



Dover Area Historical Society

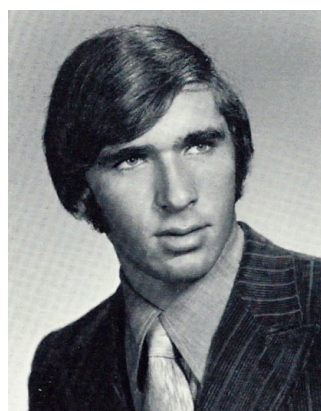
# The Old Tye News

Volume XLV Issue II

SPRING 2014



Henry Will working at the Dover History Museum House.  
(Page 6)



Jeff Shiffrin

## Dover's First Electric Automobile William Harris Paved The Way For Dover's Future

*Excerpts from the Internet*

DOVER-In 2003 when the Dover Area Historical Society published its history book *Images of America - Dover*, little did anyone know or realize, the photo on the cover of William Harris and his wife sitting in their "horseless carriage" on Fairview Avenue was that of an electric automobile, one of the first in Dover. Historic records show that William H. Goodale may have been the only other citizen in town to own a "motor carriage."

Due to technological limitations and the lack of transistor-based electric technology, the top speed of these early electric vehicles was limited to about 20 mph. Despite their relatively slow speed, electric vehicles had a number of advantages over their early-1900s competitors. They did not have the vibration, smell, and noise associated with gasoline cars. Changing gears on gasoline cars was the most difficult part of driving, and electric vehicles did not require gear changes.


While steam-powered

cars also had no gear shifting, they suffered from long start-up times of up to 45 minutes on cold mornings.

The steam cars had less range before needing water than an electric car's range on a single charge. Electric cars found popularity among well-heeled customers who used them as city cars, where their limited range proved to be even less of a disadvantage. The cars were also preferred because they did not require a manual effort to start, as did gasoline cars which featured a hand crank to start the engine. Electric cars were often marketed as suitable vehicles for women drivers due to this ease of operation; in fact, early electric cars were stigmatized by the perception that they were "women's cars", leading some companies to affix radiators to the front to disguise the car's propulsion system. (Cont. page 3)



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## Dover High Graduate Extremely Proud Jeff Shiffrin's (Class of '72) Golden Dream Comes True

*By Stan Schoonmaker*

DOVER-When Jeff Shiffrin graduated from Dover High School in 1972, little did he realize that someday he would have a daughter who would make world history by becoming the youngest individual to ever win a slalom Olympic Gold Medal.

Young Mikaela Shiffrin finished her two runs at the Rosa

Khutor Alpine Center in Sochi, Russia in one minute, 44.54 seconds.

Little wonder Mikaela did so well since her parents, Jeff and Eileen, were both skiing enthusiasts. Jeff was raised in Dover and resided on Edgewood Terrace with his parents, Alan and Betty, who operated a family liquor store on Morris Street.

Jeff and Eileen had both been members on racing teams at Great Gorge and spent many weekends skiing in Vermont. Eileen is a Masters racer and Jeff skied at Dartmouth where he attended college.

Jeff was a member of both the National Honor Society and the Key Club at Dover High.

(Cont. page 4)

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# Electric Cars In Dover

Thomas Davenport was among the first to install an electric motor into a vehicle, an electric car in the conventional sense was not developed until 1890 or 1891, by William Morrison of Des Moines, Iowa; the vehicle was a six-passenger wagon capable of reaching a speed of 14 miles per hour. It was not until 1895 that Americans began to devote attention to electric vehicles, after A.L. Ryker introduced the first electric tricycles to the U.S., by that point, Europeans had been making use of electric tricycles, bicycles, and cars for almost 15 years.

Many innovations followed, and interest in motor vehicles increased greatly in the late 1890s and early 1900s. In 1897, electric vehicles found their first commercial application as a fleet of electrical New York City taxis, built by the Electric Carriage and Wagon Company of Philadelphia, was established. Electric cars were produced in the U.S. by Anthony Electric, Baker, Columbia, Anderson, Edison, Studebaker, Riker, and others during the early 20th century. In 1911, the first gasoline-electric hybrid car was released

by the Woods Motor Vehicle Company of Chicago. The hybrid was a commercial failure, proving to be too slow for its price, and too difficult to service.[15]

## *Timeline of Electric Autos in America:*

**1832-1839** Scottish inventor Robert Anderson invents the first crude electric carriage powered by non-rechargeable primary cells.

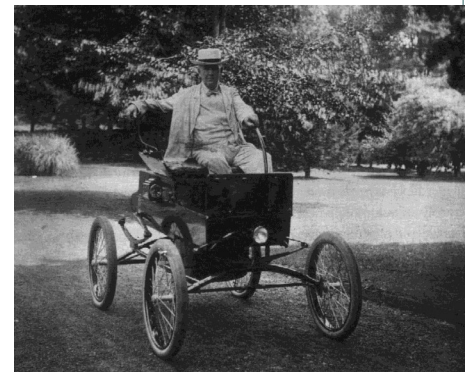
**1835** American Thomas Davenport is credited with building the first practical electric vehicle -- a small locomotive.

**1859** French physicist Gaston Planté invents the rechargeable lead-acid storage battery.

**1891** William Morrison of Des Moines, Iowa builds the first successful electric automobile in the United States.

**1897** - Electric cars first used in commercial use as taxis in New York City. They were built by the Electric Carriage and Wagon Company of Philadelphia.

**1897** - Baker Motor Vehicle Company founded by Walter C. Baker. Baker made a



**ONE HUNDRED DOLLARS OFF  
THE REGULAR PRICE**



Is quite an inducement if you've almost made up your mind to buy an automobile. The Rambler manufacturers have decided to assemble all the parts of this year's pattern Runabout they have on hand and to move them quickly make the above offer.

Demonstrations gladly made and purchasers instructed in operating.

**The Dover Garage Co.**

54 East Blackwell Street.

vehicle with 100 miles range on a charge and top speeds of 22 mph.

## Timeline of Electric Automobiles in America

**1899** Believing that electricity will run autos in the future, Thomas Alva Edison begins his mission to create a long-lasting, powerful battery for commercial automobiles. Though his research yields some improvements to the alkaline battery, he ultimately abandons his quest a decade later.

**1900** The electric automobile is in its heyday. Of the 4,192 cars produced in the United States 28 percent are powered by electricity, and electric autos represent about one-third of all cars found on the roads of New York City, Boston, and Chicago.

**1908** Ford Model T A Ford Model T. Henry

Ford introduces the mass-produced and gasoline-powered Model T, which will have a profound effect on the U.S. automobile market.

**1912** Charles Kettering invents the first practical electric automobile starter. Kettering's invention makes gasoline-powered autos more alluring to consumers by eliminating the unwieldy hand crank starter and ultimately helps pave the way for the electric car's demise.

**1920** During the 1920s the electric car ceases to be a viable commercial product. The electric car's downfall is attributable to a

number of factors, including the desire for longer distance vehicles, their lack of horsepower, and the ready availability of gasoline.

**1970s** - After the price of gasoline hits record highs the interest in electric cars is re-kindled. The US Department of Energy funds efforts to try to make a cost effective electric car.



**NEW ASSISTANT EDITOR:** Longtime historical society member, Eric Bulfinch has agreed to assist in publishing future issues of the Ye Old Tye News according to Editor George Laurie. Eric was born and raised in Dover and graduated from Dover High. Eric's wife, Diane, who is now a retired social worker, grew up near his Linwood Avenue home on Knickerbocker Avenue and graduated from Randolph High School in 1966. They attended the University of Michigan together and were married by Dover's Mayor Horan in 1968. Diane and Eric have one grown daughter, Lindsey, who is a Certified Clinical Research Coordinator living in Phoenix. Eric retired in Fountain Hills, Arizona (east of Scottsdale) after a 20-year career as an Air Force officer and helicopter pilot, which took him, all over the world. Before leaving the service in 1993, he earned a doctorate in education at the University of Southern California. In 2005, Eric retired from his second career as a statistical/data/financial analyst in managed behavioral health care and his own statistical analysis consultancy business. Eric's current interests include researching Dover history and the ongoing production of an interactive online Dover historical map at <http://www.communitywalk.com/YKYFDI>. He also enjoys a variety of fitness activities, traveling and family activities. With Eric's help, the future of Ye Old Tye News and the Dover Area Historical Society looks bright.

## ANNUAL MEMBERSHIP DUES

**Family - \$20 \* Individual - \$12**

**Senior Citizen (62 and older) - \$8 (per individual)**

**Junior Member (Student) - \$6**

**Sustaining Member - \$75  
(Display Ad or Compliments of:)**

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**Jeff Shriffin**

He was also a four year member of the Ski Club and Ski Team which he captained in his Junior and Senior year. He also ran Cross Country and track for four years and was a delegate to NJ Boys State in his senior year and was a member of the HS band among various other activities. Many former students of DHS will remember his mother who served as the school nurse for a number of years.

**DOVER HIGH SCHOLARSHIP  
 FUND** Funds raised to date: \$1,827.00  
*(Donations always accepted) Thank  
 you!*

**In Memorium**

**Dr. Rev. Hugh Miller, Dover, DE  
 Henry Will, III, Dover  
 James J. Slattery, Dover, NJ**

**DONATIONS**

Robert & Rose Marie Tiefenbacher \$100 *(In  
 memory of Barbara Sutton Wisniewski)*

Margeret Fischer & Bob Starling, PA \$100  
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 Robert Carpenter *in memory of Dr. Hugh H.  
 Miller* \$40  
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Dale & Joyce Hooey, Palmetto, FL *in memory of  
 Dr. And Mrs. Hugh H. Miller*  
 Flap-Jack Breakfast \$891.00

# Joseph Kekuku Memorial Dedication

## Inventor Of Hawaiian Steel Guitar Honored At Orchard St. Cemetery

by Mike Esposito

CHESTER-I began playing the slide guitar in 1971, when I was twenty years old. I played in rock bands and played all kinds of music. The sound of the slide guitar had always intrigued me and I took up the "bottle neck" where I put a medal tube on a finger to guide over the strings, mainly to play blues music. I later developed an interest in bluegrass, which led me to the lap style of playing, setting the guitar in a horizontal position and playing with a steel bar.

I started doing gigs with "The Lost World String Band" which became quite popular. We even played in Europe and Lincoln Center in New York. I started to really delve into the history of the blues, bluegrass and American music and started to listen to Hawaiian music of the 1920s & 30s.

One day in the 1980s, I received a call from a man who claimed he was writing a

book about the Hawaiian Guitar. He asked me if I knew the inventor of the steel guitar was buried in Dover, NJ. I knew from books and articles that he was referring to Joseph Kekuku.

I told my friend Tom Barth who owned the Music Box in Dover and he suggested I get in touch with the historical society. I got in touch with George Laurie. Three times he went to the Orchard Street Cemetery, but could not find the grave. I thought that I may have been misled.

Finally, the grave was found. It was hidden under an overgrown bush. I told George that this man named Kekuku, made a giant contribution to the music world and maybe put on some shows for a bigger and better headstone that he deserved.

I am blessed to have taken up this style of playing. I have met and played



with some of the best in blues, rock and bluegrass. Hundreds of TV shows use my slide guitar recordings, and I appear on more than 30 records, including five CDs of my own. I continue to play many shows using my Dobro and National Steel guitars. It has been a great ride for me and I thank Joseph Kekuku for his invention.

## Kekuku At Orchard Street

by George Laurie

When Mike Esposito contacted the Dover Area Historical Society in the late 1980s, several members searched the Orchard Street Cemetery for several days but could not find any grave site for a Mr. Joseph Kekuku. A few years passed and Mike once again contacted the society and this time, joined in the effort to locate it. Again, after finding no grave site, someone noticed a bush in the middle of a plot. Moving the limbs and sunkened gravestone was discovered and it was that of Joseph Kekuku.

After much research on the life of Kekuku (see Joan Bocchino's report on our website at [www.doverhistoricalsociety.com](http://www.doverhistoricalsociety.com)) everyone realized how important Kekuku was. In 2004 & 2005 two fund raisers helped raise enough money for a monument at his site.

This dedication will unveil a stone bench with Joseph Kekuku's engraving on it to remind visitors of this important person is buried in Dover, NJ.



Photos by Rick Kelly



### UPCOMING EVENTS

Sunday \* May 18th \* 1:00 - 4:00 pm  
**MUSEUM HOUSE \* OPEN HOUSE**

*Tours of the Museum House*  
*Classic 50s TV Shows*  
*Pop Corn & Soda served*

No Charge - Refreshments Served!

Tuesday \* May 20th \* 7:30 pm  
**MUSEUM HOUSE**

*Dover History Quiz*

No charge - Refreshments served

Tuesday \* June 17th \* 7:30 pm  
**MUSEUM HOUSE**

*Dover High Decade of 70s (Part 1)*

Tuesday \* July 15th \* 6:00 pm  
**Kekuku Bench Dedication at Orchard Street Cemetery. Please bring a lawn chair.**

Programs are subject to change. Please visit our website at [www.doverhistoricalsociety.com](http://www.doverhistoricalsociety.com) for any updates to our schedule.

### BUY-A-BRICK

Sandy Mayer, Morristown (2)  
Danuta Lewicka, Dover



# "Whiskey For The Men"

## Take A Trip From Dover to Fort Washington, Ohio in 1804

DOVER-Just think, today, if we were to jump into our car and set out to drive to Fort Washington (Cincinnati), Ohio...according to the latest GPS calculations, it would take us a little over 10 hours to make the trip. Along the way we would find plenty of gas stations and rest stops, convenience and grocery stores, hotels and motels, bridges and tunnels and smooth roads to make travel a breeze.

However, in 1804 when Phoebe Ford and her train wagon crew left Dover for Fort Washington, it took over three months to complete the journey. There were no paved highways or bridges and only a few ferry boats or rafts that crossed rivers. There were no gas stations or convenience stores, only outposts, sparsely populated settlements and a few trading posts. No bathroom facilities or running water.



According to author Vance Bourjaily, a novelist who followed his ancestor on a trip West, "for the past several days I have been traveling from Dover, New Jersey to Fort Washington, Ohio with my great-great-grandmother.

alongside and who drove, but that she had the reins par of the time. As I read her diary, I had a strong sense of being in daily contact with the author. I would ask myself: Good morning great, great, great grandmother. Nice day? *It has cleared up. It is quite cold, the going is bitter.*"

It is sunset now, how far do you think we've come today? *We se out, com 12 mild, stop to feed, get one love of bread, baiting for oxen, half pint of cider, total 2s, 6d. Then com on, put up 6 mild before we get to Reading at a tavern.*"

Does the tavern look like a nice one? *A great deal of noys, quereling with men and dogs. I fear we shall sleep, but little.*"

The following excerpts from Phebe Ford's diary:

*12th day, we pay 2 shillings apiece for keeping horses to hey last night, six Penske for lodging. We*

We left on May 9, 1804, with a wagon drawn by a team of oxen and with horses for the men to ride. The diary that three times great-grandmother Phoebe Ford kept was not particular as who rode

### excerpts from...great, grandma Ford's diary

*We set out for Reading in a little time, we see the town, but a bad hill to go down and a bad one to rise. The men stop to buy rifles. And then I went to git me a coffapot. I left mine at a tavern. I git one and some soap, some fine thread and come back to the wagons. The men dus not cum and we all go to the market and get some cake and beer. The women and little boys in abundance and calling out cake and beer..*

*We all set out to cross the Skullkill, inquire the way of a darn Duchmen, and to go down a wrong street. We get straightened out. As soon as we got over the ferry, the worst road,*

*crooked, narrow, rough, up and down hill, on the edge of the river between rocks. Very bad, we rise the hill, the road is very much cut up, very rocks.*

*May 16 Thursday night. We got up this morning, all we'll, but one of Mr. Sampson's children had a sore throat. We fevered he hitting the quinsy, but he is better tonight. The poorest place that we have got into at any time, thar all duch, and very I'll bred people. The house is cold and dirty, no fire to boyle our tea title, nobody to make one. We set our boys to making a fire. The girls, little and big run and laugh after the boys, looking into the windows. Such behavior I have not seen*

*before. The landlord and landlady see little, but dus less.*

*Scatter day, may 18, we came to the Su-sannah River. It is one mile wide. It runs quite smooth. I went over in a boat with two wagons and seven horses, an oxen and a good many people. We have crossed five ferris. Delaware to first, Lahy the next, Skillkill next, Sweet Arrah next and Su-cannah next. Then come on to Shippeburd. Entering into town, we heard a terrible noyse. What is, I could not tell. Marvin stopped the team. Tha was Methados, preaching, praying, slapping hands and hollowing glory. I thought it was children crying, cats fighting, but the dread-fullest noyse I ever heard.*

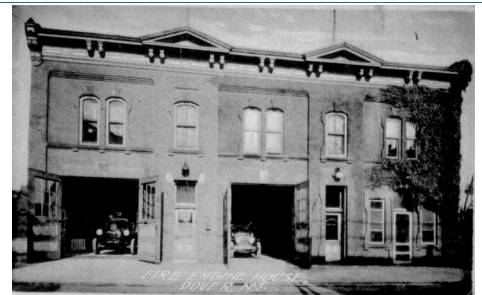
## The "Old" Dover Firehouse

From Rick Kelly

DOVER-When Dover's first fire house was dedicated on April 11, 1875, William H. McDavit was the Chief. According to the Iron Era newspaper account, "the building is a thing of beauty! Each individual company has its own parlor over the engine room, but all the rooms could be opened up to a large hall for banquets and festive events. The building is piped with the latest, state-of-the-art "gas fixtures" so when Dover introduces gas supplies to the

town, the fire house will be ready. The Red brick used in the construction is known as "Philadelphia B Brick" and the interior also includes a fire men's library and pool tables.

In 1914, additions were made to the building that included the Police Dept. and city offices and meeting rooms. Today, the only physical reminder of this once great building is a plaque the sits outside the firehouse that says "Dover Fire Dept. 1875" that hung on the building for 87 years.



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# Reverend Dr. Hugh M. Miller

## Served Among The Great Historic Pastors of Dover's First Church

DOVER, DE-The Rev. Dr. Hugh M. Miller, 97, passed away on Jan. 6, 2014 in Dover, DE. Dr. Miller was among the great historic pastors of Dover's First Memorial Presbyterian Church, serving the church for 35 years.

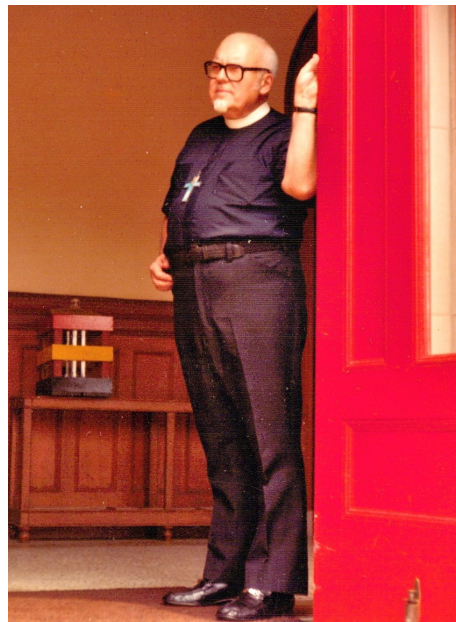
For 17 of those years, Dr. Miller carried his Sunday morning services over New Jersey's most powerful radio station, WRAN that was heard in thousands of homes around the state. One day, New York City radio personality Cousin Brucie (of WABC fame and now owner of WRAN) approached Dr. Miller to inform him that he was yanking his services off the air. With all the media corporate-giant's knowledge, ability and know-how in the broadcasting industry, he couldn't match the wisdom of Dr. Miller. He told Cousin Brucie in no uncertain terms that if you take away local community support, you are

doomed. Sure enough, a couple of years later without any local advertisers, WRAN went out of business and off the air. Members of the New Jersey Radio Museum to this day attribute WRAN's demise to the yanking of the Presbyterian Church services.

Dr. Miller served as Lt. Commander in the Navy during WW.II and as a Navy Chaplain. In his retirement, Dr. Miller served in community affairs in Delaware and as a weather watcher for WBOC-TV in Salisbury, MD and WPHL in Philadelphia.



*This machine was used for 17-years to record Dr. Miller's sermons. The device now belongs to the New Jersey Radio Museum.*



## Henry Will III -

DOVER-Long time historical society member and active volunteer Henry Will III, 91, passed away on Jan. 9, 2014 in Dover. Henry was born in Lower Berkshire Valley and worked for 23 years at Picatinny Arsenal. Not only active in the historical society, Mr. Will served in his church choir, trustee and on various committees and the Boy Scouts.

Henry was part of the negotiating committee meeting with the Presbyterian Church to secure the Dr. Conduct house as a location for a museum. One night when a group of volunteers met for the first time in the main downstairs waiting room, Henry ventured

off to the staircase to investigate the second floor. A while later, the volunteers heard strange noises in the kitchen and knowing Henry was upstairs, couldn't figure out what it was. Carefully and cautiously with flashlights in hand all went to the kitchen and saw a shadowed figure walking around. It turned out to be Henry and the first thing he said was "where am I." Apparently, Henry discover a secret staircase, hidden behind the kitchen wall linking the second floor to the first.

Henry leaves behind a lot of good friends and memories and will truly be missed at the Dover Area historical Society.

*Photo shows Henry working with Bob Wagner at the museum house.*

## Longtime Active In



*Photo by Rick Kelly*

## James J. Slattery - Helped Restore Dover Museum House

DOVER-James J. Slattery, 79, class of '51 and a long-time member and active volunteer of the Dover Historical Society, passed away on Jan. 2, 2014 in Dover. Jim worked as an electrician for New Jersey Bell (now Verizon) and a member of the Telephone Pioneers of America.

Jim was owner/operator of Cappy's Motor Scooter Co. and founding member of the Tri-County Motorcycle Club and the Ridge Riders.

Jim was also a very active member of the historical society attending every

monthly meeting and spending considerable amounts of time and resources working closely with Stan in renovating the entire downstairs kitchen area and various rooms on the second floor. Stan remembers Jim being very generous in donating needed parts and supplies for the Dover History Museum House.

**Compliments of  
Edward Turocey, Margate, FL**

**Compliments of  
Michael & Carol Del Vecchio  
Dover**





# VIP (Volunteers Involved Personally) Party

## Museum House Host Those Actively Involved With Dover Historical Society

DOVER-A Gathering of VIPs (Volunteers Involved Personally) of the Dover Area Historical Society was held in late February (between all the snow storms) to show appreciation to those directly involved with the operations of the society and museum on a daily, weekly, monthly and yearly bases: the Afternoon Tea Fundraiser, Flap Jack Breakfast, Open Houses, Town Wide Yard Sales, the Speedway and other shows; also those who volunteer to renovate, repair and maintain the museum house; those who do the yard work (Boy Scouts) and exterior grooming; those who present special programs for the society; the trustees and executive board members and those who attend the regular monthly business meetings and offer their valuable advice and suggestions. Good, dedicated volunteers are hard to come by and thank God, the Dover Area Historical Society has been blessed.



*Left: The late Alderman Paul Downs gives emotional keynote address that left many in tears during 10th Anniversary observance of 9/11.*

*Alderman Romaine & Mayor Dodd look*



*The Joseph Kekuku Memorial Bench. Damaged Gazebo at Hurd Park.*

## Dover's Historic Timeline

**1722** - Dover settled by John Jackson of Flushing, N.Y. who established a Forge.  
**1750** - General William Winds purchases 275 acres at today's Salem Village area.  
**1753** - Moses Hurd came from Dover, N.H. to manage Jackson's Forge.  
**1758** - Village adopts the name "Old Tye" after Gen. Wind's Ft. Ticonderoga victory.  
**1798** - First General Store opened along what is today Clinton Street.  
**1799** - Village begins to adopt the name "Dover" in reference to the Hurd Estate.  
**1813** - First physician, Dr. Ira Crittendon, moves in near Gen. Winds estate.  
**1817** - Joseph Blackwell & Henry McFarlan foreclose on the Dover Iron Works.

**1820** - First Post Office established in Dover.  
**1831** - Morris Canal is completed and boat traffic begins through Dover.  
**1848** - Railroad finally arrives in Dover connecting to points east only.  
**1850** - First Opera House established in Dover on Sussex St. (Moller Opera House).  
**1869** - Dover incorporated as a town, breaks away from Randolph Twp.  
**1869** - First newspaper, Dover Enterprise established, followed by Iron Era, Dover Index.  
**1874** - Dover Fire Department established  
**1880** - Second Opera House established by Wm Baker as a vaudeville playhouse.  
**1889** - First electric lights turn on in Dover.  
**1897** - German immigrant Paul Guenther establishes world leading silk stocking factory.  
**1900** - Dover becomes a major business center for western Morris County.

## TIMELINE (Cont.)

**1910** - First automobiles begin to arrive in Dover.  
**1911** - John Hurd donates Hurd Park to the citizens of Dover so the Hurd name lives forever.  
**1913** - Playhouse Theater, another major vaudeville theater opens on Morris Street.  
**1916** - Dover General Hospital is established on Ann Street.  
**1922** - Dough Boy Statue erected at Hurd Park.  
**1933** - Auto racing began at the Dover Speedway.  
**1934** - Dover Little Theater is established.  
**1950** - Dover Iron plant is closed, longest continuous business (1745-1950), in Dover history.  
**1956** - Dover Shopping Center, the first "in-town" shopping center in

America, opens.

**1957** - Dover Drive-In Theater opens becoming the first wireless speaker system in America.

**1970** - Begins the decline in Dover because of nearby Shopping Malls construction: Playhouse Theater torn down, old Woolworth's Dept. store torn down, Dutton Hotel closes, National Union Bank merges with bank from Rutherford, Baker Theater closes, Dover Shopping Center loses major retail businesses to the Rockaway Townsquare Mall.

**1989** - The Daily Advance ceased publications.



# Beyond the “D” - Dover NJ and 9/11

## Part One

by Joan Bocchino

*Beyond the “D” is a column (with a personal touch) featuring interesting historic faces and places beyond Dover...but very close.*

DOVER-Where were you when Kennedy was shot?...Where were you on 9/11? I was a Lifetouch School Photographer, assigned that Monday to Bridgewater-Raritan Middle School. As I drove down 287, shortly after sunrise, the day was...perfect. Perfect blue sky. Perfect golden light. Perfect clarity. Just a perfect Top Ten Day.

But then.....Picture Day went on, no cancellation. Middle school kids did what middle school kids do – they were self-absorbed: primping, laughing and innocently flirting with each other. Glad to get out of class and to get a free black comb. Incapable perhaps of grasping the gravity of what was happening and that history was being re-written just 30

miles away. After all, it was a new school year and Picture Day. Occasionally I would remark to a student, “You will always remember what happened today when you look at your 2001 school picture.”

Driving back to Dover – our office was in the historic Stone Academy on Dickerson St. – the brand new electronic signs on 287 were working: “LINCOLN AND HOLLAND TUNNELS CLOSED TO NYC – EMERGENCY VEHICLES ONLY.” Who could have foreseen that this catastrophic event would be the first message?

Arriving in Dover and seeing the Crescent St. parking lot at the train station, I wondered how many of those cars represented workers at the Trade Center who would never return to Dover to pick up their cars. There was a sad, low wailing of the trains in the



*The Dover Common was renamed to JFK Park circa 1965 following the assassination of President*

background. Walking towards the station was Don Costanza, Dover's Health Officer, and a colleague. They were assigned to wait for all the injured to be transported out of the city via Midtown Direct- our artery

## Beyond the “D”

Of course, there were no throngs of injured from NYC to be transported. Who did come to Dover were the shaken, but still proud Americans, who wanted to show that they were strong, that they were united in the wake of this terrorist attack. They wanted to buy and fly an American Flag, the symbol of our great country. They came to Dover and lined up, out the door and down the block, at our own Metro Flag Company on Bassett Highway.

Fast forward to 2011, tenth anniversary of 9/11. A new, spellbinding, six-part documentary is airing on television “Rising: Rebuilding Ground Zero.”

Just as after the disaster, I am riveted to the TV. Suddenly, the very familiar “DOVER” sign at our train station appears on the screen. What? I sit up straight. This show is about NYC. What is this Dover connection to the rebuilding of Ground Zero? (To be continued in the next newsletter)

### *The latest news:*

The initial bids for the historically accurate rebuilding of the **Hurd Park Gazebo** came in way higher than anticipated. The bid process had to be redone, according to Dover's laws for projects of this amount.

**Finally, a contractor has been accepted.** But with such a harsh winter, work cannot commence until the weather

improves and all the snow on site is gone. **Part of the contract is that work be finished in May, in time for the Spring proms and Summer weddings.**

A wonderful surprise occurred when **Janet Hooper**, a Dover resident and longtime Macy's employee, **nominated the Hurd Park Gazebo as the recipient in a program that partners Macy's and The National Recreation and Park Association.** Our gazebo was selected by our local Macy's! Through March, shoppers at Macy's can donate \$1 or more to the park fund. Macy's will match the donation.



*From Roger Flartey*

*Here's a picture of the Dover Elks taken in 1930, apparently at a picnic. The original consists of two separate photos pasted together on a cardboard backing. I took three pictures of it at the East Dover Social Club on Friday with my digital camera and stitched them together with some software that I have on my computer. I don't recognize anyone, but my great-uncle, George R. Flartey, was Grand Exalted ruler in the 1920s, so he's probably in it.*

**President—Betty Inglis**  
**Vice President—Stan Schoonmaker**  
**Recording Secretary—Joan Bocchino**  
**Corresponding Secretary—Wm Woodhull**  
**Treasurer— Wm Shuler**  
**Museum Committee—George Laurie, Stan Schoonmaker, Alice & Robert Wagner**  
**Scholarship Committee—Phyllis Casey, Kathi Gilbert, Brenda Woodhull**  
**Ways and Means—Robert Wagner**  
**Photographer—Richard Kelly**  
**Old Tye Editor—George Laurie**  
**Grant Committee—Linda Mullin, George Laurie, Betty Inglis**  
**Archivist—George Coulthard**  
**Webmaster—Phil Reynolds**

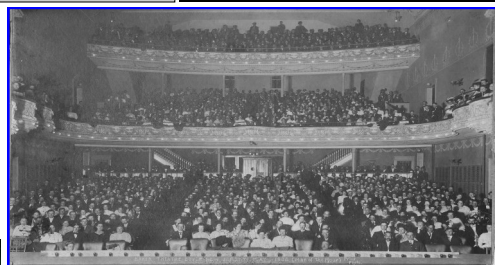
### ANNUAL MEMBERSHIP DUES

**Family - \$20 \* Individual - \$12**  
**Senior Citizen (62 and older) - \$8**  
 (per individual)  
**Junior Member (Student) - \$6**  
**Sustaining Member - \$75**  
**(Display Ad or Compliments of:)**  
**Life Membership (one-time payment) (Husband & Wife or Individual) - \$300**  
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### **DOVER AREA HISTORICAL SOCIETY**

#### **Board of Trustees**

James Johnson	2014
Vishal Parmar	2014
Alice Wagner	2014
Robert Wagner	2014
Bonnie Doboney	2015
Richard Kelly	2015
Scott Miller	2015
Brenda Woodhull	2015
Phyllis Casey	2016
George Coulthard	2016
Kathi Gilbert	2016
Helen Pennella	2016



*Rare photo of sold out performance of "Man of the Hour" that ran for a week in May of 1908 at the Baker Theatre. Photo courtesy of Carolyn Baker Bishop (granddaughter of Wm. H. Baker, developer of the Baker Opera House & the Baker).*

## Digitizing The Dover Advance

### Letter from Eric Bulfinch....

Dear Mary Romance/Director, Dover Free Public Library,

I'm a member of a Dover history interest Facebook group, You Know You're from Dover if ..., along with 70+ members have expressed an interest in donating at least \$5 to what we are calling the Dover Advance Online Project. Our goals are to help the Dover Free Public Library digitize and place online, oldest first, microfilms of the Dover Advance consistent with copyright laws. We, of course, are seeking your concurrence and help with this project in coordination with the Dover Area Historical Society.

We are eager to hear your thoughts on this worthwhile endeavor for the education of current and former Dover residents and other interested parties. However, since I am a former Dover resident now living in Arizona, a face-to-face meeting would be difficult for me to arrange. Perhaps simple phone coordination or even video conferencing would work. Also, Members of the Dover Area Historical Society, live in the Dover area and they may be available to handle any local details that we cannot otherwise work out on the telephone. They have been interested in this project for some time now.

Being able to offer the Dover Advance in a digital format will make this historical newspaper so accessible and valuable. As you may already know, the Dover Free Public Library is the only library that has this newspaper available, but the microfilm format limits access to inside the library.

How many microfilm reels are available for digitizing? What is their condition and do any require special archival handling? One contractor that I randomly selected from the internet advertised a processing rate of \$.02/image, which may or may not equate to the number of pages. Some back of the envelope calculations that I did indicated that the costs for the entire 1903-1965 publication run could cost as little as \$1500 - \$3000 (the Rockaway Library said their Iron Era/Rockaway Record run cost them \$5000).

In an effort to help you with staffing the DAOP project, Gale Buchanan Fisher of Rockaway has volunteered to help you coordinate a cost estimate for the DAOP with the contractor you select for the project if you need it. Perhaps that contractor may be the one that the Rockaway Library used, IDI? Sincerely, Eric Bulfinch, EdD, Fountain Hills, AZ

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*Have you paid your 2014 dues yet? Thank you for your support!*