



# The FERRYMAN

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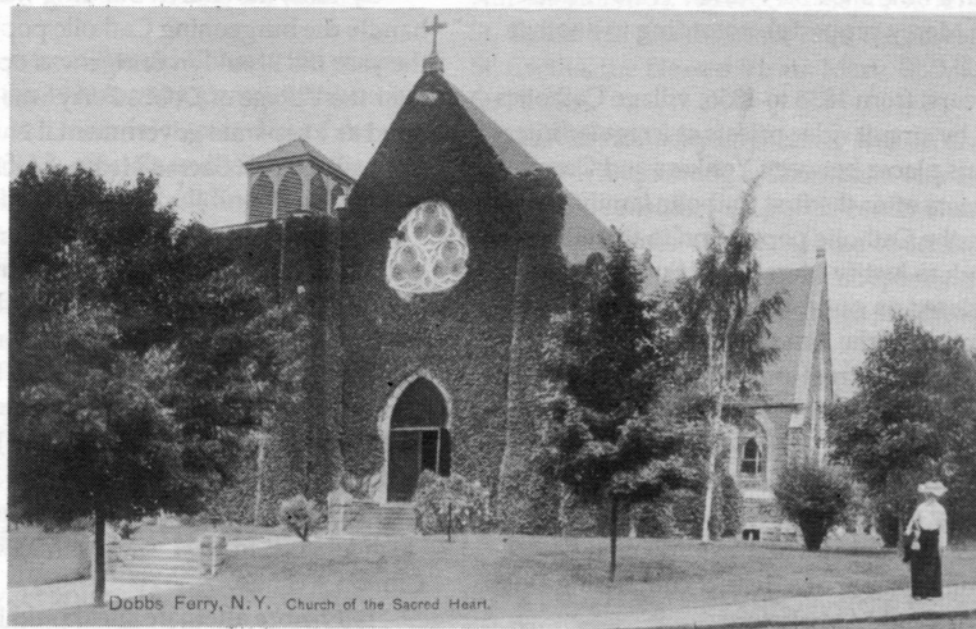
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DOBBS FERRY HISTORICAL SOCIETY  
12 Elm Street, Dobbs Ferry, New York 10522

MARCH 1996

## SECOND CHURCH OF THE SACRED HEART DEDICATED A CENTURY AGO



*Early in the 20th century the doors of the vine-covered Sacred Heart Church are open for a parishioner walking at far right.*

*[Editor's note: Three histories have been written about Sacred Heart parish in Dobbs Ferry, the first in 1933, the second in 1962, the third in 1995. The third history was part of a year-long celebration of the centennial of the beautiful church building at Broadway and Ashford Avenue, the second Sacred Heart church in the village. The history was published recently as part of a parish directory and distributed at the Centennial Mass on November 12, 1995. It was written by Hank Walter, a parishioner who is a trustee and former president of the Dobbs Ferry Historical Society. Here is Part I of a condensed version of that third history, including material that was not published in the parish directory.]*

### The Beginnings

When Joseph Lawlor came to Dobbs Ferry in 1833, he found what a Hudson River steamship traveler two years later described as "thrifty orchards and highly

cultivated grounds . . . delightful, picturesque and extensive prospects" and large farms, woodlands, a church, two public houses and a post office.

The one church in this rural village was "the little white church" built in 1823 on Ashford Avenue (the old South Presbyterian Church). Lawlor liked Dobbs Ferry so much that he had his son, also named Joseph, come to the village the following year.

But the Lawlors were Roman Catholics, the first to come to Dobbs Ferry and settle in the pleasant area, and they had no church of their own. If they wished to hear Mass during the first three or four years they lived in Dobbs Ferry, they had to travel to Manhattan -- either to St. Peter's on Barclay Street (the first Catholic church in New York City, built in 1785) or to old St. Joseph's in Greenwich Village, a distance of some twenty-five miles.

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## The Second Church of the Sacred Heart Dedicated a Century Ago

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An enormous surge of immigration from Europe to New York City and the need for low-paid labor to construct first the aqueduct and then the railroad brought a flood of Catholics to the area.

Four years after the Lawlors came, the first Mass in Dobbs Ferry was celebrated by Father James Comisky, a missionary priest who rode into Dobbs Ferry on horseback one day in 1837 to provide Confession and Mass for aqueduct workmen. The first Mass was said in the lime shed on Gould's Pier, according to one account, or in a lime shed on Warner Willse's dock (later Mount Mercy property), according to another account.

For 18 years, from 1838 to 1856, village Catholics were served by circuit rider priests at irregular intervals at various places between Yonkers and Ossining. In 1856, 23 years after the first Catholic family came to Dobbs Ferry, the Catholic population in the village had grown enough to justify Mass every Sunday. The village was declared an out-mission of Tarrytown and Father Hackett read the Sunday Mass at first at someone's home on Main Street and later in James Taylor's store on a village pier, "which was adjusted in becoming style for a chapel."

Finally, during the Civil War, Sacred Heart parish came into being on November 26, 1862 when New York Archbishop John H. Hughes appointed Father David O'Connor pastor of a district comprising Dobbs Ferry, Hastings and "Abbottsford."

### The First Pastor, The First Church

Father O'Connor, born in Waterford, Ireland, in 1817, and ordained in Halifax, Nova Scotia, in 1848, came to the new parish at the age of 45. On November 30, 1862, four days after his appointment, the new pastor performed the parish's first Baptism for a child named John Cunningham. It is probable that the boy was baptized in his own home. Two months later, on January 29, 1863, Father O'Connor witnessed the parish's first wedding, when Patrick Kilfoy married Marie Luiskey. As in the case of the first Baptism, it is not known where the first marriage ceremony took place.

As more and more Catholics settled in the region, the need for a church building for Sacred Heart parish became a pressing one. In April, 1866, four years after the parish was established by Archbishop Hughes and

one year after the end of the Civil War, Father O'Connor bought three lots at the sharp corner of "Livingston Avenue and Water Street" ("Dock Hill," now known as "High Street.") They became the site of the first Sacred Heart Church in Dobbs Ferry at what is now 5 High Street, and the first rectory at what is now 77 Livingston Avenue. The church was a small frame structure, completed toward the end of 1866. The Catholics in Dobbs Ferry finally had a church to go to every Sunday.

And so it remained for the next 17 years, while the nation expanded westward, New York City exploded in population, Westchester County absorbed some of the City's overflow and Dobbs Ferry grew and thrived.

By 1883, the church building was too small to handle the burgeoning Catholic population. That was the year the Brooklyn Bridge was opened and 10 years after the Village of Dobbs Ferry was formally incorporated as a separate governmental entity. That was also the year the first Sacred Heart church was remodelled and enlarged.

At some point thereafter, as more Catholics kept settling in the village, Father O'Connor must have decided to build a new church at a different location. For the 1933 history of the parish contains a notation that "a piece of land at the corner of Broadway and Cedar Street" was bought in 1892 or 1893 for the parish and then sold shortly afterwards to James Jennings McComb. McComb was the Dobbs Ferry millionaire who built the village's historic landmark known as "Estherwood" in 1894 near the Masters School on Clinton Avenue.

But before alternate sites could be examined for purchase by the parish, the pastor passed on. Ten years after the remodelling of the first church, Father O'Connor died on August 6, 1893, at the age of 75, after 31 years of service to the Catholic people in Dobbs Ferry as their first pastor.

### The Second Pastor, The Second Church

It was the second pastor, Staten Island-born Father Joseph F. Flannelly, who built the second Sacred Heart church building, the centennial of whose dedication occurred on February 16 of this year.

On August 30, 1894, a little more than a year after he took charge of his flock, he involved some of his parishioners in a search for a site suitable for a new church building. The informal committee of parishioners proposed the John J. Storms farm (that bordered on Broadway and ran south from Rochambeau Avenue and then west) and Father agreed. James L. Taylor,

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## The Second Pastor, The Second Church

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editor and owner of the *Dobbs Ferry Register*, paid \$25,000 for the Storms farm (according to Sister Mary Agnes Parrell, R.S.M., in her history, *Profiles of Dobbs Ferry*) and resold it to Father Flannelly through Jane Taylor. "Transactions were carried out by Judge John T. McCormick," Sister Parrell wrote.

A public cornerstone laying at Broadway near Rochambeau was planned for June 9, 1895. A few days before that, John J. Cunningham and Gilbert Heath walked over to Water and Livingston, climbed to the top of the existing Sacred Heart Church and took down the Cross. It was placed in the cornerstone of the new church building.

Besides the Cross from the old Church, the cornerstone, according to the 1933 history, contained the following information and material items: date of the laying, the names of U.S. officials and Village officers, the list of the contributors to the building fund, coins of the time, another cross "presented by Mrs. Hewitt," the names of the members of the Y.M.C.L., a copy of the *New York Sun*, and copies of the *Dobbs Ferry Register*.

Construction of the church building was completed in eight months at a cost of \$57,000. The dedication

and blessing occurred at a Mass on Sunday morning, February 16, 1896, with Bishop (later Cardinal) John M. Farley presiding. The building was filled with "residents of this and adjoining villages without respect to creed." In preparation for the ceremony, "the altar was very neatly decorated, the chancel being filled on either side with palms, rubber plants and lilies . . ." The ceremony continued that evening with solemn vespers, benediction and a sermon by Father John Talbot Smith who, a dozen years later, would become the parish's fourth pastor.

People marveled at the ten beautiful stained glass windows that were installed, five on either side of the church. On one side, the windows depicted the Annunciation, St. Helen, St. Joseph, St. John and St. Catherine. On the other side, the Sacred Heart, St. Cecilia, the Blessed Virgin Mary, St. Michael and St. Patrick.

Father Flannelly apparently was an artist. He is credited with painting a Crucifixion scene on the north wall of the sanctuary above the center altar, assisted by one James Byrnes. This is not the Crucifixion scene we see today above the altar, which replaced Father Flannelly's work nearly three decades after it was hung on the wall.

Father Flannelly served almost ten years, from 1893 to 1903.

## Reginald A. Marra Dies -- Served on Tinian When Enola Gay Bombed Hiroshima

On Wednesday, February 14, 1996 Reginald A. Marra died at St. Cabrini Nursing Home in Dobbs Ferry. He was 88. During World War II, as a SeaBee, he helped build an air base from which B-29's were launched against Japan -- including the Enola Gay, carrying the A-Bomb.

Born in 1907, only four years after the Wright brothers made their first powered flight, he saw aviation advance to the age of air power that ended World War II. He was part of that story.

In a Historical Society videotaped interview three months ago, he vividly recalled growing up in Dobbs Ferry in the early years of this century. He recounted his school day experiences, including those in the fourth grade during the First World War in 1917.

In 1942 he was to experience his own war. After high school, he entered the plumbing and heating business, and shortly after Pearl Harbor, he enlisted in the SeaBees. As a Petty Officer First Class in the 18th Marine Second Division, he was in the bloody fighting that secured Saipan and Tinian as air bases from which

B-29's would later strike the Japanese homeland.

Petty Officer Marra's SeaBee group constructed barracks and piped water from newly drilled wells.

He recalled massive flights of B-29's in the spring of 1945 that firebombed docks, factories, and Tokyo.

Shortly after midnight on August 6, 1945, a B-29, the Enola Gay, took off from Tinian, and eight hours later dropped an atomic bomb on Hiroshima. While Petty Officer Marra was not aware of the top secret mission before it occurred, the entire base was well informed and excited when the plane returned safely. To the military on Tinian it signaled the end of the war. Petty Officer Marra was there when the Enola Gay made history.

Mr. Marra is survived by his wife, Bridget; son, Reginald; daughter Ann Marie Ramirez and her husband Joseph; brother, Frank; three sisters, Josephine Pasqua, Antoinette Cardomone and Nora Tucci; niece Lorraine Marra; and nephews Joseph and Frank Tucci, Ronald and Anthony Pasqua, Peter and Reginald Marra, and Dobbs Ferry Mayor Donald Marra.



# During and After Blizzards of 1888 and 1947 In Dobbs Ferry

- A train wreck
- Stranded passengers
- Nitroglycerine explosion
- Getting over 3rd rail

-- by Bill Blanck and Warren Gardner

The picture at right is of Main Street after the storm in February 1926. While this snowstorm of seventy years ago was heavy, it did not compare to the three worst storms of the past 107 years -- the blizzards of 1947, 1888, and 1996. Time-travelling back through the Historical Society's weekly newspaper microfilm archives, the chilling reports help provide perspective.

On Monday, March 11, 1888 twenty-one inches of snow had fallen, drifts were ten feet deep and trains with passengers were stalled for three days on the tracks. There was also a train wreck, and to make matters worse, a mammoth explosion occurred only days after the storm.

"John J. Storm, who is probably our oldest inhabitant," the March 31, 1888 *Register* reported, "says that nothing like it has ever happened within his memory."

"The express train on the Hudson River railroad which was due in New York City on Monday morning at 7 o'clock was running in two sections," the paper continues. The first section (*a steam engine pulling passenger cars*) stopped at our station to water at half past six o'clock. The storm was blinding and the track was obstructed by drifting snow. The engineer could not start his train and it was run into by the second section (*another train*). One engine, one baggage and several sleeping cars were pretty badly smashed. Six or seven passengers were injured; two somewhat severely."

## Passengers Get Food

The *Register* continues: "A Poughkeepsie local was stalled on Monday morning half a mile below our station (*Dobbs Ferry*). It reached Hastings one mile below on Wednesday morning, forty eight hours after leaving here. It had nearly a hundred passengers. The railroad company sent down tea and coffee and sandwiches in abundance from Mrs. Peterman's; still the passengers were greatly wearied by their cramped positions, the foul air of the cars, and their natural anxiety.

"We met a stranger," the *Register* editorially observed, "plodding the deep snow and the storm on Tuesday evening. He was intensely anxious to learn where he could buy a warm meal."

"Three thousand passengers were on the tracks at



an entire standstill for nearly three days between here and Mott Haven." Several Dobbs Ferry residents were in this number "who started out on the early morning trains on Monday, got nowhere, and only succeeded in returning home on Wednesday, entirely worn out with three days spent uselessly and idly on the cars."

Snow banks blocked Main Street, Broadway and Ashford Avenue and without mechanized equipment, snow clearing by hand was backbreaking. To make matters worse, "Snow shovels are at a premium; none can be bought in the village," the paper reported.

"The laborers on the new aqueduct at Ardsley," the paper continued, "rely on Dobbs Ferry for their bread. It was impossible to send it to them on Monday, and they were suffering. They organized a cavalry brigade on Tuesday -- and carried large loads back in bags thrown over the horses' backs."

No passenger or freight trains passed through Dobbs Ferry in either direction from 9 am Monday until Wednesday evening. School was closed for two days and mail service was suspended for the same period. Daily papers were cut off and the *Register* observed, "-- the village was as completely shut up within itself as it would have been had it been located in Labrador."

## Explosion Rocks Village

But even after digging out after the blizzard, trouble was still to come. On the morning of March 29, according to the *Register*, twelve hundred pounds of nitroglycerine exploded at the powder works of L. D.

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Stickney on the Lander farm, two miles north of Ardsley. Two workmen were in the building when the explosion occurred and were blown to countless pieces.

"The explosion was so terrific that it shook every house in Dobbs Ferry and Irvington, breaking the glass in many. The house in which the glycerine was stored was blown to atoms. Nothing but a large hole in the earth and a few splinters are left to tell the story. Of the two workmen, all that could be found could be put in a peck measure," the *Register* sadly observed.

The powder works on the farm near Ardsley had produced as much as fifteen hundred pounds of explosives a day. And, according to the *Register*, the owner "will not rebuild and his neighbors are glad of it." Dobbs Ferry residents who had to replace shattered glass in windows to keep out the cold, blustering winds of March had to be grateful also. The capacity of 1888 coal and wood burning stoves must have been stretched to the limit.

#### More Snow in 1947 Blizzard

While the blizzard of 1947 had a reported snowfall of 26.4 inches -- 5.4 inches greater than the blizzard of 1888 -- the discomfort of commuters was measured in terms of hours rather than days.

According to the *Dobbs Ferry Register*, "The 5:38 pm local out of New York as well as earlier and later trains were among those piled up. At 11 pm a number of hardy souls abandoned the 5:38, crossed the third rail without fatalities, and then started the perilous trek onto the property of St. Christopher's School, thence to Broadway and eventually home.

"Hardy Perry of Clinton Avenue is credited with breaking the path for this expedition and some of the wearied mushers, after plowing through chest deep drifts and darkness, reached Dick's Cabin after midnight," the *Register* reported.

"The 7:13 local out of New York got buried in a snowdrift and it was 4:30 am when Trustee Bill Alley and other residents aboard that train reached their homes. Luckily, Mr. Alley was armed with emergency rations, a loaf of bread which he purchased in Grand Central, the *Register* continued." His foresight provided half a slice of bread for each occupant of the car in which he was riding, according to the *Register*.

While Police Headquarters had several emergency calls for physicians during the night of the blizzard, they were unable to transport doctors to their patients.

"However," the *Register* reported, "Chief of Police Doyle and Police Commissioner Alley opened the medical lines Saturday morning as police patrol cars carried doctors on their calls."

The Dobbs Ferry Hospital staff remained on duty all throughout the night, according to then Superintendent Ruth Ruby. All beds were filled with fractures and pneumonia cases. Night nurse Mrs. Catherine Heckler, with the aid of the police, did manage to find her way to the hospital, as did Miss Jennie Waterson and Adelaide Schrieber. "Miss Julia Pituck of Hastings, day nurse, volunteered to remain on duty all night Miss Elizabeth Mullen, the laboratory technician, of New Rochelle, volunteered to help whenever needed and spent the night rubbing backs and putting patients to bed," the *Register* reported.

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# Blizzards

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As the hospital's night watchman was unable to reach the hospital, Alfred Pellegrino, the day engineer, kept the furnace going.

In 1947 milk was still being delivered door to door and for two days deliveries ceased.

Meat supplies were exhausted for two days as there were no packing house deliveries.

"Village Trustee V. Raymond Monahan was out on Saturday assisting Jess J. Pearce in directing traffic at Broadway and Cedar Street," according to the *Register*. "All through cars were sent over the Broadway hill and were not permitted to enter Cedar Street because of the tie-up of vehicles from Livingston Avenue blocking the southerly exit from the business district.



V. Raymond Monahan and Jess Pearce directed traffic

"A horse-drawn sleigh from the Col. Brown estate made several trips through the village on Saturday and Sunday and William Peters of Cedar Street took a few friends . . . riding in a horse-drawn sled.

On Saturday two highway employees walked through the village clearing the snow from all fire hydrants.

Many local merchants were stranded and forced to spend the night of the blizzard in their stores. Thomas Oussani, a real estate and insurance broker, walked from his office in White Plains to his home in Walgrove Park.

Joseph Delmerico, mail truck operator, for the first time in twenty years delivered mail on foot.

At the time, snow removal equipment was limited to three village trucks, a snow loader and a tractor. Thirty-five snow shovelers, including older high school boys, were given jobs loading trucks and keeping the snow loader busy.

By Saturday afternoon, a day after the blizzard, many of the side streets were passable and by Sunday every street in the village was open to traffic. It should be noted that Dobbs Ferry was much smaller in 1947 -- only about 5,000 souls -- large scale development was in the immediate future and there were many fewer streets to service.

## Snowbound Recreation

What did snowbound residents do for entertain-

ment during and immediately after the blizzards? In 1888 there was the wind-up Edison phonograph and, of course, reading of whatever books or periodicals that might be in the house.

In 1947, residents could tune their radios in on the Metropolitan Opera, the Philadelphia Symphony Orchestra, the Hit Parade with Frank Sinatra, and the Vaughn Monroe Show with Colonel Stoopnagle. The local movie theater, The Embassy, opened the day after the blizzard for the children's matinee. Shirley Temple starred in "That Hagen Girl" as part of a double feature.

## 1947 Television

And yes, there was television, with miniscule black and white screens. But only a few residents owned them. Edward Marconi constructed them from kits in his Elmsford store, where he was snowbound the night of the blizzard. There were just three channels, 2, 4, and 5, broadcasting only a few hours a day. They were heavy on basketball, with an occasional film or puppet show.

The blizzard of 1996 that we all experienced was the third most severe blizzard in the past 107 years. The Dobbs Ferry Historical Society is establishing an archive for this storm. Residents are urged to donate photos, videotapes and written accounts of their experiences.

## Society Receives Letters from World War II Servicemen to Dobbs Teacher L. Doris Wood

Dobbs Ferry High School Social Studies teacher L. Doris Wood collected and displayed in her classroom pictures of former pupils serving in World War II. During the war, she corresponded with all of them.

Last month, Mrs. Joan Carter, a niece of Ms. Wood, donated the voluminous correspondence to the Dobbs Ferry Historical Society. Letters are from the training camps and, later, from many of the fighting fronts in World War II.

L. Doris Wood taught Civics, Ancient History, American History and Economics in the Dobbs Ferry High School from January 1923 to 1951. A graduate of Oberlin College, she was a dedicated teacher who kept track of her students even after they left school. Several of them remained in touch with her as the years passed.

Future issues of *The Ferryman* will contain further biographical material about L. Doris Wood.

Meanwhile, the Collections Committee is sorting through this historic treasure trove for future publication in *The Ferryman*.





Mae Pepper (left) serves punch to Charlotte Frankenthaler (center) and Terry Luckett.

Bud Brown, Violet Pearce, George Petretti and Chris Tisi (left to right) enjoy cookies and conversation.

Christine Cosentino, Peg Moynihan and Olympia Cosentino (left to right) toast the dedication.

## Members Gather at Mead House Dedication

Trustee Brian Monahan, representing Mayor Donald Marra, spoke at the dedication of the Mead House, the new home of the Dobbs Ferry Historical Society, on Sunday afternoon, December 17th. He cited the accomplishments of the Society in the preservation of the history of the village.

Society President Bill Blanck took the occasion to thank the many members, past and present, for their help and wonderful contributions. He also expressed the gratitude of the Society to the village for its support.

The dedication, at the Fourth Annual Egg Nog Party, was well attended. The egg nog, made by Mae Pepper, was better than ever, and was quickly consumed. So was the punch, made from Warren Gardner's secret family recipe. The Society also wishes to thank Trustees Muriel Brown and Virginia Gagliardi, who planned and coordinated the event, assisted by Charlotte Frankenthaler, Terry Luckett, Marie Partenza and Barbara Pearce. And many thanks to the cookie bakers who helped make the party the best ever!



Brian Monahan and his wife Terry (center) at Mead House dedication.

## Diary May Provide Information About Dobbs Ferry Area in 1781

Two hundred and fifteen years ago the French and American armies met in the Dobbs Ferry area before their march to Yorktown, Virginia, where the decisive battle of the Revolution was won.

Private Georg Daniel Flohr, in the French forces under Rochambeau, kept a diary during his tenure of service. The diary could contain information about Dobbs Ferry in the summer of 1781.

Historical Society Trustee Mavis Cain and her

friend Gabriele Grunebaum accepted the assignment to determine what Private Flohr wrote while he was here. The Society learned of the existence of the diary from two articles in *American Heritage*.

Private Flohr was part of a German unit in the service of France under Rochambeau's command. The German language diary is in Strasbourg's main library in France. Trustee Cain obtained copies of the pages for the time Flohr was in the Dobbs Ferry area.

### In Memoriam -- Shirley B. Elbert

Shirley B. Elbert, a trustee of the Dobbs Ferry Historical Society from 1993 to 1995, died at her home on January 11, 1996.

Mrs. Elbert chaired the Membership and House-keeping Committees for a year. She also organized a quilting program which was held at the Mead House.

She was Past President of the League of Women Voters and served on the Dobbs Ferry Board of Zoning Appeals.

As Chairwoman of the Dobbs Ferry Open Space Committee, which she helped found, she worked successfully during the 1960's for the purchase of the Juhr-

ing Estate by the Village. In 1968 First Lady "Ladybird" Johnson wrote to Mayor John Nanna congratulating him and the Village for foresightedness in acquiring the property. The Village-owned open space on the former Juhring Estate is a lasting tribute to the work of Mrs. Elbert.

Her UN activities included the establishment of a Community Organization Day and work on the United States Committee for UNICEF.

In addition to her husband, Philip, Mrs. Elbert is survived by three sons, Oliver, Philip and David, a sister Jeanette Ash, and four grandchildren.





Ashley Jones is draped in the afghan which was sold at the Friends of the Dobbs Ferry Library's Annual Valentine's Day Plant and Bake Sale. The cuddly bear "Cinderbearella", sitting on the shelf was made by Cheryl Matthews.

## Society's Afghan a Huge Success

The Society's new fund-raising item, a large handsome afghan, or "throw," depicting Dobbs Ferry buildings and scenes, sold better than steaming pancakes on a cold morning. In the two months since they were first offered for sale, two hundred throws have been sold. Several were given by purchasers as Holiday or Valentine's Day presents. The Society thanks Barbara Pearce, Sue Troy and Barbara Quartuccio for making afghans available in the schools.

The two-color throw, measuring 50 by 65 inches, comes in either Williamsburg blue and natural or cranberry red and natural. It features Jon Neilson's rendition of William Dobbs' ferryboat in the center, surrounded by the library, Village Hall and the Firehouse, Estherwood, the Mead House, the train station and other structures and scenes of importance to Dobbs Ferry residents.

The afghan can be ordered by using the order blank below.

Dobbs Ferry Historical Society  
12 Elm Street  
Dobbs Ferry, NY 10522

I would like to order \_\_\_\_\_ throw(s) @ \$45 each. Enclosed is my check for \$ \_\_\_\_\_  
(number)

Name \_\_\_\_\_

Address \_\_\_\_\_

Telephone \_\_\_\_\_

Check color: Williamsburg Blue  Cranberry Red

**A Presentation of 18th Century Medicine on April 27th at the Dobbs Ferry Historical Society Gala.**  
**SAVE THE DATE: APRIL 27TH ~ 6:30 P.M. ~ SO. PRESBYTERIAN CHURCH FELLOWSHIP HALL**  
At the Gala, Dr. N. Joseph Gagliardi, dressed in a Revolutionary War Uniform, will present a one-man docudrama that illustrates 18th Century Medicine and Medical Procedures of the Revolutionary War.

## Dobbs Ferry Historical Society

**IF YOU ARE NOT A MEMBER, PLEASE JOIN US NOW.**

Name \_\_\_\_\_

Address \_\_\_\_\_

City/State \_\_\_\_\_ Zip \_\_\_\_\_

Phone (day) \_\_\_\_\_ (eve.) \_\_\_\_\_

MEMBERSHIP 1995-96 [ ] New [ ] Renew  
[ ] Patron..... \$100.00  
[ ] Friend..... \$ 50.00  
[ ] Contributing..... \$ 25.00  
[ ] Family..... \$ 15.00  
[ ] Individual Adult..... \$ 10.00  
[ ] Student/Senior (over 60)..... \$ 3.00  
[ ] Junior (Students under 16)\*... No fee

Please make check payable to, and mail to:

DOBBS FERRY HISTORICAL SOCIETY

12 Elm Street

Dobbs Ferry, New York 10522

Telephone (914) 674-1007 (24-hour answering)

Membership contribution..... \$ \_\_\_\_\_

Mead House contribution..... \$ \_\_\_\_\_

Newspaper Microfilming Project contribution..... \$ \_\_\_\_\_

TOTAL enclosed (TAX DEDUCTIBLE)..... \$ \_\_\_\_\_

[ ] My employer's matching contributions form is enclosed.

\*Persons under 16 years of age must show parent's or legal guardian's consent for membership.

Thus, if you have checked Junior membership above, please provide signature below.

\_\_\_\_\_ Date \_\_\_\_\_ Please check one: Parent \_\_\_\_\_ Guardian \_\_\_\_\_

Signature of Parent or Legal Guardian