. Edward W. Gray, his Secretary, and the following general and personal staff, were present:

Brigadier General R. Heber Breintnall, Adjutant General, Chief of Staff; Brigadier General C. Edward Murray, Quartermaster General; Brigadier General Joseph W. Congdon, Inspector General; Brigadier General John D. McGill, Surgeon General; Brigadier General Bird W. Spencer, Inspector General of Rifle Practice; Colonel James V. Oliphant, Assistant Quartermaster General; Captain Harry C. Kramer, Aide-de-Camp; Captain George T. Vickers, Aide-de-Camp; Captain Mahlon R. Margerum, Aide-de-Camp; Commander Albert DeUnger, Acting Aide-de-Camp; Commander Edward McC. Peters, Acting Aide-de-Camp; Lieutenant Henry G. Stephens, Acting Aide-de-Camp.

The party left the Bretton Hall Hotel, Broadway and Eighty-sixth Street, New York, at 2.30 in the afternoon, for the foot of Ninety-sixth Street, where they took launches to board the Battleship, and were received at the gangway by Rear Admiral Charles M. Thomas and Captain William Wirt Kimball.

After formal introductions, the Governor delivered the following address, formally transferring the testimonial:

Governor Stokes' Address

ADMIRAL THOMAS, CAPTAIN KIMBALL, OFFICERS AND MEN, LADIES AND GENTLEMEN :

As a representative of the State of New Jersey, I bring her greetings to the Battleship which bears her illustrious name.

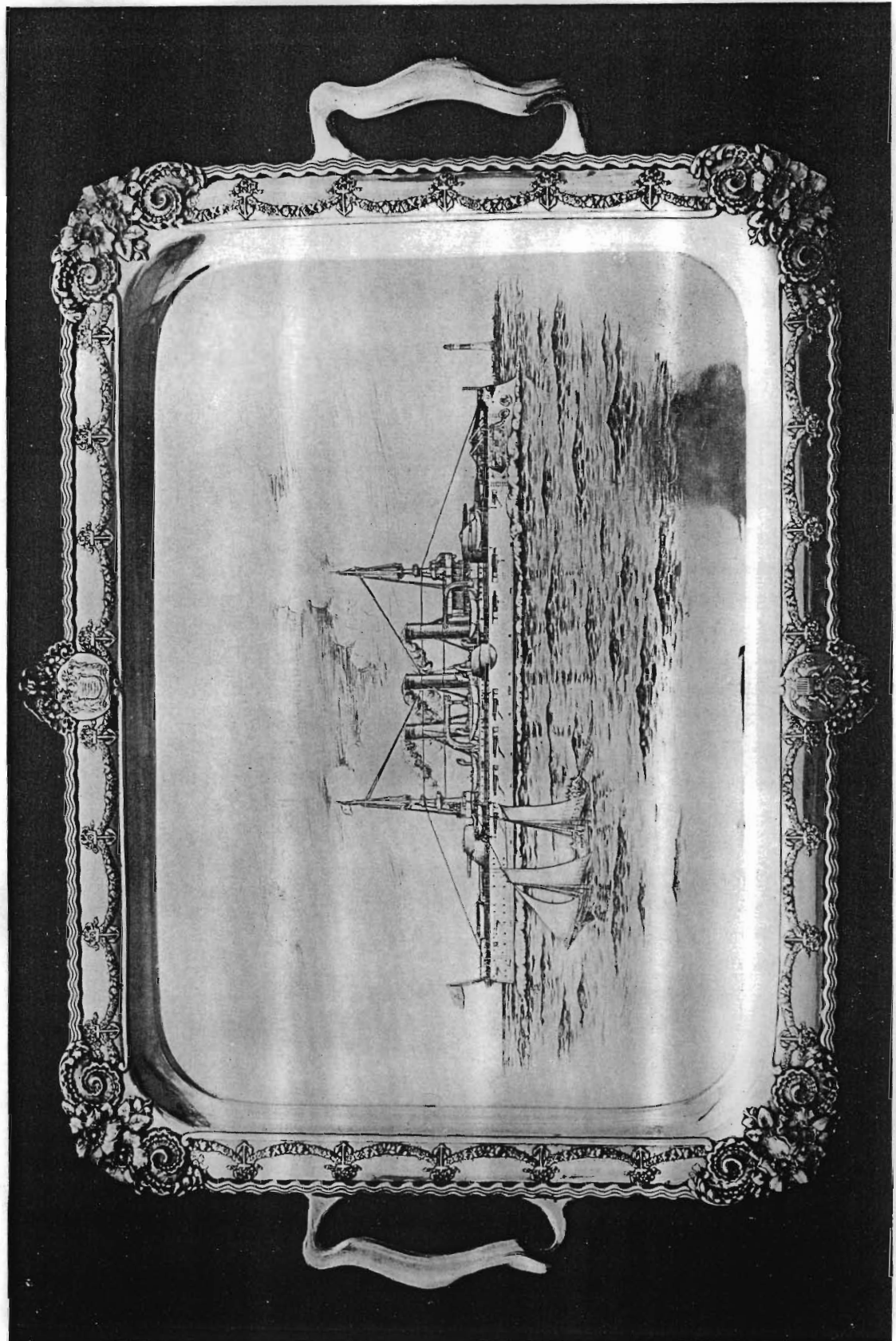
It is a happy custom that inspires us to present to our namesake some gift or token as an evidence of our appreciation of the compliment paid us and of our interest in their future welfare and happiness. In accordance with that custom, this little company comes to-day to present this Silver Service, symbolic of New Jersey's pride and interest in this splendid ship. The name under which she will sail the seas is one noted in the military and naval history of a brave people. New Jersey was the central battle ground of the Revolution. Upon her soil Washington spent two years of that seven years' contest, and Trenton and Princeton, Monmouth and Red Bank were battles that in the nation's struggle for liberty turned the tide of victory in favor of the American cause.

In later days, her sons displayed a martial courage worthy of the spirit of their Revolutionary sires. Out of ninety-eight thousand men liable to military duty, over ninety-three thousand responded to the calls which Abraham Lincoln made, that the American Union might be preserved and the Stars and Stripes wave undisputed from ocean to ocean, from lake to gulf.

New Jersey's naval history began in Revolutionary days, when her improvised fleets lying in her numerous rivers and harbors would suddenly issue forth and seize the enemy's stores and commerce as their ships sailed the pathway from the West Indies to New York. Since that day she has played a conspicuous part in the naval achievement of the nation. Her heroes stand high on the scroll of honor and fame. "Don't give up the ship," an adjuration that since its utterance has inspired the American navy, fell from the lips of Captain Lawrence, a native Jerseyman, born on the banks of the Delaware. His neighbor, James Fenimore Cooper, was a naval officer and the first historian of the navy.

Commodore Lawrence Kearny, who was born and died within our State, claims the distinction of having done more to suppress the pirates that swarmed in the Grecian Archipelago after the Turkish-Grecian war, than did the combined navies of Great Britain and France and Russia.

Captain Charles Stewart, one of the most distinguished of the officers of the War of 1812, famous in the battle between the "Constitution" and the two British ships, "Cyane" and "Levant," deserved the title of "Old



Ironsides" which he shared with the historic ship he commanded. Though born in Ireland, New Jersey was his adopted home and the place where his eyelids closed in final sleep.

Charles Stewart Boggs, named after Old Ironsides, born and bred in our State, displayed the courage of the American navy under Farragut at New Orleans, fighting his ship and firing his guns as long as they were above the level of the water.

Commodore Robert F. Stockton is another great New Jersey officer of historic name, a grandson of one of the signers of the Declaration of Independence. He supervised the building of the United States ship "Princeton," the first sea-going vessel with a propeller. He rounded Cape Horn in the frigate "Congress" and raised the flag over California before Fremont reached there by the overland route, and gave to the navy the honor of conquering and holding that Golden State. Subsequently, as United States Senator, he maintained his interest in his sea-going profession, devoted his efforts to improving the condition and the treatment of the men behind the guns, and succeeded in abolishing flogging, that relic of barbarism from the navy of our country.

Time allows only the mention of these few examples of Jersey men who carried the spirit of the Jersey Blue upon the wave as well as upon the land.

The achievements of our heroes upon the fields of battle are matters of history. The achievements of our navy read like the pages of romance.

In the Revolutionary War and the War of 1812, our small navy contended with the first naval power of the world, won many victories and triumphs and drove Great Britain's commerce almost from the seas. Eight hundred ships—fifteen of them battleships—and twelve thousand five hundred seamen, surrendered to the prowess of the American tar.

Naval warfare knows no more thrilling spectacle of courage and heroism than that of John Paul Jones in his death grapple at night with the English ship "Serapis." Though the American ship was sinking when the English captain asked, "Have you struck your colors?" the American promptly replied with immortal courage and heroism, "I have not yet begun to fight." It was this same John Paul Jones that raised the first flag over an American man-of-war. It bore the device of a pine tree and a rattlesnake, underneath which was the motto: "Don't tread on me," a warning which from that day has never been violated with impunity by any foe of the Stars and Stripes, and which was sounded in Manila Bay on the occasion of the threatened interference by the German admiral with the plans of the American fleet, when Admiral Dewey said to Drumby, his

flag lieutenant: "Tell Admiral von Diederick that if he wants a fight he can have it right now."

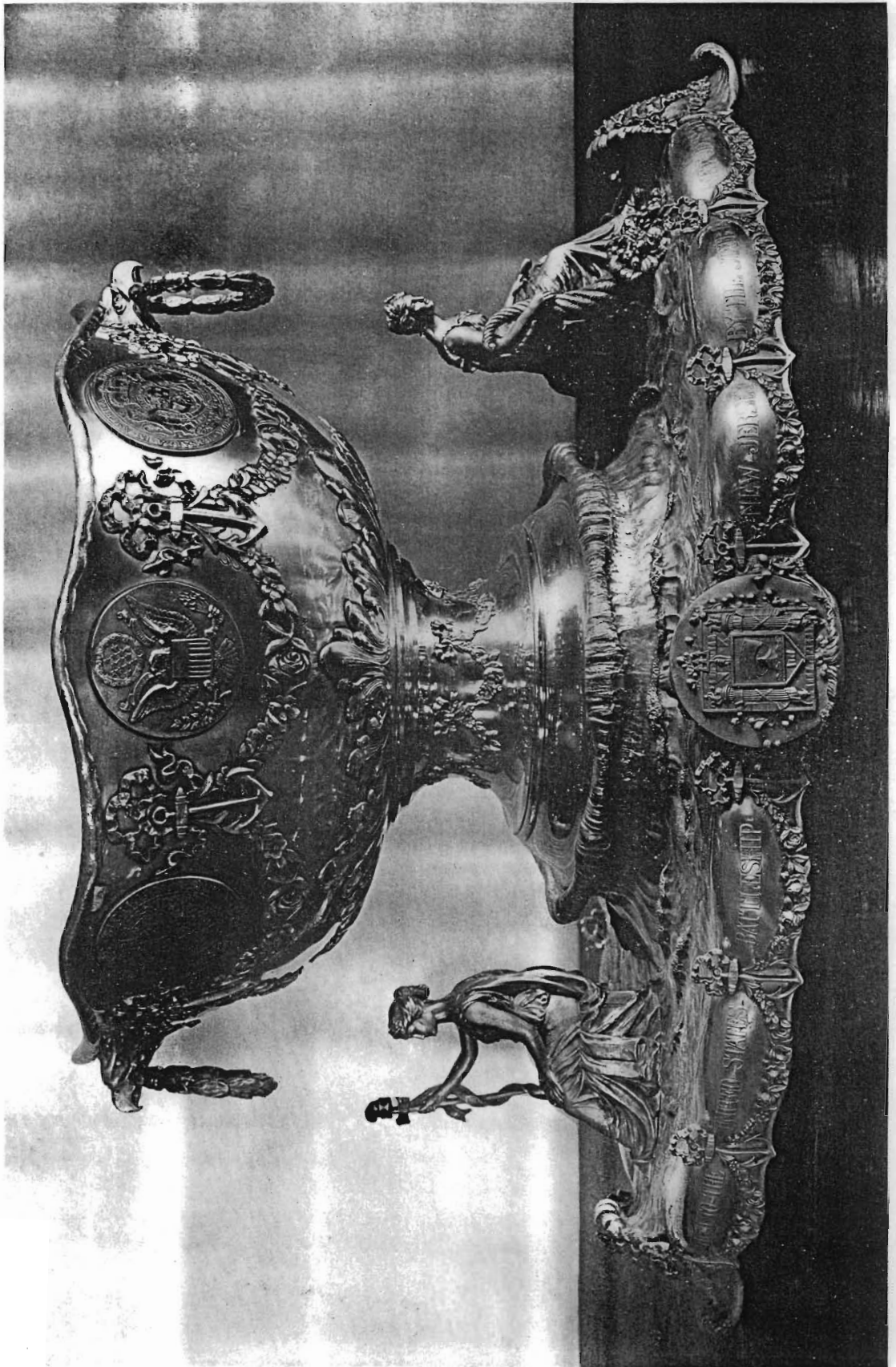
The American sailor is always prepared to defend his flag and the honor of his country.

At our firesides we still tell the story of Perry's glorious victory on the lakes and quote his modest but heroic language; "We have met the enemy and they are ours;" and through all time, as inspiration to courage and fortitude, will ring in the ears of American sailors the dying words of the brave Lawrence: "Don't give up the ship."

Our heart-beats quicken, as will those of future generations, as we read the exploits of Stephen Decatur and his brave comrades in his daring recapture and burning of the "Philadelphia" in the harbor of Tripoli, which Lord Nelson, the hero of Trafalgar, proclaimed the boldest and bravest act of the age.

The superb victories of Manila and Santiago have added additional lustre to our naval fame and have achieved results destined to change the course of the world's history and civilization. It can be truly said that "the history of our navy from beginning to end has been one blaze of glory without a single blot of shame;" and through it all, from Revolutionary days to the present hour, the men behind the guns, the modest sailors, have ranked in courage and devotion and fortitude with those whose official titles have registered them on the pages of remembrance.

But, officers and men of the Battleship "New Jersey," glorious as have been the deeds of daring and of valor on the part of our naval forces, its greatest glory, its highest claim to undying fame, has been the humanity and the mercy always displayed even in times of fiercest conflict. Our history is full of instances of the officers and men of the victorious ship perilling their lives to save their beaten enemies. The victory of Santiago will long be remembered, but there are incidents in that fight that shed more glory on our country than the victory itself. We see Wainwright on the "Gloucester," as eager in rescue as he was swift to avenge the "Maine." We hear Philip cry out: "Don't cheer. The poor devils are dying." We watch Evans as he hands back the sword to the wounded Eulate, and then writes in his report: "I cannot express my admiration for my magnificent crew. So long as the enemy showed his flag, they fought like American seamen; but when the flag came down, they were as gentle and tender as American women." They all stand out to us, these gallant figures, from the silent admiral to the cheering seamen, with an intense human interest, fearless in fight, brave and merciful in the hour of victory.



I have no sympathy with those who fail either to appreciate the exploits of our navy or the necessity for its increase and its encouragement.

The God of nature did not give to the United States a coast line of over two thousand miles not to be used. A great portion of our people exist upon the ocean and its fruits. It has been eloquently and truly said that the ocean is their farm and it must and shall be protected. Our foreign commerce, bearing our exports of manufactured and agricultural products, the protection which under the Monroe Doctrine we must extend to the nations of the Western Hemisphere, and our commercial interests in the Orient, require a large and efficient navy. The United States was never destined to be an isolated and provincial nation, but a world power that must properly perform its work and accept its duty and its responsibility.

The conflicts of the future, whether of war or of trade, will be upon the high seas and in foreign ports. No nation is strong enough or foolish enough to invade our territory. The struggle will take place upon the crest of the wave. The performance of our national duty, our national greatness and glory are thus inseparably interwoven with the future of our navy; for that nation will be paramount in the world and the arbiter of its destinies which is supreme upon the sea.

Prudence and wisdom demand that this nation should have a great navy, properly to meet its responsibility and successfully to achieve the work that God has outlined for the American people.

Our State is proud that in the great fleets that will carry our flag to the ends of the earth, one of the battleships will bear the name of "New Jersey," to be read in every clime, in every zone, upon every sea and in every port; and that we may not be forgotten by those into whose hands the destinies of this ship shall rest, we present this Silver Service with our love and our blessing, and our confidence and assurance that the career of this ship will furnish new jewels for New Jersey's crown.

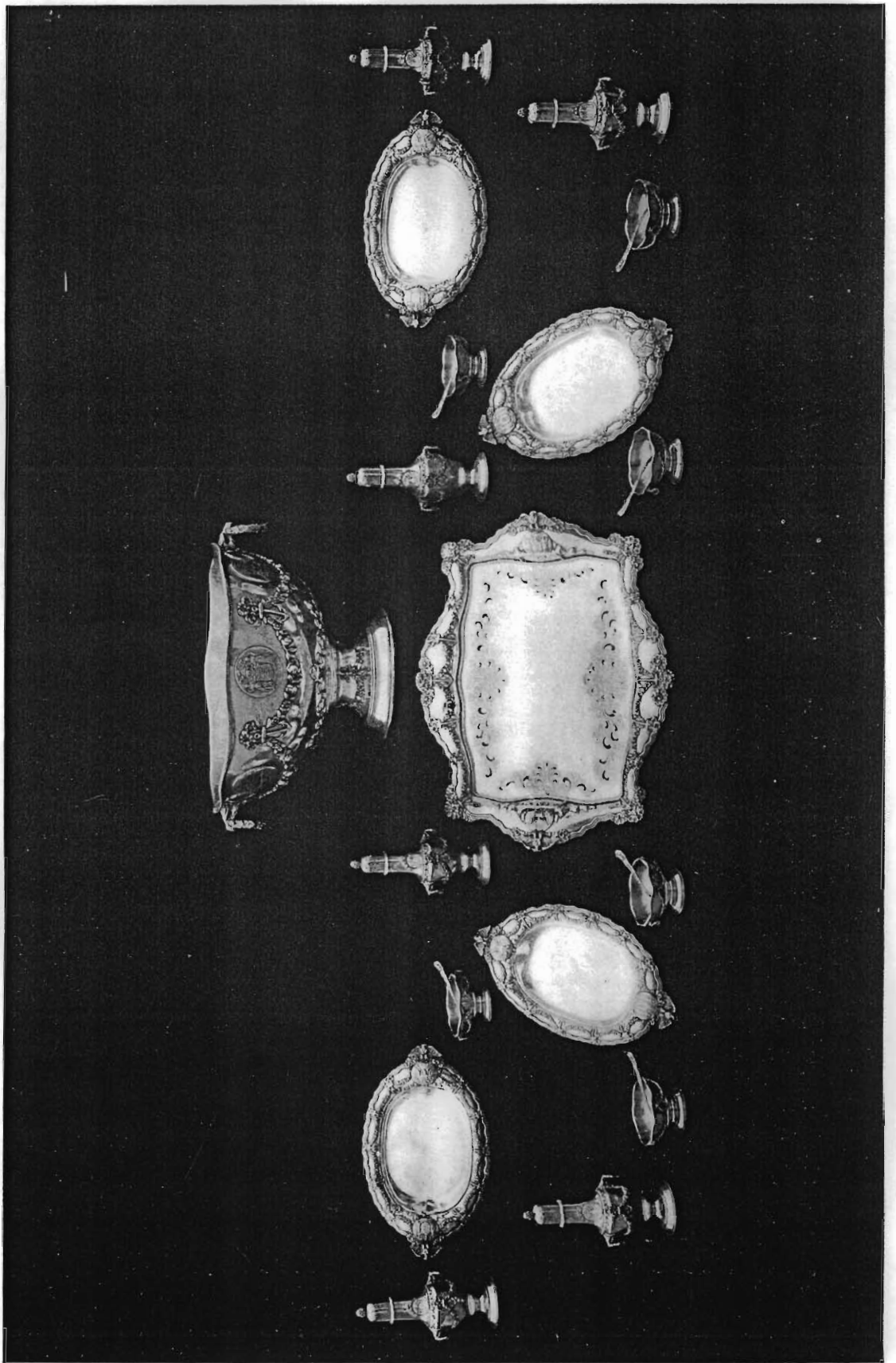
Upon this we have impressed the great seal of our State, the seal of its original Proprietors of East and West Jersey, and the seal of the United States. Upon this Service is also depicted Nassau Hall, the first permanent structure of the College of New Jersey; Washington's Headquarters at Morristown during that famous winter of hardship and endurance and heroism; scenes illustrative of transportation and agriculture, and our various industries; scenes marking some of our important historical events—the tea burning at Greenwich, the crossing of the Delaware by Washington, the serving of the cannon by Molly Pitcher at Monmouth,

and others—all indicating to the beholder something of New Jersey's characteristics and achievements. And upon the silver will be found a picture of the Battleship "New Jersey," off Sandy Hook light, consorted by a trawling vessel, illustrating the fact that New Jersey lives partially upon the products of the sea.

Linked thus with the history of our State, inspired by the splendid traditions of our navy, of which it will form a part, we bid this ship "God's speed"—in times of peace to make surveys and charts of trackless depths, to map out and mark the dangers in the routes of commerce, to make researches for science and learning, to stand as a sentinel on the outposts of civilization, to redress American wrongs and assert American rights; in times of war to maintain the victorious sea spirit of a conquering race, and to remember that to live for our country is honor and to die for her is glory.

May the "New Jersey" perform her honorable part in this great and inspiring mission, and whatever be the duty assigned her, wherever the post of duty to which she may be sent, she will carry with her the love and the hearts and the pride of the State whose name she bears, and as she leaves this harbor on the morrow and we watch her disappear beneath the horizon, we shall say to her:

Sail on, nor fear to breast the sea,
Our hearts, our hopes are all with thee.
Our hearts, our hopes, our prayers, our tears,
Our faith triumphant or our fears,
Are all with thee, are all with thee.



Captain Kimball's Acceptance on Behalf of the Officers and Crew of the Battleship New Jersey

As the representative of the officers and men of this ship's company, I accept the custody of this splendid gift.

The receipt of it touches us all more nearly than I care to say. In it we see a magnificent evidence of the generous interest of the good old State in the ship that has the honor to bear her name. To us it is a visual bond that holds us closer to the State and to our endeavor to so do our duty that New Jersey will never be ashamed of the way her name-ship does her part of the work of the nation.

Your Excellency, Gentlemen of the Presentation Committee, Ladies and Gentlemen of New Jersey: some of us have been guilty of unpardonable neglect in not arranging to have been born within the limits of the Garden State, but we propose to remedy our error by becoming her devoted and dutiful sons by adoption.

We feel sure she will receive us as such, for since the days of the rule of the Lenni-Lennape, she has received and has made good citizens of the Dutch and the Swedes, the Calvinists and Quakers of the two Jerseys; the Huguenots, the Palatinates, and New England Yankees; and it is a matter of common knowledge to-day that she is accomplishing the apparently impossible by receiving and, by her admirable administration of justice, restraining and partially civilizing resident and native New Yorkers.

We know something about the State. Of course, we could not help knowing what she is and has been to our service, though never so clearly as since we have heard His Excellency's eloquent address, and we know that always in peace and in war she has always faithfully and gallantly done her whole duty by the nation and has always been, as old John Fenwick, the Quaker, described her four hundred years ago, "a Healthy, Pleasant and Plentiful Country."

The sight of this beautiful silver brings to mind anticipations of its

use on formal and festive occasions in the Officers' quarters, and the use of the punch bowls to hold lemonade—mild lemonade—or flowers, when the men of the ship's company entertain their friends afloat or ashore.

Another use for the silver occurs to me. It would make a splendid trophy for a gallant enemy when the ship were captured. But there are difficulties in the way of using the silver in this manner—difficulties in the shape of these officers and men which I would like to explain at the risk of boring you.

Shore-going people often have the impression that the captain of a man-of-war has a large amount of authority of his own will. He has only a little authority, and that little borrowed from the laws and regulations.

Now, while a commanding officer might be inclined to pass over the trophy with very little form and ceremony, these people would wish to keep their silver and would insist upon certain preliminary ceremonies before giving it up. Unfortunately for such a commanding officer they would have behind them the authority of the laws, the regulations, the articles of war, and many precedents of our service; they would insist upon going through with certain ceremonies with their guns and turrets and things, that would almost surely induce the gallant enemy for the trophy, not to come but to go away somewhere—to go off—or—down.

And if the polite enemy, three or four of him perhaps, proved so strong that this ship had to go away in order to keep her silver, you could not convince these people that there was more than one possible direction for the old "New Jersey" to go—down.

They are a stiff-necked generation and an obstinate lot. They are sly beside; they conceal their names to escape punishment; when on leave they misbehave and interfere with inoffensive civilians. As an example of this kind of thing I will read a letter just at hand:

NEW YORK, August 12, 1907.

CAPT. W. W. KIMBALL,
U. S. S. New Jersey.

DEAR SIR:—I take great pleasure in bringing to your notice the splendid conduct of some of your men early this morning during a collision on Long Island Sound between the passenger steamer "Tennessee" and a large three-masted schooner. One man in particular, Mike Cressman, second-class machinist, diving from the upper deck of the steamer, although the said dive might have cost him his life, as the spars of the steamer were floating

around the spot where he struck, and a dense fog covering the water at the same time. The other men I do not know by name, there being several of them, but they all gave very valuable assistance, both in lowering the life-boat, handling her and saving two men who escaped from the schooner. The passengers of the "Tennessee" were all loud in their expressions of praise for the splendid work of these men, and I have felt that some one ought to bring to your personal knowledge the excellent qualities of these men.

Very truly yours,

(Signed) FRED W. REID,
Care New York Railway Co.,
Lessee, Metropolitan Street Railway System,
Trial Department,
2101 Park Row Building.

I do not know who these men are, but they must be hunted out and reported to the admiral for punishment—or for something.

We will now ask Your Excellency and the Gentlemen of the Presentation Committee to assist the representative officers and men to christen the punch bowl. Ship's company stand by to cheer at the word.

Description of Silver Service

The Silver Service for the Battleship NEW JERSEY was designed and made by Tiffany & Company, New York.

Colonial in style, its simple, dignified lines of construction reflect the spirit of those earlier days when New Jersey, as one of the original thirteen colonies, was helping to write the history of the nation.

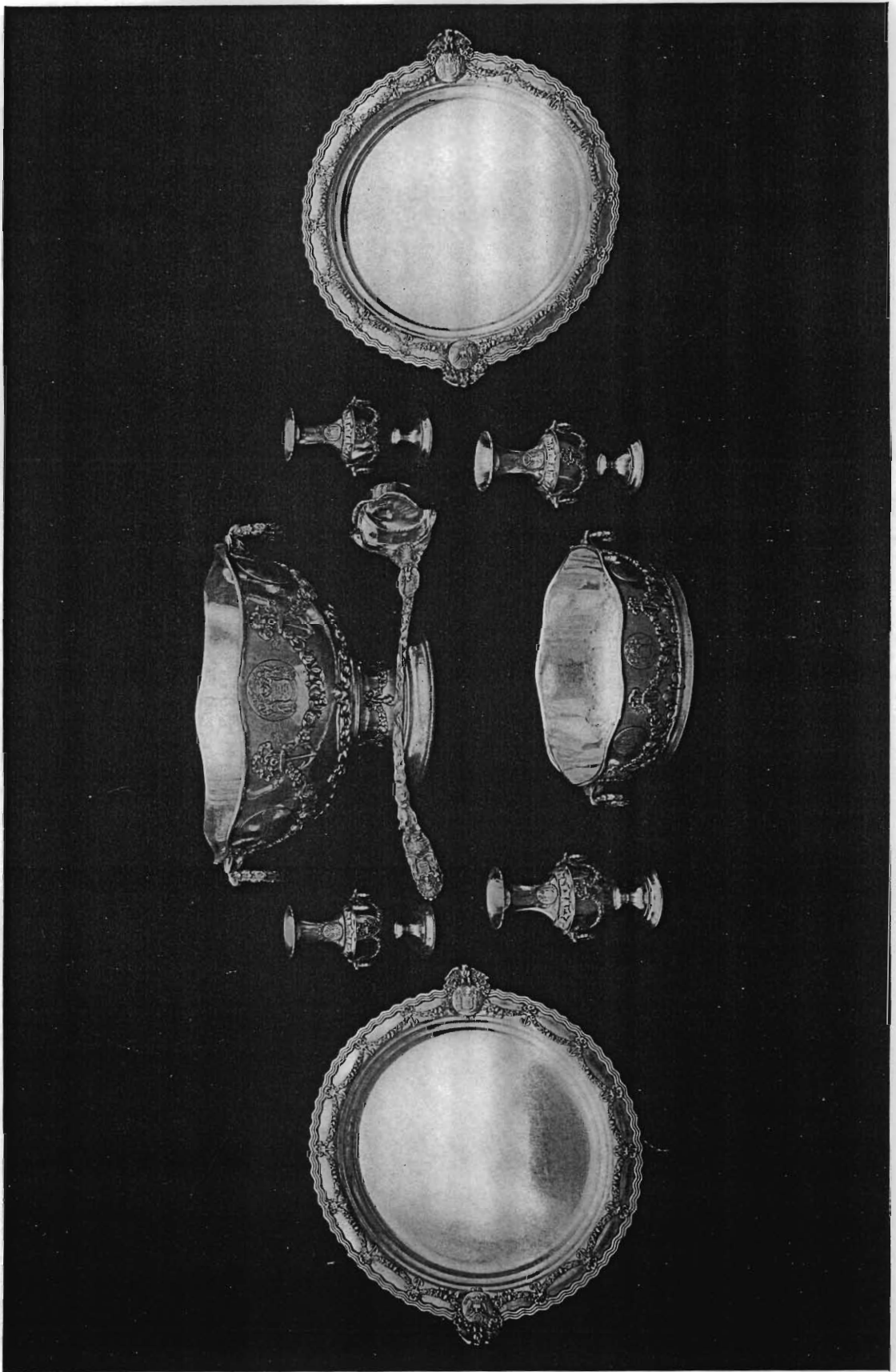
Made up of fifty-five pieces, of which the centrepiece, waiter, punch bowl and candelabra are most individually conspicuous, the set as a whole is a splendid example of repousse work in silver, and has a total weight of 2,498 ounces.

The centrepiece is a notable combination of the artistic and practical, composed of two separable pieces, viz., a base (capable of use as a centrepiece) and a large bowl. When assembled as one piece its striking character gives quality to the entire service. Seated at either end of the base, which is modeled to represent the dashing waves, are two female figures symbolic of Liberty and Plenty, at whose feet forming an encircling border is a series of festoons pendant from upright anchors and having as a central motif on the front, the seal of the Annapolis Naval Academy, while the spaces between anchors are utilized for the presentation inscription, reading thus: "Presented to United States Battleship NEW JERSEY by the Citizens of the State." Opposite the Naval Academy shield are the draped flags of the United States and State of New Jersey.

Resting on this base and rising from it is a large bowl whose body is paneled by festoons and anchors in the manner noted on the base. Placed at either end, as though guarding against the foe, are two eagles' heads, holding in their beaks wreaths of laurel (emblematic of the nation's victories), which serve as handles, while each of the six panels contains a shield $3\frac{1}{8}$ inches in diameter, which represent in the order named, starting at the front and reading from left to right, the following subjects:

1. Seal of the Proprietors of West Jersey.
2. State Seal of New Jersey.
3. Seal of the Province of East Jersey in America.
4. American House, Haddonfield.
5. Seal of the United States.
6. Washington's Headquarters, Morristown.

The punch bowl is identical in character but smaller in size than the bowl of the centrepiece, the six shields being $2\frac{1}{2}$ inches in diameter.



Appearing on the body of the waiter is an etched scene showing the Battleship NEW JERSEY on the bounding ocean at "Full speed ahead!" with a trawling vessel in the foreground.

Of the other pieces the salad bowl, jardiniere and salt cellar have the same number and character of shields as the large bowl. The following pieces were ornamented with two shields each, the New Jersey State Seal and the Seal of the United States:

CANDELABRA	PEPPER
26-INCH WAITER	KETTLE
24-INCH MEAT DISH	HOT MILK
ENTRÉE	COFFEE
ASPARAGUS DISH	TEA
VEGETABLE DISH	SUGAR
COMPOTIER	CREAM
HORS D'OEUVRE	BOWL

VASE

Festoons, anchors, eagles and a wave edge are used in the scheme of decoration of all pieces of this service.

Inscriptions on the Silver Service

Following are brief sketches of the historic places and important events in the State, and a description of the seals of the United States and of the State of New Jersey inscribed on the Silver Service:

The seal of the United States was adopted June 20, 1762, and may be classed in the first place in point of correctness and appropriate symbolism among the American seals.

Arms: Paleways of thirteen pieces, argent and gules; a chief, azure; the escutcheon on the breast of the American eagle displayed proper, holding in his dexter talon an olive branch and in his sinister a bundle of thirteen arrows, all proper, and in his beak a scroll, inscribed with this motto, "E Pluribus Unum."

For the Crest: Over the head of the eagle, which appears above the escutcheon, a glory, or, breaking through a cloud, proper, and surrounding thirteen stars, forming a constellation, argent, on an azure field.

Reverse: A pyramid unfinished.

In the zenith, an eye in a triangle, surrounded with a glory proper. Over the eye these words, "Annuit cœptis." On the base of the pyramid

the numerical letters MDCCLXXVI, and underneath the following motto, "Novus Ordo Seclorum."

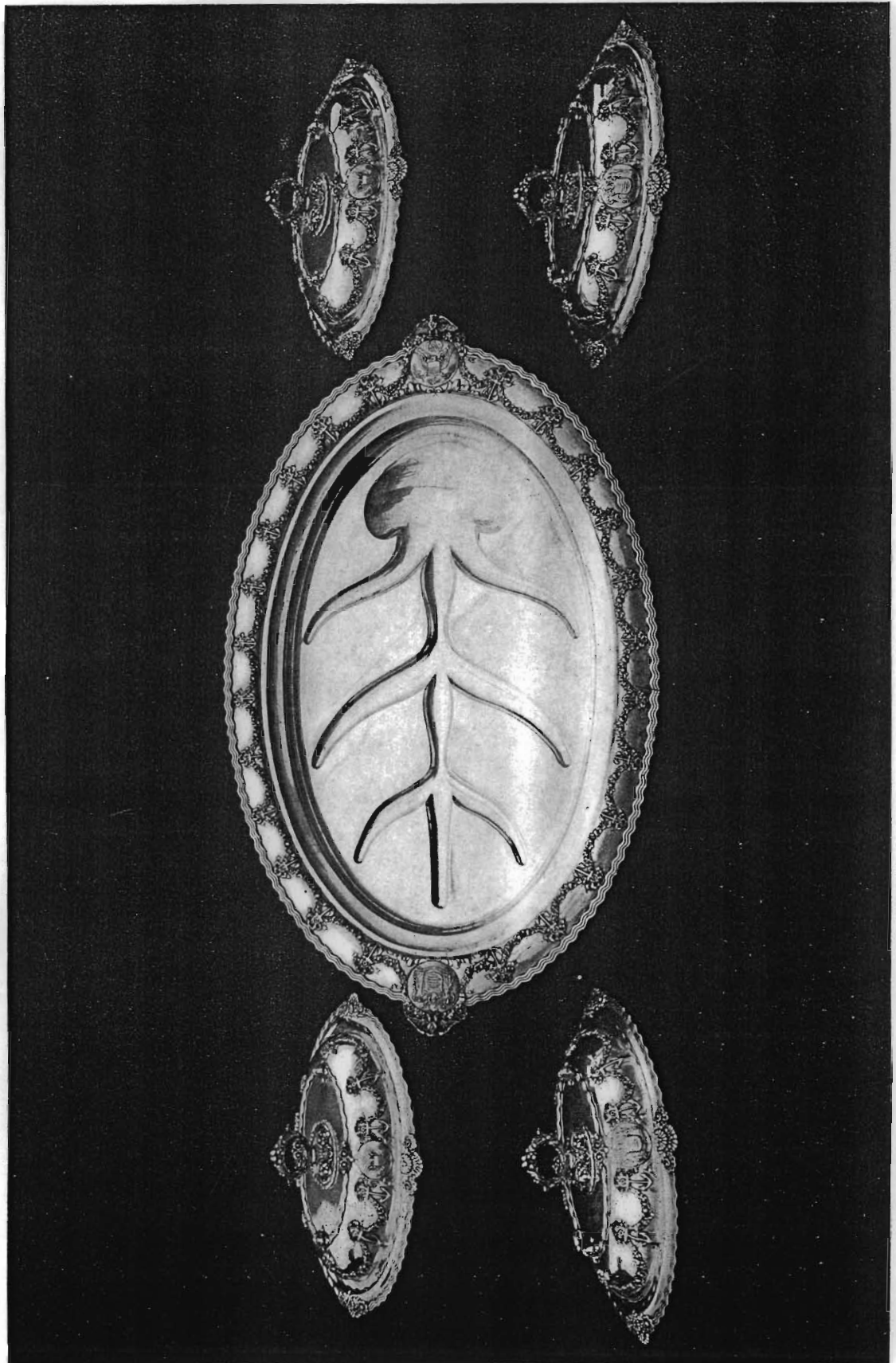
Remarks and Explanation: The Escutcheon is composed of the chief and pale, the two most honorable ordinaries. The pieces, pale, represent the several States all joined in one solid compact entire, supporting a Chief, which unites the whole and represents Congress. The motto alludes to this union. The pales in the Arms are kept closely united by the chief and the chief depends on that Union and the strength resulting from it for its support, to denote the Confederacy of the United States of America and the preservation of their Union through Congress. The colors of the pales are those used in the flag of the United States of America; White signifies purity and innocence; Red, hardiness and valor, and Blue, the color of the chief, signifies vigilance, perseverance and justice. The olive branch and arrows denote the power of peace and war which is exclusively vested in Congress. The Constellation denotes a new State taking its place and rank among other sovereign powers. The Escutcheon is borne on the breast of an American Eagle without any other supporters, to denote that the United States ought to rely on their own Virtue.

Reverse: The pyramid signifies strength and duration. The Eye over it and the motto allude to the many signal interpositions of providence in favor of the American cause. The date underneath is that of the Declaration of Independence and the words under it signify the beginning of the New American era, which commences from that date.

The seal continued in use for fifty-nine years. The present seal differs from it only in details of execution.

The second seal was cut in 1841, and continued in use to 1884; it contained but six arrows, and its dimensions were smaller than the present seal.

The seal now in use was cut in 1884, after the design had been submitted to several historical scholars and authorities on heraldry and had been approved by them.



Seal of New Jersey

The Dutch claimed, previous to the English conquest of 1664, all of what is now the State of New Jersey, which was a part of the New Netherlands, and as such the seal of the Province had full force and effect in the plantations and towns therein.

The seal of the colony which was used until 1664, is thus blazoned: "Argent, a beaver proper; Crest, a coronet; Legend, Sigillum Novi Belgii." In 1664 the English conquered New Amsterdam, and with this Anglo-Saxon occupancy fell the rule of the Dutch in New Jersey. Charles II. granted New Jersey and much adjacent territory to his brother James, Duke of York, who in turn regranted what is now called New Jersey to Lord John Berkeley and Sir George Carteret. What may be termed their Great Seal was surrounded by the motto, "Sigillum Provinciæ Cæsarea Novæ."

Carteret and Berkeley at a later time disposed of their interests, each division passing into the hands of Proprietors. In 1683 the Board of Proprietors came into existence and as such their great seal appears. The seal of the Eastern Proprietaries had two mottoes in letters of *sable*, "Righteousness Exalteth a Nation," "It's God Giveth Increase," and around the whole "The Seal of the Province of East Jersey in America."

The seal of the Western Proprietaries had no motto.

In a quit-rent authority by both the Eastern and Western Jersey Proprietors in 1692 appears the "Publique Seal" of the Province of West New Jersey.

Upon the union of the Jerseys in 1702, a new seal was issued for the Province of New York and the Territories depending thereon in America, which included New Jersey, upon one side of which was engraved the royal effigies, with two Indians kneeling and offering presents, with the royal titles around the circumference, and upon the other side the royal arms, garter, crown, supporters and motto "Semper Eadem," and this inscription "Sigillum Provinciæ Nostræ Novi Eboraci in America." From 1702 until 1738, when New Jersey was separated from New York, the seals of the two colonies were identical in obverse and reverse. After 1738 New Jersey assumed "Nova Cæsarea" in place of "Novi Eboraci."

The Legislature of New Jersey, desirous of some symbol by which the power and authority of the State should be recognized, took active measures August 27, 1776, to prepare a great seal, which resulted in the resolution that the Seal of Arms of His Excellency William Livingston,

Esquire, should be deemed and taken as the Great Seal of this State until another should be made, which was actually used from October, 1776, to May, 1777.

Pursuant to legislative action a silver seal was prepared—to be round, two and a half inches diameter, and three-eighths of an inch thick, and that the arms should be three ploughs in an escutcheon; the supporters, Liberty and Ceres, and the crest a horse's head; these words to be engraved in large letters around the arms, "The Great Seal of the State of New Jersey."

When the drawings for the great seal of New Jersey came from the brush of the artist there was placed beneath the crest of the horse's head an earl's helmet, and below the escutcheon, MDCCLXXVI. No legislative sanction exists for these alterations, which may well be traceable to the eccentricities of the designer. That the artist did exceed his authority is shown by the fact that in many of the printed representations of the great seal, as upon the title pages of the State laws, the printers discarded both helmet and date and made their own designs based on the report of 1776. The wildest liberties were taken with the supporter Ceres, her cornucopia being in all imaginable positions. Variety of mottoes occur, but among the earliest is that used in the Joseph Justice edition of the laws of 1821, wherein the words "Liberty and Prosperity" are found. This is now the recognized motto of New Jersey when such is used.

Nassau Hall

Princeton University, Princeton, New Jersey

Nassau Hall, the oldest and most interesting of university buildings, was erected in 1757. The college was commenced by Jonathan Dickinson, of Elizabethtown, and first incorporated in 1756. Governor Belcher was one of its earliest and most efficient patrons, and upon his recommendation Nassau Hall was so called in memory of the "Glorious King William the Third, who was a Branch of the illustrious house of Nassau."

The old hall has suffered much in its long life. During the Revolution both armies used it as a barracks, completely wrecking the interior and destroying the valuable property.

The first cannon ball which entered Nassau Hall, when Washington opened fire upon it, passed through the portrait of George II, destroying it. The frame was uninjured and left suspended upon the wall. It is alleged that Washington, in order to make good to the college the damage sus-

tained by the cannonade, made the trustees a present from his private purse of \$250.00, which sum they expended in procuring a full length portrait of the Commander-in-Chief, which was painted by Charles Wilson Peale, and occupies the identical frame in which hung the King's portrait.

The hall was occupied as a national capitol from June 26 until November 4, 1783, and within its walls in the closing hours of the Revolution grateful acknowledgments of Congress were tendered to Washington for his service in establishing the freedom and independence of the United States.

Washington's Headquarters

Morristown, New Jersey

This grand old mansion, which stands in historical interest next to Mount Vernon, was occupied by General Washington and his military family, from December, 1779, to June, 1780, as guests of Mrs. Theodosia Ford, widow of Colonel Jacob Ford, Jr. The house had its foundation laid in 1772, was built of brick, covered with planks and painted white. The front room on the right is the Association Room, and is interesting only for having been Washington's Reception Room. The front room on the left contains a round oak table which was Washington's reception table, his secretary with secret drawers, and a plain table, his dispatch table. The other rooms contain Revolutionary portraits, engravings, including the portrait of Paul Revere, show cases filled with old books, old documents, old newspapers, etc., Continental and Colonial currency, several swords used in the Revolution, and muskets captured at Trenton and Princeton.

During the summer of 1873 this property, so long and widely known from its historic connection, was offered for sale in order to settle the estate of the late Henry A. Ford, of Morristown, who had been its owner. Ex-Governor Theodore F. Randolph and a few gentlemen present at the sale concluded to purchase it, and formed an association known as the Washington Association of New Jersey, the principal object of which is to perpetuate this house with its great historic association. The Legislature of New Jersey granted the association a very liberal charter. Among its provisions were total exemption of the property from taxation, prohibition of the erection of any unsightly object adjacent thereto and an annual appropriation of \$2,500.00 from the State Treasury to keep it in repair and open to the public.

New Jersey Tea Party

December 22, 1774

The destruction of a cargo of tea in Greenwich, Cumberland County, followed the Boston Tea Party in 1773.

Greenwich at this time had considerable trade with the West Indies and ports along the coast. About December 12 to 14, 1774, the Brig "Greyhound" came into the Cohansey with a quantity of tea, said to have been shipped from Rotterdam, which was landed at Greenwich and placed in a storehouse. The residents of Greenwich becoming aware of it, a general meeting of the inhabitants of the county of Cumberland was held for the purpose of considering the recommendations of the Continental Congress of September 5, 1774, not to import or use any goods or merchandise from Great Britain, nor any East India tea from any part of the world after the first day of March. The recommendations were publicly read and unanimously approved, and a committee appointed to carry the same into execution throughout the county.

As soon as the members were chosen they were informed that a quantity of tea had been secretly landed at Greenwich, and, after consideration, came to the conclusion that inasmuch as they were ignorant of the conditions under which the tea was imported, whence it came, and not able to get information thereof, by reason of the importer's absence, it was best to have it privately stored, and agreed to meet the next day at ten o'clock, in order to care for it. Accordingly, they met and found to their surprise that the tea had been destroyed the night before by unknown persons disguised as Indians, who broke open the store-house, took out the boxes of tea, and burned them in the open square.

The State of New Jersey, to commemorate this event, appropriated \$5,000.00 for the erection of a handsome granite memorial, on the side of which, in raised letters, are the names of the tea burners, and on the face a bronze tablet pictures the scene of the burning of the tea.

Washington Crossing the Delaware

December 25, 1776

This event is regarded as one of the most important in the Revolution. The American army on its retreat through New Jersey reached the Pennsylvania side of the river on December 8, 1776, and was stationed along the shore from McConkey's Ferry, now Taylorsville, to Dunk's Ferry, a short distance below Bristol, with detachments at Newtown and various other places in Bucks County.

On Christmas eve General Washington assembled his leading commanders for a Council of War at the headquarters of General Greene. No explanation was needed to tell these soldiers of the critical situation in which the army was placed. The Commander-in-Chief laid before them his fully matured plan, so ingenious and yet so simple that all who read can grasp its military subtlety. To make the perilous crossing of the icy Delaware in boats and rafts through the hours of darkness; to creep on the unwary Hessian foe in Trenton when Christmas wines and Christmas revelry had relaxed their customary vigilance and made a dull watch; to throw them into helpless confusion by the suddenness of the attack and by striking from three sides at once—this was the plan of action upon which Washington had decided as the bold stroke to retrieve his country's fallen fortunes.

A division was to cross the river at Bristol and attack the cantonments at Mount Holly, Black Horse and Bordentown, and a corps was to cross at Trenton landing and close up all avenues of escape or entrance of reinforcements of the British troops at Trenton; at the same time Washington and the commanders present at the Council, with twenty-four hundred of the best Continental soldiers, would make the direct attack on the garrison town of Trenton.

General Howe, the British Commander-in-Chief, had posted at Trenton three Hessian regiments, fifty Hessian yagers and a few British light horse, in all about fourteen hundred men, under the command of Colonel Johann Gottlieb Rall, who had occupied public buildings and were quartered in many private houses.

On Christmas night there was a small alarm, but this was soon over and seemed only to make them more careless in their fancied security. General Washington knew the state of affairs, and was prepared to take advantage of the situation. When the boats reached the swift current

of the stream, jagged cakes of ice struck them repeatedly and severely, and it was with the greatest difficulty that they could be properly handled. The wind was high and at eleven o'clock the air was filled with blinding snow. Then again, as once before, over the East River after the battle on Long Island, and as he had promised at the Council of War, Colonel John Glover and his "Marblehead" regiment of seafaring men did inestimable service in guiding the army over the river. It had been expected that all the troops intended for this expedition, with the horses of the artillery and cavalry, the cannon and howitzers, could easily be transported over the river by midnight, so as to leave the hours between twelve and five o'clock for the march on the village, but it was three o'clock in the morning before the last man and the last gun had reached the New Jersey shore; it was too late to attack the town in the early dawn, but Washington was still determined to make the attack and capture the village and its Hessian garrison. The story of the surprise, attack and capture, which has often been told, need not be repeated here. Before nine o'clock in the morning, the day which had opened in gloom and despondency had changed to one of brightness and hope and future glory. The "crisis" as proclaimed a week previous by Thomas Paine, "the time which tried men's souls," had passed to make way for glorious triumph.

Molly Pitcher

One of the important events at the battle of Monmouth, June 28, 1778, was the conduct of the brave woman to whom the Continental soldiers gave the *sobriquet* of "Molly Pitcher," from the name of the vessel in which she carried water from the spring or rivulet to quench the thirst of her husband (an artilleryman) and his comrades on the field. For more than a century the name of "Molly Pitcher," has been almost as familiar as the name of the battlefield on which she rendered the service that has been told and retold in history, and the memory of which has now been perpetuated on the bronzes of the battle monument at Freehold.

She was, says Lossing, a sturdy young camp follower, only twenty-two years of age, and in devotion to her husband, who was a cannonier, she illustrated the character of her countrywomen of the Emerald Isle. In the action, while her husband was serving one of the field pieces, she constantly brought him water from a spring near by. A shot from the enemy killed him at his post, and the officer in command, having no one

competent to fill his place, ordered the piece to be withdrawn. Molly saw her husband fall as she came from the spring, and also heard the order. She dropped her bucket, seized the rammer, and vowed that she would fill the place of her husband at the gun, and avenge his death. She performed the duty with the skill and courage which attracted the attention of all who saw her. On the following morning General Greene presented her to General Washington, who, admiring her bravery, conferred upon her the rank of Sergeant. By his recommendation her name was placed upon the list of half pay officers for life. She left the army soon after the battle of Monmouth, and usually went by the name of "Captain Molly."

The American House

Baddonfield, New Jersey

This building was erected by Timothy Matlack in 1750, and during the Revolution was used as a tavern house, and had associated with it many interesting events. The Council of Safety of New Jersey met and organized therein on March 18, 1777, and in September of the same year the Legislature met and unanimously resolved that thereafter the word "State" should be substituted for "Colony" in all public writs and commissions.