

scholarships this year, the *Forty et Eight* has granted in excess of eight and one-half million dollars since the inception of this program.

### Carville Star

As one of their ongoing programs, the Voyageurs Militaire offer continuing support of the patient publication "The Carville Star" of the National Hansen's Disease Center in Carville, Louisiana. Formerly a United States Public Health Service Hospital, the Center has been successful in isolating, controlling and soon the development of the vaccine to prevent Hansen's Disease (leprosy). The *Forty et Eight* was instrumental in maintaining this facility as the only survivor of the Public Health Service Hospital System. The patient-published magazine carries the research works of not only this center but those of the rest of the world and is translated and forwarded to 119 countries along with a circulation of more than 70,000 in the United States. The *Forty et Eight* is proud to have provided all of the equipment necessary for the publication and distribution of this magazine. From the modern four color offset presses to the latest computer type-setting and addressing systems, we are justly proud of our ability to provide over ninety percent of the funding for this project.

### Americanism

By virtue of being Veterans who have served their country in its time of greatest need, the fun loving, hard working Voyageurs Militaire maintain a strong commitment to the American way of life. Americanism projects, respect for the Flag, Constitution, law and order and the proven willingness to defend these principles is evident in the day-to-day activities of the members of our Society.



WILLIAM M LLOYD  
39 WEST MANOR APT  
SEAFORD DE 19973

# What Is The Forty & Eight?



# What Is The Forty Et Eight?

## Organization

La Societe des Quarante Hommes et Huit Chevaux, an independent fraternal organization of Veterans, popularly known as the *Forty et Eight*, is the fun and honor society of American Legionnaires. Now composed of the Veterans of both World Wars, the Korean and Viet Nam conflicts, it draws its origin from World War I when young Americans were sent to France to fight a war — the war to end all wars. The narrow gauge railroads of France had box cars (Voitures) that carried little more than half the capacity of American box cars and these voitures were used to transport the men and horses to and from the fighting fronts. On the side of these little box cars was stenciled the capacity of each. Holding either forty men or eight horses, these voitures became the trademark of our organization. If you could laugh at the train ride from the coast of France to the trenches crowded in these little box cars which were only recently vacated by eight horses, one could surely adapt to the changes in his life when he returned home. The *Forty et Eight* was organized in 1920 as the fun and honor society of the American Legion. Membership in the *Forty et Eight* is recognition for service to the American Legion and/or its programs.



*"Blue Hen Special"*  
This loco is used for Children and Youth activities and other worthy programs.



Original French boxcar donated by the French government to the State of Delaware. Now owned by Voiture 1320 and on display at American Legion Post 6 in Seaford, Delaware.

(HAVE BEEN MEMBER OF 40 8 35 YEARS)

## Purpose

The Voyageurs Militaire of the *Forty et Eight* ask for nothing except to serve their fellow human beings and by that service provide our children with a safe, free land of opportunity and to further provide for the adequate defense of the greatest system of government devised by the mind of man.

## Child Welfare

The Voyageurs Militaire (Military Travelers) founded a Child Welfare Program in 1923 to ease the pain and suffering of those children whose fathers never returned or who were unable to care for their needs after the "Big War". Today, our efforts touch over one million children annually with an investment of seven million dollars. Always looking for new ways to serve America and its communities has led the *Forty et Eight* to encompass the A.A.U. Junior Olympics basketball projects into its existing Child Welfare Program.

## Nurses Training

In 1955, the Voyageurs Militaire recognized the shortage of Registered Nurses and began to provide the financial assistance in scholarships to those who enrolled for this training. With 1934 students receiving over \$715,700 in



RALPH FRESO photo

Edward Phillips Sr. with the World War I boxcar on display at Seaford American Legion Post. It will be dedicated Saturday.

# Dedicated to doughboys

## Restored boxcar to honor World War I vets

By PHIL MILFORD  
Staff reporter

### IF YOU GO

**What:** Division of Historical and Cultural Affairs dedication of historical marker for a restored French boxcar

**Where:** American Legion Post, Front Street, Seaford

**When:** 10 a.m. Saturday

SEAFORD — The spirits of Delaware's World War I veterans will be in the spotlight Saturday.

The state Division of Historical and Cultural Affairs will dedicate a historical marker for a restored French boxcar in front of the Seaford American Legion Post that morning, according to Ed Phillips Jr., Legion spokesman who spearheaded the project.

"It's in excellent shape. It took two years to get it refinished," said Phillips, 72, a disabled Army veteran of World War II who is trying to keep the memory of The Great War alive for future generations.

Phillips is among about 90 Delaware Legion members who belong to La Societe de Quarante Hommes et Huit Chevaux. Known among Legionnaires as "The Forty and Eight," it is an honor society

based on one of the most memorable experiences of U.S. doughboys — traveling through France in rail cars designed to hold 40 men or eight horses.

A well-known tale tells of a sergeant who reported, "I got all my 40 artillerymen in the boxcar. But if you try to put eight horses in, somebody's gonna be trampled."

The cars, clearly labeled with their capacity, were built in the latter part of the 19th century, but were still in use in parts of Europe and North Africa when soldiers arrived for World War II.

As a token of their gratitude after the war, the French stuffed 49 of the cars with gifts such as wine, lace, perfume and hats, then shipped them by sea for each state in the country, and the District of Columbia, according to Russell McCabe of the historical division.

Delaware's boxcar arrived in Wilmington Feb. 12, 1947. It was displayed in Rodney Square, then trucked to Newark, Middletown, Smyrna, Dover, Harrington, Bridgeville, Seaford, Laurel, Delmar, Selbyville, Millsboro, Stockley, Georgetown, Rehoboth Beach, Lewes, Milton, Milford, and New Castle, for everyone to see.

"They gave out gifts to each town, from different sections of France," said Phillips.

Eventually, the American Legion placed the boxcar at an old four-room brick schoolhouse near Harbeson. But by 1951, Phillips said, it was moved to the Legion post in Seaford because the Harbeson site was difficult to find.



Times Photo by Todd Dudek

## ***Boxcar gets historical marker***

Ross McCabe, left, Delaware State Archives Historic Markers Program coordinator, Ed Phillips Sr., past Grand Chef de Gare, Andrew Dolak, past Grand Chef de Gare and Sen. Thurman Adams, D-19th, make remarks at the dedication of the Forty and Eight Boxcar in Seaford Saturday. The car, an original French boxcar donated by the French government to Delaware, is on the grounds of American Legion Post 6. It is now owned by Voiture 1320.



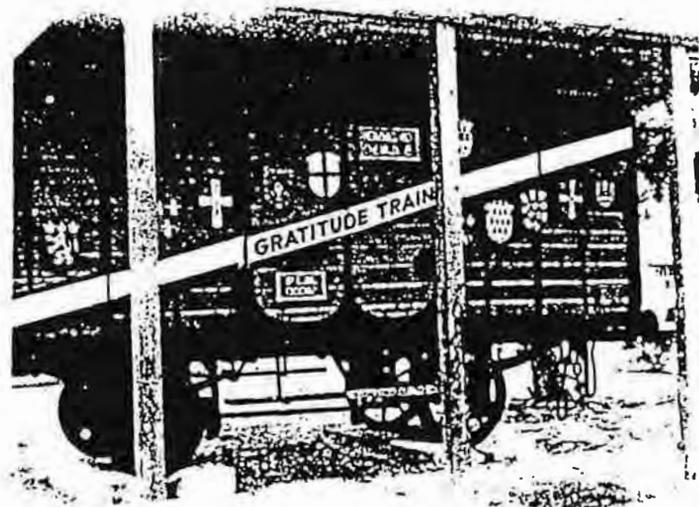
Michele Bartley photo

## *Box Car Dedication Held*

The Forty & Eight Boxcar was dedicated Saturday morning in Seaford. The original French boxcar was donated by the French government to the State of Delaware and is now owned by Voiture 1320 and on display at American Legion Post 6 in Seaford. Among those on hand for the dedication are (l. to r.) Russell McCabe, historic markers program coordinator for the Delaware State Archives; Dale Dukes, Sussex County Council president; Guy Longo, mayor of Seaford; Benjamin Ewing, 35th District representative; Tina Fallon, 39th District representative; Ed Phillips Sr., main speaker; Andrew J. Dolak, grand chef de gare, 1982; Thurman

Adams and Robert Venables, state senators, and William Stevenson, Sussex County councilman. The Forty & Eight is an independent fraternal organization of veterans which draws its origins when young Americans were sent to France during World War I. The French box cars, or voitures, carried little more than half of the capacity of American cars and if one could laugh at the train ride from the coast of France to the trenches in the crowded cars one could adapt to changes in life when the veteran returned home, according to literature on the Legion.

# DEDICATION OF BOX CAR



*Original French boxcar donated by the French government to the State of Delaware. Now owned by Voiture 1320 and on display at American Legion Post 6 in Seaford, Delaware.*

OCTOBER 31, 1992

Opening Ceremonies	10:00 A.M.
Pledge of Allegiance	Don Orth
Prayer	Dick Drummond
Greetings	Mayor Guy Longo Mayor Esther Head
Introduction of Distinguished Guests and Main Speaker	Grand Chef De Gare Harold Harley
Main Speaker	Ed Phillips Sr.
Unveiling of Historic Marker	
Remarks by	Tina Fallon Ben Ewing Bob Quillen Robert Venables Thurman Adams Dale Dukes

#### Closing Ceremonies

Refreshments served in Legion Hall

Refreshments compliments of

Hostess

Mr. Donut

Dunking Donut

Mrs Daniel Griffith

(SC94)

July 25, 1992  
Sussex DE

Hi Dan:

As per our conversation here is a thumb nail sketch of the old Mercier Box car front same given to the state of Delaware

These Box cars were sent to the American People in response to the Freedom Train sent to France following World War II. The Mercier train was loaded with gifts as a way of saying thank you to the American people for their kindness to the French people. They arrived in Weehawken N.J. in February 1948. Customs were waived and the Box cars docked with the train chained to the hold of the ship. They were unloaded and shipped out in 3 sections of the Country South West and New England. Some states sold the cars at auction and distributed the money to Charities

(2) The Mercier Box car earmarked for Delaware was launched in Wilmington with the American Legion and 40/8 leading a huge parade with it on a flat bed. Gifts were distributed to the City of Wilmington.

with the rest of the gifts the Bot car was then towed throughout the state.

We (40+8 Voture #1320 Sussex County) later were informed that the Bot car was in Dover at the State Dump. There being no money appropriated for its upkeep, it was turned to the Voture #320 Incorporated as Chateau Hollymount Voture #1320 Inc, a piece of property south east of Harbeson, Del. We kept it there two years. After selling said property, it was moved to the South East corner of Nantuxok Port #66 American Legion in Seaford, De the year being 1953. The Voture (1320) maintained the Bot car over the years until 1987 when after inspecting it, we decided it needed professional help. I was appointed a Committee of 6 (Volunteers) to see what could be done. I enlisted the help of Richard Drummond and he being a member of the 40/8 agreed to assist and advise. A few more 40/8 members also agreed to help on the project. The County (Sussex) kicked off the campaign with a \$1000 donation. After a year and a half,

1903

III

With the help of donations we finally completed the job. The siding had German Cypress boards that had rotted. They were replaced as well as a lot of the bolts. The underlayment was, same blasted, primed and repainted. We put a shed to help prevent future damage. We enlisted the aid of the <sup>wood</sup> shop and Art class Seaford High to cut out the plaques that were replaced on the sides all volunteer workers.

Phillips Sign Company agreed to put the lettering on the sides. Although most of the donations came from the people in Seaford including the business people, there were donations from others as far as New York. There were 137 people that donate \$6657. The donations range from \$2 to \$1000. This would not have been possible had it not been for the Seaford Banner newspaper and the Seaford Leader plugs.

Also there were cooperation from the National Association of all the Boy Scouts, and

IV

DeLak of South Carolina, who furnished the sample plaques and the blue prints of them. We have two colors to choose from, dark and oxide red.

- Recap of 304 Cars received **total**
1. Sold for junk status unknown
  2. Destroyed by fire
  4. Mysteriously disappeared
  - 42 On hand and accounted for.

We have the only one on the Eastern seaboard. If this doesn't answer your questions please call.

Sincerely  
Edward W. Phillips  
Chairman Restoration  
Vesture #1320 40+

Please pardon the wittering - just had the operators of Corporal Tunnell ~~not~~ ~~not~~ ~~not~~ good. At best in my prime my wittering was a lot to be desired. But my thumb still doesn't go where I want it to.

We do plan on a rededication ceremony in

1949-

Asian. How long —



They arrived in America chocked and chained, deep in the hold of a French merchant ship early in February of 1949. During two wars they had served France as dual-purpose railroad boxcars hauling the military cargoes stenciled on their sides: "Hommes 40—Chevaux 8." But now the cars held neither men nor horses. All had been repaired, freshly painted, and decorated with plaques bearing the coats of arms of the forty provinces of France. Across their sides, upon tricolored bands, was printed the name of the enterprise for which they stood—on one side "Train de la Reconnaissance Française" and on the other "Gratitude Train."

The train was an expression of thanks from the citizens of France to the people of America for aid rendered during and after World War II, which had been delivered in a particularly compelling way in 1947 when the American Friendship Train carried some \$40,000,000 in relief supplies to France and Italy. Initiated by the Washington newspaper columnist Drew Pearson, this project, which resulted in the distribution of over seven hundred carloads of food, fuel, and clothing, was not an official government program; it was a grass-roots effort that carried personal contributions from individuals in every part of America.

The American Friendship Train inspired a rail worker and war veteran named André Picard to suggest that France reciprocate. His original idea was to present the United States with a decorated Forty and Eight boxcar loaded with gifts representative of his country—wines from Alsace, Bordeaux, Burgundy, Champagne, and the Loire Valley; white lace headdresses from the Brittany-Normandy hills; perfumes and chic hats from Paris; clay figures from Provence. A local veterans organization adopted the proposal, and a small committee was established to solicit gifts.

As press and radio spread the story, however, the project gained national momentum. The government announced its official approval; the French Academy issued an endorsement; and hundreds of professional, social, and fraternal organizations asked to participate. Clearly a single boxcar would not be enough. Superseding the local committee, the National Headquarters of the French War Veterans Association took control and decided to fill forty-nine cars with gifts. One would go to each of the forty-eight states, and the forty-ninth would be shared by the District of Columbia and the territory of Hawaii. During the summer of 1948, trainmen scoured rail yards, sidings, and depots for Forty and Eights.

These superannuated boxcars were a particularly appropriate choice of conveyance. During World War I, millions of Yanks, carried by steel Pullman sleepers to Atlantic ports, landed in France to find awaiting them rickety wooden cars, twenty feet long and nine feet wide, which had been built between 1872 and 1885. The Americans were alternately enchanted and disgusted by the little dual-purpose cars, and sometimes they were just plain confused. Laurence Stallings tells of one sergeant who reported to his leader: "I got all my forty artillerymen in the boxcar, lieutenant. But if you try to put eight of our horses in, somebody's gonna be trampled to death." A generation later, American soldiers again were annoyed and intrigued by these durable relics,

and many came home to join the Forty and Eight veterans organizations founded by their doughboy forebears.

While the trainmen assembled the seventy-year-old cars, gifts began to come in to collection centers throughout France. Although many in that war-ravaged country had little but sentiment to offer, over 6,000,000 families gave up something of value to help fill the cars. The 52,000 carefully packaged and crated gifts included childish drawings on rough, yellowed paper; puzzles mounted on cardboard frames; ashtrays made of broken mirrors; worn-down wooden shoes; hand-crocheted doilies; battered toys; the original bust of Benjamin Franklin by the great French sculptor, Jean Antoine Houdon; a jeweled Legion d'Honneur once presented to Napoleon; the bugle which signaled the Armistice signing at Compiègne in 1918; fifty rare paintings; the first motorcycle ever built; and a Louis XV carriage. The Society of Parisian Couturiers contributed an exquisite set of forty-nine little mannequins dressed in fashions from 1706 to 1906. The President of France donated an equal number of delicate Sèvres vases. One of the Marquis de Lafayette's descendants presented his ancestor's walking stick. A disabled veteran offered a wooden gavel he had carved from a tree in Belleau Wood. There were new bicycles and old bicycles and bicycle wheels. A church in La Courtene surrendered its bell; the city of Lyon provided dozens of silk wedding dresses; and an anonymous donor chipped in a set of black lingerie intended "for a beautiful blonde."

By the end of 1948 the boxcars were filled to capacity. The



American doughboys, opposite, swarm over their already antiquated transport on the way to the front; above, the Magellan with its cargo of presents passes another French gift as it enters New York Harbor.

OPPOSITE PAGE: U.S. ARMY PHOTOGRAPH. COURTESY OF THE U.S. ARMY TRANSPORTATION MUSEUM. PORT: LUTHE VA. ALL OTHERS: UPI

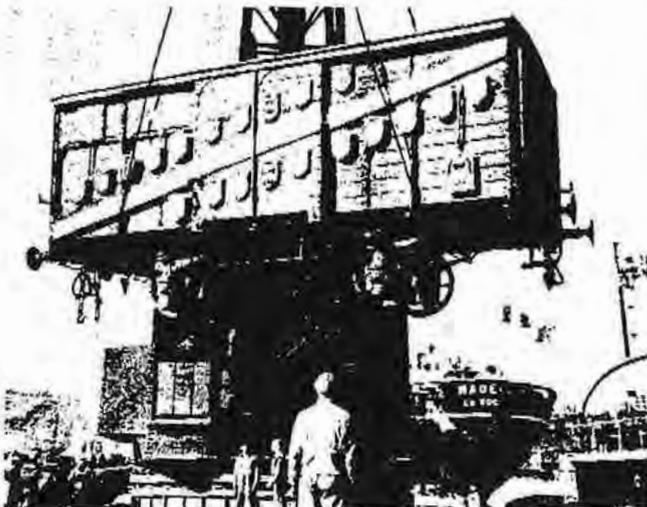
train, carrying over two hundred and fifty tons of gratitude, was assembled at Paris and pulled to the port of Le Havre for shipment to America. Even as the Forty and Eights were being loaded aboard the *Magellan*, more presents poured in. Over nine thousand gifts had to be left behind on the docks.

When the *Magellan* reached its destination. *The New York Times* reported "a welcoming din surpassing that accorded the maiden arrival here of an ocean passenger queen." Greeted by a flotilla of small boats, the gaily beflagged freighter, emblazoned amidships with the huge inscription "Merci, America," steamed into New York Harbor while waves of Air Force planes roared overhead and fireboats sent columns of spray into the wintry sunlight.

The ship docked at Weehawken, New Jersey, and the following day unloaded through the voluntary services of local stevedoring companies. Normal customs procedures were waived: President Truman had signed into law a special resolution permitting the train and its cargo to enter the United States duty-free. Since their wheels were about eight inches wider than American rails, the Forty and Eights were hoisted onto flatcars for their overland journey. Trainmen then sorted them into three sections for shipment to the South, the West, and New England. In the meantime, the New York car was trundled up Broadway amid swirling ticker tape as ~~two~~ hundred thousand people roared a tumultuous "you're welcome" to the people of France.

For the next several weeks, similar scenes were repeated throughout the nation.

Each state established committees to catalogue and distribute its share of the train's cargo. In most cases the gifts went on statewide exhibition tours. Afterward, they were distributed in a variety of ways. In some states, the contents were sold at auction and the proceeds given to charities;



On the Weehawken docks, the *Gratitude Train's* New York car is hoisted from the *Magellan's* hold; the next day, it was pulled past cheering crowds up lower Broadway from the Battery to City Hall.

elsewhere, selected items were turned over to veterans hospitals, schools, and churches. Articles suitable for permanent display generally went to museums and libraries.

Some of the gifts posed particular problems. For example, many of the cars contained young oak and beech trees intended to serve "as living reminders of the enduring friendship between the French and the Americans." But

Department of Agriculture experts, recalling Dutch elm disease and Japanese beetles, ordered the seedlings placed in state observation plots for at least two years.

The territory of Hawaii had no problem with the distribution of gifts. Its boxcar, which was to be shared with the District of Columbia, first stopped at the nation's capital en route to the future island state. There, before moving on, the Forty and Eight was emptied of everything. Hawaii got a carload of packing straw.

As for the boxcars themselves, most were entrusted to veterans organizations, some were placed in museums; some were incorporated into memorials; others found homes in fairgrounds and city parks.

Nebraska's car wasn't so lucky. Shunted from place to place, it went first to the State Historical Society, then to the Nebraska Forty and Eight organization, and finally to the Lincoln Fairgrounds. In 1951 an attempt was made to return it to the Historical Society, which didn't want it. So it was sold to an Omaha junkyard for forty-five dollars, its wheels and metal parts pounded into scrap and its body converted into a storage shed. Its humiliation finally ended in 1961, when the yard was relocated and the car demolished.

A calamitous fate also awaited the Connecticut car; it burned up at a Stamford veterans post.

Somewhere along the line the Mississippi car also was hit by fire, but fortunately the flames were confined to its interior and only the inside suffered damage. For years it sat forlornly, stripped of its shields and markings, in a makeshift parking lot next to the capitol building in Jackson. In 1976 George Cerles, a schoolteacher, decided to do something about it. With money raised from a bake sale, students from his ninth- and tenth-grade French classes bought paint and materials and set to work rehabilitating the old car. The efforts of the children shamed the Mississippi legislature into passing a bill permitting landscaping of the site.

Perhaps the Kentucky Forty and Eight had the most spectacular ups and downs. It originally was placed in Elizabethtown, where it sat unprotected, aging in sun and rain. In 1961 an army reserve railway-car-repair platoon restored it to its former glory, and personnel from Fort Knox moved it to Louisville's Kentucky Railway Museum. But in 1964 it was caught in a flood and filled with water. Despite its trials, it rolls today as the museum's tool car.

In all, no fewer than thirty-nine cars survive. Some are handsomely displayed; others stand neglected, plaques gone, paint peeling, weeds growing through their rotted floors. The gifts they held, scattered to a thousand places, are impossible to trace, and most of the young trees shipped in the train failed to survive the rigors of the North American climate. Scores of museums and libraries around the country still exhibit, or at least store, items sent in the train. But for the most part, time has blurred the connection between these articles and the splendid gesture which brought them to our shores almost a third of a century ago.

☆ *Manuel A. Conley, a career Army officer, frequently writes of military history.*

JOURNAL EVERY-EVENING

FEB 2, 1940

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Re- Departing Couple At Ware comp 1947, 7.89

property damage and livestock losses re-orm-battered western section of the na-

# French Train Reaches U. S.

## Ship With 'Thank You' Gifts for All 48 States Given Riotous Welcome

NEW YORK, Feb. 2 (AP).—A French ship, symbolizing the gratitude of the French people to Americans, received a riotous welcome in New York harbor today.

Ship whistles blared, planes roared overhead and fireboats spread a sheen of white water skyward as the steamship Magellan, bearing the French "Thank You" train, passed the Statue of Liberty.

The 49-car train—one car for each of the states and the District of Columbia—is the French "Merol" for the Friendship Train which Americans sent to France last year laden with food and gifts.

Among the 1,000,000 gifts aboard the train are historic documents, flags and other souvenirs of both world wars. Veterans working on France's nationalized railroad system are mainly responsible for organizing the gratitude train.

The harbor display of America's welcome began as the Magellan, shepherded by a dozen welcoming smaller craft, neared the Statue of

(See FRENCH TRAIN—Page 26)

## Town Turns Out To Pay Farewell

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estimated damage to its lines from storms at \$300,000.

# French Train

(Continued From Page One)

Liberty—itself a gift of the French people, completed on tiny Bedloe's Island in 1886.

## Planes Wing Overhead

Echelons of Army, Navy, and police planes winged overhead in the bright winter sunlight. From the reaches of the upper bay whistles of large and small ships sent up a deep-throated roar of welcome. The big hoses of fireboats arched water into the sky.

The Magellan, a freighter of the French Line, was boarded earlier at quarantine by a welcoming committee. It included Grover Whalen, the city's official greeter; Ludovic Chancel, French consul general in New York, and Drew Pearson, columnist who instituted the idea of the Friendship Train.

The Magellan moved on toward a berth at Weehawken, N. J., across the Hudson River from Manhattan, where huge derricks will lift the nose of the train onto a railroad siding.

The New York State car will be towed across the river to the city and will be included in a parade after an official presentation at City Hall. Sections of the train will begin moving out of Jersey City, N. J., during the coming week-end.

## Six War Criminals Hanged in Germany

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...GAINMAN, Feb. 11 (AP)—  
...convicted war criminals, includ-  
...two concentration camp inmates,  
...turned on their fellow prisoners, today.

JOURNAL EVERY EVENING

FEB 12, 1949

p1, c3 e p.4, c.6

including a woman and her three children, and three crew members.

# French Boxcar Unloads Today

## Tokens of Art, Industry, History to Be Given Out at Rodney Square

The warmth and congeniality that is France will receive new expression this afternoon in Rodney Square when residents of Delaware are accorded material thanks for the parts they played in helping the French people through a time of want.

Tokens of the art, industry, and history of France will be taken from a tiny railroad boxcar originally designed to carry 40 men or eight horses.

Then, at ceremonies conducted by men of both nations who know first-hand or from history books the closeness of France and the United States when either has been endangered, these tokens will be delivered to representatives of Delaware's public institutions.

When the last gift has been taken from a car intended for more prosaic things, the people of France will have said, "Merci, Delaware."

The ceremonies are scheduled for 2 o'clock. Under the flags of both nations and to the strains of the French and American national anthems, Delaware's portion of the French "Thank You Train" will have begun its tour of the state.

The car will not travel by rail. It will be carried throughout Dela-

(See BOXCAR—Page 4)

## Sick Boss Sees Loafing by TV

Auditor of Ohio County Watches Employes In Courtroom

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...in the Legislature."

# Boxcar

(Continued From Page One)

...ware on a tractor-trailer truck, ex-  
...corted by units of the Delaware  
...State Police. More gifts will be dis-  
...tributed at each stop.

The boxcar—a type familiar to veterans of both world wars—will be brought from the State Armory at Tenth and DuPont Streets to Rodney Square. It will be escorted by either the drum and bugle corps of the Delaware Post No. 1, American Legion, or the Pierre S. duPont High School, and marching Legionnaires.

The Very Rev. Thomas A. Lawless, national chaplain of the American Legion's 40 e society, will pronounce the invocation. Then Harris B. McDowell, Jr., secretary of state for Delaware, will accept the French tokens on behalf of all the residents of the state. He will represent Governor Carvel in that capacity.

Five Bands To Play  
Immediately afterward there will be appropriate music by five bands—the drum and bugle corps, P. S. duPont, Salesianum, Howard, and Conrad High School units.

Christian de Margerie, counsellor of the French Embassy in Washington, will say in words what the people of France meant when they sent the Thank-You Train to America in answer to the Friendship Train sent overseas by groups in the United States.

John P. Benson, a past commander of the Legion's Post No. 1 and Veterans' Employment representative for Delaware, who will preside at the ceremonies, will then introduce the representatives of Delaware's agencies that will benefit by the French gifts.

Mayor to Speak  
Following a few words from these, Mayor Wilson, who will also accept the French gifts on behalf of city institutions, will give a speech of acceptance on behalf of all Wilmingtonians.

Then the boxcar will be unloaded of the gifts destined for agencies in the city. There will be many others for other points in Delaware, but the ceremonies in the city will be the key one as far as France is concerned because it will be the signal that the gifts have reached their destination.

Mr. de Margerie was the guest of the Wilmington French Club at luncheon in the Hotel DuPont at noon prior to the Rodney Square ceremonies.

At the conclusion of the rites here, the car will be taken to Newark and will arrive there at about 6 o'clock. It will be greeted by town officials and representatives of veterans' groups, schools, and civic organiza-

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## Other Ceremonies Listed

The tour will take the car to Middletown by 8:40 o'clock, Smyrna by 7:30 o'clock, and Dover by 9 o'clock. The ceremonies at the state capital will take place upon the car's arrival. The car will remain there over night. Tomorrow the car will reach Harrington at 11:30 a. m., Bridgeville at 1 p. m., Seaford at 2:15 o'clock, Laurel at 3:30 o'clock, and Delmar at 4:45 o'clock. The car will then return to Laurel and remain under guard at the south entrance to the town.

On Monday, the car will leave Laurel at 7 a. m., arrive at Selbyville at 9 o'clock, Millsboro at 9:30 o'clock, Stockley at 10:45 o'clock, Georgetown at noon, Rehoboth at 1:45 p. m., and Lewes at 3:15 o'clock, where it will remain overnight.

On Tuesday, the car will reach Milton at 10:30 a. m., Milford at noon, New Castle at 4 p. m., and then return to Wilmington at 8 o'clock in the evening.

Residents of all towns on the route have been asked to display the American flag.

# Phila. Strike

(Continued From Page One)

passengers daily over its 1,500 miles of subway, bus and street car lines.

John Murray of the U. S. Conciliation Service stepped in as mediator last night. The Government intervened on grounds that interstate commerce and freedom

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**SENATE  
STATE OF DELAWARE  
LEGISLATIVE HALL  
DOVER, DELAWARE 19901**

**ROBERT L. VENABLES, SR.  
116 HEARN AVENUE  
LAUREL, DELAWARE 19956  
HOME: 302-875-9559  
SENATE OFFICE: 302-739-4298**

**COMMITTEES  
SMALL BUSINESS, CHAIRMAN  
AGRICULTURE  
BOND BILL  
COMMUNITY/COUNTY AFFAIRS  
ENERGY & TRANSIT  
NATURAL RESOURCES & ENVIRONMENTAL CONTROL**

April 23, 1997

Mr. Russell McCabe  
Administrator  
Local Government Records Program  
Delaware Public Archives  
Hall of Records  
P.O. Box 1401  
Dover, DE 19903

Dear Mr. McCabe,

I recently received a letter from Bill Lloyd regarding the project that he has been working on with your assistance involving the Forty and Eight Box Car, Log Cabin, and the World War I and Civil War Cannons. I want you to know that I plan to get whatever funds are needed for this project out of the suburban street money.

I would greatly appreciate it if you could begin the work and research needed towards getting a historical marker for the cannon.

If there is anything else I can do to assist you on this or any other matter, please feel free to contact me.

Sincerely,

Robert L. Venables, Sr.  
State Senator  
21st District

5 APRIL 1997

SENATOR BOB VENABLES  
LAUREL - DEL - 19956

BOB -

ENCLOSED IS LETTER I SENT  
RECENTLY TO MAYOR GUY LONGO  
WITH CLIPPINGS.

I BELIEVE THE PEOPLE IN  
DEL SHOULD KNOW THE HISTORY  
OF THE LOG CABIN - BOXCAR -  
WORLD WAR I CANNON &  
CIVIL WAR CANNON.

I AM WORKING WITH RUSSEL MCCABE  
IN TRYING TO GET A HISTORICAL  
MARKER FOR THE CANNON. HE  
ASKED ME TO CONTACT YOU &  
TINA FALLON. I CHECK THE  
LOG CABIN 3 OR 4 TIMES EACH  
WEEK (7 AM) & IT IS UNBELIEVABLE  
THE PEOPLE WALKING BY ASK  
ME ABOUT THE HISTORY OF THE CANNON.  
MANY HUNDREDS OF KIDS IN  
SEAFORD HAVE PLAYED ON THE CANNON.

I ENJOYED YOU TELLING ME  
ABOUT YOUR FATHER WHEN HE  
LIVED IN BETHEL. I LIVED  
IN BETHEL 10 YEARS & WAS  
PRESIDENT OF CHURCH TRUSTEES  
FOR SIX YEARS. HAD STEPSON I  
RAISED WHO GRADUATED FROM LAUREL H.S.  
HE WAS SHOT DOWN IN HELICOPTER  
5 MARCH 1971. HIS NAME IS ON  
VIET NAM WALL (RICHARD S. DENNISON)  
HE WAS ENGAGED TO TOM MOORE'S DAUGHTER.  
MRS RUFF APPRECIATES YOUR HELP WITH  
MARKER FOR METHODIST CHURCH - BILL LLOYD



SENATE  
STATE OF DELAWARE  
LEGISLATIVE HALL  
DOVER, DELAWARE 19901

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ENERGY & TRANSIT  
NATURAL RESOURCES & ENVIRONMENTAL CONTROL

April 17, 1997

William M. Lloyd  
39 West Manor Apt.  
Seaford, DE 19973



Dear Bill,

Thank you for the letter and information you sent me regarding the Forty and Eight Box Car, Log Cabin and the World War I and Civil War Cannons. I am glad that some members of our community like yourself have taken the time and effort needed to keep the public informed about these meaningful memorials.

I want you to know that I am in favor of funding for your idea about educating the public about these important Seaford landmarks. I plan to get whatever funds are needed for this project out of the suburban street money.

If there is anything else that you feel that I should be made aware of on this or any other matter, please feel free to contact me.

Sincerely,

Robert L. Venables, Sr.  
State Senator  
21st District

RLV/cb

# NEWS FROM THE POSTS

## X Post 6...

In the year 1934, Post Commander Harry Truitt and Raymond E. Lloyd Sr. of Seaford, went to the Proving Grounds at Aberdeen, Maryland to bring back the 4.7 inch 1908 model cannon back to Seaford in Mr. Lloyd's truck. The cannon was obtained from the United States government for display at the American Legion Post #6 in Seaford, DE.

There were only fifty-five cannon's of this type made for training purposes. The cannons could not be used in Europe during World War I because the European ammunition was not suitable for this type of cannon.

History submitted by Legionnaire William Morgan Lloyd, son of Raymond E. Lloyd of Seaford, DE who played an important part in securing the cannon for the American Legion Post #6. William Morgan Lloyd obtained this information from the United States Department of Army Records in Washington, DC.

Mr. Russell McCabe of the Archives and History Department for the State of Delaware will put an historical marker on the spot at the American Legion Post #6, Seaford, DE.

Another page of history has been recorded for American Legion Post #6 Seaford, DE by Elizabeth Phillips Ruff, local Historian for the Delaware and Maryland areas.

## X Civil War cannon unearthed at dock - Wright Robinson, author

I wonder how many people in Seaford know that at one time Seaford was a fortified town, and that twice in its history troops have been stationed here to guard the vital railroad bridge from the enemy.

This week I was reminded of this interesting bit of local history when I came

### X The First of the Fifty

(Editor's Note: The following poem, entitled "The First of the Fifty" and authored by Dorothy M. Moffitt, was provided to the Sussex Post by Dorothy W. Pepper of Selbyville. It comes from her extensive collection of historical clips and photographs.)

I'm next to the smallest one, you know!  
Three counties are all I command.  
But when our history was being made

October 18, 1997

Mr. William Morgan Lloyd  
39 West Manor Apartment  
Seaford, Delaware 19973

Dear Mr. Lloyd:

Just as poet Dorothy M. Moffitt wrote about Sussex County that "I'm very proud of my heritage," there's certainly no question about the patriotic enthusi-

across an old newspaper account of the discovery of a cannon ball on the Burton property at the foot of Burton's Hill, just across the street from the present power plants.

The cannon ball was discovered by the late Charlie Burton, a partner in the Burton Bros. Hardware Store, who had been digging for a foundation for a storage shed he was building at the foot of the hill. The ball was about three inches in diameter and just about the right size for use in the ancient cannon that stands in front of the American Legion Log Cabin on Front Street.

That ball, and the story about that ancient cannon, led me to write about an interesting experience I enjoyed with Leslie and Howard Stein when we were boyhood pals many years ago.

The Stein boys and I had been prowling around the dock area near where the old Day's Mill property was located just east of the Seaford-Blades bridge. We noticed that a post that apparently had been used to tie up boats to the wharf looked suspiciously like the mouth of a cannon.

A half-hour of digging around that old post proved we were correct. Sure enough, we had discovered a cannon.

It was a really heavy piece of armament. It took a lot of tugging with ropes and pulleys to pull it from the mud, but finally we had it out and scraped off the rust that encrusted it.

Samuel Stein, the father of the Stein boys, arranged with a drayman to haul it to the Stein home in West Seaford, where it eventually was placed on a cement foundation and remained as a lawn ornament for many years. Finally Mr. and Mrs. Stein presented it to Nanticoke Post, where it now is a part of the post's military display.

Now the story about that old cannon is quite interesting. It actually was one of three such weapons that were brought to Seaford in the latter days of the War Between the States, perahsp 1864 or 1865.

The bridge had been thrown up to extend the rail lines from Seaford to Cape Charles. The Northern troops needed that line to rush reinforcements to the mouth of the Chesapeake, and because the protection of the bridge was considered vital to the operation, troops were stationed in Seaford for many months.

Actually Seaford was not exactly filled with Northern sympathizers. On any day during that period there was a grave danger that the bridge may have been targeted for demolition. So the troops did have a responsibility and the three cannons were meant to be leveled at any target that displayed too much Southern sentiment.

There were, of course, no violent hostilities. A segment of the community welcomed the troops and another segment resented them. When the war was over

*comes from her extensive collection of historical clips and photographs.)*

I'm next to the smallest one, you know!  
Three counties are all I command.  
But when our history was being made  
I was there to lend a hand.

I was the first to sign our nation's laws  
I envisioned a great new world.  
I was ever so proud to fly the flag  
That Betsy Ross had unfurled.

I'm very rich in farming,  
I have some industries, too.  
And many historic sights can be seen  
By everyone driving through.

I have no mountains, as you can see;  
I lay flat except for some hills;  
But I've many miles of beaches  
Where all can go for thrills.

I'm very proud of my heritage,  
I've sent thousands to keep us free.  
For no one, and I mean no one,  
Shall take my liberty.

How I've been kidded about my size!  
And all I haven't got,  
But I know God smiled on me  
I'm the first one of the lot.  
I'm as small in size as a diamond is  
And like that gem, I'm rich and rare;  
If you have been wondering who this is,  
I'm the First State - Delaware.  
And, with the other Forty-nine  
We form this land so great  
And someday we will live to see  
This great land free of hate.

Then, someday when the roll is called;  
You can just bet I'll be there!  
For I'm the First of our fifty -  
I'm the First State - Delaware.

Dear Mr. Lloyd,  
Just as poet Dorothy M. Moffitt wrote about Sussex County that "I'm very proud of my heritage," there's certainly no question about the patriotic enthusiasm of Seaford's Lloyd family.

While recently filing some papers that had been accumulating on my desk, I came across a copy of a speech made earlier this year by my colleague Senator John McCain, and thought of the letter you had written me a few months ago. Over the last twenty years or so, it has been my custom whenever possible to join the Delaware V.F.W. at the annual Congressional Dinner put on by the Veterans of Foreign Wars in Washington. I have been fortunate and privileged to listen to many outstanding speakers during that span.

I thought that the March 7, 1995 acceptance address delivered by the V.F.W.'s most current honoree, former Vietnam P.O.W. John McCain, was so extraordinary that I had it printed in the March 23rd Congressional Record. In light of the great sacrifice made by your stepson Richard S. Dennison, I thought you'd particularly appreciate reflecting upon Senator McCain's words.

Thanks for the many kind and gracious sentiments expressed in your summer letter.

Sincerely,  
Joseph R. Biden, Jr.  
United State Senator

Enclosure.

P.S. - I hope the smallness of the print doesn't deter you!

targeted for demolition. So the troops did have a responsibility -  
nons were meant to be leveled at any target that displayed too much Southern sentiment.

There were, of course, no violent hostilities. A segment of the community welcomed the troops and another segment resented them. When the war was over the troops left and what happened to the other two cannons I have no way of knowing.

## Historic pre-WWI gun is one of 55 ever made - by Tony E. Windsor

It has rested on the front lawn of the Nanticoke Post 6 American Legion home in Seaford for over 60 years. Children stop and play on it and war buffs admire its remarkable condition. It's a pre-World War I Howitzer 4.7-inch gun.

It was in 1934 that American Legion Post commander Harry Truitt and Raymond Lloyd Sr., made a trip to the Aberdeen Proving grounds in Aberdeen, Md., in Lloyd's pickup truck.

The men's mission was to bring a 1906 military cannon back to Seaford to be displayed on the front lawn of the new Post 6 American Legion Log Cabin.

Lloyd's son, William Lloyd of Seaford, is a Post 6 member and takes special pride in caring for the cannon. He said bringing the cannon back was no small ordeal.

"My Dad got caught in a storm on the way back from Aberdeen and they almost lost the cannon," he said. "When they got to the Legion home they got a group of men to help bring it off the truck and tore up the back end of Dad's new truck."

Every two years, Lloyd paints the cannon and makes sure it stays in prime condition. "A few years ago Jack Owens made arrangements to have some students at the Del Tech College fix the wooden wheels on the cannon.

A spokesman at the U.S. Army Center for Military History in Washington, D.C., said the cannon is one of 55 made just prior to World War I. He said the cannon was used for training exercises for U.S. troops.

In 1930, the Army downsized its arsenal and made the cannons available free to any military organization that was willing to display them prominently. "You would think that there would not be many of these 55 cannons left, but it is amazing how many have turned up in different places across the country," the spokesman said. "I think including the one in Seaford, we have documented about 25 of these original cannons still being displayed."

Lloyd said Russell McCabe, a representative of the Delaware Archives and History Department, has indicated that the state will place a special historical marker at the site of the WWI cannon in July.