

The HISTORICAL SOCIETY OF HARFORD COUNTY, Inc.

Preserving Our Past For Your Future



143 N. Main Street
Bel Air, MD 21014

Society News

January / February 2022

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The Historical Society of
Harford County, Inc.,
headquarters.

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PRESIDENT'S MESSAGE

Happy New Year! Unfortunately my wish that the pandemic would disappear, and we would be back to normal didn't materialize this year, but I am still hoping that 2022 will bring an end to the pandemic and allow us to resume life as usual. In the meantime, thank you to all the Trustees, volunteers and members who helped make 2021 a successful year for the Society.

The past year definitely brought unique challenges but many new opportunities. The Society's long-term Director resigned to follow new opportunities, but we were incredibly fortunate to have Christine Stearns Potts step in and help fill the gap. Her guidance has proved invaluable as we near completion of the headquarters restoration work and initiate repairs to the Hays House Museum.

In the coming year, we will install the museum display equipment at headquarters and hope to open to the public in late spring or summer. This long-awaited project will allow us to display many of the amazing artifacts and stories long hidden in the Society's stacks.

We continue to present virtual events for now but have plans to hold several events off site this year as part of our initiative to partner with other non-profit groups in the county. In-person events will return once the Headquarters' Museum project is completed and the pandemic concerns have lessened, so watch our website for Grand Opening announcements. Until then, I encourage you to visit the Society's website to learn more about upcoming events and to register for those of interest to you. You may also want to check out the Society's Facebook page. The Photo Friday project on Facebook continues to draw large numbers of visitors and the highlighted pictures are guaranteed to take you down memory lane.

In other Society news, the Harford 250 project is gaining momentum. Residents from across the county have submitted stories for the Harford 250 Anthology and plans are underway for three major

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events during the county's 250th anniversary year along with numerous celebrations sponsored by groups throughout Harford. For now, I encourage you to visit the Society's website, harfordhistory.org to learn about all upcoming programs and to renew or join the Society during the January Membership Drive.

Finally, thank you for your continued support through our Annual Giving program and for your patience and understanding as we move through this unprecedented time. I look forward to working for you in the coming year. Please stay safe.

Bill Walden, President

NEW MEMBERS

Heather Trulli
Paula Etting
Pamela Shaw

Daniel Dean
William McDaniel
Martin Beaucham
David Karr

Charles Castoro
Amy Rosenkrans
Paige Garner

IN MEMORIAM

Dorothy Stambaugh, long-time volunteer and Board Member

On November 14, 2021, long term Society volunteer, Dorothy Stambaugh passed away at the age of 96 at her home. Dorothy recently had pneumonia and was pretty much confined to bed since then.

Dorothy volunteered at the Historical Society for over 30 years. She started volunteering when the Society was housed at Southampton Middle School. Her last project was working in Excel to transfer the print copies of the Court Records abstracts to the computer. Dorothy volunteered until August of 2019 when getting around proved too difficult. During those years, she took on all manner of jobs assisting wherever she was needed and helping things run smoothly and efficiently. She will be missed terribly.



*Dorothy Stambaugh
1925-2021*

BOARD OF TRUSTEE ELECTION RESULTS

The Historical Society is pleased to announce the new Board of Trustee members for the Class of 2022-2023. They are Bernadette Low, PhD., Christopher Smithson, Charles Castoro, M.D., James Karmel, PhD., and Jacquelyn Seneschal. We thank everyone who participated in this year's election.

Additionally, the Board wishes to extend a heartfelt thanks to the Board members who will be leaving this year for their years of support. They are Mark Dardozzi, Terry Trouyet, Jennifer Dombeck, Mark Gallihue and Angela Saccenti.

FROM THE DIRECTOR'S DESK

If you've driven past the Society headquarters in Bel Air recently, things may have looked rather sleepy -- with large sheets of plywood covering the windows, a "Museum coming soon" message on the lawn marquee, and a CLOSED sign on the door. But what might appear like a loudly hibernating bear is actually a beehive softly humming -- with departments of people laying plans and working together for a re-awakening come spring.

At the front of the building, contractors are painting, plastering, and pulling forth the grandeur of the great foyer, while each and every tall wooden window frame on all three floors is being properly and painstakingly restored to its dark-honey rich and original patina. Floor plans are being re-envisioned, departments freshly organized, and future events and exhibits imagined. Men and women new to the Society are moving boxes, creating graphics, and offering IT expertise, while long-standing department chairs and leading volunteers are providing training and guidance, essential information and wonderful stories.

There is work for all and excitement throughout. We are building, we are unfolding, we are becoming. And we would love your help. Can you type? We need you. Have a knack for organizing? Your skills are in demand. Like to plant flowers and tend shrubbery? The grounds are calling. We have a world of court records, county maps, photographs, artwork and artifacts inviting your care, and a community of friends and fellow history-lovers eager for you to join them.

So, mask up, sign in and join the buzz. We are waiting for you. Call (410-838-7691) or visit our website www.harfordhistory.org to volunteer or to get more information.

Chris Potts, Interim Director

HARFORD HERITAGE CELEBRATIONS

Plans for the County's 250th anniversary are proceeding. The first of three major events is planned for March of 2023, a two-day celebration with the theme, *250Years of Community* will introduce the year-long celebration. A fall event, *The History of Sports in Harford*, is in the early planning stage and a grand finale at the Harford County Court House in March 2024 will bring the celebratory year to a close.

Along with these projects, the Society is developing an Anthology documenting personal stories about Harford County in the 20th and 21st centuries; (Deadline for submission of stories has been extended to January 31, 2022); a trivia program; and coordination of a series of events slated throughout the county celebrating this anniversary year. To learn more about this project, or to become a part of the planning group, consider attending the next meeting of the Harford Heritage Committee at the Bel Air Armory in February. Visit www.harford250.org for details.

COMING EVENTS

- **Genealogy Workshops**

For the time being, the Genealogy workshops will continue virtually. On Wednesday, **January 12, 2022, at 7 pm**, Christopher Smithson will present "Wills and Probate", identifying what you can learn about your ancestors from these documents; sometimes hearing them "speak" for the first time.



On Wednesday, **February 12, 2022, at 7 pm**, Genealogist Mary Schweers will offer a special presentation for Black History month. Details are not yet available. Watch the Society's website, www.harfordhistory.org for more information or to register for the January or February presentations.

- **Brown Bag Lunch Series: *How to Care for your Textiles***



*Elizabeth
Lehmann*

The Society's first Brown Bag Lunch presentation for 2022 will feature guest speaker Elizabeth Lehmann on **Tuesday, January 11, 2022, at 12:30 pm**. Her talk entitled *How to Care for Your Textiles*, will demonstrate the do's and don'ts of caring for precious family textiles.

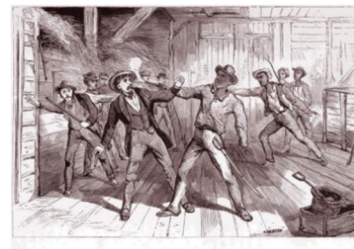
She will take us through the mistakes we all make and share the secrets of proper washing, cleaning and storage of antique and vintage clothes and linens along with providing information on how to prevent insect damage and deterioration.

Ms. Lehmann is the Chair of the Historical Society's Hays House Museum and has served many years as the Society's Recording Secretary and as a volunteer at Ladew Gardens in Monkton. She has been an integral part of the programs and exhibits at the Hays House for years, including the 2005 Fashions & Fineries Exhibit and the 2006 With This Ring wedding dress exhibit.

Please plan on joining us for this informative talk by registering at www.harfordhistory.org.

- **The Untold History of Belle Vue Farm**

On September 11, 1851, the nation was shocked by the standoff between Baltimore County slave holder, Edward Gorsuch and freedom seekers in Christiana, Pennsylvania, known as the Christiana Resistance. This complex series of events culminated in the largest treason trial in U.S. history. Join us for a virtual presentation by guest speaker, Dr. Iris Barnes on Tuesday, **February 8, 2022, at 12:30 pm** to learn about the roots of this pivotal event in Harford County's Belle Vue Farm.



Dr. Iris Leigh Barnes is an experienced and award-winning professional historian and educator. Her scholarship interests range from the Civil War to Civil Rights, focusing on the tenacity and resilience of African Americans who survived and thrived against the odds. In addition, she specializes in developing inclusive museum interpretations and educational curriculum. County residents have profited from her numerous projects in local museums, the Liriodendron and recently at Belle Vue Farms where Dr. Barnes' research helped to make the designation of this county property an Underground Railroad

Network to Freedom Site.

This event is presented in recognition of Black History Month. Please plan on joining us by registering at www.harfordhistory.org.

- **Special Presentation: *The Ma & Pa Railroad***



Trestle crossing on the Ma & Pa Line

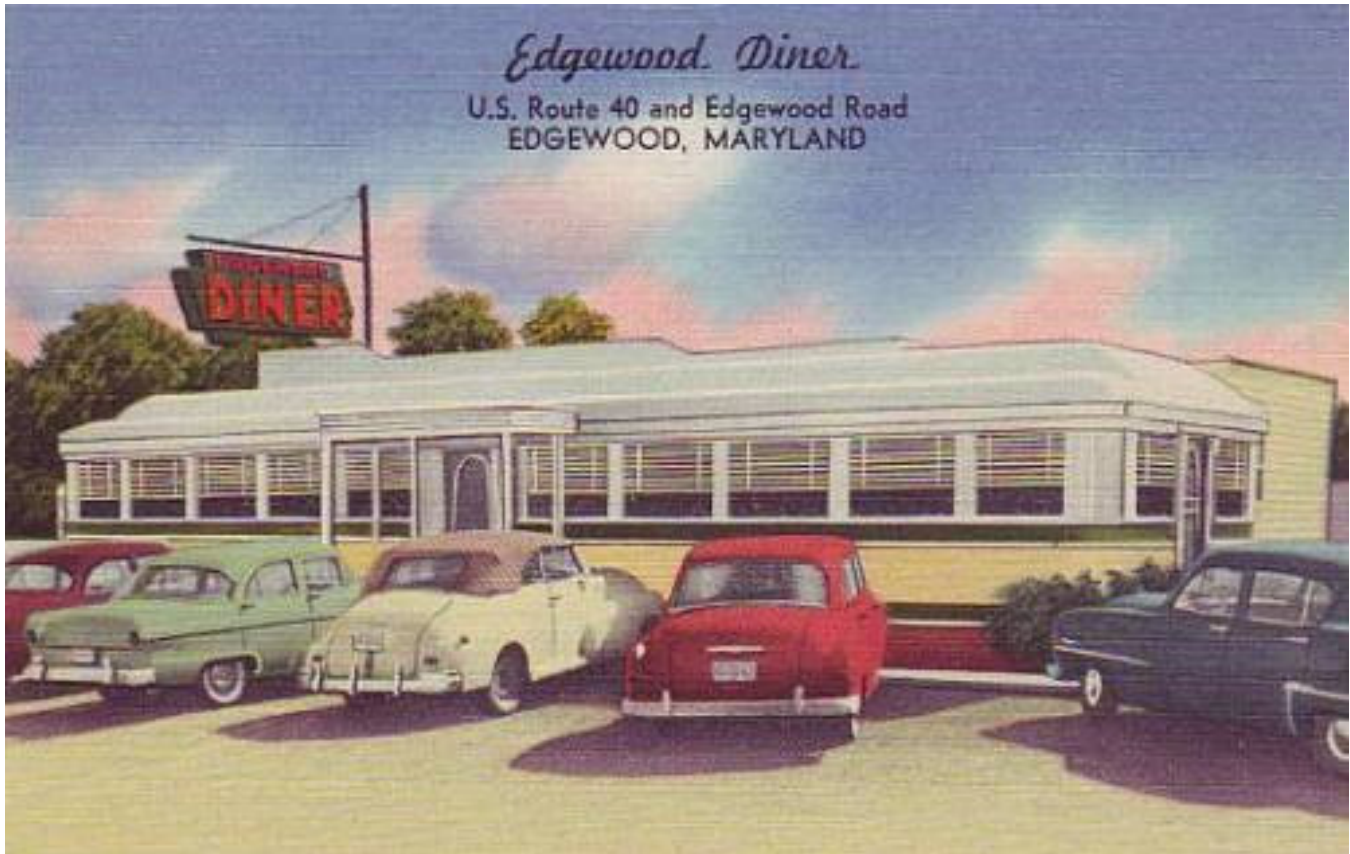
Join us on Saturday, **February 12, 2022 at 2 pm** at the Veronica “Roni” Chenowith Activity Center, 1707 Fallston Road, Fallston, MD, for a special presentation on the Ma & Pa Railroad presented by Walter Holloway, Vice President of the Ma & Pa Railroad Historical Society.

Walt will share photos and a unique history of the railroad including stories and pictures that he and his family have collected over five generations dating back to the earliest days of the Ma & Pa until its last trip through Harford. This is a journey that you don’t want to miss. Tickets for the event are \$10 and can be purchased at the Society’s website www.harfordhistory.org.

FREEDOM RIDERS ON ROUTE 40 IN MARYLAND

By James Karmel

In 1961, Freedom Riders protested on Route 40 and the greater Harford County to end racial segregation and exclusion in restaurants and motels. In response to high profile incidents involving African diplomats, the Congress of Racial Equality (CORE) and others negotiated, and many places agreed to drop segregation, however not all establishments followed through. Young people then came in cars and sat down at whites-only restaurants and in whites-only spaces to end the racist practices maintained by regional businesses. Some were arrested, and confrontations with counter-protestors took place. The incidents involving African diplomats and the Freedom Rider protests led directly to the passage of Maryland’s Public Accommodations law, barring racial discrimination in 1963.



Usually when Americans remember the Freedom Rides, they think of buses that traversed the deep South in the early 1960s to protest racism at bus depots and lunch counters and the like. The Freedom Riders demonstrated that in many southern states, local authorities were ignoring bans on segregation in interstate travel facilities. The Freedom Riders were typically young black and white activists organized by the Congress of Racial Equality (CORE) and members of the Student Non-violent Coordinating Committee (SNCC), including John Lewis, a SNCC leader. The Freedom Riders were attacked by mobs of southern whites and met with horrific violence in places like Anniston, Alabama, where a bus was firebombed in May 1961.

In September 1961, CORE and the Freedom Riders turned their attention to Maryland and Delaware. A few incidents occurred over the 1961 summer that highlighted the racism in travel facilities on Route 40, the main highway between New York City and Washington D.C. before I-95 opened in 1963. Frequent travelers on the highway included African diplomats. By mid-July, at least four diplomats from Chad, Niger, Togo and Cameroon had been denied meals at Route 40 restaurants in Edgewood, Aberdeen, Havre de Grace, and other towns along the road. A Howard Johnson's in Hagerstown, MD had also denied service to a diplomat from Sierra Leone.

The incidents put Maryland's Route 40 corridor into an international spotlight as the diplomats lodged formal protests to President John F. Kennedy. Cognizant of human rights issues and gaining Cold War allies amongst newly independent African countries, the Kennedy administration intervened by assigning a State Dept. official to improve the situation. He involved Maryland Governor J. Millard Tawes in working out a solution after Ambassador to Chad Adam Malik Sow spoke out against his

treatment at the Bonnie Brae Diner in Edgewood, Maryland.

In September, the *Baltimore Afro-American* sent a team of three black reporters dressed in diplomatic formality (one in African clothing) to a handful of restaurants where they had limited success in getting seated, mostly in dining rooms separate from the main restaurants. A December 1961 *LIFE* magazine article provided perspectives from the diplomats, proprietors, and customers of the restaurants in question. After the national publicity and Kennedy administration's intervention, CORE planned a Freedom Ride on Route 40 for November 11, 1961 to stage sit-ins at restaurants that barred black patrons. Before the Freedom Ride, a newly formed local group called the Human Relations Committee reached out to the Harford County commissioners to force owners of segregated restaurants to allow black customers.

In October 1961, the state launched an effort with various agencies to get the restaurant proprietors to agree to desegregate. This group was able to reach an agreement such that CORE called off a planned Freedom Ride for November since many restaurants (35) agreed to desegregate. However, subsequent CORE investigations discovered that 11 of these restaurants disregarded this pledge. CORE subsequently planned a Freedom Ride that took place on December 16, 1961.

On that day, Freedom Riders drove up and down Route 40 with a brochure that included CORE instructions on what to do and lists of restaurants that both had and had not desegregated. Sporadic protests had already occurred at segregated restaurants and hotels in the Baltimore area in November and December ahead of the Freedom Ride leading to over 70 arrests.

On the day of the Freedom Ride, approximately 500-700 riders in private cars stopped at various restaurants in groups where they sat down at counters and tables. They were often met by police, media, sometimes counter-demonstrators, and a mixed reception by the restaurant owners whose employees read the Trespass law to them at various points. The police arrested fourteen people, black and white, mostly for violations of Maryland's Trespass Law in which patrons had to leave if read a statute in the business. A report from the *Afro* described a confrontational scene at the Aberdeen Restaurant (no longer existing): "50 Freedom Riders sat inside while a mob of 100 persons, including some soldiers, hurled threats and obscenities at them."

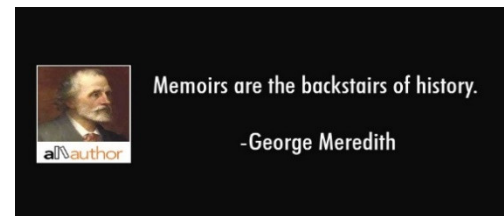
Freedom Riders returned to Route 40 a few times in 1962 with some incidents and arrests. The movement had a significant political impact. In 1963, the Maryland General Assembly and Governor Tawes collaborated to pass the Public Accommodations Law and Maryland became the only state below the Mason-Dixon Line to pass a public law banning discrimination by race in restaurants and hotels. The federal Civil Rights Act of 1964 superseded the Maryland state law.

This article is taken from the Harford Community College's recently released Harford Civil Rights Project. For more information, stories and videos on the Civil Rights Movement in Harford County go to www.harfordcivilrights.org.

MEMOIRS AS SOURCES OF HARFORD HISTORY©

By Jim Chrismer

Among the many sources of history, memoirs are my favorite. The word *memoir*, to no one's surprise, comes from the French and refers to memory. More than any other written account, memoirs, however fascinating and potentially valuable, must be read with special care when seeking factual information about a subject one is researching.



So, what are memoirs and how do they differ from other written accounts when used as a source of historical fact? Most directly, they are narratives written to convey a story from the perspective of the author alone. As such, writers of this genre utilize first person in communicating their subjective memories. Memoirs possess perspective and context that letters, diaries, and journals lack.

Skillful memoir writers employ a deliberate, focused style that includes only those details relevant to their immediate story. They exclude extraneous and distracting details, however interesting they may. Memoirs are typically structured like a novel, with clearly defined beginnings and endings, and seek to make their subjects come alive, perhaps using recreated dialogues as best as they can be remembered.

The story itself normally deals with a limited period of time or subject, such as life during a war, a term in political office, an individual's childhood years, an adventurous undertaking, or perhaps a career in a certain field. Memoirs communicate facts as accurately as the writer recalls them, and avoids any effort to span one's entire life. This latter characteristic illustrates the difference between a memoir, such as Solomon Northrop's *Twelve Years a Slave*, and *Up from Slavery*, in which Booker T. Washington describes his life before the Civil War and goes on to depict his career as a nationally prominent educator and political figure.

Some valuable memoirs by Harford County authors, in, no particular order, are:

- Chuck Robbins, *The Heavenly Waters Gang*
- Dwight Pettit, *Under Color of Law*
- Joe Cassilly, *Decoration for Valor* (written in the form of fiction)
- Asia Booth Clarke, *The Unlocked Book: A Memoir of John Wilkes Booth by his sister*
- Harry Webb Farrington, *Kilts to Togs: Orphan Adventures*
- Charles G. Finney, *Memoirs of Rev. Charles G. Finney, written by himself*
- C. Clark Jones, *Seventy years from Overlea to Bel Air*
- Lieutenant General Milton A. Reckord: *A Personal Memoir of Ninety-five Years*
- Reggie Bishop, *The Bishop Bond: Reflections on Doing a Family Genealogy*

Of all the memoirs dealing with Harford County, Mollee Kruger, in the view of this historian, earns the Gold Standard for the most insightful, historically valuable, skillfully written, and entertaining memoir by a county resident. In 2010, Ms. Kruger published *The Cobbler's Last: A True Story of Hard Times, War,*

and the Journey of a Maryland Girl Who Lived over a Shoe Store on Main Street. The Cobbler's Last is the story of Mollee Coppel, a young Jewish girl/woman born and raised amidst the thoroughly White Christian atmosphere of Bel Air in the 1930s and 1940s.

To read *The Cobbler's Last* (Mollee was the youngest of four children of Lithuanian immigrants) is to place oneself in the heart of mid-20th century Bel Air. Here are the Mom & Pop businesses, the teachers and classmates at Bel Air schools, the farmers-come-to-town on weekends, the prudish librarian, and the rare local crime. Here too are the fussy customers in her parents' shop, the occasional evidence of antisemitism, the aggressive servicemen, and the denizens of the pool hall and the race track.

Ms. Kruger left Bel Air in the mid-1940s for college, moved to Baltimore, and went on to a career in advertising and writing. At age 92, the self-styled "nonagenarian who still has all her marbles," now lives in Rockville. Her advice to memorialists: "write what you know."

This brings us to an examination of Maurice W. Dorsey's *Of Time and Spirit: A Tribute to My Father* (2020), one of the most unique Harford-related memoirs of which I am aware. Outwardly a tribute to the late James Roswell Dorsey (1919 - 2000), a long-time volunteer at the Historical Society, the younger Dorsey's book can be read from two different perspectives.

The first is an exploration of the evolving relationship ("struggle to communicate") between father and son as each sought to find his place in life and in the micro world they shared. While affecting, this aspect of the memoir concerns the psychological needs of a young, gay Black man whose nature, interests, and laid-back approach to life clashed with those of his ambitious, stereotypically male parent. James Roswell Dorsey died on December 2, 2000.

Of Time and Spirit can also be viewed as social history: the persistent struggle of a middle class African American family seeking their rightful place in the dominant White Society of Harford County. Maurice Dorsey begins his story with an overview of his father's early days in Baltimore. He makes very clear James Dorsey's intelligence, character, emphasis on education, religious convictions, willingness to work hard, and determination to advance in life.

The Harford focus of the story begins following World War II when James, wife Zelma, and family moved to a run-down apartment in the segregated Negro Projects on Edgewood Arsenal (EA). Maurice describes how his father, despite his advanced knowledge and skills in Chemical Warfare, acquired since first becoming Wage Board employee at EA in 1941, found promotions blocked because of his color. In the early 1950's the Dorseys moved to an apartment in integrated military housing, where they found larger rooms, quality furniture and appliances, and a culturally more diverse atmosphere. Economic advancement remained difficult.

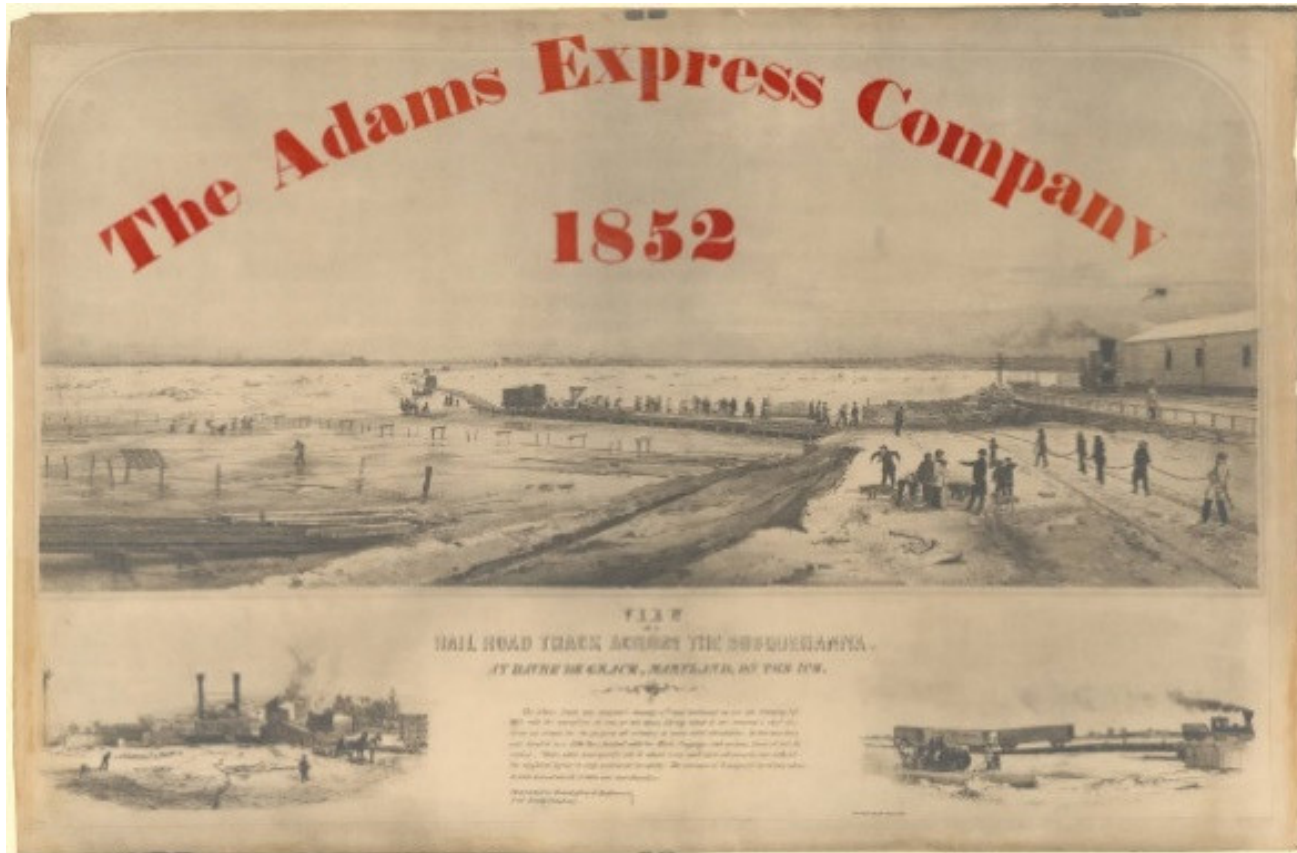
In 1960 the family built a house on Lincoln Road in a small Black enclave off U.S.1 in Hickory. They were now home owners with greater power over their own lives, except in schools. The Supreme Court's 1954 ruling notwithstanding, most of the county's Black children remained in segregated schools, as the Harford County Board of Education grudgingly gave way in its efforts to maintain its Jim Crow system.

In 1963, however, Maurice persuaded his parents to let him transfer from Central Consolidated School, to which he had been bused since first grade, and to enter Bel Air High School as a Junior. Despite opposition from the principal and many teachers, Maurice Dorsey graduated two years later with an academic diploma, the only African American member of the Class of 1965. In time he earned four

degrees, including a PhD in Education from the University of Maryland.

Next time you visit a library in search of a good read, I recommend you check out the memoirs. Whether written by Maurice Dorsey, Anne Frank, Solomon Northrop, Dwight Pettit, Chuck Robbins, or Tara Westover, "Memoirs," contended British novelist George Meredith, "are the backstairs of history."

THE SUSQUEHANNA ICE BRIDGE



Winters on the mighty Susquehanna often proved harsh, but the year 1852 goes down in history as one of the worst. Traffic across the river came to a standstill, halting mail delivery, ferry traffic and travel north and south between Maryland and Pennsylvania. At this time trains were ferried across the River between Havre de Grace and Perryman as the Susquehanna Bridge was not yet built. Determined to continue rail traffic for the Philadelphia, Wilmington and Baltimore line, ingenious local railroad engineers determined to lay track across the frozen river. Thus, between January 15th and February 24th more than 1,000 train cars loaded with mail, baggage and freight transported approximately 10,000 tons without incident. A magazine article at the time, detailed this marvel. While some of the details are exaggerated, it is fun to look back at these stories from the county's past.

Excerpt from an 1852 edition of the *Mechanics' Magazine and Journal of Science, Arts and Manufactures*.

The engineer of the railway, his ferry line at Havre de Grace cut off and the river filled almost to the bottom with a vast accumulation of cakes of ice, a foot thick, edged up and frozen in that position, so as to present a mass of great strength, but most forbidding superficial aspect.

Contemplating this with the true eye of science, and seeing its adaptation to his purpose, Mr. Trimble, the Engineer of the Railroad company, determined to form over this rude glacier a railroad for his baggage and freight cars, and a sledge road alongside of it, upon which two horse sleighs could carry his passengers, and by means of towing lines, propel the freight cars over the river. This was the great idea, and most promptly and successfully has it been carried out.

The first step was to locate the railroad; for upon this rough surface of ice a straight line between the ferry landings, would have required too much graduation, - too much excavation and embankment so to speak of ice and snow.

The line was accordingly staked out with several curves, so as to reduce the labour required in grading the frozen surface' the projections, points and ridges were cut away, and broken fragments of ice were used to fill up hollows. Then upon condemned ties about four feet apart, with some new timber interspersed, a track was laid with U rails, of about 40 lbs. to the yard, confined merely by hook headed spikes and without chairs.

...Forty freight cars per day, laden with valuable merchandise, have been worked over this novel tract by the means above referred to, and were propelled across the ice portion by two horse sleds running upon the sledge road, and drawing the cars by lateral towing line, of the size of a man's finger.

At the present writing, this novel and effectual means of maintaining the communication at Havre de Grace is still in successful operation, and will so continue until the ice in the river is about to break up. Then, by means of sledges, the rails (the only valuable part of the track), can be rapidly moved off by horse power, not probably requiring more than a few hours' time, so that the communications may be maintained successfully until the last moment. If properly timed, as it doubtless will be, the railroad may be removed, the ice may run out, and the ferry be resumed, it may be in less than forty-eight hours.

The railroad bridge was finally built in 1866 eliminating the need for such amazing ingenuity.

YARD SALE

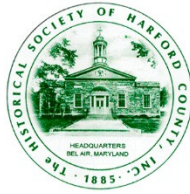
The Historical Society has ceased accepting yard sale donations until further notice and removed the Yard Sale feature on the website. This is necessary in order to allow staff members the necessary space and time to reorganize the visitor, volunteer and storage areas in Society headquarters. In the coming months, staff members and volunteers will reorganize the building to improve access for volunteers and researchers, install museum exhibits and create a more functional meeting space and work environment.

This is a very exciting time for all of us and we encourage you to watch for the Society's Official Grand Opening Date on the Society's Facebook and Webpage.

Meanwhile, if you have artifacts or archival material that you wish to share with the Society, please contact our Director, Chris Stearns Potts at 410-838-7691 or Director@harfordhistory.org.

Thanks to all those who made donations over the past year and particularly to those who added to our amazing collection of artifacts and archival materials. We look forward to sharing these treasures with you in the near future.

The Historical Society
of Harford County, Inc.
143 North Main Street
Bel Air, MD 21014



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The NEWSLETTER of The Historical Society of Harford County, Inc. is published bi-monthly.

<i>President</i> <i>William Walden</i>	<u>OFFICERS 2022-2023</u> <i>Past & Vice President</i> <i>George Harrison</i>	<i>2nd Vice President</i> <i>Christine Stearns Potts</i>
<i>Recording Secretary</i> <i>Elizabeth Lehmann</i>	<i>Corresponding Secretary</i> <i>Nancy Kroupa</i>	<i>Treasurer</i> <i>Brianne B. Norris</i>
<i>Lyle Garrity</i>	<u>TRUSTEES 2021-2022</u> <i>Kathleen Shilko</i>	
<i>Jacquelyn Seneschal</i> <i>Christopher Smithson</i>	<u>TRUSTEES 2022-2023</u> <i>Carol Deibel</i> <i>James Karmel, PhD.</i> <i>William Carr, Esq.</i>	<i>Charles Castoro, M.D.</i> <i>Bernadette Low, PhD.</i>
<u>INTERIM DIRECTOR</u> <i>Christine Stearns Potts</i>	<u>NEWSLETTER EDITOR</u> <i>Carol Deibel</i>	<u>ADMINISTRATIVE ASSISTANT</u> <i>Mary Schweers</i>

HISTORICAL SOCIETY and GIFT SHOP HOURS

Tuesday COURT RECORDS 9:00 A.M. - 3:00 P.M.	Wednesday ARCHIVES 9:00 A.M. - 3:00 P.M.	Third Wednesday ARCHIVES & HENRY C. PEDEN Jr. LIBRARY 5:00 P.M. - 8:00 P.M.	Thursday HENRY C. PEDEN Jr. RESEARCH LIBRARY 9:00 A.M. - 3:00 P.M.	Fourth Saturday ARCHIVES & HENRY C. PEDEN Jr. LIBRARY 10:00 A.M. - 2:00 P.M.
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