



# NJPH

The Journal of the  
NEW JERSEY POSTAL HISTORY SOCIETY  
ISSN: 1078-1625

Vol. 48

No. 4

Whole Number 220

November 2020

## *1891 Cover to a Missionary in Japan*



**A cover to a missionary, sent from Jersey City to Japan in 1891. See story on page [189](#).**

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## NEW JERSEY POSTAL HISTORY SOCIETY, INC.

APS Affiliate #95 - PHS Affiliate #1A - NJFSC Chapter #44S ISSN: 1078-1625  
Annual Membership Subscriptions \$15.00 \*\*\* Website: [www.NJPostalHistory.org/](http://www.NJPostalHistory.org/)

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### DUES TIME AGAIN!

It is November again and you will find an enclosed reminder for dues payment for 2020. 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/](http://www.NJPostalHistory.org/)] where you will find a **Link to Pay Dues** at lower left 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!

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### PRESIDENT'S MESSAGE

With the cold weather of winter fast approaching here in New Jersey, and Covid-19 still raging around us, we turn to our wonderful hobby for both relief and enjoyment. I hope this issue of *NJPH* provides a pleasant diversion. We all look forward to a vaccine to bring an end to this scourge and a return to normal life, however that may have changed.

A number of our "regulars" have returned to these pages with a variety of interesting articles. John Trosky writes of an 1891 missionary cover from Jersey City to Japan. Larry Brennan returns with another in his long running series on WWII's New Jersey built ships that details the tragic sinking of the USS Juneau following the First Battle of Guadalcanal and the loss of the five Sullivan brothers aboard that ship. Jim Walker continues with his series detailing rural free delivery routes in Hunterdon County. Don Chafetz attempts to unravel the mystery of the recipient of a cover from Mexico to Morristown with a Chinese inscription. Jean Walton contributes two articles: the first about an Arctic expedition in 1937-38 which departed on its voyage of discovery from Port Newark, and was comprised of a crew largely from New Jersey, illustrated with covers and cards commemorating the expedition; and the second, with illustrations of additional milestone markers located on the colonial road between Trenton and New Brunswick. I have contributed an "On the Auction Scene" article describing two five cent 1847 issue covers from Trenton. Through the courtesy of the United Postal Stationery Society, we include Ira Borstein's article showing an illustrated advertising wrapper and an obituary detailing the tragic death of the owner of the business, which serves to remind us that postal history can often be found on postal stationery.

Finally, with the year end fast approaching, it is time to make payment of the Society's annual dues of \$15.00. A form is included for your convenience. Because of the much higher cost of printing our journal in color and increasing postal rates, please consider receiving the journal in electronic format which will help maintain the Society's financial stability. Finally, I ask each of our members of join me in making a tax-deductible donation to the Society.

Wishing Happy Holidays to each of you and your families. Stay safe and well.

**ROBERT G. ROSE**

## JERSEY CITY TO JAPAN: The Odyssey of a 19<sup>th</sup> Century Missionary Cover By John A. Trosky

*[Last issue Don Chafetz featured a nice Morris Canal post card sent from New Jersey to Japan in 1910. It reminded me that in my own collection I had another cover sent to Japan from Jersey City. Here is its story.]*

Since the dawn of organized religion, proselytizing and spreading the faith has been an integral part of the theological doctrines in many faiths around the world. Missionaries were sent to foreign lands to convert or (some would say) indoctrinate the locals who may have adhered to their own religion which was unlike those of the missionaries. The Europeans, particularly the Portuguese and Spanish, were some of the earliest explorers to export Christianity to the “non-believers” in far flung areas of the world. Converting the locals became a byproduct of colonial expansion. Other faiths were “exported” from their homeland because of intolerance, such as the Puritans, the French Huguenots, and the Jews from many lands.

Christianity first arrived in Japan with Francis Xavier and the Jesuits in 1549<sup>1</sup> but only lasted a few decades, after being outlawed by the Japanese. It wasn’t until almost 260 years later that Christianity was once again preached on the islands of the Japanese archipelago. This brings us to our story of the cover below.



**Fig. 1: Jersey City to Kumamoto, Japan, cancelled with duplex canceller tying three Scott #220 stamps with October 10<sup>th</sup>, 1891 cancel. Japanese receiver (Kobe) on face of cover, dated November 19, 1891.**

The above cover is addressed to one Julia A. Gulick, a missionary serving in Japan, who came from a large family of missionaries originally based in the Hawaiian Islands. The ban on Christianity had only been lifted in Japan in the mid to late 19<sup>th</sup> century and many of the new missionaries venturing to the islands of Japan were now Protestant, instead of Catholic as the early missionaries were. This cover from Jersey City is fairly rare as missionaries at that time had only just begun to establish themselves to any great degree in Japan in the previous couple of decades.



*Fig. 2: Julia A. E. Gulick, circa 1913<sup>2</sup>*

There is no evidence of who the sender may have been as the cover was acquired without contents and there is no return address. We can only speculate. The addressee, Julia A. E. Gulick was the daughter of Peter Johnson Gulick<sup>3</sup> and Fanny Thomas Gulick, both very early Hawaiian missionaries, having arrived in Honolulu on April 30, 1828. The family finally settled on the island of Kauai where Julia Ann Eliza Gulick was born in 1845.

The Alumni Association of Princeton Theological Seminary describes Julia's father below:

"Peter Johnson Gulick, the son of John and Lydia (Combs) Gulick, was born at Freehold, New Jersey on March 12, 1797. His father was a farmer of modest means, and his father's ancestors were Dutch, the Gulicks having left Holland for America in 1653. As a youth, Peter worshiped near Freehold at the Old Tennent [Presbyterian] Church, which he joined upon a profession of faith at the age of twenty. Five years later he entered the College of New Jersey (Princeton), his intent being to study for the ministry. Graduating from Princeton in 1825, Peter went on for two more years of study at Princeton [Presbyterian] Theological Seminary, where he heard the secretary of the ABCFM<sup>4</sup> (which in its early years was both Congregational and Presbyterian) give a talk on foreign missions. Inspired by the talk, Peter enlisted as a missionary with the ABCFM, which urged him to seek out a wife. He did so and was married to Fanny Thomas on September 5, 1827. A month later Peter was ordained, and a month later he and Fanny set sail from Boston aboard the *Parthian*, the third missionary vessel sent by the ABCFM to the Sandwich Islands (Hawaii)."<sup>5</sup>

Peter and Fanny had seven sons and one daughter, Julia. Most of these offspring became Protestant missionaries around the world. Julia arrived in Japan in 1874 with her elderly parents, and became a missionary, remaining there for over 30 years.<sup>6</sup> She is buried along with many of her family members in the Kawaiahao Cemetery in Honolulu. The Kawaiahao Church is considered the mother church for all missionaries who arrived in Hawaii after 1820. It is on the corner of King and Punchbowl Streets in downtown Honolulu.<sup>7</sup>

*Fig. 3: Julia A.E. Gulick Gravestone, Honolulu, Hawaii.<sup>8</sup>*



This cover was postmarked in Jersey City, New Jersey on October 10<sup>th</sup> 1891, and then sent to New York for consolidation and transport, most likely by rail to San Francisco to the Foreign Division of the U.S. Post Office.

The first transcontinental Fast Mail to the Pacific Coast only began a few years earlier in 1889. Both the New York Central Railroad and the Pennsylvania Railroad owned many mail contracts and had a terminus in Chicago. This cover would most likely have left New York City bound for Chicago by rail on one of these lines. From there, the cover would have been handed off to three separate railroads in succession for the final link to San Francisco and the eventual trip across the Pacific Ocean to Japan. The western railroads in the chain would be first the Chicago & Council Bluffs RPO (Burlington Railroad), then on to the Omaha and Ogden RPO (Union Pacific Railroad), and finally the Ogden and San Francisco RPO (Central Pacific Railroad). Both Omaha and Council Bluffs were key transit hubs for mail directed to the West Coast.<sup>9</sup>

The current rate to Japan at that time was \$.05 per ½ ounce, so this cover appears to be overpaid by \$.01.<sup>10</sup> From there it was sorted and loaded aboard a Pacific Mail Steamship Company steamer bound for Yokohama, Japan. The New York transit stamp on the reverse is clearly visible and dated October 10<sup>th</sup> (1891). Unfortunately, the San Francisco receiver date is obscured so we do not know the transit time across the U.S. The curious thing with this cover is the two Japanese character receivers. Mail from the United States would normally be received at Yokohama and in this case, be sent to Kobe for further sorting, and then forwarded on to Kumamoto for delivery. We know this cover was received initially at Yokohama due to the faint Yokohama receiver just below the transit stamps from NY and San Francisco. This stamp uses English characters. The Japanese character date stamp on the face side of the cover is dated November 19<sup>th</sup>, Settsu, Kobe, Year 2(4) of the Meiji Era (1891). The similar date stamp on the reverse is Kumamoto dated November 13<sup>th</sup>, Year 2(4) of the Meiji Era (1891). There is also a Kobe English character date stamp on the reverse but the day is not readable. The vertical inscription in ink when the reverse of the cover is turned to a vertical view is a phonetic transliteration of “Kumamoto, Mr. Gyuliku” aka Gulick in English.<sup>11</sup>

What is hard to explain is why the Kobe receiver is dated later than the Kumamoto receiver. Is it possible that the clerk at Kumamoto forgot to change the date in the stamp? The distance from Kobe to Kumamoto is about 300 miles so a date of receipt of, say, November 23<sup>rd</sup> after being received at Kobe on November 19th is possible. Did the clerk fail to change the first digit of his canceller? We can only speculate at this point.



*Fig. 4: Kobe receiver, November 19, 1891*



*Fig. 5: Kumamoto receiver, November 13, 1891*

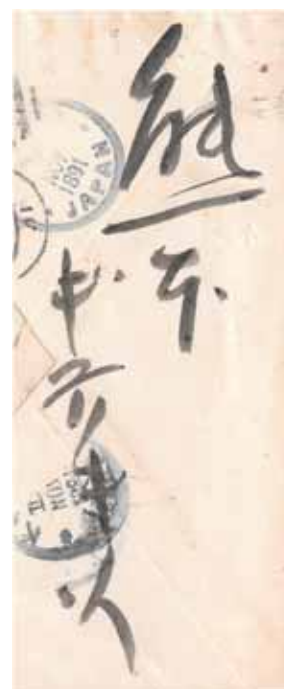


Fig. 6a & 6b.

*Fig. 6: Reverse of envelope with clearly visible New York duplex transit stamp dated October 10, 1891. Faintly visible on top of this cancel is a San Francisco F.D. (Foreign Division) stamp, date obscured.*

*Three Japanese receivers are also on the back of the cover. Yokohama is below the NY and SF cancels, with only the Y visible. The one to the left is Kobe. Note that this English character Kobe receiver is a double impression, clearly November but the actual date cannot be confidently determined. The third is in Japanese characters, from Kumamoto, dated November 13. A Japanese inscription in ink on the back, meant to be read vertically (see at right), indicates the address as Kumamoto, & Gulick transliterated into Japanese ("Gyuliku").*



International mail from and to Japan prior to 1860 is very rare, and mail prior to 1880 is also scarce but not as rare as the mid-19<sup>th</sup> century period. In the early 19<sup>th</sup> century, Japan had a system that was largely run on foot by postal carriers. Mail was relayed from place to place in a manner similar to the American Pony Express system. Carriers travelled in pairs to ensure that mail was never delayed due to injury or illness of the carrier.<sup>12</sup>

Foreigners had a presence in Japan for many decades; however, with the arrival in 1854 of the Commodore Perry Squadron, those numbers began to increase. The presence of Perry in Japan is recognized as the first American postal system to operate in Japanese territory. Covers to and from this expedition during this period are very rare.<sup>13</sup>

With an increasing number of foreigners in the country, the British, French and Americans saw a need to establish their own postal system to send and receive mail that would parallel the Japanese postal system. The British, French, and Americans opened post offices in Yokohama, Hyogo (Kobe), and Nagasaki; the Americans also opened an office in Hakodate. The American offices were closed in 1873 after the U.S. and Japan signed a convention to establish postal services between the two countries.<sup>14</sup> Most of the other foreign offices were finally closed by 1879.

Japan began its own foreign mail services on January 1, 1875. This was less than four short years after domestic postal service was established in Japan by the Meiji Government. Prior to 1871, all mail was handled by private courier. Japan began issuing postage stamps on April 20, 1871 and with the help of the United States Consular Office, the new postal system established a Foreign Mail Department. Domestically, by the end of 1874, there were over 3000 local post offices in Japan. Japan's foreign mail sections were opened in Yokohama, Hyogo (Kobe) and Nagasaki in 1874. From 1874 through April 19, 1934, all of Japan's foreign receivers contained the word "JAPAN." From that date on until 1949 all foreign mail cancels used "NIPPON." After 1949 the cancels reverted back to "JAPAN." So looking at establishment dates, the above cover was processed by Japan only seventeen short years after the actual establishment of an official government mail system to send and receive foreign mails.<sup>15</sup>

*Fig. 7: A depiction of Japanese domestic mail service from 1891.<sup>16</sup>*



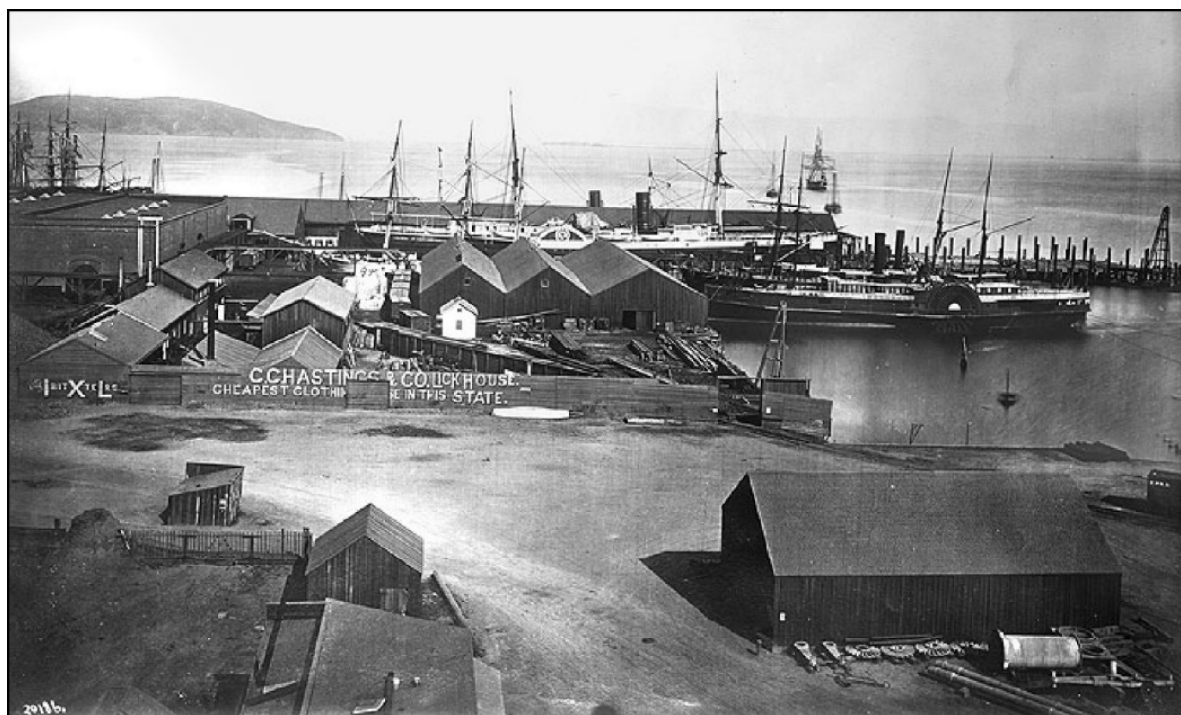
**PACIFIC MAIL STEAMSHIP COMPANY.**  
**THE COMPANY'S STEAMSHIPS WILL**  
**FOR NEW YORK VIA PANAMA.**  
 Steamship ACAPULCO, Friday, July 3, 1891, at 12 noon, taking passengers and freight direct for Mazatlan, Acapulco, Ocosingo, Charaperico, San Jose de Guatemala, Acajutia, La Libertad, Corinto, Punta Arenas and Panama.  
**FOR HONG-KONG VIA YOKOHAMA.**  
 CHINA.....Saturday, July 18, 1891, at 3 PM  
 CITY OF PEKING (via Honolulu).....  
 .....Tuesday, August 11, 1891, at 3 PM  
 CITY OF RIO DE JANEIRO.....  
 .....Thursday, September 3, 1891, at 3 PM  
 Round trip tickets to Yokohama and return at reduced rates.  
 For freight or passage apply at the office, corner of First and Brannan streets.  
 Branch office—202 Front street.  
 ALEXANDER CENTER, General Agent.  
 GEORGE H. RICE, Traffic Manager.

*Fig. 8: Pacific Mail Steam Ship Company ad from 1891.<sup>17</sup>*

The cover to Miss Julia Gulick was received first in Japan at the Yokohama exchange office after being unloaded from a Pacific Mail Steam Ship Company (PMSSC) steamer.<sup>18</sup>

The PMSSC history is closely tied with the development of San Francisco. The company was established in 1848 and prospered with government contracts to move mail, initially along the coast and down to Central America. PMSSC boats brought hundreds of prospectors to San Francisco in 1849 who disembarked for the gold fields in the Sierras. By 1867, again supported heavily by government mail contracts, PMSSC established the world's first regular transpacific steamship service to Asia.

The initial route was San Francisco to Yokohama, with additional stops at Hong Kong and Shanghai. Sailings left approximately every three weeks from San Francisco. The estimated transit time was seventeen days to Yokohama. PMSSC brought mail and goods across the Pacific but were also responsible for bringing many Chinese and Japanese immigrants to California, who helped to build the trans-continental railroad and greatly enriched the culture of the West Coast. PMSSC was acquired by the Dollar Line<sup>19</sup> in 1925, and then in 1938 it became The American President Lines which it remains today.<sup>20</sup>



*Fig. 9: Pacific Mail Steam Ship Company docks in San Francisco circa 1880 with steamers "Colorado" and "Senator" at the dock.<sup>21</sup>*

Another example of American-Japanese mail is the cover shown in *Figure 10*, from a Robert Siegel auction October 19, 2010, which sold for \$12,500.<sup>22</sup> This is a very fine Civil War patriotic cover used from Hawaii in 1863. Very few Civil War patriotic covers are known used from Hawaii.

It is addressed to the same Julia A. E. Gulick, then in New York City, the youngest of the eight Gulick children. A young girl at the time, Julia would have been 17. It was sent in care of an attorney in New York City, addressed to Bible House, Astor Place, New York City, which was the home of the American Bible Society. There is some evidence that Julia may have attended the Union Theological Seminary in the Chelsea neighborhood of Manhattan. It would be several years yet before she would set foot in Japan. She would later assist her brother the Reverend Orramel Gulick when he and his wife visited Kyushu in 1885, and decided that Kumamoto was the ideal spot for the center of their operations for teaching English and for evangelization. They preached throughout Kyushu and on one trip “travelled 475 miles, 200 by jinrikisha [more commonly known today as a rickshaw], 150 by steamer, 75 on pack horses and 50 in an open boat.” Eventually her brother would return to Hawaii to care for the Japanese there, while Julia remained in Japan until 1907, then returning herself to Hawaii where she continued to serve the ABCFM as a missionary.<sup>23</sup>



*Fig. 10: 12¢ Black (69). Tied by cogwheel cancel, “San Francisco Cal. Feb. 12, 1863” double-circle date stamp on red, blue and gold “The Union, it must and shall be preserved” Eagle and Shield Patriotic cover to Miss Julia A. E. Gulick in New York City, originating in Hawaii with red “Honolulu U.S. Postage Paid Jan. 24” circular date stamp, slightly reduced at right.<sup>24</sup>*

My 1891 cover led me on a voyage of discovery – the postal system to and from Japan, and the extraordinary life of Miss Julia A.E. Gulick.

## **ENDNOTES:**

<sup>1</sup> Wikipedia, History of Christianity in Japan at

[https://en.wikipedia.org/wiki/History\\_of\\_the\\_Catholic\\_Church\\_in\\_Japan](https://en.wikipedia.org/wiki/History_of_the_Catholic_Church_in_Japan).

<sup>2</sup> Annual Report, Volume 61, Hawaiian Mission Children’s Society, p. 60, at

<https://books.google.com/books?id=SAFNAAAAMAAJ&q=gulick#v=snippet&q=gulick&f=false>.

<sup>3</sup> Alumni Association of Princeton Theological Seminary, “Necrological Report” (Philadelphia: Grant, Faires & Rodgers, 1878), pp. 14-15; and Peter Gulick, “Autobiography” (pp. 1-10), 1990, Transcription, Hawaiian Mission Children’s Society Library. See also [https://en.wikipedia.org/wiki/Peter\\_Johnson\\_Gulick](https://en.wikipedia.org/wiki/Peter_Johnson_Gulick).

- <sup>4</sup> American Board of Commissioners of Foreign Missions
- <sup>5</sup> "The Legacy of the Gulicks, 1827-1964," by Clifford Putney in The International Bulletin of Missionary Research, January 2001 See <http://www.internationalbulletin.org/issues/2001-01/2001-01-028-putney.pdf>.
- <sup>6</sup> *Annual Report of the Hawaiian Mission Children's Society, 1913*, p. 68. See <https://books.google.com/books?id=SAFNAAAAMAAJ&q=gulick#v=snippet&q=gulick&f=false>.
- <sup>7</sup> Hawaiian cemetery information at <http://files.usgwarchives.net/hi/honolulu/cemeteries/mission.txt>.
- <sup>8</sup> Find-A Grave web site for Julia A.E. Gulick at [https://www.findagrave.com/memorial/106526441/julia-ann\\_eliza-gulick](https://www.findagrave.com/memorial/106526441/julia-ann_eliza-gulick).
- <sup>9</sup> RailsWest Railroad Museum, The Historical Society of Pottawattamie County, and *A Teacher's Guide to "A Railway Mail Service"* – at [https://en.wikipedia.org/wiki/RailsWest\\_Railroad\\_Museum](https://en.wikipedia.org/wiki/RailsWest_Railroad_Museum), and <https://www.thehistoricalsociety.org/ewExternalFiles/Railway%20Mail%20Service%20unit.pdf>.
- <sup>10</sup> *U.S. International Postage Rates, 1872-1996*, Anthony Wawrukiewicz & Henry W. Beecher, CMA Publishing Company 1996, p.34, 354 Since there were no UPU rates established for a second ½ ounce until October 1, 1907, the sender was required to pay the full 15g/1/2 oz. rate if the letter exceeded the initial ½ oz. So it appears that the letter to Julia Gulick was overpaid by \$.01 in 1891.
- <sup>11</sup> Translation of the Japanese characters and receiver cancels provided by Bobby Liao of the American Philatelic Society, Translation Department.
- <sup>12</sup> *Manners and Customs of the Japanese in the 19<sup>th</sup> Century: From Accounts of Recent Dutch Residents of Japan and From the German Work of Dr. Ph. Fr. Von Seibold*", 1841, p 230
- <sup>13</sup> *Foreign Postal Systems in Japan in the 1800s*, Copyright George C. Baxley 1999-2020 Baxley Stamps:
- <sup>14</sup> *Ibid.*
- <sup>15</sup> *Ibid.*
- <sup>16</sup> Illustration of Japanese postmen from Fuzohu Gaho, August 1891, on Baxley Stamps web site at [http://www.baxleystamps.com/litho/post\\_fuzoku\\_18-34\\_1-31b-1.jpg](http://www.baxleystamps.com/litho/post_fuzoku_18-34_1-31b-1.jpg)
- <sup>17</sup> California Digital Newspaper Collection at <https://cdnc.ucr.edu/?a=d&d=SFC18910702.2.88.3&e=-----en--20--1--txt-txIN-----1>
- <sup>18</sup> "A Sketch of The New Route To China And Japan by the Pacific Mail Steamship Company, Part VIII," pg. 91-101, 1867 Turnbull, Smith Printers, Stanford University Library, Hopkins Transportation Library. See [https://books.google.com/books?id=fZ8pAQAAIAAJ&printsec=frontcover&source=gbg\\_summary\\_r&cad=0#v=onepage&q&f=false](https://books.google.com/books?id=fZ8pAQAAIAAJ&printsec=frontcover&source=gbg_summary_r&cad=0#v=onepage&q&f=false).
- <sup>19</sup> Dollar Line history at <https://www.gienvick.com/OceanTravel/SteamshipLines/DollarSteamshipLine.html>.
- <sup>20</sup> Pacific Mail Steamship Co. at <https://www.tavbooks.com/pages/books/38814/pacific-mail-panama-transit-steamship-companies/pacific-mail-steamship-co-time-table-australian-route-for-mail-service-between-great-britain-new>.
- <sup>21</sup> Photo from *Pacific Mail Steamship Company, An Historical Essay*" by Steve Potash, at [https://www.foundsf.org/index.php?title=Pacific\\_Mail\\_Steamship\\_Company](https://www.foundsf.org/index.php?title=Pacific_Mail_Steamship_Company).
- <sup>22</sup> Robert Siegel Auction Galleries catalog for the Raymond Vogel Collection, Part 1 Sale October 19-20, 2010, Lot 2065, Sold \$12,500. See <https://siegelauctions.com/2010/995/995.pdf>.
- <sup>23</sup> *Thirty Eventful Years-The Story of the American Board's Mission In Japan, 1869-1899*, Chapter X, pg. 83, Reverend M.L. Gordon, American Board of Commissioners For Foreign Missions, Boston, Congregational House 1901. See <https://babel.hathitrust.org/cgi/pt?id=cool.ark:/13960/t8mc9gz42&view=1up&seq=7>.
- <sup>24</sup> Description from the Robert Siegel Auction Galleries catalog for the Raymond Vogel Collection, Part 1 Sale October 19-20, 2010, Lot 2065, Sold \$12,500. <https://siegelauctions.com/2010/995/995.pdf>.

**THE FIRST NAVAL BATTLE OF GUADALCANAL: THE DESTRUCTION OF USS  
*JUNEAU* (CL 52) -AS WITNESSED FROM THE BRIDGE OF USS *FLETCHER*  
(DD 445), with Multiple New Jersey Connections**

**BY: Captain Lawrence B. Brennan, US Navy (Retired)<sup>1,2</sup>**

The State of New Jersey played an indispensable part in the creation of the United States Navy that fought and won the “Two Ocean War.” At no time were these efforts more significant than in 1942 when the US Navy was faced with aggressive enemy warships waging successful attacks in both the Atlantic and Pacific.

It was warships built in New Jersey that fought and defeated Axis fleets in both oceans at this pivotal time. Moreover, New Jersey natives were in command positions, particularly in the Southwest Pacific during the desperate days in late 1942. Elizabeth native Admiral William F. Halsey, Jr. commanded all forces in the South Pacific Theater, aided by his Chief of Staff and Perth Amboy native, Captain Miles R. Browning,<sup>3</sup> who was the genius behind Admiral Spruance’s success at Midway in early June 1942, while Halsey was hospitalized.

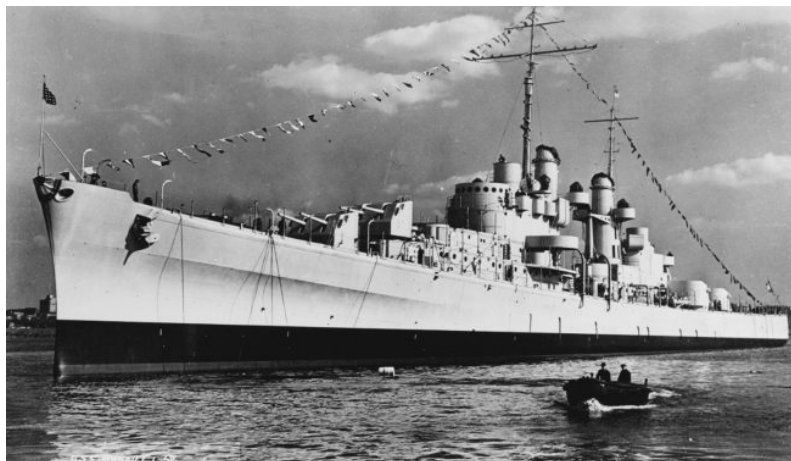
New Jersey-built ships were the backbone of the modern US Fleet which held off the Japanese fleet and saved the day during the desperate conflict. This is best illustrated in the details of the sinking of USS *Juneau* (CL 52), built by Federal Shipbuilding and Drydock Company, Kearny, New Jersey. *Juneau* is remembered for the horrific loss (including the famous five Sullivan Brothers) of all but 10 of those aboard. The light cruiser had a life of only nine months from commissioning, during which she earned four battle stars. *Juneau*’s destruction was witnessed by the Commanding Officer (Captain William M. Cole), and Executive Officer (Joseph C. “Bill” Wylie) of the New Jersey-built destroyer, USS *Fletcher* (DD 445), the class leader also built at Federal Shipbuilding and commissioned 30 June 1942.

The five-gun *Fletcher*-class of 175 destroyers also carried torpedo tubes and most importantly, effective radar suites which enabled them to identify, track, and attack enemy ships, particularly during night battles when the Imperial Japanese Navy held an edge due, in large part, to its superior tactical skills and great Long Lance torpedoes.

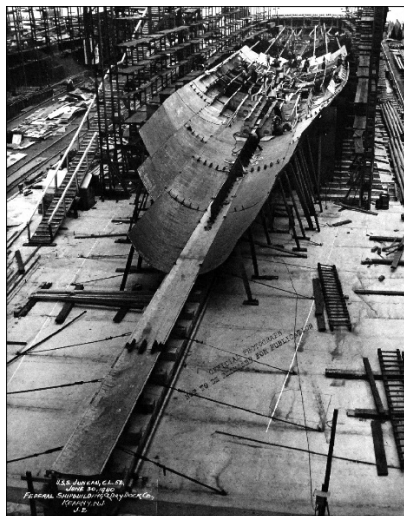
The loss of *Juneau* followed the decisive night of 13 November 1942 Naval Battle of Guadalcanal. It occurred shortly after 1100, following the 45-minute furious Cruiser Night Action in the very early hours of the 13<sup>th</sup>, when the Pacific Fleet encountered the full force of the Japanese Imperial Navy. Ships still surviving were returning to Espiritu Santo. This successful battle to protect the landing fields on Guadalcanal and prevent the landing of large numbers of Japanese troop reinforcements was a crucial turning point for the US Navy, despite horrendous losses.<sup>4</sup>

The most comprehensive primary source account of the battle leading up to the loss of USS *Juneau* is contained in *Combat Narratives, Solomon Islands Campaign: VI, Battle of Guadalcanal, 11-15 November*, which we recommend to those wishing to review in detail the Cruiser Night Action, 12-1 November 1942.<sup>5</sup> This was followed more recently by an account of those lost on *Juneau* in Dan Kutzman’s book, *Left to Die, The Tragedy of the USS Juneau*, in 1986, which includes Admiral Wylie’s letter and description.<sup>6</sup>

**THE DESTRUCTION OF THE USS *JUNEAU* (CL 52) -AS SEEN FROM THE BRIDGE OF USS  
*FLETCHER* (DD 445) ~ Capt. Lawrence B. Brennan**



*Fig. 1: USS Juneau, newly launched at Kearny NJ. 25 Oct 1941.<sup>7</sup>*



*Fig. 2: Keel laying at Federal Shipbuilding and Drydock Company, Kearny, New Jersey, 30 June 1940.<sup>8</sup>*



*Fig. 3: Captain L.K. Swenson of Juneau,<sup>9</sup> lost with the crew of his ship at Guadalcanal.*



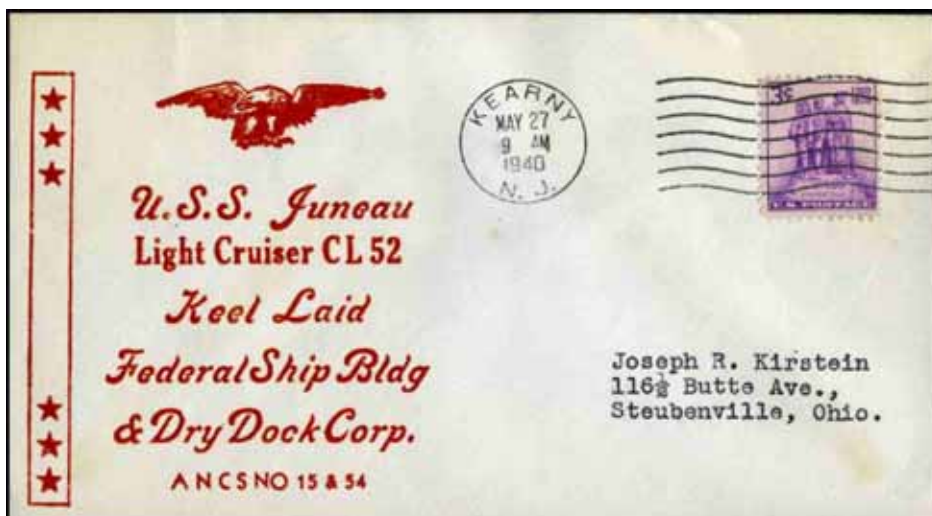
*Fig. 4: Just before launching, at Kearny, New Jersey, 1 October 1941.<sup>10</sup>*



*Fig. 5: Juneau battle ready in camouflage, in New York harbor, 11 February 1942.<sup>11</sup>*

**Capt. Lawrence B. Brennan ~ THE DESTRUCTION OF THE USS *JUNEAU* (CL 52) -AS SEEN FROM  
THE BRIDGE OF USS *FLETCHER* (DD 445)**

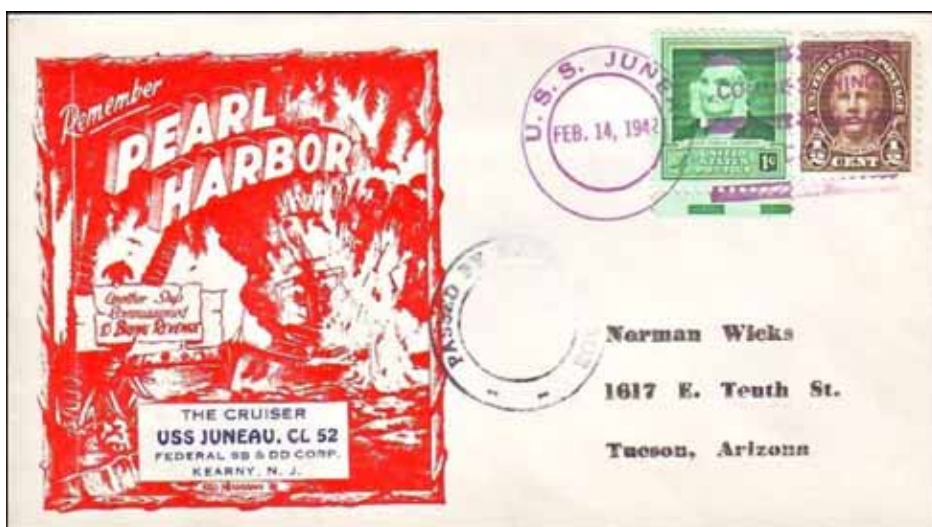
USS *Juneau* had a short service history only being commissioned just under a year prior to it sinking.



Illus. credit Greg Ciesielski

**Fig. 6: Printed one-color keel laying cover for USS *Juneau* (CL 52) sponsored by two members of the American Cover Society (ANCS) and postmarked with Kearny, New Jersey machine postmark dated 27 May 1940.**

Illus. credit Jon Burdett  
**Fig. 7: Printed one-color launching cover for USS *Juneau* and postmarked with Kearny, New Jersey machine postmark dated 25 Oct 1941.**



Illus. credit Jon Burdett

**Fig. 8: Printed two-color commissioning cover for USS *Juneau* and postmarked with the ship's rubber stamp Locy Type F(J-11) postmark dated 14 Feb. 1942 and uninitialed censor mark.**

All covers courtesy  
[Naval Cover Museum](http://NavalCoverMuseum.com)

THE DESTRUCTION OF THE USS *JUNEAU* (CL 52) -AS SEEN FROM THE BRIDGE OF USS  
*FLETCHER* (DD 445) ~ Capt. Lawrence B. Brennan

CRUISER NIGHT ACTION OF 12-13 NOVEMBER

This desperately fought action ... has few parallels in naval history. We have come to expect, and to count on, complete courage in battle from officers and men of the United States Navy. But here, in this engagement, we had displayed for our lasting respect and admiration, a cool but eager gallantry that is above praise. These splendid ships and determined men won a great victory against heavy odds. Had this battle not been fought and won, our hold on Guadalcanal would have been gravely endangered.

ADMIRAL R. K. TURNER.<sup>12</sup>

The enemy undoubtedly expected to bombard Guadalcanal in preparation for a landing. The appearance of our fleet was a surprise. It is conceivable that the Japanese knew from aerial observation on the previous day just what strength we had available and did not believe that we would dare to oppose their greatly superior forces.<sup>13</sup>

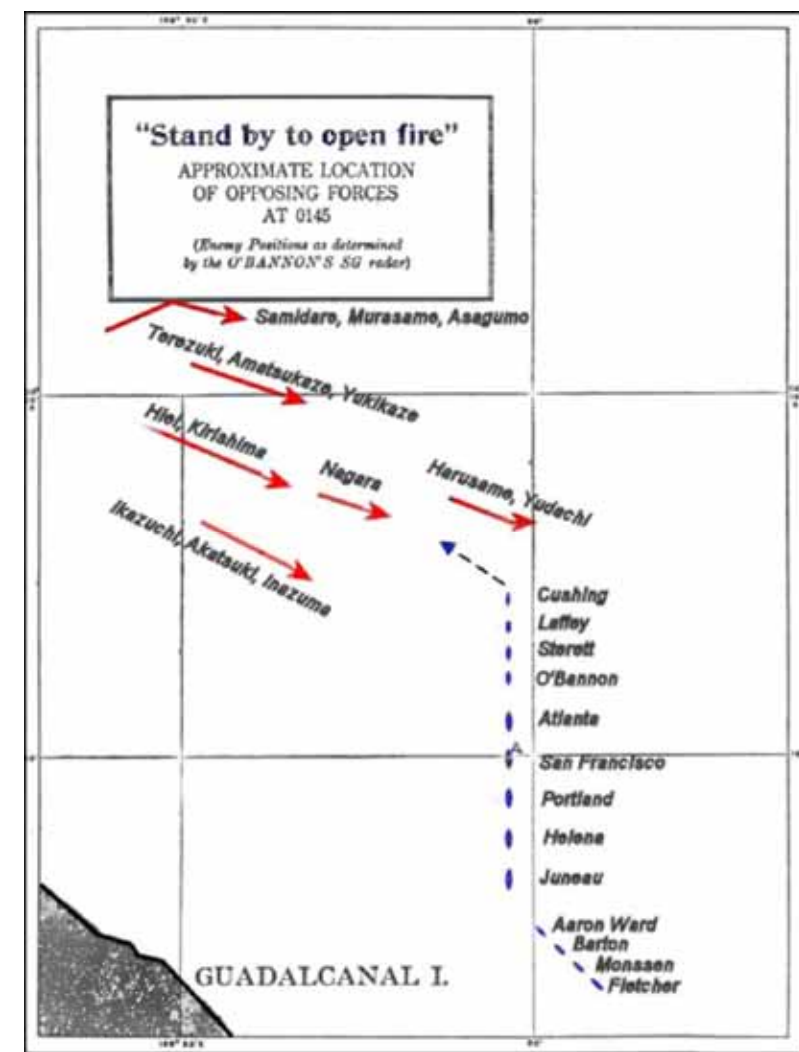


Fig. 9: Chart: "Stand by to open fire." Approximate location of opposing forces at 0145, 13 November 1942. (Enemy positions determined by the O'Bannon's SG radar at Guadalcanal, modified with Japanese ship names added).<sup>14</sup>

The history of this action is recorded on Naval History & Heritage command:<sup>15</sup>

**Capt. Lawrence B. Brennan ~ THE DESTRUCTION OF THE USS *JUNEAU* (CL 52) -AS SEEN FROM  
THE BRIDGE OF USS *FLETCHER* (DD 445)**

The ships arrived at Guadalcanal on 12 November, and Juneau took her place as a screening vessel for transports offloading in the area. In the early afternoon, 30 Japanese planes swarmed the task force. Juneau and the other screens put up a formidable anti-aircraft defense in which Juneau, alone, claimed to have shot down six enemy torpedo planes. Shortly thereafter American fighters swooped in and fired on the surviving attackers; in the end only one enemy bomber escaped the action unscathed. Following the mêlée, a majority of the U.S. cruisers and destroyers in the area cleared out in anticipation of the arrival of a large enemy surface force headed to the vicinity with the purpose of bombarding American forces on Guadalcanal....

Rear Adm. Daniel J. Callaghan and a rather small task force of U.S. naval vessels, 13 to be precise, including Juneau, remained in the area. In the early morning hours of the next day they engaged a Japanese bombardment force led by Vice Adm. Abe Hiroaki...

Shortly after midnight, Abe's flotilla appeared from out of a rain squall, practically on top of the American ships and a violent foray erupted in the darkness. The Japanese were out of formation and as they had been expecting to launch a shore bombardment they were not prepared to engage an American surface force—thus they were caught completely by surprise. The U.S. ships were also awkwardly positioned as they had been unsure of the exact composition of the Japanese battle line; this resulted in both forces nearly colliding. Once the guns sounded the battle rapidly became every ship for herself. Atlanta (CL-51) was positioned in a way that she became the immediate focus of concentrated enemy fire and she was quickly overwhelmed; Rear Adm. Norman Scott was killed on her bridge shortly after the action commenced.

Juneau fired off some 5-inch and 20-millimeter rounds and then she was struck on her port side by a torpedo from the Japanese destroyer Murasame, "below the armor belt and above the rolling chocks."... Severely damaged, Juneau lost her steering, which nearly caused her to collide with Helena. Miraculously Juneau managed to withdraw from the fray. After the damaged ship retired, the ongoing engagement lasted only another 40 minutes or so. Capt. Gilbert C. Hoover, the commanding officer of the cruiser Helena, emerged as the senior surviving officer of the group and gave the overall order to withdraw and regroup. ...Rescue efforts went on throughout the day and approximately 1,400 survivors were eventually brought ashore to Guadalcanal.<sup>16</sup>

Described in 1944 by Jameson & Washburn: "After a quarter-hour of battle most of [the US] ships were seriously shot up. The *Cushing* had received up to 20 hits from cruisers and destroyers and lay helpless. The *Laffey* had sunk; the *Sterett* had just been hit in the foremast and had lost SC radar, identification lights, and TBS<sup>17</sup> transmitting antenna; the *O'Bannon* was slightly damaged. The *Atlanta* was burning, and the *San Francisco* and *Portland* were badly holed. **The *Helena* had suffered minor injury. The *Juneau* had left the scene of action. The *Barton* had blown up. Only the *Aaron Ward*, *Monssen*, and *Fletcher* were untouched.**"<sup>18</sup>

[T]he badly damaged Juneau was steaming through the Sealark Channel on only a single screw. ....By dawn on the 13th, Juneau caught sight of the cruisers San Francisco, and Helena, as well as the accompanying destroyers O'Bannon, Fletcher and Sterett (DD-407). After exchanging signals Juneau joined the formation and shaped a course for Espíritu Santo. The cruiser struggled through the water; the damage she sustained from the torpedo hit knocked out much of her power and she was ten to twelve feet down by the bow and listing.<sup>19</sup>

THE DESTRUCTION OF THE USS *JUNEAU* (CL 52) -AS SEEN FROM THE BRIDGE OF USS *FLETCHER* (DD 445) ~ Capt. Lawrence B. Brennan

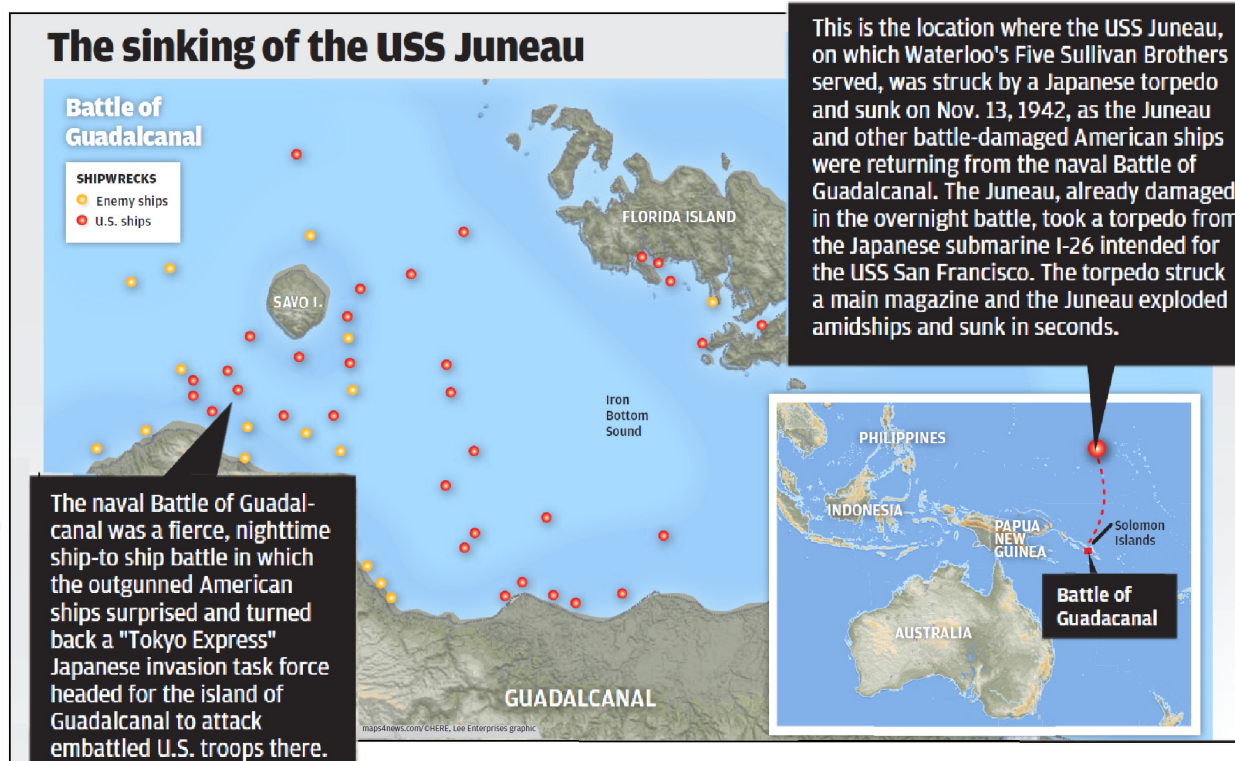


Fig. 10: Description of the sinking of Juneau, a graphic prepared for the Waterloo-Cedar Rapids Courier, Nov. 10, 2017<sup>20</sup>

By the late morning of 13 November 1942, Juneau was steaming 800 yards from the starboard quarter of the also damaged San Francisco. At 10°33'S, 161°03'E, at 1101, Japanese submarine I-26 (Cmdr. Yokota Minoru, commanding), fired three torpedoes, meant for San Francisco. ....

At 1101 a Helena talker reported a disturbance in the water like that made by a porpoise. This proved to be one of three torpedoes, apparently aimed at the San Francisco. The first crossed that ship's bow and just missed the *Juneau*'s stern, while the third passed astern of both ships. The second, however, which seemed to come from beneath the San Francisco, struck the *Juneau* on the port side, at about the same point where the hit had been made the night before. There was a terrific explosion, and the ship broke in two and disappeared in 20 seconds in a cloud of black, yellow, and brown smoke. Debris showered down among the vessels of the formation to such an extent that some observers thought that a high-altitude bombing attack was going on.

No sight or sound contact with the submarine was made. It was not feasible to stop and search for survivors due to the crippled condition of the ships and the weakness of the antisubmarine screen. Furthermore, it seemed unlikely that any of the personnel could have survived the force of the explosion.<sup>21</sup>

**Capt. Lawrence B. Brennan ~ THE DESTRUCTION OF THE USS *JUNEAU*(CL 52) -AS SEEN FROM  
THE BRIDGE OF USS *FLETCHER*(DD 445)**

Within seconds of the hit a massive explosion rocked Juneau; it was believed that her magazine ignited. Accounts from sailors on board the other ships, present at the attack, indicated that not only was the blast immense “blowing debris far into the air,” but that within nearly 20 seconds Juneau was gone; as one eyewitness stated “it seemed almost instantaneous.” The last time Lt. O’Neill saw Juneau was when he looked out the small port of the admiral’s cabin on board San Francisco and saw “tremendous clouds of grey and black smoke,” but Juneau had disappeared.

There was a general consensus among eyewitnesses that no one could have survived the blast. Despite that perception there were survivors. Based on the accounts of some of those survivors it is estimated that of the 693 sailors on board at the time she was hit roughly 115 of them were stranded in the water following the sinking of the ship. For those that had survived, however, their tribulations had only just begun.

San Francisco’s communications gear had been damaged during the earlier fighting and so she was unable to send any kind of warning to Juneau after spotting the torpedoes. In fact, of all the ships present in the group at the time only Fletcher was capable of antisubmarine operations. O’ Bannon also still had antisubmarine capabilities but had been detached from the group earlier in the day to contact higher headquarters without revealing the position of the rest of the group. With Juneau seemingly obliterated, an enemy submarine nearby, the threat of enemy aircraft in the area, as well as a serious danger of revealing their location, Capt. Hoover gave the order to press on as quickly as possible. In the days following the incident, Hoover’s decision to not attempt an immediate rescue was markedly questioned by his superiors; however, it should be remembered that the decision was made by an experienced, decorated naval commander and was done largely in order to prevent Juneau’s tragedy from being compounded with the loss of yet another crew of American sailors.<sup>22</sup>

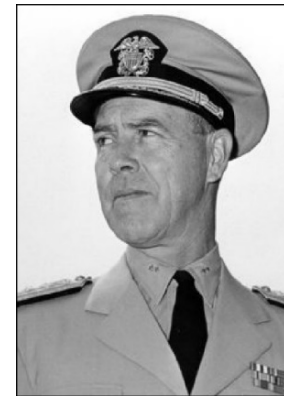
An eyewitness account of the destruction of USS *Juneau* and the dilemma faced by Captain Hoover (Senior Officer Present Afloat on *Helena*) was written by Newark-born Admiral Wiley, then the Executive Officer, USS *Fletcher* (DD-445).



**Fig. 11: Rear Adm. William M. Cole, then Captain, USS Fletcher<sup>23</sup>**



**Fig. 12: Gilbert C. Hoover, SOPA, USS Helena<sup>24</sup>**



**Fig. 13: Rear Admiral Joseph C. “Bill” Wylie, then Executive Officer on USS Fletcher (DD-445)**

**THE DESTRUCTION OF THE USS *JUNEAU* (CL 52) -AS SEEN FROM THE BRIDGE OF USS  
*FLETCHER* (DD 445) ~ Capt. Lawrence B. Brennan**

So we [Admiral Wylie and Captain Cole of *Fletcher*] broke all the rules and had the doctor bring us up a gill (four ounces) of his medicinal whiskey. I had just divided the liquor into two paper cups when there came the most tremendous explosion I could have ever imagined.

We dashed out of the chart house and looked aft to see an enormous mushroom of smoke rising where the *Juneau* had been. The sky above the smoke was filled with debris, and one complete twin 5-inch gun mount was headed right toward us. One of the two of us — I do not recall who did what—ran to the microphone and passed the word for all hands topside to take cover, while the other pushed the engine telegraph to “emergency flank speed ahead.” Bill and I looked at each other and, almost in the same breath, both said, “My God, the welders must have touched off a magazine.”

Commander Cole then ordered “right full rudder” to turn the ship outboard to head back to where the *Juneau* had been and look for survivors — although we agreed at the time that no human could have survived that appalling explosion. (The twin 5-inch mount landed directly in our wake, not 100 yards astern.) The *Fletcher* had turned almost 180° when, by voice radio, we received orders from the *Helena* to return to our screening station. We continued the turn and resumed screening.

Captain Hoover must have known we would be upset by the orders to resume screening, because he soon sent us a visual signal saying that a torpedo passing from port to starboard between the *Helena* and the *San Francisco* had hit the *Juneau*, and he had received reports that three more Japanese submarines lurked along our route. Mollified by this information, Bill and I went back into the chart house.

Not long after the explosion of the *Juneau*, an Army Air Forces bomber came into view. By flashing light, the *Helena* reported the sinking of the *Juneau*, including the position, and requested that the message be passed on to Commander South Pacific. Our signalmen were able to read portions of this message as the plane circled, and they reported seeing the bomber signal “Roger,” indicating that the message was received. We later learned the message never reached Admiral Halsey.

\*\*\*

In the many years since that day, I have thought about Captain Hoover’s decision many times. The only point on which I think his actions may be questioned is his reliance on the bomber to get the message through about the loss of the *Juneau*...

**Consider the situation facing Captain Hoover.** Of the ships that were left, two—the *San Francisco* and the *Sterett* — were crippled. The *Helena* was the only combat-ready cruiser in that part of the South Pacific. To protect these ships against three submarines ahead of him—the threat from which had been confirmed and emphasized by the spectacular destruction of the *Juneau* — **he had one destroyer, the *Fletcher*.**

If the *Fletcher* had gone to look for survivors, it would have been at least two hours — and probably more — before she could have made a good search, caught up with the ships, and resumed her screening position.

Balance all that against the normal instinct to look for survivors.

What would you have done?

**I think Captain Hoover made the most difficult — and the most courageous — combat decision I have ever known.** And he did it with no delay. He surely knew he would be vulnerable to later criticism, or he would not have had the courtesy to explain to us the facts. He was relieved of command shortly afterward. **While I think he knew it might cost him his career. Captain Hoover chose — however much a cliché — the good of the service. And I think, on that tragic morning, he made the right decision.**<sup>25</sup>

**Capt. Lawrence B. Brennan ~ THE DESTRUCTION OF THE USS *JUNEAU*(CL 52) -AS SEEN FROM  
THE BRIDGE OF USS *FLETCHER*(DD 445)**

**Fig. 14:** Printed two-color launching cover for USS Fletcher (DD-445) and postmarked with Kearny, New Jersey machine postmark dated 3 May 1942.



Illus. credit Jon Burdett

**Fig. 15:** Printed two-color launching cover for USS Fletcher and postmarked with Kearny, New Jersey machine postmark dated 3 May 1942



Cover courtesy [Naval Cover Museum](http://www.navalcovermuseum.com)

**Fig. 16:** Real sailor's mail sent by Executive Officer, USS Fletcher, Lieutenant Commander J. C. Wylie, USN to a florist in Rahway, New Jersey. The air mail censored cover bears Fletcher's undated Type 3z(BTT) rubber stamp hand cancel. Because the handwritten return address is care of postmaster New York, the envelope must have been mailed between the establishment of her post office 15 July 1942 and September 1942, when Fletcher departed for the Pacific.



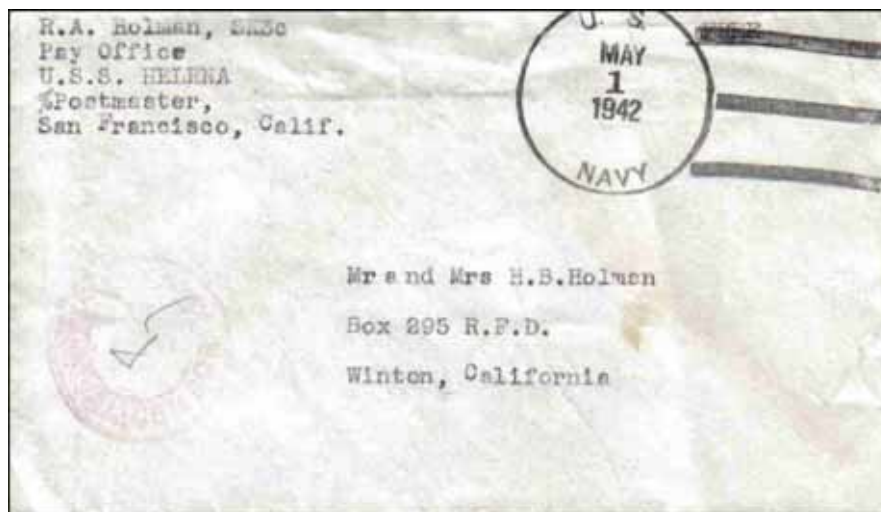
**Fig. 17:** USS Fletcher, shown off NYC shortly after launching at Kearny, NJ <sup>26</sup>

**THE DESTRUCTION OF THE USS *JUNEAU* (CL 52) -AS SEEN FROM THE BRIDGE OF USS *FLETCHER* (DD 445) ~ Capt. Lawrence B. Brennan**



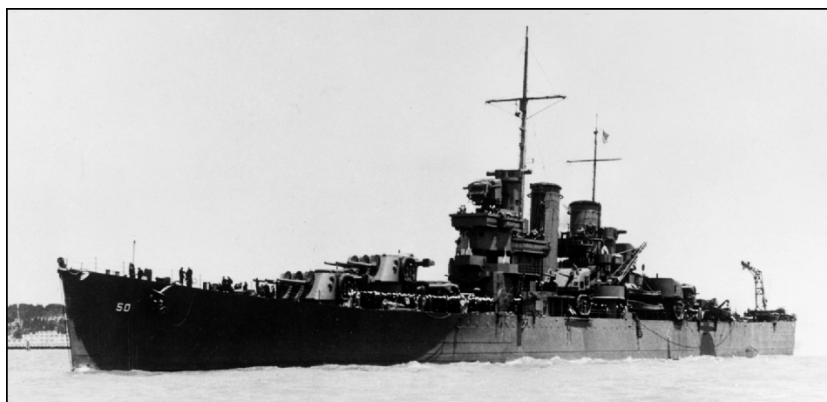
Cover courtesy Naval Cover Museum, Greg Ciesielski.

***Fig. 18: Printed two-color commissioning cover for USS Helena (CL-50) and postmarked with the ship's rubber stamp Locy Type 3r postmark dated 18 Sept 1939.***



Courtesy of Naval Cover Museum & member Jon Burdett

***Fig. 19: Real sailor's mail sent by a sailor in USS Helena (CL 50), to relatives in California. The free mail censored cover bears Helena's 1 May 1942 Type 3z(BTB) rubber stamp hand cancel.***



Naval History & Heritage  
Command Photo #NH 95813

***Fig. 20: USS Helena 1 July 1942, off Mare Island Navy Yard, California.***

**ADMIRAL HALSEY'S PUBLIC CONFESSION OF "AN INJUSTICE" IN HIS RELIEF  
OF CAPTAIN HOOVER FOLLOWING THE LOSS OF USS *JUNEAU* AND  
VIRTUALLY ALL HANDS**

The relief of Captain Gilbert C. Hoover, USN, Commanding Officer USS *Helena* (CL 50), following the Friday, November 13, 1942 Naval Battle of Guadalcanal, provides a detailed case study of impetuous relief for cause without the necessary investigation and deliberation.

In his 1947 autobiography, Admiral Halsey wrote a *mea culpa* for the relief of the commanding officer Capt. Gilbert C. Hoover who was SOPA [Senior Officer Present Afloat] when the light cruiser *USS Juneau* was torpedoed. Ultimately, there were only 10 survivors after a lengthy delay in instituting a search for the crew, including the five Sullivan brothers.



*Fig. 21: Fleet Admiral William F. Halsey, Jr. (1882-1959).<sup>27</sup>*

**I cannot close this account of the Battle of Guadalcanal without adding a confession of a grievous mistake. I have already confessed it officially; now I do it publicly.**

\*\*\*

It transpired that [USS *Juneau*] had been torpedoed again and had sunk so suddenly, in such a hail of debris, that the other ships at first thought they were under a high-altitude bombing attack. **The senior officer present, Capt. Gilbert C. Hoover of the *Helena*, now faced a grim decision.** Although few men if any, in his opinion, could have survived the terrific explosion, common humanity urged him to search for them. (Capt. Lyman K. Swenson of the *Juneau* was one of Hoover's closest friends.) On the other hand, the O'Bannon had been sent off on a special mission, so he now had only the *Fletcher* and the crippled *Sterett* as escorts for his crippled force; rescue operations would almost certainly invite a second torpedo attack; and at that critical stage, the loss of another ship — and possibly more — might jeopardize the whole campaign. **Hoover chose to continue his withdrawal toward Espiritu. He notified a patrol plane that he was doing so and gave it all pertinent information. This information never went through. As a result, of some 120 men left alive in the water (it developed), only ten made the beach.**

**When the *Helena* eventually reached Nouméa, Hoover reported to my headquarters. After interrogating him thoroughly, my advisers — Jake Fitch, Kelly Turner, and Bill Calhoun — agreed that he had done wrong in abandoning the *Juneau*, and recommended his detachment. Reluctantly, I concurred. Hoover's record was outstanding — he had won three Navy Crosses — but I felt that the strain of prolonged combat had impaired his judgment; that guts alone were keeping him going; and that his present condition was dangerous to himself and to his splendid ship. In this conviction, I detached him with orders to CINCPAC.**

**Much later, when I reviewed the case at the instigation of Rear Adm. Robert B. Carney, who had become my Chief of Staff, I concluded that I had been guilty of an injustice. I realized that Hoover's decision was in the best interests of victory. I so**

THE DESTRUCTION OF THE USS *JUNEAU* (CL 52) -AS SEEN FROM THE BRIDGE OF USS  
*FLETCHER* (DD 445) ~ Capt. Lawrence B. Brennan

informed the Navy Department, requesting that he be restored to combat command, and adding that I would be delighted to have him serve under me. The stigma of such a detachment can never be wholly erased, but I have the comfort, slight as it is, of knowing that Hoover's official record is clean. I deeply regret the whole incident. It testifies to Captain Hoover's character when I say that he has never let it affect our personal relations.<sup>28</sup> [*Bold and underscored added for emphasis.*]

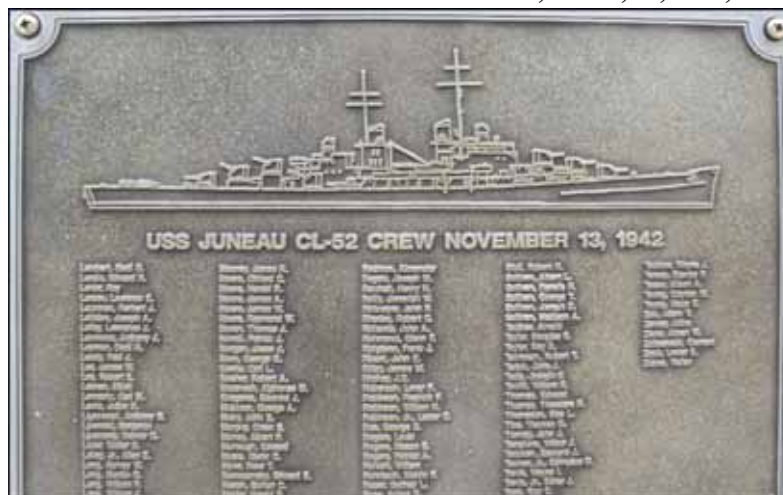
## THOSE WHO DIED

Six hundred eighty-seven men did not survive the sinking of *Juneau*. The most famous of those who did not survive were the Five Sullivan Brothers, from Waterloo, Iowa.



U. S. Naval Historical Center, Photo #: NH 52362<sup>29</sup>

*Fig. 22: The Sullivan brothers on board USS Juneau: Joe, Frank, Al, Matt, and George.*



*Fig. 23: Partial list of those lost with Juneau.*

Their service and heroism should never be forgotten.

## **SURVIVORS**

Help and rescue came slowly to the men who did survive the sinking on the 13 November. Aside from the decision not to look for survivors, fate seem to have figured against them – a report from a plane that sighted them two days later and dropped an inflatable craft somehow did not make it through, and the well over one hundred survivors dwindled.

In the end, there were ten men in the water who survived the sinking of USS *Juneau* – seven in one group of rafts and nets from the ship, and three in a small inflatable boat dropped from the plane. Seven days later, USS *Ballard* recovered two of the seven, and five more in a raft were rescued by a PBY Seaplane. The inflatable boat found its way to San Cristobal Island six days after the sinking. The rest were lost to injuries from the explosion, exposure and dehydration, lack of food, delirium, and the sharks which quickly found anyone who slipped away from the group.

Four others from *Juneau*'s medical staff had been sent over to *San Francisco* earlier in the day, to help treat the wounded there.

The last of *Juneau*'s ten survivors, Frank Alfred Holmgren, was a lifelong resident of Eatonton, New Jersey. Upon returning from World War II, he began a 35-year career as an ordnance man at Earle Naval Ammunition Depot in Monmouth County. He had joined the Navy in 1942, along with his good friend Charles Hayes, and both were assigned to *Juneau* – his friend survived the sinking as well, but not the ordeal in the water. Holmgren died in 2009: his story is recorded on several online videos.<sup>30</sup>



**Fig. 24: Frank Holmgren of Eatonton, NJ, last survivor of *Juneau*, in an interview done with NJ Discover and available on YouTube. He tells his story as well on the Veteran's History Project. He died at age 86 on May 11, 2009. In addition to Frank and his friend Charles Hayes, four other New Jersey sailors (all from, Monmouth County) died with the sinking of *Juneau*.<sup>31</sup>**

**THE DESTRUCTION OF THE USS *JUNEAU* (CL 52) -AS SEEN FROM THE BRIDGE OF USS  
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**DISCOVERY OF THE WRECK OF *JUNEAU***

The recent discovery of the wreck of USS *Juneau* prompted renewed interest in the account of the battle and the impact of the loss of the ship with nearly all hands.

USS *Juneau* had a short service history, only being commissioned just under a year prior to it sinking. During its fateful battle on 13 November 1942, a second torpedo hit on its port side creating a significant explosion that cut the ship in half and killed most of the men on board.. Because *Juneau* sank in 30 seconds and due to the risk of further Japanese attacks, the American task force did not stay to check for survivors. Although approximately 115 of *Juneau*'s crew reportedly survived the explosion, including possibly as many as two of the five Sullivan brothers, naval forces did not undertake rescue effort for several days and only 10 men were rescued from the water eight days after the sinking.

The Sullivan family of Waterloo, Iowa lost their sons George, Francis "Frank," Joseph, Madison "Matt" and Albert despite the naval policy that prevented siblings from serving in the same units. The brothers refused to serve unless assigned to the same ship and the policy was ignored. According to naval historians, the brothers' deaths became a rallying cry for the allied forces.<sup>32</sup>

**CONCLUSION**

Like the better known story of the loss of the New Jersey-built USS *Indianapolis* (CA 35) also sunk by a Japanese submarine, at the end of World War II, the loss of *Juneau* left only 10 crewmen rescued with 687 officers and men lost.<sup>33</sup>

On St. Patrick's Day, 17 March 2018, three quarters of a century after the sinking, the wreckage of *Juneau* was located by the Paul Allen-funded expedition using R/V *Petrel*. The war grave was located 2.6 miles below the surface on the floor of the South Pacific off the coast of the Solomon Islands.<sup>34</sup>

**ENDNOTES:**

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<sup>2</sup> Lawrence B. Brennan is a retired U.S. Navy Captain, an adjunct professor of law at Fordham Law School, and an admiralty and maritime law litigator in New York City. He was a trial attorney for the U.S. Department of Justice. He was educated at Fordham University in New York City (B.A. *magna cum laude* 1974 and J.D. 1977). He is a member of the Bar of the State of New York and various federal courts, including the U.S. Supreme Court. He has been quoted frequently in the media and been interviewed on national and international television and radio programs.

<sup>3</sup> Captain Browning was awarded the Distinguished Service Medal for his role in the victory at Midway, the same as received by Admiral Spruance.

<sup>4</sup> The Guadalcanal battle history is based, as usual, on the *Dictionary of American Naval Fighting Ships*' entry found on line at <https://www.history.navy.mil/research/library/online-reading-room/title-list-alphabetically/b/battle-of-guadalcanal.html>.

<sup>5</sup> See *Combat Narratives, Solomon Islands Campaign: VI, Battle of Guadalcanal, 11-15 November 1942* ~~Confidential~~ (Declassified) Publications Branch Office of Naval Intelligence - United States Navy, 1944., at <https://www.history.navy.mil/research/library/online-reading-room/title-list-alphabetically/b/battle-of-guadalcanal.html#phase1> or <http://www.ibiblio.org/hyperwar/USN/USN-CN-Guadalcanal/USN-CN-Guadalcanal-1.html#phase1>

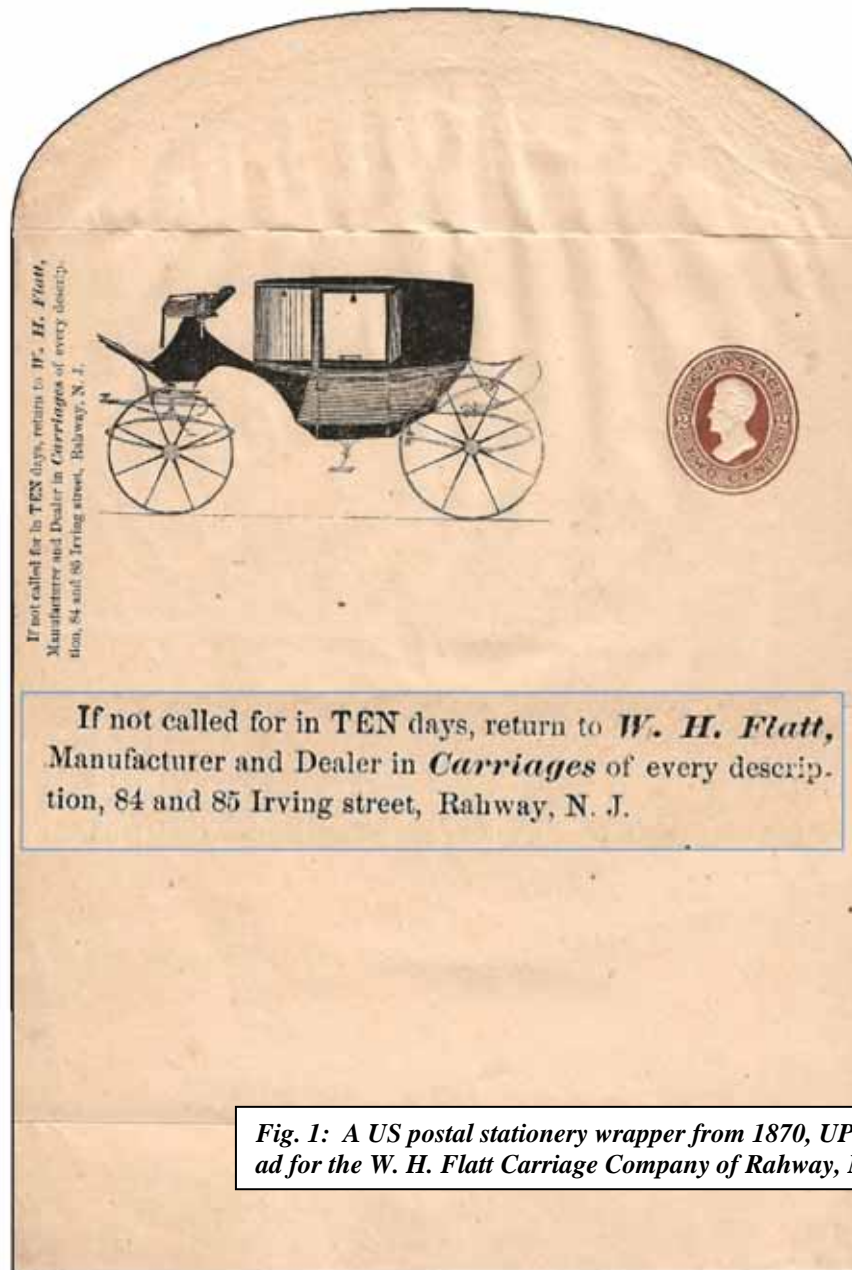
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THE BRIDGE OF USS *FLETCHER* (DD 445)**

- <sup>6</sup> For detailed accounts of the loss of USS *Juneau* see USS *Fletcher* (DD 445) Executive Office, Rear Admiral Joseph C. “Bill” Wylie’s letter and *Left to Die, The Tragedy of the USS Juneau* by Dan Kurzman. 20 April, 1986 <http://www.ussfletcher.org/stories/juneau.html> .
- <sup>7</sup> Photograph from the Bureau of Ships Collection in the U.S. National Archives #19-N-28149. See <http://www.navsource.org/archives/04/052/04052.htm>.
- <sup>8</sup> National Archives photo #19-LC-28131, see <https://www.history.navy.mil/content/history/museums/nmusn/explore/photography/ships-us/ships-usn-j/uss-juneau-cl-52.html>.
- <sup>9</sup> Captain Lyman K. Swenson photo at NavSource Online at <http://www.navsource.org/archives/04/052/lkswenson.jpg>.
- <sup>10</sup> *Juneau* at Federal Shipbuilding and Drydock Company, Kearny, New Jersey, October 1, 1941. U.S. Bureau of Ships Photograph, now in the collections of the National Archives #19-LC-28141, <https://www.history.navy.mil/content/history/museums/nmusn/explore/photography/ships-us/ships-usn-j/uss-juneau-cl-52/19-lc-28141.html>
- <sup>11</sup> Photograph from Naval History & Heritage Command: U.S. National Archives # 19-N-28143. See <https://www.history.navy.mil/our-collections/photography/numerical-list-of-images/nara-series/19-n/19-N-20000/19-N-28143.html> .
- <sup>12</sup> *Juneau* history at <http://www.ussfletcher.org/stories/juneau.html>, p. 15.
- <sup>13</sup> *Ibid.*, p. 35.
- <sup>14</sup> <http://ibiblio.org/hyperwar/USN/USN-CN-Solomons/index.html>. This version available on Wikipedia at [https://upload.wikimedia.org/wikipedia/commons/c/c6/NavalGuadalcanalNov13\\_mod.jpg](https://upload.wikimedia.org/wikipedia/commons/c/c6/NavalGuadalcanalNov13_mod.jpg), ships’ names added.
- <sup>15</sup> Naval History & Heritage Command: *Juneau* (CL-52) at <https://www.history.navy.mil/research/histories/ship-histories/danfs/j/juneau-i.html>.
- <sup>16</sup> *Ibid.*, see FN 15.
- <sup>17</sup> TBS (Talk Between Ships) radio transmitting equipment aboard naval ships at this time, a VHF transmitter-receiver system
- <sup>18</sup> *The Battle of Guadalcanal, 11-15 November 1942*, Colin G. Jameson, Barbara Washburn, Naval Historical Center (U.S.), Naval Historical Center, Department of the Navy, 1944 on [Google Books](https://books.google.com/books).
- <sup>19</sup> Ob cit. Naval History & Heritage Command: *Juneau* (CL-52).
- <sup>20</sup> Graphic from the Waterloo-Cedar Rapids Courier, Nov. 10. 2017 created by Maps4News.com for Lee Enterprises– in an article titled “Declassified: A U.S. Navy account of the sinking of the USS *Juneau*.” The five Sullivan brothers were from Waterloo, Iowa. See [https://wfcourier.com/sullivanbrothers/declassified-a-u-s-navy-account-of-the-sinking-of-the-uss-juneau/article\\_db613a0d-4416-5a30-95a4-478a1b1a35ed.html](https://wfcourier.com/sullivanbrothers/declassified-a-u-s-navy-account-of-the-sinking-of-the-uss-juneau/article_db613a0d-4416-5a30-95a4-478a1b1a35ed.html)
- <sup>21</sup> For detailed accounts of the loss of USS *Juneau* see USS *Fletcher* (DD 445) Executive Office, Rear Admiral Joseph C. “Bill” Wylie’s letter and *Left to Die, The Tragedy of the USS Juneau* by Dan Kurzman. 20 April, 1986 <http://www.ussfletcher.org/stories/juneau.html>
- <sup>22</sup> Ob cit. Naval History & Heritage Command: *Juneau* (CL-52).
- <sup>23</sup> Both Cole and Wylie photos at <http://destroyerhistory.org/fletcherclass/index.asp?r=44500&pid=44504>
- <sup>24</sup> Gilbert C. Hoover at <https://valor.militarytimes.com/hero/20527> .
- <sup>25</sup> “Captain Hoover: Right or Wrong?” by Rear Admiral J. C. Wylie, U.S. Navy (Retired); *Naval History Magazine* Volume 6 Number 4, December 1992.
- <sup>26</sup> USS *Fletcher* (DD-445) off New York, 18 July 1942. See [https://en.wikipedia.org/wiki/USS\\_Fletcher\\_\(DD-445\)#/media/File:USS\\_Fletcher\\_\(DD-445\)\\_off\\_New\\_York,\\_1942.jpg](https://en.wikipedia.org/wiki/USS_Fletcher_(DD-445)#/media/File:USS_Fletcher_(DD-445)_off_New_York,_1942.jpg).
- <sup>27</sup> Admiral Wm. Halsey U.S. Navy photograph #80-G-K-15137, now in the National Archives collection - Naval Historical Center (<http://www.history.navy.mil/photos/images/k15000/k15137.jpg> )
- <sup>28</sup> Halsey, William F., Jr. and J. Bryan, III, *Admiral Halsey’s Story*, McGraw-Hill Book Co., Inc. (NY 1947), pp 133-35.
- <sup>29</sup> The Five Sullivan Brothers, [U.S. Naval Historical Center, Photo #: NH 52362](https://www.history.navy.mil/our-collections/photography/numerical-list-of-images/nara-series/19-n/19-N-20000/19-N-28143.html).
- <sup>30</sup> See Frank Holmgren in the Veterans History Project, in the [American Folklife Center](https://www.americanfolklorecenter.org/) of the Library of Congress and a YouTube video posted by DiscoverNJ at <https://www.youtube.com/watch?v=hXRMrETJxE4>.
- <sup>31</sup> Asbury Park Press article by Erik Larsen March 21, 2018 at <https://www.app.com/story/news/history/erik-larsen/2018/03/21/uss-juneau-found-belmar-sailors-world-war-ii-sullivan-brothers/442067002/>.
- <sup>32</sup> <https://www.paulallen.com/rv-petrel/uss-juneau-wreck-located-famous-for-sullivan-brothers>
- <sup>33</sup> National Museum of the US Navy, Photography Exhibit, USS *Juneau* (CL-52). See, <https://www.history.navy.mil/content/history/museums/nmusn/explore/photography/ships-us/ships-usn-j/uss-juneau-cl-52.html>
- <sup>34</sup> <https://www.paulallen.com/rv-petrel/uss-juneau-wreck-located-famous-for-sullivan-brothers>

**WILLIAM H. FLATT: CARRIAGE MANUFACTURER, Rahway, NJ:  
The Favorite Stationery of IRA BORNSTEIN**

*Reprinted with permission from Postal Stationery, the journal of the United Postal Stationery Society, and its author, Ira Bornstein. For further information, please visit [www.upss.org](http://www.upss.org).<sup>1</sup>*

Among my favorite pieces of postal stationery is a wrapper, UPSS164 from 1870, showing an ad for the W. H. Flatt Carriage Company of Rahway, N.J. The carriage industry was very prevalent on the east coast, especially in New Jersey and New York. Once the railroads were built, the distribution of the carriages became a lot easier.



*Fig. 1: A US postal stationery wrapper from 1870, UPSS 164, with illustrated ad for the W. H. Flatt Carriage Company of Rahway, N.J.*

William H. Flatt (1822-1878) was a leading carriage maker of his time. He sold carriages to both the North and South up until the Civil War. His carriages won acclaim throughout the industry as being of first-rate quality. His advertising on this postal stationery attests to the standing of his carriage business.

Like most carriage makers of the time, business decreased greatly during the Civil War and many could not recover after the war. In the 1870s Mr. Flatt leased his warehouses to other carriage makers and left the business.

Unfortunately, the story does not have a happy ending. Below is his obituary notice of October 12, 1878 in the *New York Times*. The descriptions are rather harsh and gruesome for today's tastes, but was usual for those harsher times.

### **BUSINESS LOSSES CAUSING SUICIDE**

#### **WILLIAM H. FLATT, OF RAHWAY, BLOWS HIS BRAINS OUT**

October 12, 1878: William H. Flatt, a prominent carriage manufacturer of Rahway, N.J., committed suicide yesterday. Beginning business when a young man, he built up a large trade. Having large interests in the South, the civil war brought him large losses, from which he did not entirely recover. He was a Director of the Union National Bank of Rahway, which suspended a few weeks ago. He had invested largely in its stock, and its closing embarrassed him. It is understood, however, that his resources are ample to meet every obligation, and that he had no occasion for alarm. Recently, however, he has shown signs of depression. Yesterday morning at breakfast, he seemed nervous and uneasy. When he had finished the meal, of which he partook only sparingly, he went to his bedroom. Soon afterward, his family was startled by the report of a gun. His wife rushed to the room, and was confronted by a horrible sight. The top of his head had been blown off. His body rested in a chair, leaning forward over a double-barreled gun, with which the suicide had been committed. It is judged, from the position of the body and of the gun, that, sitting down in the chair, he put the muzzle of the gun to his face with his right hand to guide it, and reached down with his left hand to pull the trigger. Justice David J. Bouser, who was summoned at once, gave notice to the County Physician, who gave a permit for the burial of the remains.

Mr. Flatt was a leading member of the Presbyterian Church, and for many years officiated as a member of the City Council, representing the Third Ward. He was also a Free Mason in high standing. He was 52 years of age, and leave a wife, three daughters, and a son.<sup>2</sup>

### **ENDNOTES:**

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<sup>1</sup> Reprinted with permission from Ira Bornstein and the United Postal Stationery Society, My Favorite Postal Stationery, a regular column in their journal *Postal Stationery*, #434, Sept. Oct 2020. For further information, please visit their web site at [www.upss.org](http://www.upss.org).

<sup>2</sup> New York Times, Oct. 12, 1878.

## HUNTERDON COUNTY RURAL FREE DELIVERY: An Expanded Version: Part 4

By Jim Walker

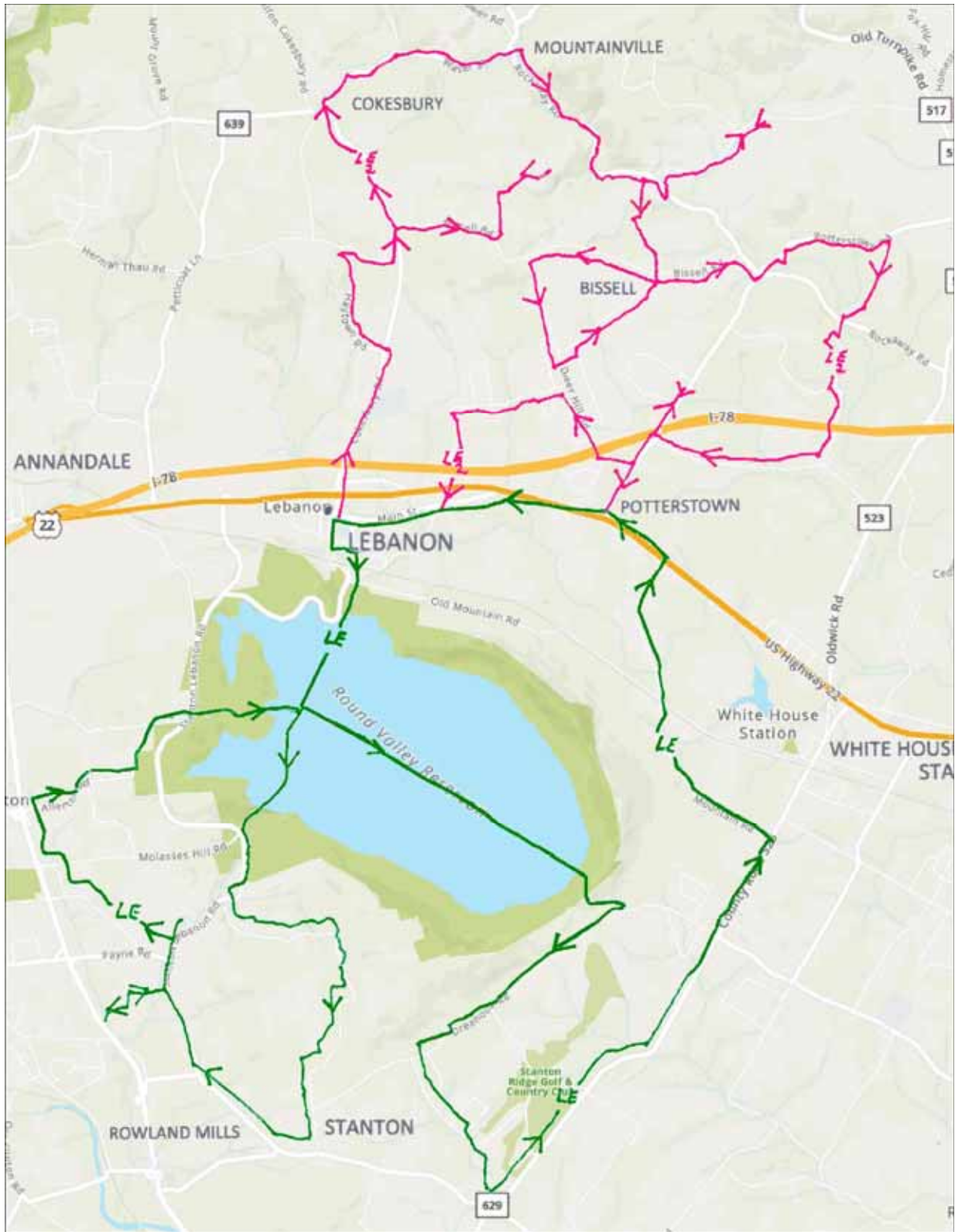
*(Beginning with the February 2020 issue of NJPH, Jim Walker began an exploration of RFD routes established in Hunterdon County, having traced the early light blue post office maps to show the beginnings of rural delivery, and showing associated covers with RFD related cancels. Our February issue covered Pittstown, the earliest RFD in Hunterdon, plus Annandale and Bloomsbury. The May issue included Hunterdon RFD towns in alphabetical order (Califon, Flemington, Frenchtown, & Glen Gardner), and August covered Hampton (Junction) and Lambertville. This issue includes Lebanon and Milford. Figure numbers continue from the previous sections. Other Hunterdon RFDs will follow in future issues. Ed.<sup>1,2</sup>*

### 10 LEBANON

Lebanon is located in Clinton Township along what today is Route 78 and 22, north of Round Valley Reservoir. RFD began here on August 15, 1905 with Cyrus H. Alpaugh as the first carrier. He would be replaced by Frank La Tourette in 1910. A second route would be established in the spring of 1906 with Isiah Sutton as carrier on this route.

RFD Route#1 left Lebanon on Cherry St. to meet the Lebanon - Stanton Rd. (Rt. 629) and Round Valley Rd. at Valley Crest Rd. At this point it should be noted that most of Round Valley Road is now at the bottom of Round Valley Reservoir, built in 1960, and what was Cherry St. has been rerouted to skirt the north side of the Reservoir to meet Rt. 629. This route continued south to Stanton Mountain Rd. to the village of Stanton. Heading northwest on Lebanon - Stanton Rd., it turns west for a short distance on Cratetown Rd., continuing northwest on Tine Rd. and King Rd., then on to Allerton Rd. to Valley Crest Rd., to Round Valley Rd. The Round Valley Rd. from here to the other side of the Reservoir is submerged almost its entire length. On the southeast side what is left of Round Valley Rd. connects with Dreahook Rd. The route continues south on Dreahook Rd., turning on to Springtown Rd., to Flemington - White House Rd. (Rt.523), where it turns north again, following Mountain Rd. to Route 22 and back to Lebanon.

RFD Route#2 with Isiah Sutton as the first carrier served the area to the north and east of Lebanon. It headed north on the Cokesbury Rd. (Rt. 639) to Haytown Rd., east on Woods Rd., and back to Cokesbury Rd. At Bissell Rd. it turns east and north on Still Hollow Rd. to the Lindabury farm and back-tracks all the way back to Cokesbury Rd. again. Here the carrier reaches Cokesbury turning on Water St. and continuing on to Mountainville. Both of these villages' post offices would be discontinued on September 30, 1915 due to this RFD. It then heads south on Rockaway Rd. to Hill and Dale Rd., delivering mail as far as the Reed farm, then back-tracking to Rockaway Rd. and turning south on Meadow Lane to Bissell. Here the route makes a loop going west on Bissell Rd. to Deer Hill Rd., then turns east on Welsh Rd. and back to the village of Bissell. The Bissell post office would be discontinued April 30, 1906 due to this RFD. From there it turns south on Rockaway Rd. again to Taylors Mill Rd. and west on Hall's Mill Rd. We come to Potterstown Rd., and turning north, Sutton delivered as far as the Hoffman farm where he back-tracked, heading south to Potterstown, back-tracking again to Frontage Rd., then Deer Hill Rd., turning west on Blossom Hill Rd. to Main St. Lebanon.



RFD routes shown on a modern Mapquest map  
**Fig. 49: Lebanon's first RFD route is shown in green, and its second RFD route is shown in carmine.**

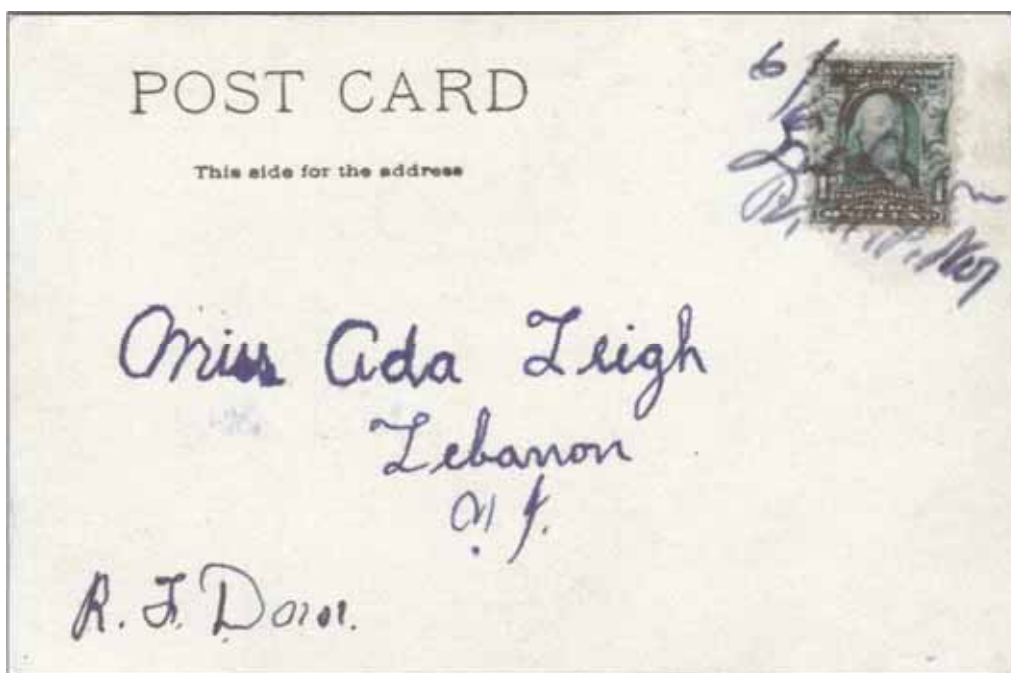


Fig. 50: Lebanon RFD #1, June 21, 1906, canceled in route.



Fig. 51: Post card canceled by carrier Isiah Sutton on route #2, Lebanon.

HUNTERDON COUNTY DEMOCRAT, FLEMING

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**Frank LaTourette, Popular R. F. D.  
Carrier, Victim of Sudden Illness**



**FRANK LA TOURETTE AND CAR HE DROVE SO LONG**

Frank LaTourette, 63 years old, who for 28 years carried the mail on R. F. D. No. 1, Lebanon, died suddenly at his home in Lebanon Sunday, Nov. 6, 1938, after a brief illness.

The veteran carrier was apparently in his usual good health Saturday evening, when he attended a rehearsal at the Lebanon Reformed chapel. Sunday morning he was unable to get up and was attended by a physician, but died soon after.

Mr. LaTourette served the patrons on Route 1 for 28 years and had planned to retire in 1940. In 1910 when he became mail carrier he used a horse and buggy to make delivery but four years later he acquired an automobile and in the intervening period he had worn out four automobiles. He estimated last summer, on the occasion of his 28th anniversary, that he had driven a distance equal to ten trips around the world, or about 9,000 miles a year. Much of this traveling was over roads drifted with snow and sometimes deep mud; but Mr. LaTourette always made the best of the conditions and

prided himself in serving patrons despite the handicaps of travel.

Mr. LaTourette knew most of his patrons personally and did many favors for them in the years of his long service.

Mr. LaTourette was born near Readington, May 30, 1875, a son of the late Peter H. and Mary McCrea LaTourette. He married Miss Susan Melick April 4, 1896, and has resided in Lebanon 35 years.

Mr. LaTourette was a member of the Reformed Church and of the Junior O. A. M.

Surviving besides his widow are a son, Raymond M. LaTourette of Lebanon; a sister, Mrs. James H. Symonds of Shelton, Conn., and a brother, William M. LaTourette of 754 Kensington Ave. Plainfield.

Funeral services were held from the home yesterday at 2.30 p. m. The Rev. Benjamin F. White of the Reformed Church, officiated. Burial was in the Union cemetery, adjoining the Methodist Church, Lebanon.

Bearers were John W. Henry, John A. Conover, George Kline, L. K. Cole, Russell Perry, and Alvah LaTourette.

*Fig. 52: Frank LaTourette obituary Hunterdon County Democrat November 10, 1938.*



Fig. 53: Post card addressed to Round Valley, N.J., canceled by RFD carrier in route March 13, 1911.



Fig. 54: Cokesbury to High Bridge by way of Lebanon, 1906. This post office would be discontinued September 30, 1915.



*Fig. 55: Post card mailed October 10, 1906 at Mountainville to Grace Lindabury, also on RFD #2. This card was carried back to the Lebanon post office.*



*Fig. 56: Post card "Greetings from Bissell, N.J. This office was discontinued April 30, 1906.*



Fig. 57: Post card with RFD Belle Mead, N.J. cancel addressed to Lebanon RFD #2 in 1907.

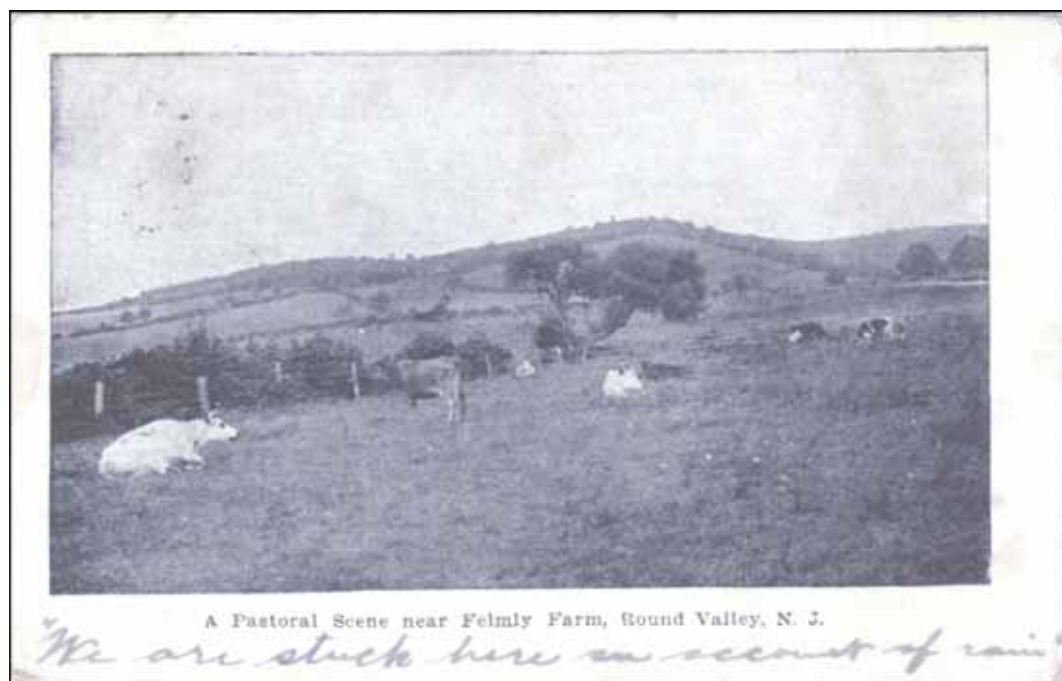
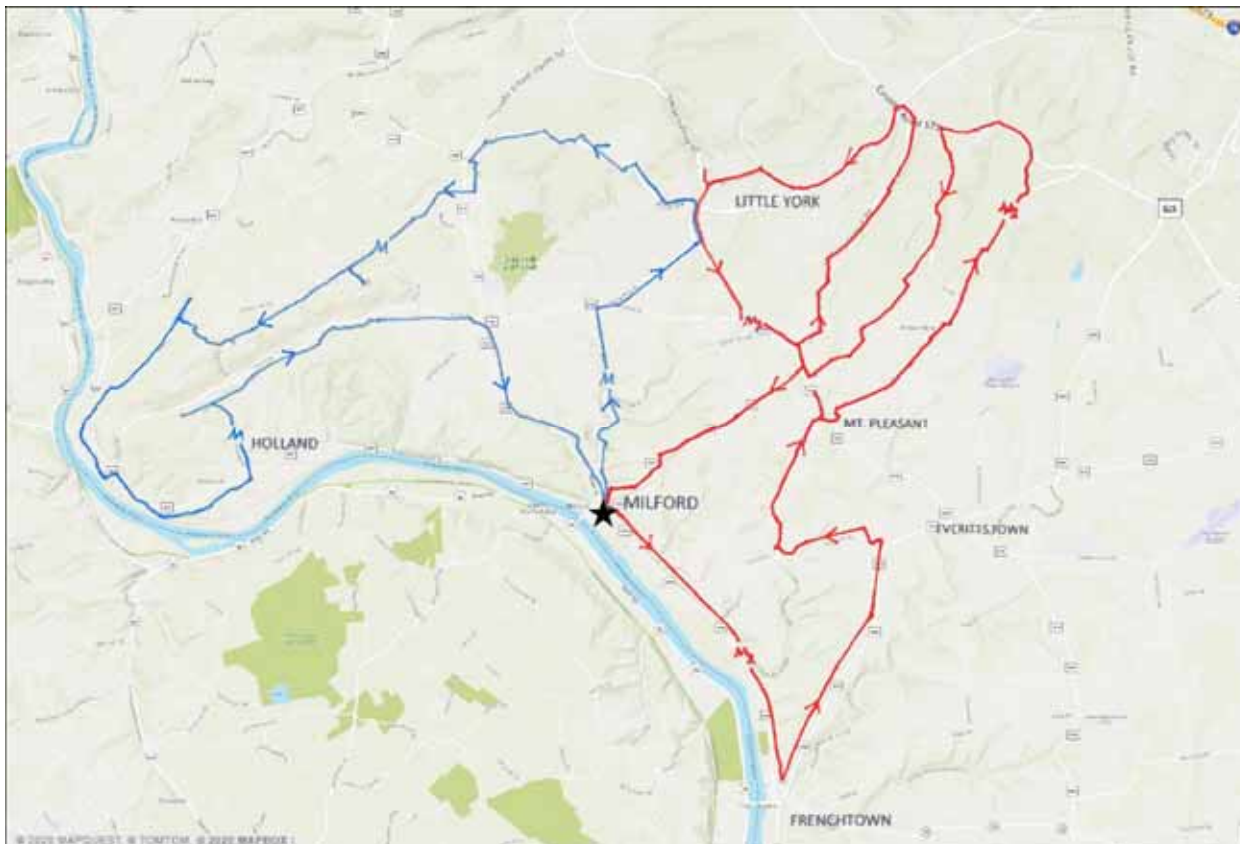


Fig. 58: Post card view of the Felmly Farm located on Valley Crest Rd., just west of the intersection with Round Valley Rd., posted in 1911.<sup>3</sup>

## 11 MILFORD

Milford RFD route #1 was established July 20, 1903, the same date as the Bloomsbury route. This route, combined with route #2 established by 1907, would service most of Alexandria Township. Route #1 headed north toward Little York, then west to Riegel Ridge. From there it traveled south west to Mt. Joy Road (Route 627), following this route to Holland. That post office would fall victim to this RFD by 1933. It then continued north along Phillips Road to Church Road to Route 519, where it turned southeast and followed it back to Milford.

Route #2 was serviced by carrier Herbert T. Barron. He traveled south along the Milford-Frenchtown Road, then northeast along Everittstown Road (Route 513), then along Mt. Pleasant-Everittstown Road (Route 519) to Gallmeier Road, where it turned west and then north on Stamets Rd to Mt. Pleasant. Both this post office and the Everittstown office (*Figure 60*) would be discontinued on October 31, 1912 due to this RFD. It continued northeast to the Union Township line along Rick Road and then turned again along Woolf and Hickory Corner Roads. It then returned along Little York-Mt. Pleasant Road (Route 631) and Milford-Mt. Pleasant Road (Route 519) back to Milford.



Overlaid on a modern Mapquest map  
**Fig. 59: Milford RFD routes, route #1 shown in blue and route #2 shown in red.**



**Fig. 60:** *The general store and post office at Everittstown, discontinued October 31, 1912. This picture was taken in 2008.*

*This series will continue in future issues of NJPH.*

## ENDNOTES:

<sup>1</sup> For the full version of Jim Walker's *Hunterdon County Postal History*, first published in the pages of *NJPH* from August 2007 to November 2010, and compiled in an online edition in 2010, see <https://njpostalhistory.org/media/pdf/HuntHist.pdf>.

For only the section on RFDs in Hunterdon County, see <https://NJPostalHistory.org/media/pdf/RFDHuntHist.pdf>.

*The Hunterdon County Cultural & Heritage Commission* published their own version of this work, *Hunterdon County New Jersey Postal History*, and it is still available (and at a reduced price from the original) at their web site at <http://www.co.hunterdon.nj.us/depts/c&h/publications/PostalHistory.html>.

<sup>2</sup> To enable the reader to better picture just where these routes are, we have used modern post office maps, and superimposed the routes from the earlier post office maps.

<sup>3</sup> This beautiful valley, now under the waters of Round Valley reservoir, has an interesting history, chronicled by Stephanie b. Stevens, in her book, *Beneath These Waters*, published in 2009 by the Hunterdon County Cultural and Heritage Commission, and still available from them, and in the documentary film, "The Town That Disappeared Overnight," available online at <https://www.imdb.com/title/tt4114184/>.

## ON THE AUCTION SCENE: Five Cent 1847 Issue

By Robert G. Rose

Two covers, each franked with a pair of the 5 cent 1847 Issue (Scott #1), both postmarked from Trenton, were included in the “The William H. Gross Collection: United States 1847 Issue” auction recently held by Robert A. Siegel Auction Galleries, Inc.<sup>1</sup> The first cover, with the only recorded pair from Trenton paying a domestic usage, is illustrated below in *Figure 1*. The 10 cents postage paid the double rate (5 cents per ½ ounce) under 300 miles.



Courtesy Robert A. Siegel Auction Galleries, Inc.

*Fig. 1. Pair of 5 cent 1847 Issue, paying double rate, blue Trenton postmark to Lancaster, Pennsylvania.*

The stamps are tied by blue rimless 7-bar grid cancels, and a matching “Trenton N.J. Nov. 9” postmark on a buff envelope to Lancaster, Pennsylvania.<sup>2</sup> The auction description details its distinguished provenance including Carroll Chase, Howard Lehman, Catherine Matthies and John Boker.<sup>3</sup> Estimated at \$1,000 to \$1,500, it sold at hammer for \$1,600 plus a buyer’s fee of 18% for a total of \$1,888.

The second cover, illustrated below in *Figure 2*, is the only reported foreign use of the 1847 Issue from New Jersey.<sup>4</sup> It is franked with a top sheet margin pair, tied by blue grid cancels, with a matching “Trenton, N.J. Apr. 29” postmark. The pair paid the internal domestic postage for a double rate letter under 300 miles to New York, the port of departure. The postal charge for carriage of the cover to Germany was sent unpaid.

The cover is endorsed by the sender with its routing instructions “*Pr Havre Packet*” and “*Via Havre.*” According to its auction description, the cover was carried on the Harve Line’s *Humbolt*, which departed New York on May 6, 1851, and arrived in Harve on May 19, with a red “*Outre Mer Le Havre 22 Mai 51*” arrival date stamp.



Courtesy Robert A. Siegel Auction Galleries, Inc.

Fig. 2. Pair of 5 cent 1847 Issue, blue Trenton postmark, to Württemberg, Germany.

I requested Richard Winter, the author of the two-volume treatise, *Understanding Transatlantic Mail*,<sup>5</sup> to provide his expert analysis of this cover's routing and its rate markings.

It was not carried by steamship to Le Havre as there was no steamer available when it was posted. The next scheduled vessel to go to Le Havre from New York was the New York & Havre Line of Sailing Packets (the Second Line) ship *St. Denis*, Captain Follansbee, to sail on 1 May 1851. The New York postmaster at the time often used the New York & Havre Line of Sailing Packets to carry mail to Europe when steamers weren't available. The *St. Denis* arrived off Le Havre on 26 May 1851, and the letter was postmarked OUTRE-MER/LE HAVRE on 27 May 1851, the French entry marking indicating the cover arrived from overseas at the port of Le Havre. The cover was carried to Württemberg by the Thurn & Taxis Post. It was a heavy letter requiring four rates and was marked in red ink "1f12/16" indicating that 1 Florin 12 kreuzer was due to France and 16 kreuzer to Württemberg. Upon delivery in the village of Ahldorf it was marked in red crayon for "1f28," the total postage due, by the agent in nearby Horb am Neckar, who was responsible for getting the letter to the village. This amount was 88 kreuzer or about 60 cents.

This cover also has a distinguished provenance including the collections of Ryohei Ishikawa, Brad Arch, Guido Craveri and Joseph Hackmey. Hackmey's collection, slated for auction, was instead purchased intact by William Gross.<sup>6</sup> Estimated at \$4,000 to \$5,000, the cover sold at hammer for \$5,750 plus a buyer's fee of 18% for a total of \$6,785.

## ENDNOTES:

<sup>1</sup> Robert A. Siegel Auction Galleries, Inc., *The William H. Gross Collection: United States 1847 Issue*, Sale No. 1228, October 27-29, 2020, lot 446, at [https://siegelauctions.com/sales.php?sale\\_no=1228](https://siegelauctions.com/sales.php?sale_no=1228).

- <sup>2</sup> Thomas J. Alexander, *The United States 1847 Issue: A Cover Census* (U.S. Philatelic Classics Society, Inc. Austin, Texas 2001) p. 328. Alexander records a total of four covers from Trenton addressed to Landis & Black in Lancaster, all without year date, used between September 5 and November 21.
- <sup>3</sup> Prior to its sale in the Gross auction, this cover was last sold at auction 51 years ago. Robert A. Siegel Auction Galleries, Inc., *United States Postal History Covers from the Award Winning Collection of Miss Katharine Matthies*, Sale No. 353, May 20-21, 1969, lot 117. Against an estimate of \$350 to \$500, it sold for \$650.
- <sup>4</sup> *Op. cit.*, Sale No. 1228, October 27-29, 2020, lot 560.
- <sup>5</sup> Richard F. Winter, *Understanding Transatlantic Mail* (American Philatelic Society, Bellefonte, Pennsylvania 2006).
- <sup>6</sup> In the Ishikawa auction this cover sold at hammer for \$6,900 plus a buyer's fee of 15% for a total of \$7,935 where it was purchased by long time NJPHS member Brad Arch. *The Ryohei Ishikawa Collection United States Stamps and Covers 1847-1869*, September 28-29, 1993, lot 30. Following Arch's untimely passing, his collection was sold by Robert A. Siegel Auction Galleries, Inc., *United States Stamps and Postal History*, June 27-29, 2000, Sale No. 825, lot 927, for \$12,000 plus a buyer's fee of 10% for a total of \$13,200 to Guido Craveri. Three years later, Craveri sold the cover at auction, Matthew Bennett, Inc., *The Guido Craveri Collection of United States 1847 Issue Postal History Featuring Small Town Usages*, June 12, 2003, Sale No. 262, lot 428, for \$8,000 plus a 10% buyer's fee for a total of \$8,800.

## WE NEED ARTICLES NOW!

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

New Jersey postal history are always welcome.

PLEASE submit these to your Editors:

Robert G. Rose  
at 18 Balbrook Drive  
Mendham, NJ 07945  
or [robertrose25@comcast.net](mailto:robertrose25@comcast.net)

Jean R. Walton  
at 125 Turtleback Road  
Califon, NJ 07830  
[njpostalhistory@aol.com](mailto:njpostalhistory@aol.com)

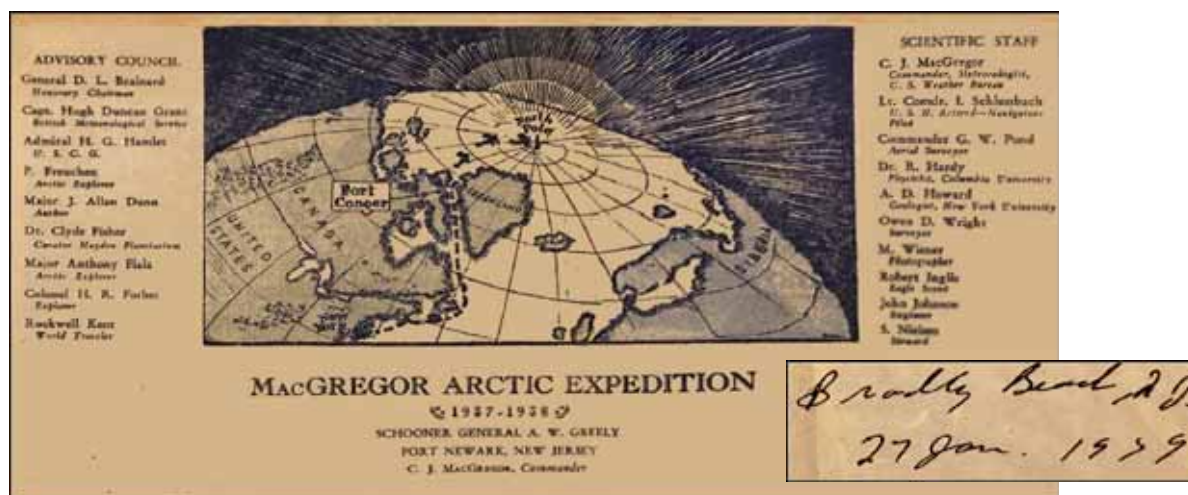
## NEW JERSEY'S OWN ARCTIC EXPEDITION:

### The MacGregor Expedition of 1937-1938

By Jean R. Walton and the ghost of Brad Arch

A number of years ago I purchased on Ebay two press photos from the MacGregor Expedition, hoping I would one day run across some correspondence to make it more meaningful to New Jersey postal history. I have since purchased a third – all shown below. Arctic expeditions are fascinating, but perhaps this one is most notable for the fact that it is almost forgotten. It was a surprise to discover that Brad Arch, longtime (now deceased) NJPHS member, had already written on this expedition, for *The Posthorn*, journal of the Scandinavian Collectors Club, in November 1986.<sup>1</sup>

The expedition itself left from and returned to Port Newark, and almost all of the crew of 10 were from New Jersey. Letterheads and corner card envelopes were prepared, as well as a souvenir post card featuring an illustration similar to the letterhead. These are hard to find today, but have turned up in auctions now and then. Currently there is a letterhead on Ebay, noted incorrectly as a military cover, when it might perhaps reach more collectors if it emphasized its Arctic connections. That piece was used from Bradley Beach, New Jersey on January 27, 1939, after the expedition had returned to New Jersey.<sup>2</sup>



Item currently available on Ebay, used with permission<sup>2</sup>

**Fig. 1: Letterhead prepared for the MacGregor Expedition. Note starting point at Newark, and ending point at Fort Conger. This stationery was likely prepared before the expedition left, however, this copy is used in January 1939, from Bradley Beach, after its return.**

This Arctic expedition was mounted by Clifford J. MacGregor,<sup>3</sup> a meteorologist who, while stationed at Point Barrow, Alaska during the Second International Polar Year (1932-33), postulated a theory that weather in the Northern Hemisphere was largely dependent upon the movement of cold air masses in the Arctic, and that further study could increase the ability to accurately forecast weather in advance. Before embarking on this expedition to the Arctic, he was assigned to the Newark Airport Weather Office as a meteorologist.

International News Photo, 1937<sup>4</sup>

**Fig. 2: Clifford J. MacGregor, Expedition leader.**



Souvenir post cards were also produced, using the same map on reverse, and a picture of the seven surviving members of the Greeley expedition in 1884, rescued by Admiral Schley.



Post card illustrations from Christoph Gaertner Auctions<sup>5</sup>

**Fig. 3 & 4:** A souvenir post card, with a Newark, NJ usage date of Oct. 5, 1938 over a Reindeer Point, Greenland simulated cds dated March 27, 1938. The map side shows Fort Conger, then in Canada's Northwest Territories (now Nunavut) as the expedition's destination. The reverse shows a picture from the Greeley Expedition (1881-84) which first used Fort Conger as a base camp.

These cards were perhaps created to promote the expedition and raise funds, but I have not been able to uncover any that were used prior to departure. With the exception of one item in an Argyll Etkin auction which mentions the sale of a signed departure day (July 1, 1937) cover,<sup>6</sup> all uses I have seen are dated one day after the expedition's return to Newark, on October 5. The Reindeer Point, Greenland (in English) cancel of March 27, 1938 appears to have been a simulated handstamp, and when or where this might have been acquired is still a mystery, but it appears on unused and on used cards, under the Newark Oct. 5 cancel, as above. None of the mail I have seen was ever mailed from Etah or Reindeer Point. Such mail would have first passed to Denmark, and then returned to the US from there – a rarity seen sometimes on mail from Canada's Eastern Arctic Patrol covers, dropped off for mail from Greenland. The day-of-departure would be a philatelic gem, and should anyone know its whereabouts, I would love to show it. The letterhead shown in *Figure 1* is used in January 1939, three months after the expedition's return, and no envelope is present.

The expedition was self-funded, with those participating contributing either funds or equipment. The MacGregor Expedition first obtained a three-masted schooner in 1937, and rechristened it *General A. W. Greeley*, after the earlier famous Arctic explorer by that name who travelled north to Fort Conger, on Ellesmere Island (Canada) in 1881 during the First International Polar Year. The *Greeley* expedition, also known as the Lady Franklin Bay Expedition, fared poorly, and suffered from a lack of supplies that could not reach them in the following years due to ice accumulations. Only seven of twenty-five original members were still alive in 1884 to be rescued through an effort led by Commander Wilfred Scott Schley.

Clearly aware of that history, it is surprising that MacGregor did not anticipate having the same problem. His intention was to arrive at Fort Conger and re-establish a base there for study and exploration, and for which he had attained approval from the Canadian government. The expedition left Newark on July 1, 1937, with two stops in Nova Scotia to drop off one member who had been on board to calibrate the radio, and to pick up supplies of fresh fruit and coal. The *Greeley* then passed the Straits of Belle Isle and traveled up the Newfoundland coast and into Baffin Bay. Two stops were made on Greenland, one at Fairhaven to pick up sled dogs and fresh water, and another on August 15, 1937 to drop off gifts for the local native population. The southern end of Robertson Channel was reached – only to discover that it was blocked by a 15-foot thick wall of ice. The Fort Conger destination became impossible, and the ship spent the following two weeks first attempting unsuccessfully to find a landing base on the Canadian shore, which was also blocked by ice, and finally arriving at Foulke Fjord on the west coast of Greenland, near Etah on August 31. The need for a winter base had become imperative, else they would find themselves frozen in the ice. That base became Reindeer Point, just west of Etah, a location used by an earlier expedition. No one had thought to secure a permit from Denmark to set up a camp on Greenland.

Before a base camp could be established, their Schooner *Greeley* found itself grounded in Foulke Fjord, as charts had indicated a greater depth than they found to be the case. The crew was able to refloat the ship by off-loading supplies onto the ice, but a storm then carried them out to sea, as the anchors would not hold on the rocky bottom. Two days later they were able to return

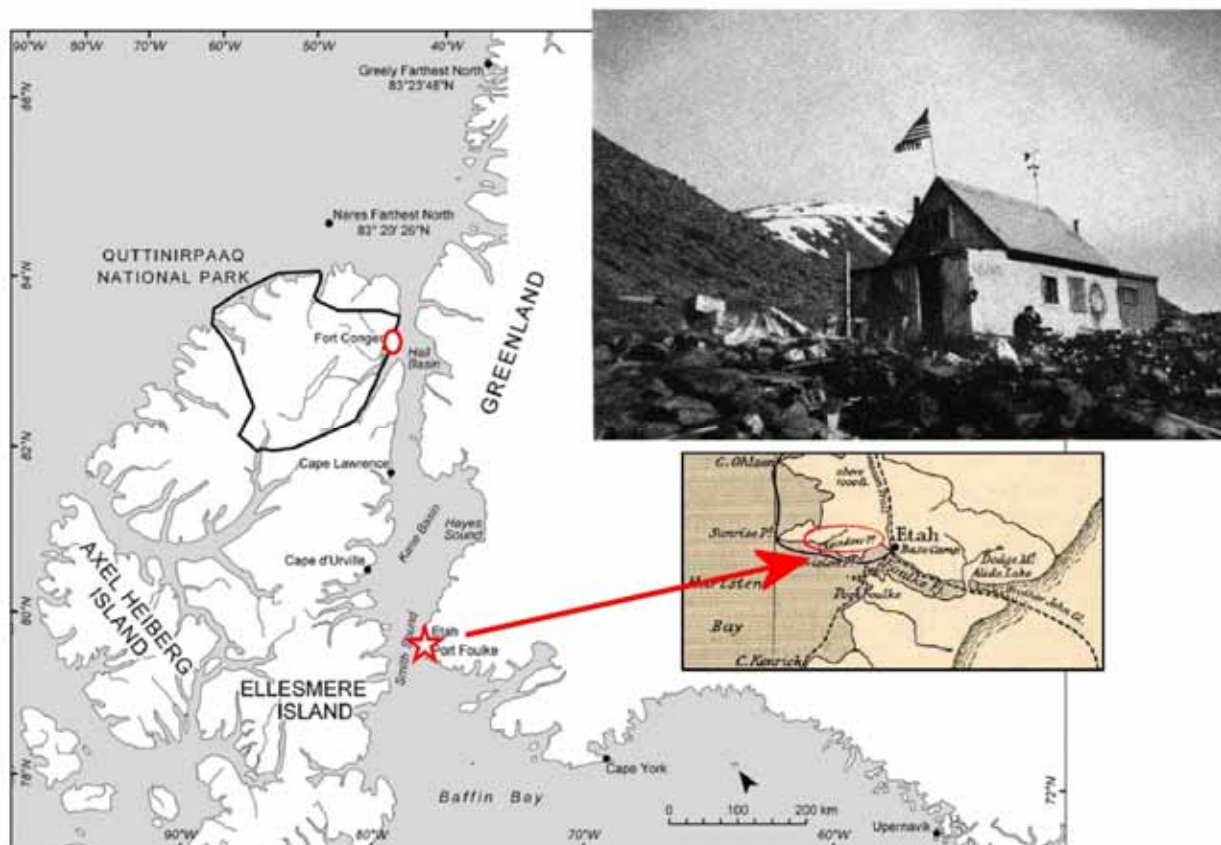


*Fig. 4: Off-loading supplies to refloat Greeley at Foulke Fjord when it proved to be shallower than anticipated.*

to Reindeer Point, only to discover their off-loaded material was underwater. To further complicate matters, one of the ship's two motors was damaged in the storm, causing the overstressed remaining one to backfire, starting a fire on board, which endangered their supplies of gasoline and ammunition. Luckily it was quickly extinguished, despite one crewmember who, when asked to get water, threw a bucket overboard without any means of retrieving it. As Inglis said, "That was the kind of help you don't need!"

A base camp was established, using a cabin built by an earlier expedition in 1934. Between the months of September 1937 to July 1938, when data was reported daily by radio to the U.S., the temperature dropped to -30° in January, and was rarely above 40° even in the late fall and early spring; however, it did reach 60° in June, shortly before departure on July 7, 1938. The days grew shorter with winter, with sunrise and sunset creeping towards each other and only 4 hours of daylight by the December solstice. The small hut provided only the most basic protection for these ten brave men.

Boy Scout Robert Inglis became, while on shipboard, the crewmember assigned to climb the rigging and repair the ropes, and on shore, the carpenter and general gopher. He said, about his decision to join the expedition, "I was seventeen years old, didn't know any better. It was one of those experiences that you would pay \$1 million for, but wouldn't do again for \$1 million."<sup>7</sup>



**Fig. 5:** Map showing the intended destination of the MacGregor Expedition at Fort Conger (ellipse) and the actual destination near Etah, Greenland at Reindeer Point, 250 miles to the south (star)<sup>8</sup> (See detail insert)<sup>9</sup>. The cabin shown above served as a base for the expedition, built in 1934 by an earlier expedition.<sup>10</sup>



Wikipedia photo

**Fig. 6:** Isaac Schlossbach warming up the Waco airplane, Spring 1938.

Fort Conger lies at latitude  $81^{\circ}44'N$ , and Reindeer Point on Greenland is at  $78^{\circ}18'N$ , a difference of a little over 250 miles. While not as far north as they hoped, it was still a significant accomplishment.

The expedition carried with them a small Waco plane with an air-cooled engine, which was used on occasion – but not without difficulty. It was cold enough that the engine had to be covered and warmed in order to start, and the oil had to be heated as well – the preparations took about three hours, and if not successful and the engine would not turn over, the oil needed to be quickly drained before it congealed, and the whole process begun again. Because so many supplies had to be carried for survival in case of a crash, in which case the pilot would have to trek overland back to camp, the plane could only hold the pilot. Nevertheless, four flights were made – over Ellesmere Island and the location of where Crocker Land, noted by Peary in 1908, was supposed to be, and where nothing but ocean could be seen.

Inglis describes the three-hour preparation to fly – using a plumber's torch to heat the engine, getting the oil to near boiling, etc., but on one occasion, the engine was on full throttle, so when the starter was pulled, it took off on its own across the ice. As it went past Inglis, he was able to grab the wing tip. That swung it around, and it was then headed back to the camp where it crashed into some empty drums, and tore a hole in the wing. The plane was not a complete loss, but that ended any further flights.<sup>11</sup>

In January they were visited by the territorial governor, who had learned of their presence by monitoring their radio broadcasts. He asked them to leave as soon as possible – but that would not have been possible at the height of winter, so they continued their data gathering. In March they were visited by the Haig-Thomas, Wright, Hamilton expedition, with whom they shared the hut. Schlossbach and Wright made a 300-mile ice cap survey northeast of Etah, and charted portions of Ellesmere Island and conducted biological and glaciological studies. When the ice broke in July and they were able to depart, all were quite ready to head home, but that too would be a task in itself. For six weeks they were caught in the ice, and needed repairs in Newfoundland before returning to Newark. And as one final trial, they were then caught in the Great New England Hurricane in September 1938,<sup>12</sup> which they survived, but saw many ships with broken masts on the last leg of their trip. They arrived in Newark on October 4, 1938.

Brad Arch in his 1986 article<sup>13</sup> showed an envelope with a MacGregor Arctic Expedition corner card, also prepared for the expedition, and signed by C.J. MacGregor (see Figure 8). This, like the post cards seen used, uses the 4¢ Naval Heroes stamp picturing Sampson, Dewey, & Schley (Scott 793), because of Schley's role in the Greeley rescue, pictured on the post cards, although it was an overpayment.



International News Photo, Oct. 4, 1928  
**Fig. 7: MacGregor and Inglis wave from the decks of Greely, on their return to Newark from Greenland on Oct. 4, 1938.**

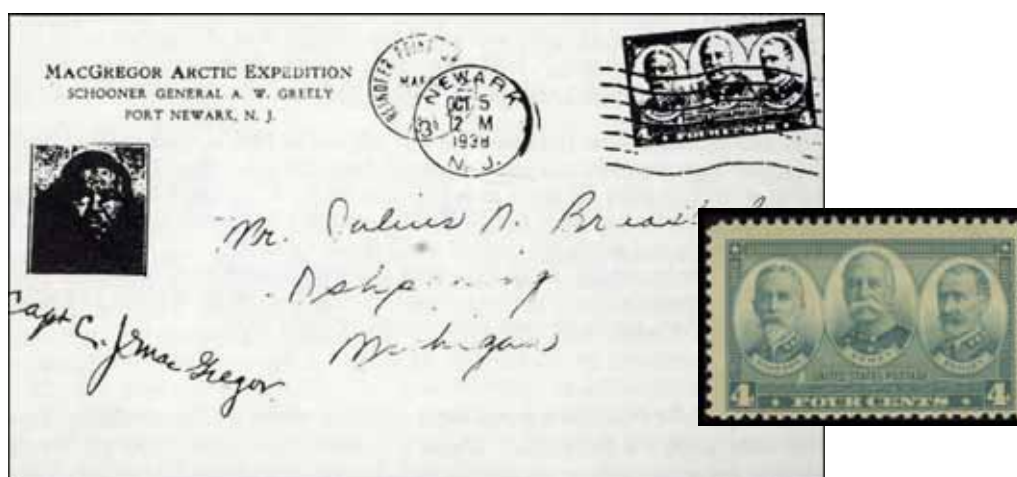


Illustration from The Posthorn, 1986<sup>14</sup>  
**Fig. 8: A envelope signed by Capt. MacGregor, mailed (as the souvenir post cards seen used) with an Oct. 5, 1938 Newark cancel, over a Reindeer Point, Greenland March 27, 1938 simulated cds cancel.**

## Jean R. Walton ~ NJ's OWN ARCTIC EXPEDITION: The MacGregor Expedition 1937-38

In spite of the many hardships endured, including being caught at various times in freezing seas, and failing to reach their farthest north destination, the expedition did succeed in gathering meteorological data well beyond temperature measurements, including wind data from balloons, gravitational data on the magnetic North Pole, and others – and is credited with proving that Crocker Land, reported to exist by Peary, did not exist.

The members of this expedition were as follows:

Clifford J. MacGregor - Commander – Meteorologist, US Weather Bureau, Newark, NJ	Isaac Schlossbach - Second in Command - Navigator, Airplane Pilot, Neptune, NJ
Roy G. Fitzsimmons – Geophysicist and Magnetologist, Newark, NJ	John Johnson – Cook – Mechanic Farmingdale, NJ
Robert Sterling Danskin – Aircraft Supplier – Geologist, Arlington, MA	Robert Inglis Jr. – Assistant Surveyor, Boy Scout Trenton, NJ / Lawrenceville, NJ
Albert Gerald Sayre – Radio Engineer, Cornwall On Hudson, New York	Paul B. “Fuzzy” Furlong – Mechanic - Dog Handler, Upper Montclair, NJ
Murray A. Wiener—Photographer Bradley Beach, NJ	Francis D. Lawrence – Aerologist, East Orange, NJ

Eight of the ten were from New Jersey. Robert Inglis, the Boy Scout and the youngest of the crew, recorded many of his Northern adventures in an oral narrative,<sup>15</sup> and MacGregor's own description is included in his report published in 1939.<sup>16</sup>



Figs. #9: International News Photo

**Fig. 9: Arriving back at Port Newark from Greenland on October 4, 1938: Robert Danskin, Paul Furlong, Robert Inglis, Roy Fitzsimmons, Captain MacGregor, Francis Lawrence, Murray Wiener, Isaac Schlossbach, and Gerald Sayre (behind Schlossbach). John Johnson is missing from the picture.<sup>17</sup>**

MacGregor did accurately predict weather, based on the data they had gathered. And in addition to the scientific and aeronautic achievements, this expedition provided valuable experience for members of its crew who would serve again on polar expeditions. Paul Furlong would be with Grenfell in 1939; Roy Fitzsimmons would go on the United States Antarctic Service Expedition, 1939–41, and Murray Wiener would be with Byrd on several expeditions and serve on Byrd's personal staff. Isaac Schlossbach would continue to be on expeditions until he was 70 years old.<sup>18</sup>

I felt as if the ghost of Brad Arch sat just over my right shoulder as I gathered information for this article. His indefatigable devotion to so many aspects of this hobby and to the New Jersey Postal History Society has always been an inspiration to me.

### ENDNOTES:

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- <sup>1</sup> Brad Arch, "MacGregor Arctic Expedition," 1937-1938, *The Posthorn*, Vol. 43, No. 4, Whole No. 168, Nov 1986, pp.6-7.
- <sup>2</sup> Ebay lot (currently) #114246364485 at <https://www.ebay.com/itm/MacGregor-Artic-Expedition-Military-Letter/114246364485?hash=item1a999d2d45:g:9IwAAOSwllpe1rOS> as a Buy-it-Now at \$1000. Seller is [betsycoleman13](#). No envelope appears to be present. A partial dateline is visible, from Bradley Beach 1939, which indicates this might have been used by Murray Wiener.
- <sup>3</sup> Clifford J. MacGregor was a former naval pilot, taught to pilot zeppelins in 1927 at the Philadelphia Naval Yard.
- <sup>4</sup> International News Photo 5-6-1937, for the planned MacGregor expedition., to begin June 25, 1937.
- <sup>5</sup> Auktionshaus Christoph Gärtner GmbH & Co KG, Sale 42, Lot 6247. [42nd Auction from 9th-10th/15th-19th OCTOBER 2018](#).
- <sup>6</sup> An auction item which included several souvenir cards, both used and unused, and a day-of-departure cover (July 1, 1937) signed by all 10 of the expedition members, which sold for £95. Argyll Etkin Limited, Sept. 29, 2017, Sale No. 40, Lot 188. (no photo shown in catalog). See <https://www.argyll-etkin.com/auction/argyll-etkin-auction-sale-40/>.
- <sup>7</sup> Rutgers Oral History Archives, Interview with Robert Inglis, Oct. 27, 1998, see Robert Inglis oral history at [https://oralhistory.rutgers.edu/images/PDFs/inglis\\_robert.pdf](https://oralhistory.rutgers.edu/images/PDFs/inglis_robert.pdf). Inglis was born in New Jersey, but spent some of his early years in Sheridan, Wyoming when his mother remarried (his father died when he was six). That marriage was short-lived, and the family returned to New Jersey some years before this expedition.
- <sup>8</sup> Research paper by Bertulli, Margaret & Dick, Lyle & Dawson, Peter & Cousins, Panik. (2013). Fort Conger: A Site of Arctic History in the 21st Century. ARCTIC. 66. 10.14430/arctic4310. See [https://www.researchgate.net/publication/274462543\\_Fort\\_Conger\\_A\\_Site\\_of\\_Arctic\\_History\\_in\\_the\\_21st\\_Century](https://www.researchgate.net/publication/274462543_Fort_Conger_A_Site_of_Arctic_History_in_the_21st_Century).
- <sup>9</sup> Small section of Etah and District, from a map of Greenland Sledge Routes, 1936, by Laue Koch. May be viewed at <https://www.amazon.co.uk/Print-Greenland-Arctic-Sledge-Routes/dp/B007QF4JF4> but no longer available.
- <sup>10</sup> C.J. MacGregor, *Monthly Weather Review*, October 1939, which includes MacGregor's own description of the expedition and its goals, as well as meteorological data, and a few photos of the expedition., available as a download at <ftp://ftp.library.noaa.gov/docs.lib/htdocs/rescue/mwr/067/mwr-067-10-0366.pdf>. See pp. 366-382.
- <sup>11</sup> Op cit., Rutgers Oral History, Robert Inglis.
- <sup>12</sup> The Great New England Hurricane, 1938, at <https://www.history.com/this-day-in-history/the-great-new-england-hurricane>.
- <sup>13</sup> Op cit., Brad Arch, "MacGregor Arctic Expedition," 1937-1938, *The Posthorn* (Nov. 1986).
- <sup>14</sup> *Ibid*.
- <sup>15</sup> Robert Inglis oral history at [https://oralhistory.rutgers.edu/images/PDFs/inglis\\_robert.pdf](https://oralhistory.rutgers.edu/images/PDFs/inglis_robert.pdf). Inglis met MacGregor at an Order of the Arrow banquet where MacGregor was speaking on his Alaska experiences.
- <sup>16</sup> Op cit., C.J. MacGregor, *Monthly Weather Review*, October 1939. See <ftp://ftp.library.noaa.gov/docs.lib/htdocs/rescue/mwr/067/mwr-067-10-0366.pdf>.
- <sup>17</sup> Identifications approximate, using photos on Wikipedia by Inglis of Roy Fitzsimmons and Gerry Sayre.
- <sup>18</sup> MacGregor Expedition on Wikipedia – an unusually detailed article, well-sourced – see [https://en.wikipedia.org/wiki/MacGregor\\_Arctic\\_Expedition](https://en.wikipedia.org/wiki/MacGregor_Arctic_Expedition).

## MEXICAN COVER to MORRISTOWN with CHINESE INSCRIPTIONS!

By Donald Chafetz



*Figs. 1 and 2: Front and back of a cover sent to a Charles King at 12 Washington Street, Morristown, NJ, December 25, 1901, from Chihuahua, Mexico with Chinese inscriptions, an interesting addition to my Foreign mail to and from Morris County collection.*

One of the joys of collecting postal history is that you never know what you will find. Most of the time you are just exploring rates, routes, and markings – regular items normally at the core of postal history research. Once in a while, you come across something more interesting and challenging, such as the cover in *Figures 1* (front) and *2* (reverse).

### From Mexico to Morristown

**Addressee:** Charles King, Morristown, NJ, 12 Washington Street (*Figure 1 & 2*).

**Postal rate:** 5 centavos stationery envelope. That was the postal letter rate between Mexico and the United States in 1901.

**Route:** The cover went from Chihuahua to Cd. Juarez/El Paso where it was handed off to the United States Postal Service.

**Markings:** Mexican postal cancellation: Chihuahua, Mexico, 25 Dec 1901 (*Figure 3*). There are no United States postal markings.

**Return address:** On reverse – Wing Wo (?), Chihuahua, Box 139, Mexico (*Figure 4*)

So everything appears to be a normal postal history cover, BUT it is not. You ask why not, so let me tell you.

## The Chinese Connection

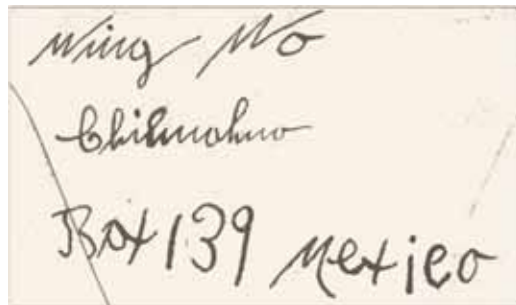
Both the front and back of the cover have Chinese writing. I sent copies of both sides of the cover to the APS Translation Service, Mr. Bobby Liao. He provided the following translations.

*Figure 5:* “Please deliver to Wu Decan Family” or “Please deliver to Wu Teh-Tsan Family.” There are two different ways to romanize the Chinese language characters: Pinyin which is common today, and Wade-Giles which was common in the early 20th century.

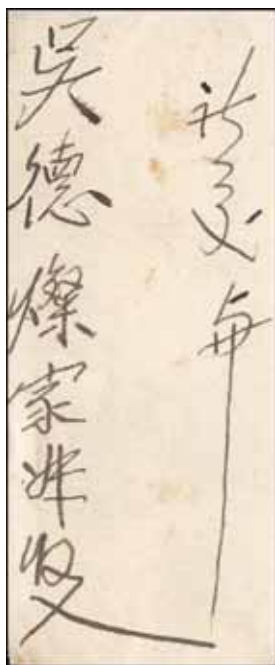
*Figure 6:* Mr. Liao could only decipher the second character which reads “... response.”



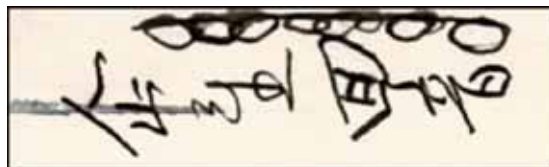
*Fig. 3: December 25, 1901 cancel from Chihuahua.*



*Fig. 4: Return address of Wing Wo (?), Box 139, Chihuahua, Mexico*



*Fig. 5: Chinese inscription on front of the cover, indicating delivery to a local Chinese family.*



*Fig. 6: Chinese inscription on reverse, referring to “...response”*

## The Rest of the Story- Genealogy

Believe it or not, that was the easy part of the cover's story. Now, the question is, who was the addressee, Charles King? After much searching, we were able to assemble a few facts, but the real Charles King remains a mystery man.

First, I will note that the King family had many members living in the Morris County area. My prime candidate is Charles Morrell King. As I will show, there is another possibility. It turns out that my prime Charles' grandfather was Frederick King, Morristown's first postmaster. He received his appointment from Postmaster Benjamin Franklin in October 1777 and held the post till 1792. His son, Henry, Charles' father, succeeded his father when Postmaster Timothy Pickering appointed him Morristown postmaster on June 11, 1792.

Charles Morrell King was born May 3, 1796, and was Henry's sixth child. His middle name, Morrell, was his mother's maiden name. He married Caroline E.N. Parsons on August 28, 1827, and they had three children. We do not know precisely when Charles died, but it appears sometime after 1870 in Newark, NJ. Note, the cover is dated 1901 and addressed to Morristown. I suppose after his death, the family moved to Morristown. The move is based on the fact that Saint Peter's Episcopal Church Memorial Garden, Morristown, is the gravesite for the family. (*Figure 7 & 8*)



*Fig. 7: Gravemarker for the Charles Morrell King family in Saint Peter's Episcopal Church Memorial Garden in Morristown.* (Courtesy FindAGrave)



*Fig. 8: Detail from that stone, which unfortunately does not include dates.*

## The Rest of the Story is Wrapped in Mystery

Where did Charles and the family live? U.S. census files show a Charles Morrell King living in Newark, NJ. from 1830 thru 1870. It would appear that the King family was living in an apartment building, based on the number of people listed. There are a number of individuals listed but no one with a Mexican-sounding name, nor any with Chinese names. The 1870 census lists Charles as having a personal estate value of \$90,000 and real estate worth \$7,000. An 1864 Newark Directory, Banking and Insurance, lists him as a Director at the NY Insurance Company.

We found another Charles H. King living in Morristown. He was a custodian at Washington's Headquarters, and later Superintendent. It appears in 1901 he lived on Washington's Headquarters grounds and not on Washington Street. That Charles died in 1905. A Third Charles King lived a little further out Washington Street, but not at number 12 Washington Street.

As for the Chinese writing on the envelope, I thought the family might have employed a Chinese domestic to work for them. When Charles died, the family might have moved to 12 Washington Street, Morristown. According to a 1901 Morristown Sanborn Insurance map (Figure 9), there was a Chinese laundry across Washington Street. Perhaps the King family had agreed to connect them with Chinese friends or family members living in Mexico.

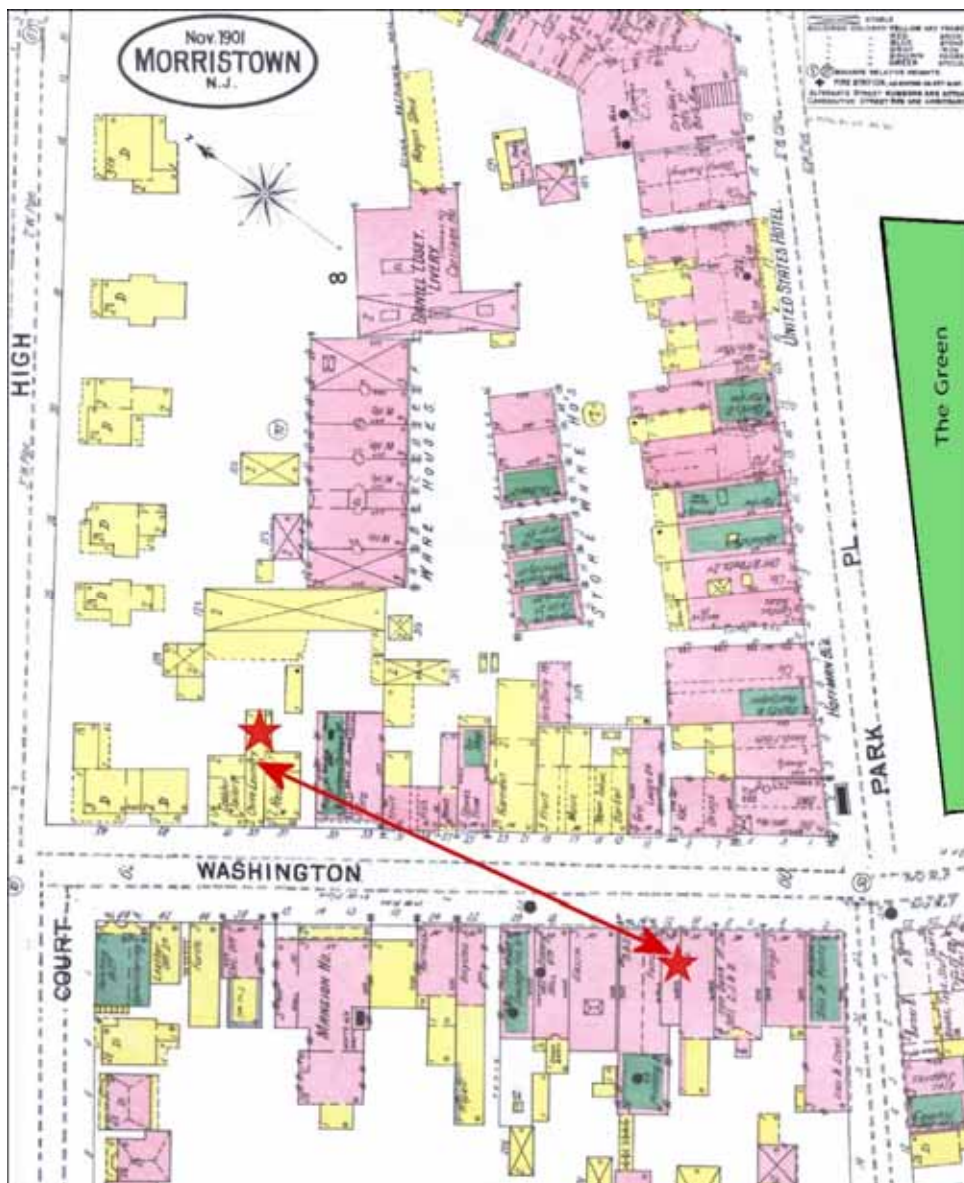


Fig. 9: Sanborn Insurance map from 1901, showing Washington Street (today's Route 24), Morristown, NJ, just west of The Green, with No. 12 and No. 39, a Chinese laundry, noted.

## Conclusion

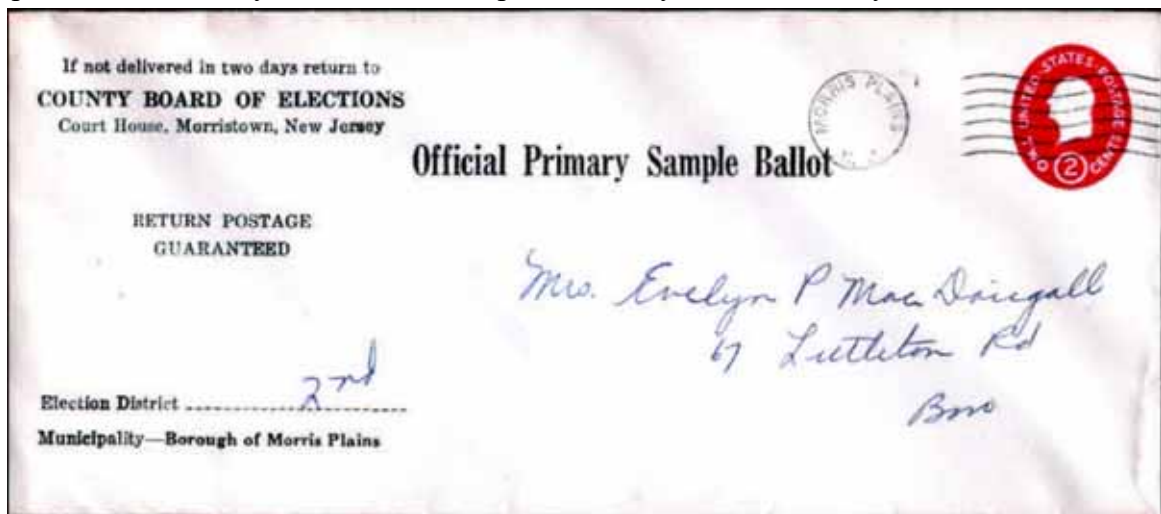
While we will never know if all “our facts” are correct, it is fun to put the postal history “facts” and “genealogy facts” together and create a plausible story. We turn a mundane cover into an exciting philatelic treasure.

Specials thanks to Bob Eygenhuysen who provided the cover, and Mark Banchik who provided information on the Mexican cancellation, and Jean Walton for the genealogy and census research available online today.

#### REFERENCES:

1. Wawrukiewicz, Anthony S., Henry W. Beecher, *U.S. International Postal Rates, 1872-1996*, Cama Publishing Company, Portland, OR, 1996, p. 339.
2. *History of Morris County, New Jersey*, WW. Munsell & Co., 1882, New York, NY, p. 34, 138, 158.
3. Wiki Tree, Charles Morrell King, <https://www.wikitree.com/wiki/King-28657> .
4. *The New England historical and genealogical register Vol XI. 1857*. Genealogy of a Branch of the King Family. Pages 357-9.
5. Find-a-Grave at <https://www.findagrave.com/memorial/170768909/charles-morrel-king>. Photo provided there by MJ Solomon.
6. Princeton University, Sanborn insurance maps for Morristown, NJ, Nov, 1901, at <https://library.princeton.edu/special-collections/topics/sanborn-maps-new-jersey>. Sanborn map notes that "Alternate street numbers are actual, consecutive numbers are arbitrary."

Remember when we received sample ballots? Perhaps we will again when we can vote in person. New Jersey was for the most part a vote-by-mail state this year, due to Covid-19.



Contributed by Don Chafetz

*An Official Primary Sample Ballot on a postal stationery envelope, with an undated Morris Plains cancel.*

**NEW JERSEY POSTAL HISTORY SOCIETY. INC.  
ANNUAL MEETING VIA ZOOM**

**OCT. 24, 2020, 2PM EDT**



**MINUTES OF THE 2020 ANNUAL NJPHS MEETING:**

Thanks to Covid-19, this year's annual meeting took on a very different form, that of a Zoom meeting. In fact, it made it one of the largest annual meetings we have had for years, and it was nice to put faces with names and get to know members. Eighteen members were present (although another nine had requested an invitation, but for various reasons were not in attendance).

Officers present were President Bob Rose, Vice-President Gene Fricks, Treasurer Andrew Kupersmit, and Secretary Jean Walton, as well as Webmaster Warren Plank. Bob reported that our financial standing remains solid (Andy had not yet arrived) even with the increase in both printing and mailing costs, and remarked on the generosity of members who contribute beyond their dues as an important part of that. Digital members only are encouraged. Other members present were Al Atkinson, Don Chafetz, Jamie Cromartie, Marge Faber, Steve Kennedy, Pat LaPella, George Martin, Hugh Merritt, Mark Schwartz, John Sharkey, Ed Siskin, David Steidley, and Jim Walker.

The NJPHS meeting was called to order by President Robert G. Rose few minutes after 2PM, with a number of members coming in after that. Bob offered an interesting presentation of "The Best of New Jersey Postal History," which ranged from the earliest postal marking from New Jersey, Vern Morris' 1721 cover through the Sicklerville usage of Schermack Type III perforations on the 4¢ brown Scott 314A, known as New Jersey's most valuable cover, in 1908.

The Presentation was followed by a Benefit Auction of two lots, both of which sold for the benefit of the Society.

It was easy to interact with members, or ask questions when necessary, and it appeared that most enjoyed the experience. The meeting was adjourned around 3:30 PM.

Respectfully submitted,  
Jean Walton, Secretary

**DUES TIME AGAIN! Don't forget to pay your 2021 dues! A renewal form is included with your print journal, or attached to the link email for those receiving NJPH digitally!**

**PLEASE DO NOT FORGET!**

**MEMBER CHANGES:**

**New Members:**

Carl Guzzo, 20 Worthington Ave., Spring Lake NJ 07762, [carljguzzo@optonline.net](mailto:carljguzzo@optonline.net)  
Steven Kennedy, PAPHS, 2650 Lake Shore Dr., Unit 1506, Riviera Beach FL 33404,  
[skennedy@paphs.org](mailto:skennedy@paphs.org).

**Change of Address:**

Peter Lemmo: Old address: P.O. Box 557, Whippany, NJ 07981-0557

New address: 5 Pickwick Lane, Mountain Lakes, NJ 07046-1434

## THE SEARCH FOR NEW JERSEY MILESTONES: An Update:

### Two Markers on the First New York-Philadelphia Road, and a Correction

By Jean R. Walton

First, a big thank you to member John Barwis, who pointed me to a small book I had overlooked, titled the *First New York-Philadelphia Stage Road*, by James and Margaret Cawley:<sup>1</sup> I was familiar with some of their books, but not this one. It included not only a chapter on milestones, but pictured the odometer used by Franklin on his 1763 tour of this post road.

This little book records the story of the first road between Philadelphia and New York, known as the King's Highway, later called the Upper Road, to distinguish it from the road which ran from Burlington to Perth Amboy, known as the Lawrie's or the Lower Road. In New Jersey, it ran Trenton to Elizabethtown Point, with sections now defined by Routes 27 and 206.

Two New Jersey milestones which are new to our list and still extant come from Cawley's book— not the originals, which were normally stones about 5 feet in height (the bottom half of which was buried), rounded at top, and engraved with the distance to the next town of size. Both of these are on bridges, built before the Revolution, destroyed during that time, and later rebuilt. Today they are two of New Jersey's oldest bridges.<sup>2</sup> The milestones are now embedded in the stonework of their parapets.

The first is at Kingston, over the Millstone River, at the site of the Kingston Grist Mill, still standing and currently a private residence. It is just off State Route 27, and is accessed in a small section of the Delaware & Raritan Canal Park there. The only current use is access for the residents of the Kingston Grist Mill, and occasional park vehicles.

The Kingston Bridge<sup>4</sup> is a four-arch masonry bridge, restored after the Revolution in 1792. The "milestone" there is hard to read, and has lost some of its letters. It is a lovely picturesque spot, especially on a fine November day.

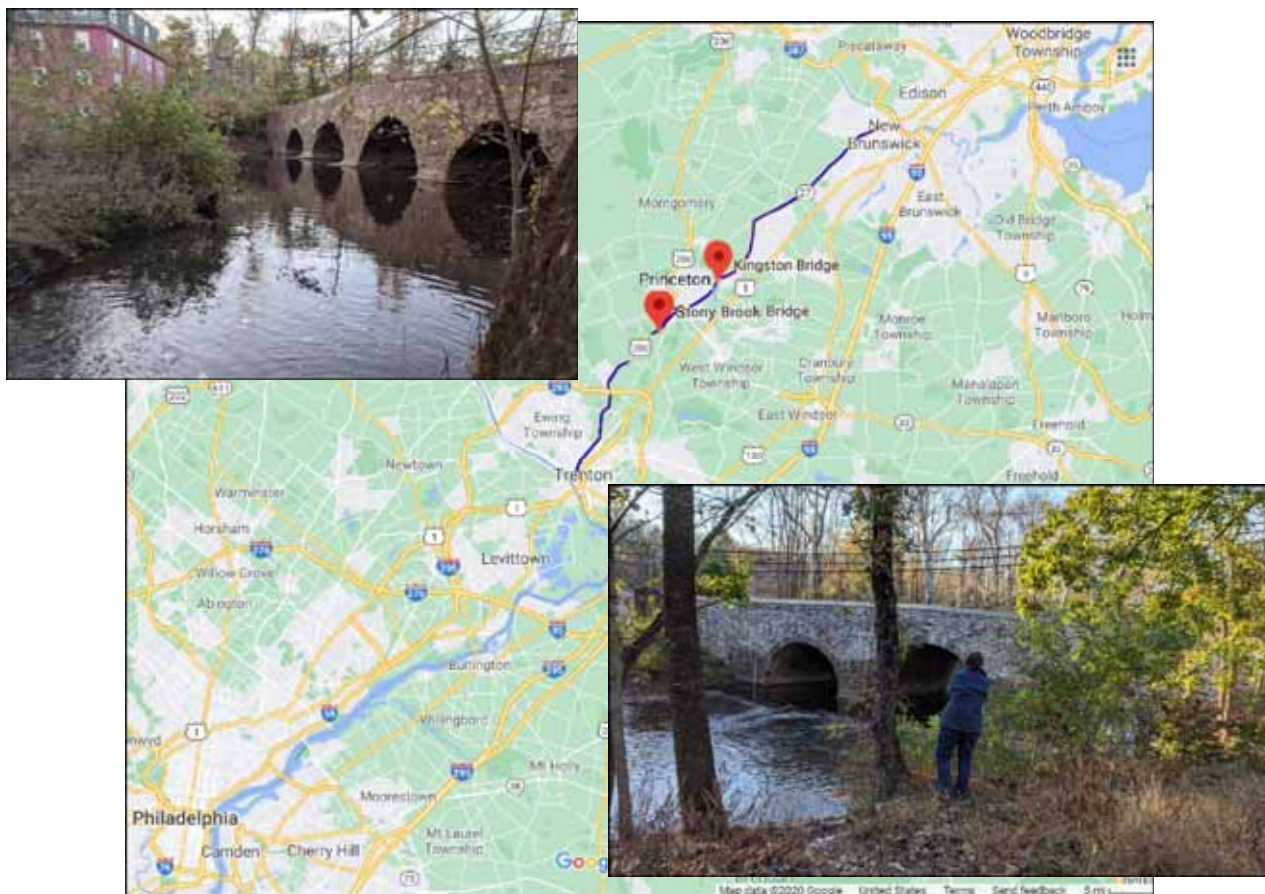
Kingston has the distinction of being at the junction of three counties – Somerset, Middlesex, and Mercer. To the east of the Millstone River, Route 27 divides Somerset on its north side from Middlesex on the south. Crossing over the bridge to the west you arrive in Mercer County.

About five miles to the southwest is the second bridge, over Stony Brook in Lawrenceville Township just outside Princeton, originally built at the point where the Worth Mill once stood. First rebuilt in 1792, it was again rebuilt at the beginning of the 1900s. It is located in Mercer County, within the Princeton Battleground-Stony Brook Settlement Historic District.

The Stony Brook Bridge – a three-arch masonry bridge – is a two-lane highway bridge on U.S. Route 206, and is still a heavily used bridge even today.<sup>5</sup> It has been restored again in 2017, due to a crumbling wall at one end of the bridge. It is easily recognized by the still-white caulking material between the stones. The "milestone" was cleaned and preserved in the rebuilt stonework.



*Fig. 1: An historic marker commemorating the destruction of the first bridge at Kingston, replaced by the masonry bridge still standing today.<sup>3</sup>*



**Fig. 2:** A section of the King's Highway, or Upper Road on a modern Google map, showing the locations of both the Kingston and Stony Brook Bridges. The photo at upper left is the Kingston Bridge by the Kingston Grist Mill, and the bridge at lower right is the bridge at Stony Brook, recently restored (note the white caulking material), with your editor at work. Currently it is a busy two-lane roadway with almost no shoulder, so getting a picture of the plaque was a risk I left to my husband.



**Fig. 3:** Kingston Bridge milestone, while not as old as the one at Stony Brook, is harder to read; it is inscribed (King)ston / Bridge, 45 M to Phi, 50 M to NY / 1798. In the D&R Canal Park, Franklin Township, NJ.



**Fig. 4:** The Stony Brook Bridge milestone was recently cleaned and reset into the bridgework. It reads Stony Brook/ 1792 / 40 Miles to Phil<sup>a</sup> / 56 miles to N. York. On U.S. Route 206 in Lawrence Township.

The Cawleys also mention one milestone which had disappeared by the time their book was published in 1981, which had been located in front of the Lawrenceville Academy. Has anyone any information of where this might be now?

One last intriguing remark was that they had heard a rumor that in Pluckemin, there was an old house where the basement had been paved with milestones. An inquiry at a local library near Pluckemin to a reference librarian who has been helpful in the past netted no confirmation of this rumor. Have others any information?

### **An Apology for Doubting the Franklin Milestone Legend**

I regret bringing doubt to the long-held legend of Benjamin Franklin riding the King's Highway from Boston to Philadelphia, laying milestones as he went. The Cawleys referenced the minutes of the Philadelphia Contributionship Society,<sup>6</sup> (the oldest operating insurance company in America, founded in 1752 by Benjamin Franklin and his colleagues), which recorded the beginnings of this scheme to establish milestones along the King's Highway between Philadelphia and New York, to be financed by fines levied on Board Members who were late or absent to board meetings.<sup>7</sup> This is recorded in their meeting minutes.

There seems little doubt that Benjamin Franklin did indeed spend five months in 1763 travelling from Boston to Philadelphia, when he was Deputy Postmaster General – facts which are confirmed by the Franklin Institute in Philadelphia,<sup>8</sup> which actually houses an odometer about which they say:<sup>9</sup> “This instrument, now incomplete, is used to measure the distance traveled by a wheeled vehicle. Franklin owned a similar device...” and in fact, in Franklin's Last Will and Testament, he willed such an item is to his friend:

I request my friend, Mr. Duffield, to accept moreover my French wayweiser, a piece of clockwork in Brass, to be fixed to the wheel of any carriage.....”<sup>10</sup>



Illustration from The Franklin Tercentenary Exhibit<sup>11</sup>  
**Fig. 4: The “wayweiser” or odometer to be fixed to a carriage axle to measure miles.**



Illustration by Eric S. Hintz, in a Smithsonian blog<sup>12</sup>  
**Fig. 5: A top view, shown complete with pointers.**

That Franklin was the *original* inventor of the “wayweiser”<sup>13</sup> is doubtful, although he may have modified an extant one for his use while travelling across New Jersey and other colonies on the post road between Boston and Philadelphia. His journey by carriage accompanied by workmen and a heavy wagon which dropped mile markers to be later erected is true. He was also accompanied by his daughter, who travelled by horseback.

Early maps show distances in miles from place to place,<sup>14</sup> with charts not unlike the one Franklin produced, but Franklin’s measurements became the “official” measurements, on which postal rates were based.

If other readers know of any other early New Jersey highway milestones – either still in place or in local museums or historical societies– please let us know. It would be interesting to see this list of New Jersey milestones grow to match the others which are known in Pennsylvania, New York, Connecticut, and Massachusetts. Contact [NJPostalhistory@aol.com](mailto:NJPostalhistory@aol.com) with any new information.

### ENDNOTES:

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- <sup>1</sup> James and Margaret Cawley, *The First New York-Philadelphia Stage Road*, Associated University Presses, Inc, East Brunswick, NJ, 1981.
- <sup>2</sup> NJ Spotlight: The List: Taking a Tour of the 10 Oldest Bridges in New Jersey by Colleen O'Dea, Senior Writer, September 8, 2014 at <https://www.njspotlight.com/2014/09/14-09-08-the-list-taking-a-tour-of-the-10-oldest-bridges-in-new-jersey/>.
- <sup>3</sup> Photo by Lou Corsaro, on Route 27 section of [https://www.alpsroads.net/roads/nj/nj\\_27/o.html](https://www.alpsroads.net/roads/nj/nj_27/o.html).
- <sup>4</sup> *Ibid.*, 2013 National Bridge Inventory, Bridge #1105151. Considered “functionally obsolete.” Once part of Route 27, it was bypassed when that road was rerouted in 1970. See The State of New Jersey’s *NJ Historic Roadway Study*, published in 2011, p.22, at <https://www.state.nj.us/transportation/about/publicat/historicroadwaystudy.pdf>.
- <sup>5</sup> *Ibid.*, 2013 National Bridge Inventory, Bridge #1129155. Currently in use, part of State Route 206.
- <sup>6</sup> Philadelphia Contributionship Society, founded 1752, beginning as a Fire Insurance Company. Museum at
- <sup>7</sup> Beginning of a scheme to lay (mile) stones on the road towards Trenton, recorded in Contributionship Society Minutes of Feb. 17, 1761, to be funded by fines on members of the board who were absent or late to meetings, at [http://www.philadelphiabuildings.org/contributionship/im\\_display.cfm?ProjectId=&ArchitectId=&ImageId=CONTRIB-MB1752.150-151](http://www.philadelphiabuildings.org/contributionship/im_display.cfm?ProjectId=&ArchitectId=&ImageId=CONTRIB-MB1752.150-151). See also <http://www.philadelphiabuildings.org/contributionship/essay-past.cfm> (search milestone).
- <sup>8</sup> The Franklin Institute Science Museum at the intersection of 20th Street and the Benjamin Franklin Parkway (222 North 20th Street, Philadelphia, PA 19103, see <https://www.fi.edu/>
- <sup>9</sup> Ben Franklin Tercentenary exhibit at <http://www.benfranklin300.org/frankliniana/result.php?id=170&sec=1>
- <sup>10</sup> Franklin’s Last Will and Testament at <https://www.livingtrustnetwork.com/estate-planning-center/last-will-and-testament/wills-of-the-rich-and-famous/last-will-and-testament-of-benjamin-franklin.html>
- <sup>11</sup> Photo from the Franklin Tercentenary Travelling Exhibit of the odometer purportedly used by Franklin, and housed permanently at the Franklin Institute in Philadelphia. Visit this page for a full description of the workings of this instrument, see The Benjamin Franklin Tercentenary 1706-2006 / Franklin Artifacts: Odometer at <http://www.benfranklin300.org/frankliniana/result.php?id=170&sec=1>
- <sup>12</sup> *An odometer, possibly designed by Franklin, about 1763, and installed on his carriage. From the Frankliniana Collection, The Franklin Institute of Philadelphia, and on display at the Benjamin Franklin Museum, photo by Eric S. Hintz, at https://invention.si.edu/benjamin-franklin-s-inventions. Noted in the Lemenson Center, Smithsonian National Museum of American History.*
- <sup>13</sup> Wayweiser – an instrument for measuring distances. Note that Franklin calls his a “French wayweiser). He may have modified an earlier instrument, but there is ample evidence that not only the Romans but the Chinese had such inventions, which could be attached to a cart or carriage to clock the distances traveled by the wheel to which it was attached.
- <sup>14</sup> See Lewis Evans map of 1749, *A map of Pensilvania, New-Jersey, New-York, and the three Delaware counties*, which contains a mileage chart at lower right. See Library of Congress maps at <https://www.loc.gov/resource/g3790.ar103500/?r=0.627,1.072,0.333,0.211,0>.

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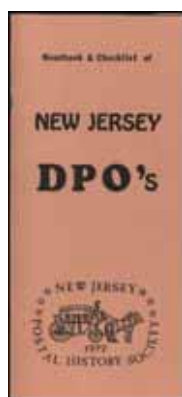
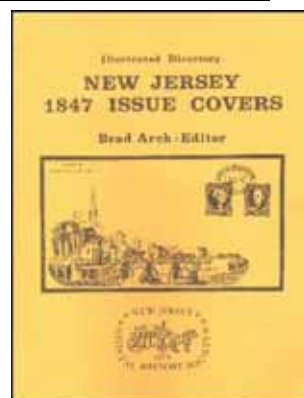
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