Seal of N.M. county ruled unconstitutional

By Karen Odom
Denver Post Staff Writer

The seal of New Mexico's largest county is an unconstitutional endorsement of Christianity, a federal appeals court ruled Friday.

In a 5-2 decision, the U.S. 10th Circuit Court of Appeals said the seal — which sports a large Latin cross under the motto "With This We Conquer" — recalls "a less tolerant time and foreshadows its return."

"Religious minorities may not be made to feel like outsiders because of government's malicious or merely unenlightened endorsement of the majority faith," the court held.

"I've got one quote for you: 'Hallelujah!'" said Paul Phillips, the Albuquerque lawyer who argued against the Bernalillo County seal.

Exactly one year ago Friday, a 10th Circuit panel upheld a lower court's ruling that the seal was mostly a historical symbol and violated neither U.S. nor the New Mexico constitutions.

Used regularly since 1973, the seal has been displayed on county documents, stationery, motor vehicles and the shoulder patches of the sheriff's department's officers.

The controversial seal displays a golden cross set in a blue background depicting the sky over four darker blue mountains and a green plain which features eight white sheep.

"A person approached by officers leaving a patrol car emblazoned with this seal could reasonably assume that the officers were Christian police, and that the organization they represented identified itself with the Christian God," noted Judge James Logan, who wrote the Friday opinion.

Referring to a famous Supreme Court decision that upheld the display of a creche in Pawtucket, R.I., Logan said that "the seal, unlike the creche . . . pervades the daily lives of county residents. It is not displayed once a year for a brief period on a single parcel of government land."

Bernalillo County Commission Chairman Patrick Padilla said he was disappointed by the ruling: "We felt very comfortable that we weren't violating the Constitution." He did not know if the Commission will appeal the ruling to the Supreme Court.

Phillips, an attorney for the New Mexico American Civil Liberties Union, argued the case for Al Friedman, described in court documents as an atheist and ethnic Jew who lives in Albuquerque.

from: The Denver Post
28 December 1985
Jersey secession didn’t succeed

Attention to southern part of state quieted rebels’ yell

Seaside Heights Mayor George Tompkins and municipal clerk Betty Arnold hold a flag she made to be used as the South Jersey state flag. A map behind them shows the counties that would have been included in the state.

ALTANTIC CITY, NJ (AP) - The rebel yell of South Jersey patriots sounded like nothing more than a whine to some lawmakers in Trenton, but the insurgents say their movement to make the eight southern counties the 51st state was not a lost cause.

A year after voters in five of six southern counties approved secession on a November 1980 referendum ballot, Thomas H. Kean was elected governor, and South Jersey patriots said they began to have some of their demands met.

Southern New Jerseysans were selected for key government posts, including insurance commissioner and head of the state Department of Environmental Protection.

Kean, who is from northern New Jersey, opened an office in the southern part of the state, as did New Jersey’s two senators.

“I think you did see a shift away from North Jersey’s control of South Jersey. I think that was a crucial turning point,” said Seaside Heights Mayor George Tompkins, a leader of the secessionist movement. “I would probably say Governor Kean was the one that put the stoppers to it.”

Tompkins and others thought there was too much of a difference between the densely populated, industrial northern part of the state with its focus on New York City and the largely rural, coastal and unsouthern part of the state for the two regions to continue to peacefully coexist.

“Let me say this, I was dead serious,” Tompkins said. “I certainly felt we were being treated like second-class citizens of New Jersey.”

The idea for a state of South Jersey was hatched in August 1974 when Upper Pittsgrove Township dairy farmer Jay Williams suggested it at a town meeting.

It took off after Albert E. Freeman, then publisher of a Mount Holly weekly newspaper, began writing pro-secession editorials in January 1976.

In a telephone interview last week, Freeman recalled that he was disturbed by northern New Jersey banks buying up southern institutions and by the passage of several bond issues, all to build highways in the north.

“I thought that everything I call South Jersey was neglected by the state government in Trenton,” said Freeman, 71, an Anglican priest.

“The whole thing was tongue in cheek from the very beginning,” said Freeman. “It was viable, however . . . south Jersey is larger than some countries in the United Nations.

“I was even willing to give them (the north) Atlantic County,” he joked.

But Freeman’s whimsy was taken seriously by others, including Tompkins and Joel Jacobovitz, who was then mayor of Egg Harbor Township.

The rebels formed a Committee to Free South Jersey, which Jacobovitz chaired.

Betsy Arnold, the Seaside Heights borough clerk, sewed a sky-blue flag emblazoned with an evergreen tree, a seagull, the sun and the words, “South Jersey.”

Jacobovitz said the new state could be financially secure with revenues from casino gambling in Atlantic City, tourism, and oil. Exploratory drilling was then being conducted in the Atlantic Ocean off the shore of Atlantic City.

The committee collected enough signatures to put the secession question on the ballots in Atlantic, Burlington, Cape May, Cumberland, Ocean and Salem counties. Two other southern counties Camden and Gloucester did not offer the question to voters.

Newspaper editorials were divided on the subject.

“Some critics of the state contend that one New Jersey is bad enough,” wrote The Press of Atlantic City. “Creating two of them would hardly improve the situation. Let’s forget the whole idea.”

But about 51 percent of those who voted approved of it. Secessionist leaders stepped up their activity and put together proposals to limit the number of bills a legislator could sponsor in a session and giving local and county governments more say in state affairs.

Jacobovitz said those were the committee’s short-term goals. The long-term object was statehood, but he figured it would take at least five years to achieve.

Not since West Virginia separated from Virginia in 1863 had such a split occurred. The state Legislature and Congress also have to approve creation of a new state.

Gov. Brendan T. Byrne seemed only annoyed at the pesky committee.

Shortly after that, Kean was elected and the idea “kind of just petered out,” Jacobovitz said.

“It would be revived,” Tompkins said. “I still have the flag and I still have the map. We haven’t buried it . . . (we’ve) put it aside.”

from: The Times

Trenton, New Jersey
4 February 1986
**FLAG POLES**

by Walter L. White  64-1007

TINPLATE RAILROADING was always directly related to the Christmas season since most of the trains, track, and equipment were purchased then. But it also had an affinity for patriotism and our way of life. It was a genuine American boy that operated his outfit at Christmas time, and at various times throughout the year.

There was Lionel's Transcontinental Limited, Ives' National Limited, and American Flyer's President's Special. But there were other names as well: The Columbian, The Patriot, The Lone Scout, The Minuteman, The Hamiltonian, The Statesman, etc. It was not strange therefore, that these manufacturers of tinplate trains would provide their boy operators with other equipment which would add realism to the railroad. One of these items, offered by all of the companies, was the American Flag.

In the Spring of 1981, the Detroit-Toledo Chapter asked me to speak at the Flag Pole Dedication at our Toy Train Museum and National Headquarters. For five years the Chapter had sold a Season's Greetings Train and had raised in the neighborhood of seventy-five hundred dollars which they contributed for the flag pole and surrounding landscaping.

Someone asked why the flag pole was located at the side of the building? Why wasn't it located "out in front"? One answer was that had it been put in that position it would have been in the middle of the tracks.

Several years ago, our late Charter member Ed Alexander wrote one of his fine books entitled "Down at the Depot". A quick perusal of the nostalgic stations between 1831 and 1920 indicates that not one station had a free standing flag, and very few indeed had a flag pole at all. The only explanation I can think of is either neglect, or perhaps for the very practical reason that soot, steam, and cinders were a very real part in those days of steam travel — my mother always insisted that the Pennsylvania engineers who operated those monstrous and beautiful giants on the railroad nearby knew that the women had their wash on the line on Mondays. And "Down At The Station Early In The Morning Those Buffer Bellies" would work havoc with anything that was flying — including an American Flag.

But, not that genuine American boy — if he wanted, and of course had the money to pay for it — need have a station without a flag. Every tinplate manufacturer offered one for sale.

The flag offered by Dorfan in the 1930 catalog boasted of being 20½ inches high and selling for one dollar. It appears considerably shorter in the catalog and evidently from the picture could be raised and lowered, although the accompanying text says nothing of this.

In the 1926 Ives catalog the flag occupies a vertical spot on page 32 from the top to the bottom, also selling for one dollar, twenty inches tall, and with the following description: "Every live American boy will want to plunk this down IN FRONT of his station. Real halyards (look it up). Hoist the Colors and make every kid stand at attention and salute!"

The 1930 Lionel catalog offered not one, but two free standing flags. The same flags had been offered in previous years, as well as the years that followed. One flag sold for eighty cents, the other for a dollar thirty. They were both over fourteen inches high consisting of a silk flag that could be lowered by an attached cord and fastened to a hook near the base. The more expensive one fit into an ornamental base mounted on a miniature grass plot ornamented with a flower border.

Perhaps the most elegant and lofty of the free standing flags was that offered by American Flyer for several years. It was a whopping twenty-three and a half inches tall. It sold for a dollar and a half in 1930. Old Glory was imprinted on its base as well as the American Flyer logo. The descriptive article said that it was "Very attractive and not only belongs with every train set but in every American home as it makes an ideal display piece for table centers on patriotic holidays or on top of the fireplace." An American eagle was mounted on the top.

The last great setting for Old Glory was offered in the 1937 Lionel catalog. It was the No. 927 Ornamental Flag Plot. The silk flag could be raised and lowered. It had a grass covered base and a growth of trim hedges on both sides of the pole. The cost was two dollars and seventy-five cents.

Forty-five years have gone by since this offering was made by Lionel. Obviously it can no longer be purchased — perchance someone has taken special pains to preserve it. But flag poles and especially silk flags are delicate and fragile. Yet, a facsimile exists. There is a prototype in not only living color but in living proportion that now exists. It is beside our Museum and National Headquarters. It proudly flies above the Pennsylvania Dutch countryside, and in keeping with the best tinplate tradition.

As Barbara Frietchie said in John Greenleaf Whittier's poem:

"Shoot if you must, this old gray head,
But spare your country's flag she said."

from: The Train Collectors Quarterly
July, 1982
The president orders the flag flown at half-staff, and America mourns. It is a mark of respect and a sign of sadness—a tradition that still touches us in a world grown accustomed to tragedy.

Before the explosion of the space shuttle Challenger, President Reagan had ordered flags at federal facilities flown at half-staff eight times, according to Ronald Gesler, executive clerk of the White House.

The president's ninth such proclamation, honoring the Challenger astronauts, was issued Tuesday. It directed that the flag be lowered at all public buildings and grounds, at military posts and naval stations and on naval vessels. The proclamation also directed that the flag be flown at half-staff at all U.S. embassies, legations, consular offices and other facilities abroad.

This chart lists the nine proclamations by Reagan.

**Military Barracks Bombing, Beirut**

**U.S. Embassy Bombing, Beirut**
Proclamation issued April 20, 1983, in honor of the American diplomats, military personnel and staff members "who died violently in the performance of their duty ... in the tragic bombing of the U.S. Embassy in Beirut."

**Return of Unknown Soldier**
Proclamation issued May 20, 1984, "as a sign of our national gratitude and concern" for "the unknown American who gave his life in service overseas in Vietnam [and] will be interred in Arlington National Cemetery."

**Korean Air Lines Flight 007**
Proclamation issued Sept. 1, 1983, in honor of "the American citizens and all those who died violently on board the Korean Air Lines flight which was ruthlessly shot down by Soviet fighters."

**Death of Anwar Sadat**

**Death of Omar N. Bradley**
Proclamation issued April 9, 1981, in honor of General of the Army Omar N. Bradley. "He was the 'GI's general' because he was, always, a GI."

**Death of Roy Wilkins**
Proclamation issued Sept. 8, 1981, in honor of Roy Wilkins, executive director of the NAACP. "He worked for equality, spoke for freedom and marched for justice."

**Victims of Terrorism**
Proclamation issued Oct. 19, 1984, "as a time of remembrance for all victims of terrorism throughout the world ... because terrorism poses such a pervasive and insidious threat to all free peoples."

**Loss of Space Shuttle Challenger**
Proclamation issued Jan. 28, 1986, in honor of Francis R. (Dick) Scobee, Michael J. Smith, Ellison S. Onizuka, Ronald E. McNair, Judith A. Resnik, Gregory B. Jarvis and Christa McAuliffe, "who gave their lives during the mission of the space shuttle Challenger."

North American Vexillological Association
Oaks, PA 19456

**SALLY FORTH** GREG HOWARD

"WHAT ABOUT BETSY ROSS? WAS SHE A FOUNDING MOTHER?"

"Yeah, but they tried to push the old sexist division of labor on her."

"WHEN THEY WERE SITTING AROUND PLANNING THE REVOLUTION, IT WAS "GEORGE, YOU ORGANIZE AN ARMY, TOM, YOU WRITE A DECLARATION OF INDEPENDENCE, JOHN, YOU GO TELL THE BRITISH TO BUCK EGGS, AND BETSY, YOU GO PICK OUT SOME NICE MATERIAL FOR A FLAG."

"DIDN'T I READ SOMEWHERE THAT IT WASN'T REALLY BETSY ROSS WHO MADE THE FIRST FLAG?"

"She held out for more responsibility."

from: The Washington Post
31 January 1986

from: The Washington Post
17 October 1985

MARK A. LISS D/B/A
HERITAGE FLAG CO.
P.O. BOX 31521
HOUSTON, TX 77231
Dear N.A.V.A. Member,

As host to NAVA-20 in Trenton, N.J. this coming October 10-12, 1986, it is my pleasurable duty to invite one and all to submit design suggestions for the N.A.V.A.-20 convention flag.

NAVA-20 is being held in Trenton to commemorate the nintieth anniversary of the adoption of the New Jersey state flag, that distinctive buff colored flag so easily recognizable by its unique color. (Buff - blue and white are the official state colors).

The Trenton city flag, recently made official in response to NAVA selecting Trenton as a convention site is a vertical bi-color of blue (at the hoist) and yellow bearing the city arms centered on a white disk. The arms bear a blue shield containing three sheaves of wheat, two over one in yellow. The crest is the head of a brown horse upon a torse of blue and yellow.

The city's main business, of course, is government - being the capital of New Jersey and county seat of Mercer County. It is known world wide as a porcelain center, being the home to Boehm, Cybis and Lenox fine porcelain manufacturers. In its past, Trenton was a steel giant whose products today still include wire rope. The cables supporting the Golden Gate bridge in San Francisco and the Brooklyn Bridge in New York came from Trenton. Also in the past, Trenton saw the birth of the steamboat, invented by John Fitch and revealed to the world on the Delaware River at Trenton. Mr. Fitch, unfortunately lost the publicity war with Fulton and his Hudson River ship, the Clermont.

I hope this brief overview of Trenton and New Jersey will get the creative juices flowing and inspire you to submit a design for a NAVA-20 flag.

Donald T. Healy, host NAVA-20
523 Centre Street
Trenton, New Jersey 08611

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