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Interview with Mr. Harry C. McSherry, Dover newspaperman, August 12, 1974,
by Rebecca Button.

Q This is an interview with Mr. Harry C. McSherry, the oldest working newspaperman in the state of Delaware. This is an interview on August 12, 1974, in his home in Dover. Mr. McSherry, could you tell us some of your experiences as a newspaperman?

A It's somewhat difficult to glance back over about 62 years of news writing, particularly when you consider my career began when you walked the streets and had no [inaudible] and it was necessary to travel, you had the horse drawn cab. But coming through, it was very interesting, particularly in those early days when we found it necessary to stop at every drugstore, corner store, doctor's office, pick up what information you could and then get the rewrite man on the telephone and go ahead with your story. I was working on a morning paper at that particular time.

During the [inaudible] of the legislature, I was declared to be the dean of the Delaware press to [inaudible] . . . and the incident caused me to realize that I was getting aged in this business of writing news, which I still follow and still enjoy.

One of the most exciting periods in my experience was connected with the explosion of the Eddystone Ammunition Plant in 1915. It took place at about 10:00 on a Tuesday morning, and I started on it and aided some Philadelphia papers with information at the time. I was with the Chester Times at the time. At 10:30 on a Tuesday morning, we went to the scene and we finished the coverage at 5:30 the following Friday afternoon with a mass burial in the cemetery for 156 unidentified bodies. And then we were glad to have a chance to get to bed.

But I had time out from the experience to serve in World War I as an overseas veteran, and when I returned, I returned to Chester and had to serve as an extra because the newspapers needed reporters while we were in the service. I did some work for several Philadelphia papers during the period. Finally in 1920, William Minton [sp] of the former Every Evening in Wilmington induced me to go to Dover to work on the Weekly Index, which I did, and remained until 1929 when I took over as Dover correspondent for about seven metropolitan papers from New York through Philadelphia to Baltimore. Then in 1931, the late Col. James C. Wicks [sp?], then publisher of the Delaware State News, asked me to assist him because he was having a little difficulty. I took over the news end as a preparation for the then Delaware State News. Following Col. Wicks' death, there were several changes in ownership until finally Jack Smith got ahold of it, and in 1953 he converted it to a daily newspaper, and I've served on that continuously ever since. A few years ago, the Sussex County Daily Eagle was combined with the daily Delaware State News, and I've been working on those since.

My principal interest has been coverage of legislative sessions. I

served as a legislative reporter in Delaware for 54 years at each session . . . naturally became acquainted with a good many members, and watched with interest transactions concerning laws. It was only natural that I should become acquainted with governors during that period, which I did. And strange as it may seem, the governor that stands out most prominent in my mind as serving first the state and next the people was the late Walter W. Bacon, who had two terms as governor, and they were outstanding terms despite the fact that he was bitterly fought politically by persons that wanted things he did not agree to. I used to [inaudible] confer with the Governor every morning when I came down here. He was usually in his office around 7:30 a.m., and about 8:00 I had a telephone call from him that [sounds like "the correct seven-price unit had gone out"].

I had very good cooperation in those days from several persons on what is now the News Journal staff . . . there are none of them still there, but they seemed quite anxious to . . . they'd rather to have the proper information given to the public and appreciated getting hold of it.

During my legislative experience, I also assisted in several writers becoming acquainted with the procedure in the legislature. That legislative service and a commentary column that I prepared each day along with some general factual news writing on reports, consists of my work today. I enjoy it. A lot of people think I ought to stop, but I don't know what I'd do if I did. I'll probably keep on going as long as there's a typewriter to punch and a ribbon to replace the one that I break.

I can look back on that career and say that I thoroughly enjoyed it. [Inaudible] . . . I had the opportunity to make many, many acquaintances and learned that after all the public is interested in having the truth presented in a manner they will understand.

It might be of interest to discuss the method of news reporting and news writing as it changed throughout the years. For instance, teletype today provides newspapers with reams of news. Back in my day in my early career, the telegraph news came over by the hand operator that would type it out and the reporters get ahold of it and try to shape it into a story. Also, in the present day, in the metropolitan area, they have reporters with radio-equipped cars that are on the scene of some happening, giving a verbal report to some fellow in the office putting the story together with the result that persons at the scene of the mishap, by the time they come downtown, will find a newspaper in circulation containing a full story concerning what happened. All of this is very good, but I was not raised in it, and I still go along with the theory of looking and inquiring and asking questions on what happened.

Another point I might refer to was the formation of the existing government in the city of Dover. During my early years in Dover, we had a town council without a charter. In those days the state would grant a charter in so many years to a town and when it expired, they'd have to have it renewed. Well, Dover's charter had expired; it hadn't been renewed for the simple reason that the late J. Wallace Woodford became

Loocherman

mayor, and he was instrumental in insisting on some changes be made in the operation in the government. I recall an instance during that particular period with no charter when the town council decided to improve what was known as [sounds like "Lackerman"] Street. In those days, if you stood at the Pennsylvania Railroad Station at the foot of Lackerman Street and looked to the old post office at the head of Lackerman Street, you saw a maze of awnings across the street, telephone and telegraph poles, trees, just a wild-looking maze. Mayor Woodford decided he wanted something done. He persuaded the council to order all of the awnings, the poles and trees removed from the street and a form of upright lighting installed and assess the property owners one dollar a front foot for the expense. Well, as I commented, there was no charter. There was one businessman insisted he'd go in the Court of Chancery and get an injunction against the imposition of this dollar per foot [inaudible]. That scared everybody for a while. Finally three or four persons went into that man's store and told him what he was stopping in the way of progress for Dover, and he finally withdrew his objection and the matter went ahead and was successful. Then the question came concerning the form of government for the city. During the 1927 session of the General Assembly, there were two proposed charters submitted for the city of Wilmington. There was a disagreement generally among the people from Wilmington concerning which charter they wanted. And the downstate members of the General Assembly took the stand they would not decide on either one of them until the city people could decide which one they wanted. As a result, there was no action taken on either one of them. Some interested Dover observed that one of those proposed Wilmington charters provided for a city manager form of government, and when the session was over, they procured a copy of that proposed charter and sent it to a nice conservative concern who reduced it to the size of an area such as Dover. And in the 1929 session of the legislature, it was presented as the proposed charter for Dover and was adopted and became effective and has been in effect in Dover ever since. It provides for a city manager and city council operation of government. Of course there's a mayor that has to approve ordinances and other city regulations and represent the city at public affairs and events. But that particular charter became effective and the Dover area began to progress. The effect of that action resulted in some other municipalities in the rural part of Delaware coming to Dover and studying the operation, with the result that they had charters for their areas prepared suitable for their size and ability along the pattern established by Dover. It was quite an achievement.

The people of Dover generally were interested in the actions of the General Assembly more so in the older days than they are in the present day. I can recall when an important question was coming before the General Assembly, to find the sessions crowded with persons either for or against the proposal. Today, you're fortunate if you find three people in attendance concerning the important pending legislation. Of course, as far as the Dover General Assembly is concerned, in my mind, and I repeat, my mind only, we . . . as far as the Dover General Assembly was concerned, there was an absolute change and difference in their activities with the advent of the legislative building, which was placed

into effect in 1933. Prior to that time, in the old State House up on the Green, the House Chamber and Senate Chambers were only about 50 feet apart through an aisle and as far as space for conferences was concerned, they would use the old Supreme Court room when they determined to have a caucus. Then I recall particularly, I think if I'm correct, the 1927 session of the legislature acted on 1138 measures in the 60 days permitted for the session at that time. In those days, the members would come from north and south on the train, they'd go in session at 11:00, they'd stop at 4:30 and go home, and they were strictly attending to business the whole time they were in session, and legislation would receive the consideration of the people involved. If there was something for a member to take up with his constituents, he'd do it when he went home in the evening, probably by telephone or personal contact. Then when the legislative building became in operation, there was an awful lot of space. Both houses had terrifically sized chambers. There was a lounge and a basement section beneath each house, and locker rooms and so forth attached to 'em. The members could meet down there. It wasn't long before the sessions began meeting in the afternoon, and in more recent years, they usually had to have a caucus either before the session met--that was the practice up until a few years ago--or during the midst of the afternoon session, they'd take a recess for a caucus consuming an amount of time. In my opinion, the old system was much greater for efficient legislation than we are getting today, because for one thing we have experienced in the last dozen years too many members of the General Assembly coming to Dover with personal matters paramount in their minds, the needs of the state being given secondary consideration. Unfortunately, and I say this with all due respect to everyone concerned, the actions and activities of the sessions have reached the point where the needs of the consumer, the constituent, so to speak, become of secondary consideration. On the other hand, you will find members in there, as I have found, who will give very strict and immediate attention to something that they think affects their constituents. There will be others who proceed the way they think they can gain the most. That arises from the fact that too many members of the General Assembly, in my opinion, have considered their membership as a secondary job, a second profession to the one that they occupy regularly, and devote most of their time and attention to their original job more so than the needs of the legislature. The . . . changes have taken place in the legislative procedure, some good, some not so good. I recall a few years ago, I think it was probably 1935 or 1937, when Dr. [sounds like "Stenger"] was a member of the Senate, was chairman of the joint legislative finance committee, and distinctly told the members to watch what was known as Title III and so forth coming out of Washington, where they offered this opportunity of so many thousand dollars if the state would put up so much more with it. He pointed out that usually they would find the necessary people coming with the money and what happened when the federal government decided not to put up that money . . . where would the state be with the services? I have often commented on this, that as a result of that situation, the State Department of Public Instruction directory has reached the point where it greatly resembles the pages of a telephone directory in the number of persons listed thereon. But there may be points to this bit of assistance that are not known. Of course we old folks are accustomed to education along the principal requirement. In other words, I would like

to see the high school education get back to the time where I saw Dover High School turn out three young men that walked right into the nation's military academy, through proper examination, and made good in the services . . . where another man came out, became a Rhodes scholar . . . where three different girls, graduating at different times at the head of their classes, entered Cornell University and were the valedictorians of their classes in Cornell. I'm very familiar with they type of education and I know how much it meant to the people in those days. When I look at today's fiscal statement issued through the governor's office and see where the last fiscal year \$152,000,000 plus was expended for education, I don't regret, I only hope that as a result of that expenditure some folks receive considerable education.

Now I'd like to turn to the transition of the Delaware College and the University of Delaware. There was quite an argument at the time, and only through the interest of some principal people in Wilmington did it come about where the former Delaware College was given university status with the result that it has reached the pinnacle in the education world it has reached today. That was predicted in those days. I can remember distinctly the late Judge Hugh Morris of the Federal Court addressing a meeting of legislative folks in the old Dover Armory in which he pointed out that making that change would result in a golden opportunity for higher education in the best possible place for a good many Delaware students. He advocated quick and prompt action, and that's what happened and of course as the public now knows, there was never any regret in making those changes.

We had in our experience a number of instances in connection with improved highways. Of course, I need not point out when I started reporting in Delaware there was one [sounds like "strong road"] as they called it existing from Dover to Smyrna and the highway . . . that [inaudible] General T. Coleman DuPont constructed from [inaudible] to Georgetown, known as the DuPont Highway. The folks became interested when they found how easy it was to drive cars on these highways. The state began building. Then the next move was the development of the county state aid highways where the county and state joined together in building the roads on a mutual agreement between the two bodies, and that brought forth what was known as the single [sounds like "eight foot"] highways which existed in many parts of the state for some years until later the Highway Department enlarged them. Then in 1935, by legislative action, the state took over all the roads in the state, and of course has been handling them ever since. But the most interesting highway development was the creation of the Route I-95. The question of constructing that road and the bond issue attached to it caused many persons to do a lot of figuring. And much to the surprise to all concerned, the General Assembly approved a complete bond issue for the construction of that highway from the Maryland to the Pennsylvania line. The amount of that bond issue was something over \$17,000,000 and of course part of that highway was built in areas where federal aid was possible. But the section on which tolls were collected was entirely a state operation. In connection with that, the Delaware Memorial Bridge comes to mind, and something that some of the old-timers are still very, very angry over what happened.

It will be recalled that the river crossing was served by a ferry line from New Castle and that the bridge was discussed pro and con. A tunnel was discussed. Finally, the late [inaudible] DuPont, Jr., as chairman of the State Highway Commission, had engineers do a complete survey on the possibility of revenue and the possibility of use of such a crossing that was to connect up with what was then planned as the New Jersey Turnpike. Eventually, it was agreed upon as a revenue-sharing bond . . . revenue-paying bond issue, and after much difficulty and much [sounds like "clemasus" (sp)], the state of Delaware was able to have a bonding house take over the bond issue and provide the money for the construction of the bridge. And then the engineers completed the plan. Just about the time, the late W. W. [sounds like "Mack"] completed his tour of duty as chief engineer of the State Highway Department and was assigned to be construction engineer for the bridge. And it might be of interest to point out that the engineer studying the plans and ironing out the plans on that bridge was Richard D. Haber, the present chief engineer of the State Highway Department. I recall a visit to Turkey Point where the engineering headquarters were. Mr. Mack and Mr. Haber stood on the bank of the river and pointed out to me on the water where the piers would be, and all I saw was a lot of water. But Mr. Haber took me inside, opened up the plans and laid it all out. And the first Memorial Bridge was erected on plans that were completely interpreted by that group. That was very well and fine. Then it became known that Dover only had permission to collect tolls on the bridge as long as it had bonds to pay. And down through the years, as was generally prophesied but not expected by some New Jersey officials, the bridge traffic became heavy and the revenue became great. In order to try to hold off the end of the agreement, the Highway Commission finally took the tolls down to 25¢. But the revenues still came in and the bonds were eventually paid off. Then it was necessary to go to Washington for a new permit for the continuation of the bridge. Then something happened that some of us have never forgotten. When they got to Washington, they were told emphatically no agreement unless we let New Jersey in. When some of us remembered how New Jersey fought against the bridge in the beginning, we were certainly put out by the fact that they were being ordered in now. Congressional members made an investigation and found that there was too much against them, New Jersey had the other people with them, so they held a meeting in Dover, and out of that meeting came a conclusion that we'd barricade the bridge and leave the New Jersey Turnpike go. That was not an official meeting. That was just a group of people that had lived through the entire experience. And when they got ready to present it to the Highway Department as a request, they found out it would take about \$100,000 a year to keep the bridge maintained the way it should be for continuous operation, and we began to figure ways and means of getting the \$100,000. When the matter was placed before some members of the Highway Commission, they immediately went to Washington with the idea of barricading the bridge, and Delaware was told right to its teeth in Washington, "Go ahead and the government will pull down the barricade." So we couldn't get anything at that point. The only thing we could do was say, "Go ahead New Jersey, you have won." All we did was provide through a lot of difficulty. Newer residents of the state know nothing about that. Some of we people who lived through that period will never forget it. And also, when an effort was made to enlist the aid of New Jersey in the project in the beginning, what

we were told and how they wondered how we got by the Delaware State [inaudible] . . . to even consider such a plan. Well, that's all water over the bridge now, or under the bridge--the bridge is there. But that was the way Delaware was treated on that. When the legislature approved a plan for the bridge and the necessary authority for the application, I remember the then Gov. Beacom appearing on the balcony of the Senate and telling the senators that the action taken that day would live for many years in the future of Delaware and the ability to serve the public.

Another important highway matter that comes to mind was the entrance to the Memorial Bridge and the continuation of traffic there in front of Farnhurst. It so happened that just about that period, there was three engineers . . . [inaudible] if I remember correctly, had arrived in New York and their sponsors left them. A lady from Wilmington had heard about it, went to New York to see 'em, and found out the situation, and she came back to Dover to the Highway Department to see about making possible the employment of these people so they would have a right to come into America having a job when they got here. One of those men had constructed a 20-story apartment house very successfully that never had a corner in it. And [inaudible] had seen those designs and were most interested. Then the question of this traffic situation at Farnhurst came up and the highway engineers turned it over to this man. He went up to Farnhurst and sat down on a bench in the yard and looked the thing over and studied it. And eventually he made a few marks on the back of an envelope. The next day he went to his drawing board in the Highway Department and began a design. And when the design was completed, it was the present entrance and departure of traffic from the Delaware Memorial Bridge at Farnhurst, a wonderful tribute to a man that had difficulty getting into this country. Those are landmarks that go in the line with me in my newspaper career that I [inaudible] into and I handled from time to time, but they were landmarks of the progress of Delaware, the improvement of Delaware, and for the betterment of Delaware people. I am happy that I have had the opportunity to live through 'em.

Q Could you tell us about some of the governors you've known, Mr. McSherry, and the way they attacked legislative problems, perhaps?

A Going back through my mind, I cannot pass over my first meeting with the late Gov. John G. Townsend, Jr. of Delaware. It happened in 1920. A Philadelphia reporter and myself were covering the special session of the General Assembly to act on the Women's Suffrage Amendment, and it was quite a battle. I've often joked about this, the supporters of the amendment would wear red flowers, the opponents yellow flowers, and they often said that they cleaned up the dandelion plants on the Dover Green in order to have the yellow flowers in the legislative session. But of course history now knows that that was never approved by the legislature. But we decided one morning that we would call on the governor to find out his reaction of this. And having been familiar with calling on governors and [inaudible] . . . we naturally proceeded to the State House, went in the door, and we saw a sign on top of the door, "Governor," we went in, big burly man stepped out of the room, "Good morning, gentlemen." We said good morning. "What can we do for

you?" I said, "Well, if possible, we would like to see the Governor." He said, "You would?" We said yes. "Well," he said, "look at him. I'm the governor." We were hoping the floor would open up and take us, but it didn't. But don't you know, he give us one of the finest interviews that it's my experience to have with a chief executive of the state. The next . . . after the episode with the Governor, was with the tenure of the late William Denney [sp?] as governor. As some folks recall, a vacancy in the office of chancellor occurred at that time, and Josiah Wolcott, whose father had been governor, was then United States Senator and he had a big desire to be chancellor and arrangements was made for him to resign as senator to be appointed chancellor. When it came for confirmation in the Senate, the battle between the so-called [sounds like "Salisbury and Marvel"] forces in the Democratic party could be heard all over the Dover Green. In fact, the late Charles [sounds like "Buthrey"] in Harrington, a leader of the opposition to the appointment of the new chancellor, would frequently be on his feet with tears in his eyes pleading for the state of Delaware. But it was approved, and Josiah Wolcott became chancellor [tape is interrupted here]. . . . The late Josiah Wolcott resulted in being one of the most outstanding chancellors the state has ever known. To visualize the situation, you must remember there was one chancellor with responsibility of courts in three counties. Chancellor Wolcott maintained a small office in the Annex Building at the old State House on the second floor right there in the corner. He could be seen in there with law books piled almost to the ceiling as he was doing his research work. Yet from that he brought opinions that were outstanding in their scope. Several were appealed to the United States Supreme Court, where they got no further than a reading of the opinion issued by the Chancellor. Of course, he unfortunately died some years later on Armistice Day while he was enjoying his horseback riding and suffered a severe attack.

Coming on down through the years, there was not too much eventually until 1937 when the late Gov. McMullen came into power, it being the first time a Democratic state administration took over in Delaware in this century. And of course naturally, as could be expected, there was a tremendous amount of changes anticipated. It began early with a battle between McMullen and a lieutenant governor over an office site in the Legislative Building, which was finally adjusted by some interested persons in both parties. The administration of Gov. McMullen stands out because of its ability to overcome the clamor for things to be done that could not be done under Republican governors.

I'm sorry, I jumped governors. I should have taken in the administration of Gov. C. Douglas Buck [sp?], which would be of particular interest to those people interested in education. Gov. Buck went from chief engineer of the State Highway Department to the governor's office and served two very successful terms. It was during his administration that the seat of government moved from the old State House on the Green to the Legislative Building. But Buck was so insistent in handling fiscal affairs that at one of his sessions with the legislature he found \$8,000,000 available for school building purposes without bond issues on the part of the school districts. And he had it enacted and

school built, or additions to buildings were built all through the state.

Now speaking of school building costs and school costs, it will be recalled that in 1924 in connection with an activity of the late federal judge, Hugh Morris, the legislature enacted a law placing the entire school expense on the state, resulting in no local district school taxes. To do that each session of the legislature would pass a separate measure providing for the payment of the [inaudible] service in the individual school districts. That continued until 1941 when the then Gov. Buck discovered that some school districts were using the situation to have swimming pools and things of that kind built at their schools [tape is interrupted here] That no tax situation continued until 1941 when the then Gov. Bacon unearthed the fact that some school districts were either building or planning swimming pools and things of that kind and he decided that that was too much for the state to pay for and put through legislation to pass the debt service back to the district. Of particular interest in that connection was the then Dover Special School District. Governor Bacon had asked his accountants to find out when the school districts would be paying taxes, and unfortunately his accountants examined the situation in New Castle County and found that there was none due there until 1942, so the Governor had the law effective for 1942, and then the Dover Special School District had a bond issue that come due in March of the next year before the situation was effective, and the school board had to levy a special six-cent tax to take care of that bond issue. It so unseated the then Gov. Bacon that this should happen to him that he arranged for the next session of the legislature to pay about \$8,000 worth of bills for the Dover Special School District to get some remuneration back for the taxpayers.

Coming down through modern times, of course, Gov. [inaudible] Carswell [sp?] had two terms at different times as governor, his first one in 1945 came immediately upon the end of World War II with many special demands on the state government which he endeavored to meet. Gov. Caleb Boggs did not have anything spectacular to recall except the fact that he maintained a deliberate and true interest in all activities taking place throughout the state. He wanted to know and found out exactly what was going on and how it was being done. He was probably one of the best informed governors in that respect that we had. The administration of Gov. Peterson was somewhat unfortunate to a certain extent because the task force that he had requested to study the state government for improvements came up with a number of recommendations including the cabinet form of government which was accepted by the General Assembly but when they recommended a Department of Education, the General Assembly did not take it and that kept the educational situation in somewhat of a turmoil ever since. Of course the Tribbitt administration is reaching the halfway point and hasn't reached the spot yet where anything outstanding can be said about it except difficulty they've had recently with the handling of the situation around the merit system.

Delaware's future is very much questionable. Educationally, it's

well-balanced. Economically, there is plenty available. But any person dealing with state situations realizes that it hardly seems necessary for a state the size of Delaware, not increasing in size and not too greatly increased in population, to have an annual budget approaching the \$400,000,000 mark and it seems impossible to procure people to consider where changes could be made from a tax-saving viewpoint. Perhaps in the not too far distant future, some economists will be able to convince the General Assembly that it's time to take a look around and that they should also provide for a means of maintaining education at a level suitable for producing students.

Q Tell us what you're doing now, Mr. McSherry, at the age of 80.

A Dover has been my main interest for quite a few years. I was very instrumental in that charter situation and I'm very jealous to see that it's carried out, because I still think regardless of everything concerned that it's a benefit to the people of the community. Of course, Dover has made tremendous increases in population and size. It now occupies more space than any municipality in Delaware, including Wilmington, and its population's gone over the 25,000 mark. That's far beyond what we folks years ago ever considered. I am very much interested in Kent County fruit. I can remember the time with no difficulty when in peach season we would have trucks with peaches at the Wyoming Freight Station lined up a half of a mile waiting to unload. And at peach blossoming time, you could drive any direction you wanted around Dover and you would be in peach blossoms. Unfortunately, something happened in Washington and it became unprofitable for their purposes, but there's a few orchards still remaining and they're very helpful and very nice. I can only see a good future for Delaware as well as Dover. They're not entangled with anything where a calamity would affect the main businesses . . . seem solid and operative. Of course, I've always maintained a keen interest in the Dover Air Force Base. During World War II, I was the unofficial reporter for them for quite a while. Then after the war, it became vacant and eventually it was turned over to the Air National Guard for the Air Guard of the various states to train in. The Indiana Air National Guard was on duty on the base at one time when a squadron of fighters from Langley Field were sent up here for some final tests before they went to Korea. And Indiana wouldn't let 'em in the building. They had to use pup tents around the field. Then of course they finally decided to make Dover a shipping point for large cargo and I followed it all the way through. I have a beautiful picture in there that was given to me for my interest in the base. I was the original president of the Dover Rotary Club. I appointed the original committee . . .

Q When was that, Mr. McSherry?

A 1921. I appointed the original committee to undertake the erection of the Kent General Hospital. And I received the Golden Mike for 25 years service as news reporting on the air. I have a few trinkets hanging around the house that recognize my services.

Q Are you still broadcasting?

A Pardon me?

Q Are you still broadcasting and on what channel or what station and what time?

A WDLD at 6:35 in the evening, 12:15 Sundays. My Sunday broadcasts are commentaries.

Q What about your daily column? What do you cover? Is it about Dover . . . all about Dover, or is it about politics?

A No, I follow Dover locally. My news broadcasts are shaped for one purpose, to provide something for the people who are shut-in, the [inaudible] or the crippled that can't get around, and in the general news I read in the newspapers, I pick up things they might be interested and give it to 'em. I try to take care of that particular element.

Q Do you have a big audience?

A Well, I hear a lot. I've been very active in political campaigns. I interview candidates and give candidates a chance to say what they want and follow the FCC regulations very strictly, it's even on both sides. So I keep fairly busy. I'm not a youngster by any means.

Q Will you be covering the legislature again next year?

A If I'm living, I'll be there. I think they expect it. I know my newspaper does. I know my newspaper, the Daily State News and the Daily Eagle does. I've had wonderful attention and cooperation from them, despite my [inaudible] and my age. But they stick with me, and I stick with them, because the paper has followed what I've always wanted in a newspaper world, "Tell it as it is." That's very important. And that's what . . . [sounds like "Jerry Jones"] and the time I wrote a little thing about a horse falls down and a [inaudible] or something like that . . . that's the way it was.

Q What was your first story in Chester, can you remember? What was the paper you worked on in Chester?

A The first story I ever wrote? The first story I ever wrote was a drunk falling over a point along the street and breaking an arm and a druggist helped him on his feet and they get the police patrol to take him to the hospital.

Q Did you go to school in Chester? Were you born in Chester?

A School?

Q Were you born in Chester?

A I'm a native of York, Pennsylvania, and I started my reporting there when I was about 18, at night while I was in school, [inaudible] . . . on a morning paper. And I went from there to Chester and I got around among different papers. I used to mix up with 'em and I'd see some

of the boys, we'd work on stories. In my day, it wasn't a competitive situation like it is today because just like that Eddystone disaster. I was the only reporter there. Philadelphia needed it. I gave it to 'em. As much as I could get, I'd get to them. That's the way we worked in those days. And of course later in Dover, I handled about seven different metropolitan papers on things . . . corporations and things like that. The New York Times was always interested in those things

Q Thank you very much.

[END OF INTERVIEW]