

# Fully, Freely, & Entirely

Volume 16, Number 1

Newsletter of the Delaware Heritage Commission

Summer, 2005

## DEL. HERITAGE COMMISSION 5K Summer camp off to a running start

The inaugural Hands On Heritage Camp 5K was held Wednesday evening, April 27, 2005. The run/walk began at the Overlook Pavilion on the Wilmington Riverwalk with a loop around Frawley Stadium. Proceeds from this event benefited the Hands On Heritage Camp scholarship fund.



Each year the Commission sends nearly 100 middle and high school students back in time to experience the rich history of Delaware through hands-on activities. For many years the Commission has worked very hard to solicit scholarship funding from many Delaware corporations and service organizations. Since 2001 we have noticed a decline in corporate giving. This in turn drives many organizations like the Heritage Commission to service groups in search of funding. With only so many slices in the pie, many groups are receiving less and less each year for their programs.

The Commission decided to create this unique fundraising event to provide support for the camp's scholarship program.

**Since 1993 the Commission has sent over 500 youngsters to the Hands On Heritage Camp free of charge. All of our scholarship recipients come from single-parent or single-income families or have been recommended by their social studies teacher in their school.**

For additional information on camp or to contribute to the scholarship fund please contact the office at 302-744-5077.

## COMMISSION CELEBRATES 30 YEARS Institutional History book published

In 2002 the Delaware Heritage Commission celebrated thirty years of service to the citizens of the First State. To mark the first three decades, the Commission produced an institutional history. The book will be made available to every historical society in Delaware so it may be used as a guide for local community history organizations to follow when they begin to chronicle their history.

The Commission has always supported the work of communities in Delaware in their effort to capture their history. We realized that we hadn't done that ourselves! We now feel that our book will be a fine blueprint for others to follow when they decide to pen their organizational history.

## **DELAWARE: A GUIDE TO THE FIRST STATE Coming this fall**

The next book in the Delaware Heritage Press Collection will be a reprint of the out-of-print 1938 classic, *Delaware: A Guide to the First State*. The book was a WPA project and is a comprehensive guidebook to the history and heritage of Delaware. The book will include state and town histories as well as unique insights into Delaware from research completed over 70 years ago. The book will be a piece of nostalgia for many as some of the sites and destinations are gone from our landscape but many remain and to get a glimpse into their history as it was researched in 1938 is a real treat for Delaware history fans and collectors.

The book contains numerous photos from all over the state. Many photos are of buildings that still stand today. The book will also include the original pen and ink drawings by artist John Moll.

This book will go into production this summer with a fall release planned. Look for an update in the fall issue of "Fully, Freely & Entirely."

## SUMMER CAMP 2005

### A Preview

#### New Themes, New Adventures, Same Fun!

#### **Forts, Plantations and Old Houses—**

##### **Kent and Sussex County**

##### **June 27 — July 1**

*Points of departure: DelTech Georgetown;*

*Delaware Public Archives Dover*

June 27 Fort Miles & Cape Henlopen State Park

June 28 Governor Ross Plantation and Mansion

June 29 Fort Delaware

June 30 George Read House & Old New Castle

July 1 A Day in Colonial Dover

##### **Colonial Delaware—New Castle County**

##### **July 11 — July 15**

*Point of departure: Christiana Mall food court entrance*

July 11 Judge Morris House part 1 (Army life)

July 12 Claymont Stone School

July 13 Dickinson Plantation

July 14 New Castle Courthouse & Old New Castle

July 15 Judge Morris House part 2 (Civilian life)

##### **Uniquely Delaware—New Castle County**

##### **July 18 — July 22**

*Point of departure: Christiana Mall food court entrance*

July 18 Delaware State Police Museum

July 19 Iron Hill Museum

July 20 Fort Delaware

July 21 Greenbank Mill

July 22 Delaware State Fair

##### **Sea, Air and Land—New Castle County**

##### **July 25 — July 29**

*Point of departure: Christiana Mall food court entrance*

July 25 Indian River Lifesaving Station &  
Lightship *Overfalls*

July 26 Air Mobility Command Museum

July 27 Lewes Historical Society

July 28 Greenbank Mill

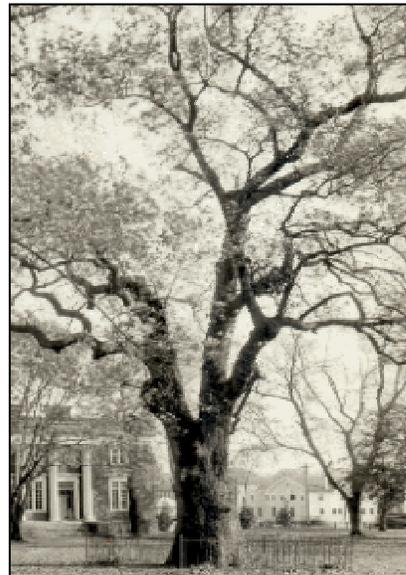
July 29 Brandywine River canoeing

At the time of printing, openings remain for the New Castle County Weeks. Please call the office to check availability.

## A TREE GROWS IN DOVER

In the American colonial period, spirited meetings were held under the cover and protection of a large trees to plan for the independence of the original colonies. History notes the first meeting was held under large elm in Boston in 1765. Calling themselves the Sons of Liberty, our forefathers met to decry the Stamp Act, a tax the King placed on newspapers and official documents. Paul Revere designed a medal that was worn by each of the Sons of Liberty. The medal depicted the image of the elm with the inscription "Liberty Tree."

And so, these trees became known as Liberty Trees. The first Liberty Tree in Boston was felled by the British in



1775. In 1999, the last Liberty Tree in America fell victim to Hurricane Floyd. The stately elm (left) stood for over 400 years on the campus of St. John's College in Annapolis, Md. It rose to over 100 feet with a shade cover of nearly 60 feet.

Under the direction of the American Forests Historic Tree Nursery, thousands of seeds were saved from the downed Annapolis tree. The seeds were used to create a new generation of Liberty Trees. Of the multitude of seeds, only fourteen trees resulted. The first of this new generation of Liberty Trees was planted in Connecticut. It is the hope of the Providence Forum, the group sponsoring seedling gift events, to have each of the thirteen original colonies receive a Liberty Tree seedling (with the fourteenth possibly for the White House grounds). Cloning experiments continue at the University of Maryland.

During a special ceremony in Dover in May, a Liberty Tree seedling was presented to Lt. Governor John Carney. The tree will be planted in the Legislative area in Dover.

## Delaware Medal of Honor Association

The Commission has had the pleasure to work with the Delaware Medal of Honor Association over the last few years. This small but active group is led by the husband and wife team of Paul and Cassie Cathell of Wilmington. Paul has included the Commission in a number of veterans events and his annual National Medal of Honor Day.

Readers of "Fully, Freely & Entirely" may remember the issue that included the story of the Timko family of Newark. The Timkos had seven sons and a daughter serve in World War II. The story of the Timko family was brought to the attention of the Commission by Paul and Cassie Cathell. The Cathell's were also involved in having the late Nick Timko's name added to the Memorial Wall at the Delaware Memorial Bridge Park. The wall notes the names of Delawareans who lost their lives in service to the United States. Nick Timko was killed when his ship, the USS *Meredith* was bombed in the Pacific in 1943. The Cathell's produce a newsletter and to be placed on the mailing list please write to them at 303 Rothwell Drive, Wilmington, DE 19804.

## The Smith Brothers and Sister

The Timkos were not the only family in Delaware with such a unique service story. Following our work with the Timkos we received information on the Smith family.



Walter, Lester, Clifford and Roland Smith (above, left to right) were all veterans of World War II. Following the war they each served in the 923<sup>rd</sup> Ord. Heavy Maintenance Co. in Wilmington. They would later ship out again to serve their country during the Korean Conflict. While preparing to leave for Korea, their sister Lorraine, was already serving as a WAC corporal with the Eighth Army Hospital in Tokyo. Lorraine, at the outbreak of the Korean War, was already a five-year army veteran.

## VJ Day Bus Trip

In celebration of VJ Day (Victory over Japan, Sept 2, 1945) the Heritage Commission will sponsor a bus trip to the National World War II Memorial in Washington D.C. This event will take place on Friday, September 9. Coach transportation will depart from the Delaware Public Archives at 9:00 a.m., 121 Duke of York Street in Dover. The next stop will be the Memorial in D.C. We will depart from D.C. at 2 p.m.

We will spend the afternoon on the mall and you will have the opportunity to visit the Vietnam Memorial, the Washington Monument and other points of interest within walking distance. **The price of the trip is \$20 per person.** All attendees will receive a copy of the



**Gen. Umuzu signs the official document of surrender aboard the USS *Missouri*. September 2, 1945**

Delaware Heritage Press book, *Delaware's Coastal Defenses: Fort Saulsbury and A Mighty Fort Called Miles.*

The Commission staff will also raffle off a Commission gift basket full of souvenirs and other Commission books.

Please contact the Commission at 302-744-5077 (Kent and Sussex residents) or 577-5077 (New Castle County residents) to reserve your seat. Limit 40 participants.

## Van Tour of the Mason-Dixon Line

Take another trip with us this winter as we travel the Mason-Dixon Line. Last time we ventured along the line in New Castle County. This time the adventure will be in Kent County. Our Mason-Dixon tours are held in cold weather so the vegetation is down and the bugs are no longer a nuisance. Join us for this tour on Saturday, December 10. We will meet at the Delaware Public Archives at 9 a.m. Bring a lunch and appropriate cold weather clothing. We will travel in a State van. Limit 12. Call to reserve a spot. Fee: \$10 each. Attendees will receive copy of the book, *East of the Mason-Dixon Line*.

# INDIAN RIVER SCHOONERS

Imagine a schooner almost sixty feet long with an expanse of sails on two, sixty-foot tall loblolly pine masts, sailing through the meandering Indian River Inlet to the ocean from landings on the Indian River. They did, during their heyday, the last half of the nineteenth century and the very early years of the twentieth century.

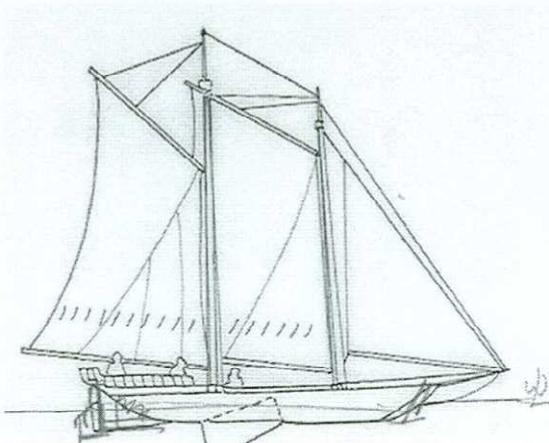
These now-hard-to-imagine schooners must have been beautiful sailing through narrow waterways upstream as far as Daisey Landing on White's Creek, beyond the Route 26 bridge on Vines Creek, up to Millsboro at the head of the river and to Rehoboth, across the expanse of Rehoboth Bay. Not only did they ply the Indian River and its tributaries, but many were built on the Indian River at such places as the head of Blackwater Creek.<sup>1</sup>

These Indian River schooners, manned by small crews of two to four men, carried cargoes of pine and oak lumber to places like Millville, New Jersey; New Castle and Wilmington, Delaware; Philadelphia and even ocean ports near New York. They also carried fruit, tomatoes, grain, and, possibly, other crops. The schooners returned with flour, lime, coal oil and manufactured goods, generally of significantly greater value than the lumber sent north.

Eventually, the combination of competition from the railroad and new roads and silting of the river and landings ended their important contributions to the local economy. Little has been written about them and none have survived to sail today.

The *Liberty* (at right) was one of these schooners, built at the shipyard at the head of Blackwater Creek in 1857. She was 57 feet long and 19 feet wide and navigated the shallow river and bay waters with a centerboard and a shallow draft of only four feet. The *Liberty* was chartered and owned by six local businessmen and entrepreneurs, all of whom lived in Baltimore Hundred within a few miles of Blackwater Creek.

Sloops (below) and small schooners from ten tons to just over forty tons and ranging in length from thirty feet to nearly sixty feet sailed from such places as Daisey and Pennewell's Landings in Ocean View, White's Creek in Millville, Blackwater Creek and Millsboro. The smaller sloops had one mast with a gaff rig. The schooners had two masts.



The Annual Reports of the Life-Saving Service<sup>2</sup> and Daily Logs of the Indian River Life-Saving Station are an excellent source of information on shipping from the Indian River and Bay area.<sup>3</sup> They record life-saving actions by the Station Keeper and surfmen to rescue ships and crews in distress. Most incidents involved schooners that ran aground on sandbars or in the surf while entering or leaving the Indian River Inlet, a meandering and treacherous natural inlet then located about a mile north of the present inlet. The records of such incidents include the date, the ship's and Master's names, number of crew, description of the incident and actions taken, weather, ship size (tonnage),<sup>4</sup> at one time value of ship and cargo, port of embarkation and destination.

	<u>Share</u>
Reuben West (Master)	1/4
Lemuel Derrickson	1/8
Kendel Rickards	1/8
Elijah Lynch	1/8
Benjamin Gray	1/4



**Liberty**

Courtesy of the Mariner's Museum, used with permission

The following excerpts from station logs from 1882 through 1890 provide an understanding of shipping from and to the Indian River and tributaries. All the schooners in these incidents were refloated and no crewmen were lost:

- October 6, 1882 - Schooner *Dan*, of 28 tons, "Chamberlain," Master and three crewmen. Becalmed outside Indian River Inlet and carried ashore by current and grounded. Cargo of oak lumber from Indian River to Port Penn, N. J. Ship value \$1000 and cargo value \$400.<sup>5</sup>
- October 6, 1882 - Schooner *Chief*, Melson, Master and two crew. Becalmed like *Dan*, above, and grounded. Cargo of pine lumber from Indian River to Millville, N.J. Ship value \$700 and cargo value \$325.
- October 23, 1883 - Schooner *Dan* [2nd time], "Champlain," Master and three crewmen. Grounded. Cargo of pine wood from Frankford, DL. To Philadelphia. Ship value \$1,400 and cargo value \$160.
- October 8, 1884 - Schooner *Sea Foam*, of 13 tons, Tunnel, Master and one crewman. Ran on bar south of inlet. Cargo of pine lumber from Ocean View to Philadelphia. Ship value \$1,200 and cargo value \$150.
- June 22, 1887 - Schooner *Addie* of 17 tons, "Aydelett," Master, and one crewman. Ran aground. Cargo of lumber from Indian River to Millville, N. J. Ship value \$1,000 and cargo value \$150.

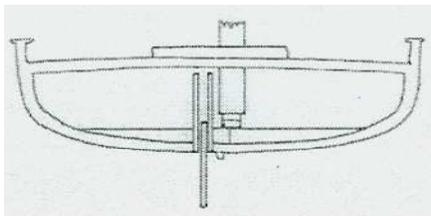
## By Gordon Evans Wood Sr.

From his den window, Mr. Wood has a clear view of Daisey Landing in Ocean View, wishing it were possible to go back in time for an instant to observe these boats at work.

- October 19, 1889 - Schooner *Starlight* of 10 tons, Steel, Master, and one crewman. Grounded on bar. Cargo of bricks from Morris River, N.J., to Indian River. Ship value \$500 and cargo value \$40.
- May 6, 1890 - Schooner *White Cloud* of 9 tons, Justice, Master, and one crewmen. Cargo of lumber from Indian River Inlet to Millville, N.J. Ship value \$500 and cargo value \$150.
- July 1, 1890 - Schooner *J W Somers* of 18 tons, Burton, Master, and one crewman. Cargo of lumber from Indian River to Red Bank, N.J. Ship value \$1000 and cargo value \$100.
- September 22, 1890 - Schooner *Northern Lights* of 19 tons, Lynch, Master, and one crewman. Cargo of lumber from Indian River to Millville, N. J. Ship Value \$800 and cargo value \$250.

Most of the rescues involved carrying the ship's anchor seaward in surfboats and heaving a grounded schooner off a shoal at the next high tide. Some also required the removal of part of the cargo to help float the schooner off a sand bar or shoal. A very small number required pumping and leak repair.

Most of the two-masted schooners had a very shallow draft and were about three times as long as they were wide, with a full midsection and a sharp bow. The registration records of the *J. C. Townsend* indicate she had one deck, two masts, a square stern, and a "scroll" head while the *J. W. Houston*, on the other hand, had a round stern. As recorded in the Indian River Life Saving Station reports, they were manned by a master and one to three crewmen, depending on their size. They were schooner-rigged because the smaller sails on the two-masted schooners were easier to handle than the large mainsail on single-masted sloops.



A diligent search for pictures of locally-built Indian River schooners produced only the above picture of the *Liberty* found at the Maritime Museum in Newport News, Virginia. This picture confirmed that they were very similar to the line drawings of a schooner one page four. The below cross section of a centerboard is based on the Chesapeake Bay Centerboard Schooner. Boatbuilders traveled between the Chesapeake Bay and Delaware Bay shores of Delmarva, so the Chesapeake Bay Centerboard Schooner probably also typified the schooners plying the Indian River.

Much like the Chesapeake Bay Centerboard Schooner, most had one deck, a straight keel, square stern, and a billet bow (straight large timber attached to the keel) with a long bowsprit and possibly a long cutwater. The mainmast was offset slightly from the keel to accommodate the centerboard well, which was adjacent to the keel.

In 1880 it cost about \$55 per ton (100 cubic feet cargo space) to build one of these schooners.<sup>6</sup> This is roughly equal to \$22 per foot. The typical fifty-foot schooner could

cost about \$1,100 to build. This is consistent with the values of the ships in the Indian River Life Saving Station incident reports.

A number of the schooners and masters in the Life-Saving Station Reports were involved in multiple reported incidents-four each for Schooners *Addie* and *Emily Belle*, four for Master Lathbury, and five for Master Justice. At first, I concluded that these schooners or masters must have been accident-prone. On reflection, however, considering the small number of incidents over almost twenty years, it is apparent they were expertly handled by experienced masters. They regularly confronted changing wind, visibility, tide, current and surf conditions, as well as changing shoals in and around the unstabilized inlet. Their shallow draft made them hard to handle. The wonder really is that there were so few recorded incidents involving the Indian River Life-Saving Station during this period and none recorded with loss of life involving schooners sailing from or to the Indian River.

Most Masters had local names such as Aydelotte, Lynch, Tunnel, Justice, Burton and Lathbury, even though the schooners may have been home-ported elsewhere.<sup>7</sup> There were others, I am sure, including my great-great-grandfather, Captain John Cornealius Hall, who was master of a schooner. A number of contemporary "Captains" are buried in the Bethel Methodist Cemetery in Ocean View, some of whom must have also sailed Indian River schooners.

These schooners and their captains and crew were an important part of the local economy. It is difficult to imagine ships of such size loading and unloading years ago, here in White's Creek. Regrettably, these schooners are gone now. By 1915, only three or four of these ships were still in service.

One schooner, the *Adella Maud* has visible ribs and the stern of the hull may be seen at low tide, north of the Vines Creek Bridge on Route 26. She was probably abandoned on the Marsh in 1914 or 1915 and burned to the waterline. She rests near the timbers of a dock where ships were loaded, probably with lumber from a close-by mill. A competent survey of the remains of the *Adella Maud* would tell us much about the construction of these old schooners.

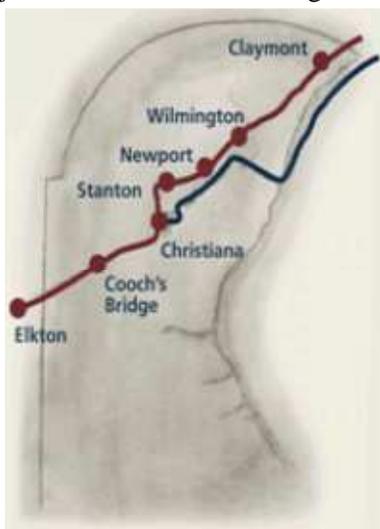
- 
1. National Archives and Records Administration, Old Military and Civil Records, Washington D.C. Vessel Enrollment #21, October 19, 1857, Custom House, Port of New Castle, Del.
  2. Annual Reports, U. S. Life Saving Service, U.S. Government Printing Office
  3. Indian River Lifesaving Station Logs, National Archives and Record Center, 900 Market Street, Philadelphia, Pa.
  4. Ship tonnage is a measure of volume. One gross ton is equal to 100 cubic feet. Net tons in sailing ships is gross tons less that volume in units of 100 cubic feet devoted to crew space.
  5. The ship size and ship and cargo volume were estimated by the Station Keeper. Values for the same ship could vary from incident to incident by as much as a factor of two.
  6. Paul C. Morris, *American Sailing Coasters of the North Atlantic* (Chardon, Ohio, Block and Osborne Publishing Co., 1973), p. 67.
  7. The full names of some of these masters who at one time served as crewmen on the schooner *Henry Brown* may be found at the end of chapter 21 in the book, *Letters to the Little Ones*, by the author of this article.

## Washington-Rochambeau Revolutionary Route A French Legion Kept Watch in Wilmington

During the American Revolution Lauzun's Legion spent the winter and spring of 1782-83 in Wilmington to help guard Philadelphia and Baltimore from British attack. The troops were housed in the Wilmington Academy, located where the Grand Opera House stands today. The Legion protected the region, enriched the town, and gave us many new citizens.



In 1780 King Louis XVI of France sent troops under General Rochambeau to help the U.S. win independence from England. After a winter in Newport, Rhode Island, Rochambeau's forces joined General Washington's Continental Army north of New York City. British fortifications there were strong, but a British army under General Cornwallis had a weak position at Yorktown, Virginia. The allied generals planned a rapid march south and asked French Admiral de Grasse to bring his Caribbean fleet to help in the attack.



Legend: the dotted line is the land route taken by 6,000 French and U.S. troops; to the right is the river route taken by 500 U.S. Continentals

On September 2 - 9, 1781, some 2,500 Continental troops and 4,000 French troops marched, rode, and rowed through Delaware (see map). The French camped near Second Street in Wilmington and Water Street in Newport. The Americans camped at Richardson's Mill and in Christiana.

In November 1781, immediately after the victory at Yorktown, Delaware celebrated as Washington and his troops returned north. In August 1782 Rochambeau and

his troops passed through Delaware going north to Boston. But in October of 1782 — a full year after the siege at Yorktown — the British army still occupied New York City and Charleston.

Lauzun's Legion of Foreign Volunteers was sent to Wilmington, from where it could rapidly move to defend the U.S. capital city of Philadelphia or the French siege artillery, which had been left at Baltimore. From December 1782 to May 1783 some 280 hussars (mounted infantry — see figure) plus 100 grenadiers, 100 chasseurs (light infantry) and 100 artillerymen lived in the Wilmington Academy and vacant houses in the city.



The French helped the local economy recover from war taxes by paying for their food and lodging using silver coins — "real money". The French paid local carpenters to build a stable for 280 horses behind the academy and held military drills several times a week. The officers stayed with local families and attended meetings of the local Masonic lodge.

The Philadelphia paper reported on the trial of a band of thieves who stole 10,000 French crowns (silver coins) from the Legion's treasure room while an accomplice kept the guards busy playing cards. After a servant girl reported overhearing the thieves brag about the crime the sheriff arrested them and recovered most of the coins.

Good will and silver coins were not all that remained in Delaware when the Legion sailed out of Wilmington for France in May of 1783. Four of the Legion's soldiers died here, twenty-nine deserted here, and thirty-eight completed their terms of service here and did not enlist.

One of those who remained was Dr. Joseph Capelle, from Flanders, serving as assistant surgeon with the Legion. He married Mary Pearce from Baltimore, raised a family in Wilmington, and was an incorporator of the Delaware Medical Society. He is buried in the Old Swedes Church Cemetery.

By Ralph Nelson, Delaware W3R.

The first in a series of wayside interpretive panels was unveiled in Wilmington near the Grand Opera House in April. It is the first in a series of signs to be unveiled in anticipation of the Washington-Rochambeau Revolutionary Route celebrations in 2006.

## Lewes 375

Next summer the state of Delaware will celebrate a unique anniversary. 2006 will mark 375 years since the original founding on the what the Dutch called Hoornkill Creek in 1631. They would later name the area Zwaanendael. Today we know the town as Lewes. The settlement didn't survive more than a year following a dispute with local Indians that led to the death of a few of the Dutch settlers. In 1632 the Dutch returned and hoped that Zwaanendael would become the center of whaling and fishing operations. After unsuccessful attempts to create the industry the Zwaanendael settlement would be abandoned once again.

In 1638 the Swedes would land in Wilmington and build Fort Christina. The Swedish colonial effort would prove successful and therefore Wilmington is considered the first permanent settlement in Delaware. Zwaanendael (Lewes) is recognized as Delaware's first settlement.



Beginning next May look for various event to unfold in Lewes to mark the 375<sup>th</sup> anniversary of Delaware's first settlement. It promises to be a summer of celebration including fireworks, parades, tall ships festival and more. Also a display of history will be created by the Delaware Public Archives will be available for public viewing.

The Heritage Commission will be an active participant in the planning of the events planned for next summer. In the meantime, stay tuned for more details. Read more about the founding and creation of settlements in Delaware -- two Delaware Heritage Press books are available to tell the fascinating early story of the First State -- *Colonial Delaware* by Dr. John Munroe and *East of the Mason-Dixon Line* by Roger E. Nathan.

- *Colonial Delaware* sells for \$15 for hardcover and \$10 for softcover.
- *East of the Mason-Dixon Line* sells for \$5 in softcover only.

The Cape Henlopen Lighthouse, above, fell into the ocean on April 13, 1926

## Oral History Bethany Beach, Arden

The Delaware Heritage Commission continues to support the collection of oral history. Recently the staff found themselves in Bethany Beach and in Arden as the towns are beginning to collect the stories of residents.

The Commission staff offers a one hour presentation and how-to workshop for an individual or group interested in beginning an oral history program. Town history can be brought to life for future generations by the stories of some long time residents. Bethany Beach and Arden collectors are realizing the value of personal recollections. Everyone has a story to tell and many are happy to be interviewed.

In Bethany Beach, residents and a historical committee wish to include oral history snippets to a display of photographs from Bethany's past in order to enhance the story the pictures will tell.

In Arden, the town's Craft Shop Museum is beginning a program to capture oral history as a way to "record important history of the village through interviews with residents young and old."

In both Bethany and Arden, visitors can find interesting small museums that do a wonderful job of preserving history. In Bethany Beach, stop by the town center building (just across from the totem pole, pictured at right) and be taken back in time to when Bethany was a sleepy Christian church – The Disciples of Christ – retreat.



In Arden, stop by the Craft Shop Museum located on Miller's Avenue. Here you will learn that Arden was a village of weavers, sculptors, smiths, and other artisans who found support in the Philadelphians who spent summer vacations in the town. Arden still values this history with the yearly Arden Craft Fair. This year's craft fair will be September 3, 2005. Arden has much more to offer, it is best to check out the website [www.ardenclub.com](http://www.ardenclub.com).

# Delaware Book Fair and Authors Day

Saturday, November 5, 2005, 10 am - 3 pm

Delaware Agricultural Museum and Village  
Route 13, Dover DE  
Free Admission, Lunch available

Each year Delaware Book Fair and Authors Day gets bigger and better. 2005 will mark the 10<sup>th</sup> edition of this one-of-a-kind book showcase. Delaware Book Fair and Authors Day celebrates Delaware writers and Delaware books! New books, used books, Delaware books and more will be available for purchase at the biggest and best event of its kind in the First State. Over 70 authors will be in attendance from all over the state and the peninsula with a variety of books available for purchase. This event is held close to holiday shopping season, buy a book for gift giving! Romance to history, mystery to true crime, there is something for everyone at the Delaware Book Fair.

## New Books

- Delaware authors will be in attendance with the novels, true stories, poetry and more. Buy a book, chat with the author, have your book signed.

## Delaware Books

- Come to Delaware Book Fair to meet authors, purchase books, get your book signed, have lunch and visit the Delaware Agricultural Museum and Village. This event is free of charge. (There is a \$5 charge for lunch.) At the event sign up for the free gift basket raffles.

## Used Books

- Selected Delaware libraries will be selling used books at the Book Fair. The books selected for the sale are quality used books. You won't find the cheap paperback with the cover ripped off at this event!

## Information Tables

- The Center for the Book will have an information table about upcoming literary events in Delaware. Local Museums will also have promotional materials and public information.



## Delaware Heritage Commission

121 Duke of York Street  
Dover, DE 19901  
302-744-5077 – Kent and Sussex  
302- 577-5044 – New Castle  
[www.state.de.us/heritage](http://www.state.de.us/heritage)

NON PROFIT ORG.  
U.S.POSTAGE  
**PAID**  
PERMIT NO. 1170  
WILMINGTON, DE

## Board of Directors

Richard B. Carter, Chairman  
Reba R. Hollingsworth, Ph.D., Vice Chair  
Robert L. Byrd  
James Cawley  
Gen. (Ret.) Francis A. Ianni  
Cheyenne Luzader  
Harvey B. Rubenstein, Esq.  
Samuel L. Shipley  
Jean Ramsey Smith  
James R. Soles, Ph.D.  
Robert M. Stark, Ph.D.  
William H. Williams, Ph.D.

## Ex-Officio

Joan R. Hoge  
Timothy A. Slavin

---

1  
2  
3  
4  
5  
6  
7