

# “The Paumanok Alarm”

Long Island Chapter Newsletter  
Empire State Society

Sons of the American Revolution

## LIBERTAS ET PATRIA

Volume 99 March 2009 Number 4



### Celebrating Our 100<sup>th</sup> Anniversary, February 4, 2009

#### President’s Message:

Dear Compatriots,

In the next four months our chapter is going to be quite busy and we hope that many of you will take the time to join us in the meetings and festivities that are planned. Our first event takes place on Saturday, March 21<sup>st</sup> when we will be hosting the Empire State Society Sons of the American Revolution (ESSSR) Board of Managers Meeting. Thanks to the generosity of ladies of the Ketewomoke Chapter of the D.A.R., we will host the meeting at their D.A.R. house in Huntington, New York. Any volunteers that would like to assist us would be most welcome. The meeting will be from about 10am until 3pm. Our second event will take place on Sunday, April 26<sup>th</sup> when our chapter will be celebrating its 100<sup>th</sup> anniversary at the Southward Ho Country Club in Bay Shore (this week you’ll be receiving information from Al Meyer so make sure you send your reservations in early because we are expecting a record turnout). Our third event will take place on Sunday, June 14<sup>th</sup>. As part of our 100<sup>th</sup> Anniversary celebration we will be honoring the Revolutionary War Patriots of Long Island with a ceremony and monument dedication at the Soldiers & Sailors Building in Huntington, New York. We are expecting a record turnout for this historic event as well. It will include public officials, S.A.R., D.A.R., C.A.R. and guests for the festivities planned around the dedication. We will need our members to volunteer their time to help us prepare and facilitate this significant event, and, if you haven’t done so already, please make your donations to help us pay for the monument and festivities that are planned for this historic event. Thank you.



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**EDITOR’S NOTE!!** Compatriots, Please forward to either myself or the Chapter Treasurer any changes in address or e-mail address. I send a few of these newsletters out via USPS and if you are receiving this newsletter that way, you can have it faster and cleaner via e-mail. (Mail sometimes rips newsletters to shreds).

My e-mail address is: [dms Shields@longislandsar.org](mailto:dms Shields@longislandsar.org) and Treasurer Al Meyer’s e-mail is: [almeyer@longislandsar.org](mailto:almeyer@longislandsar.org)

#### Election of Officers:

The Board of Managers, acting as the Nominating Committee of the Long Island Chapter, ESSSR, has put together a slate of officers for election at the Annual Luncheon in April. Any chapter compatriot, in good standing, who would like to be run for office at this time, please submit your name, with one nominating member, signed by both, to the Chapter Secretary, prior to two weeks before the election. The selected slate of officers for the 2009-2010 year is as follows:

- President: Desander J. Mas
- Vice President: Edward A. Burns, Jr.
- Secretary: David M. Shields, Jr.
- Treasurer: Albert H. Meyer
- Registrar: Edward A. Burns, Jr.
- Historian: Reginald H. Metcalf, Jr.
- Membership: Walter R. Kuhn, Jr.
- Chancellor: Nathaniel L. Corwin, Esq
- Chaplain: Joseph A. Betz

Voting for chapter officers will take place at the annual meeting and luncheon on April 26<sup>th</sup>, at Southward Ho Country Club in Bay Shore. Induction will take place at that time.

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### Mark Your Calendars

#### April 26<sup>th</sup> 100<sup>th</sup> Annual Luncheon

Southward Ho Country Club, Bay Shore, NY  
Reservation form and menu is enclosed

#### May 25<sup>th</sup> Memorial Day Parade

Setauket, NY  
Please contact Compatriot Al Meyer for details

#### June 14<sup>th</sup> Dedication of Revolutionary War Monument

Huntington Cemetery, Main Street, Huntington, NY  
Refreshments served directly following  
June 14<sup>th</sup> is also **FLAG DAY**

## DAR Finder Award:



In the last issue of this Long Island Chapter Newsletter, we printed information for the local DAR chapters to help us recruit their male friends, sons and husbands into the SAR. There are rewards for DAR members who recruit members into our **Long Island Chapter** and rewards for the state that recruits the most members into any State Society from the National Society Sons of the American Revolution. The following is a list from 2008 of those states where members were recruited:

- |                        |                             |
|------------------------|-----------------------------|
| 1. Missouri - 36       | 2. Georgia - 30             |
| 3. North Carolina - 21 | 4. Arizona - 19             |
| 5. Florida - 18        | 6. California - 12          |
| 7. South Carolina - 11 | 8. Maryland - 10            |
| 9. Texas - 8           | 10. Kansas - 8              |
| 11. Pennsylvania - 6   | 12. Nevada - 4              |
| 13. Wyoming - 2        | 14. Maine - 1               |
| 15. New Mexico - 1     | 15. I guess New York is - 0 |

C'mom ladies, I bet your chapters here on Long Island alone can beat that Missouri number. There are 15 DAR Chapters on Long Island. That's not even 3 recruited members per. For details, look at the December Issue of our newsletter on our web-site at [www.longislandsar.org](http://www.longislandsar.org), under the "news" tab. Remember to use the "DAR Finder Form".

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## SAR News

### NSSAR Record Copy Requests:

The National Headquarters recently updated the Record Copy and Documentation request form. It is now possible to use a credit card when ordering copies. **DO NOT** send credit card information in an email and copy request can not be handled over the telephone (due to the limited time of availability of the copy clerk). Download Request form at: <http://www.sar.org/forms/reqcopy.pdf>

### KEEPING UP:

Keep up on SAR affairs with online **SAR-TALK**. To view information on SAR-TALK and/or to subscribe, see: <http://www.sar.org/hq/SARtalk.html>

### SAR MERCHANDISE:

The latest in SAR merchandise is available in the new online catalog from the National Society. View the catalog at: <http://store.sar.org> Orders may be placed either by telephone or online directly from the web-site.

### TRAVELING ? Want to see history in action?

Visit the National Historical Sites and Celebrations page at: <http://www.sar.org/committee/history/celebrations.html>

Columbus/Fort Benning, Georgia	March 13, 2009	1:00 pm
<b>Dedication - Revolutionary Infantryman Monument</b>		
POC: Bob Galer	(706) 324-2931	<a href="mailto:rfgaler@galer.net">rfgaler@galer.net</a>

Greensboro, North Carolina	March 14, 2009	11:00 am
<b>Battle of Guilford Courthouse</b>		
POC: John Sullivan	(336) 282-4032	<a href="mailto:ion554sull@aol.com">ion554sull@aol.com</a>

Halifax, North Carolina	April 11, 2009	2:00 pm
<b>Halifax Day</b>		
POC Steve Avent	(252) 259-9427	
Washington, DC	April 13, 2009	
<b>Thomas Jefferson's Birthday</b>		
St. Simon's Island, Georgia	April 19, 2009	9:00 am
<b>Frederica Naval Action</b>		
POC: Bill Ramsaur	(912) 223-1438	<a href="mailto:framsaur@aol.com">framsaur@aol.com</a>
Concord, Massachusetts	April 19, 2009	8:00 am
<b>Battle of Concord</b>		

## In Memoriam:

The following Long Island Chapter Compatriot has passed away during the past 12 months. Our condolences to his family as our thoughts are with them in this time of sorrow.

**Howard F. Cain Sr.** of Holtsville, L.I. (formerly of Mattituck) on April 30, 2008 at the age of 85. Retired US Post Office-Central Islip. Husband of the late Margaret J. Cain. Father of Howard F. Cain, Jr. and Margaret C. Jablonski. Waked at the DeFriest-Grattan Funeral Homes, Inc., 13805 Route 25, Mattituck, N.Y. 11952. Liturgy of Christian Burial was held on Monday following at Our Lady of Good Counsel R.C. Church. Interment St. Charles Cemetery, Farmingdale.

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**David M. Shields, Jr.**

**Long Island Chapter, ESSAR, Newsletter Editor**  
**59 Dart Street**  
**East Rockaway, NY 11518**

**This newsletter is published quarterly by the Long Island Chapter, Empire State Society, Sons of the American Revolution, in June, September, December and March.**

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**Early American Recipies: \_Roast Pheasant.\_** Draw the pheasant by making a small opening at the vent, make an incision along the back part of the neck, loosen the pouch, etc., with the fingers and then remove it; singe the body of the peasant and its legs over the flame of a charcoal fire or with a piece of paper, rub the scaly cuticle off the legs with a cloth, trim away the claws and spurs, cut off the neck close up to the back leaving the skin of the breast entire, wipe the pheasant clean, and then truss it in the following manner: Place the pheasant upon its breast, run a trussing-needle and string through the left pinion (the wings being removed), then turn the bird over on its back and place the thumb and fore-finger of the left hand across the breast, holding the legs erect; thrust the needle through the middle joint of both thighs, draw it out and then pass it through the other pinion and fasten the strings at the back; next pass the needle through the legs and body and tie the strings tightly; this will give it an appearance of plumpness. Spit and roast the pheasant before a brisk fire for about half an hour, frequently basting it; when done send to table with brown gravy under it and bread sauce (which see) separately ill a boat.

# Long Island Youth and Education

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## Chapter Knight Essay Winner:



**Jeffrey Bishop** of Huntington, Suffolk County, a senior at Huntington Senior High School. Jeffrey's essay, is entitled "*United We Stand*"; *The Prominence of Benjamin Franklin*. As the first place winner in the Long Island Chapter Knight Essay Contest, his essay was submitted to the Empire State Society for further consideration. Jeffrey will be awarded a \$ 100.00 Savings Bond from the Chapter and will be invited, along with his parents to attend our 100<sup>th</sup> Anniversary Luncheon in late April for further recognition. Jeffrey is the President of the Huntington High School National Honor Society, a leader in his school and community. On behalf of the officers and compatriots of the Long Island Chapter, ESSAR .....Congratulations Jeffery.

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## Chapter Eagle Scout Scholarship Winner:



Eagle Scout **Shawn Alexander Goldsmith** of Boy Scout Troop 303, Oceanside, Nassau County, a freshman at S.U.N.Y. Binghamton. Shawn's Essay, is entitled "*A British Satire: Long Live the King!*" and was submitted along with the Scholarship Application and a Four Generation Ancestry

Chart, to Compatriot Logan Cheek, the Empire State Society Eagle Scout Scholarship Chairman for further consideration. Shawn will be awarded a \$ 100.00 Savings Bond from the Chapter and will be invited, along with his parents to attend our 100<sup>th</sup> Anniversary Luncheon in late April for further recognition. Shawn entered the National Spotlight at the end of last year by earning all of the 121 Merit Badges offered in the Boy Scout program, before his 18<sup>th</sup> birthday. On behalf of the officers and compatriots of the Long Island Chapter ESSAR .....Congratulations Shawn.

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## Eagle Scouts:



**Long Island Chapter Eagle Scout Scholarship Chairman David M. Shields, Jr. (Center), presenting certificates from The Empire State Society and The Long Island Chapter, to Eagle Scouts, Thomas C. Lerch (left) and Michael V. Borgia, Boy Scout Troop 121, East Rockaway, New York Jan. 10, 2009**



**Chapter Compatriot Thomas Talbot (right), President of The Middle Island Civic Association presenting certificates from The Empire State Society and The Long Chapter, to Eagle Scouts Shawn P. Weiss (left) and Douglas C. Weiss, Boy Scout Troop 433, Middle Island, New York Jan 10, 2009**

**More Boy Scouts on Page 6**

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**According to the National Headquarters, only about 3-4% of all boys who enter the Scouting program in the United States, become an Eagle Scout.**

## History:

# The Long Island Railroad

HOW TO SEE NEW YORK.—ADVERTISEMENTS. 11

**LONG ISLAND RAILROADS**  
TO THE SEA SHORE.

Ferries from James Slip, foot of Chambers Street, East River, and from 34th Street, East River, connecting with *Trains* from

**LONG ISLAND CITY,**  
FOR

GREENPORT,	SAG HARBOR,	PORT JEFFERSON,
HUNTINGTON,	OYSTER BAY,	JAMAICA,
FLUSHING,	WHITESTONE,	COLLEGE POINT,
SHELTER ISLAND,	ROSLYN,	SEA CLIFF,
<b>FIRE ISLAND,</b>		
ROCKAWAY,	BABYLON,	
ROCKAWAY BEACH,		

RIVERHEAD, MORICHES, JAMESPORT, BELLPORT, YAPHANK, HEMPSTEAD, MANOR, SMITHTOWN, GLENCOVE, LOCUST VALLEY, NORTHPORT, AMITYVILLE, ROCKVILLE CENTRE, BRESLAU, BALDWIN and other points on the lines of the

**LONG ISLAND RAILROAD,**  
SOUTHERN RAILROAD OF LONG ISLAND,  
FLUSHING, NORTH SHORE AND CENTRAL R. R.,  
The latter road runs direct to A. T. Stewart's  
**GARDEN CITY,**  
Also to the Grounds of the NATIONAL RIFLE ASSOCIATION,  
**CREEDMOOR.**  
Parlor Cars are run on Through Trains.

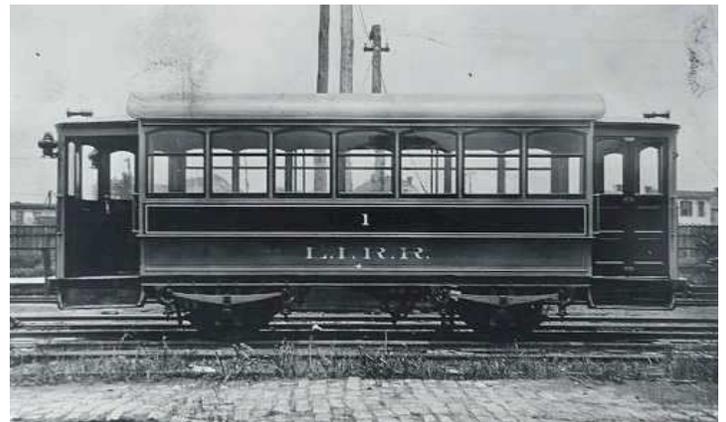
The Long Island Rail Road is a railroad owned by the Metropolitan Transportation Authority in the U.S. state of New York. It is the oldest U.S. railroad still operating under its original name and charter.

### Gateway to Boston, 1832-1840s

The LIRR's history stretches back to the Brooklyn and Jamaica Rail Road, incorporated on April 25, 1832 to build from the East River in Brooklyn through the communities of Brooklyn, Bedford, and East New York to Jamaica. B&J engineer Major D. B. Douglass soon began planning for a continuation, forming part of an 11-hour combination rail and steamship route between New York City and Boston in cooperation with the New York, Providence and Boston Railroad and Boston and Providence Rail Road. The current all-land route (Shore Line) across southern Connecticut was considered impossible at the time due to numerous hills and river valleys. Douglass attracted wealthy New Yorkers and Bostonians, who received a charter for the Long-Island Rail-Road Company on April 24, 1834, with the right to construct, and during its existence to maintain and continue a rail-road or rail-roads, with a single or double track, and with such appendages as may be deemed necessary for the convenient use of the same, commencing at any eligible

point adjoining Southold bay, in or near the village of Greenport, in the county of Suffolk, and extending from thence, on the most practicable route, through or near the middle of Long-Island, to a point on the water's edge in the village of Brooklyn, in the county of Kings, to be designated by the trustees of that village, and to a point on the water's edge in the village of Williamsburgh, in the said county of Kings, to be designated by the trustees of that village, and in like manner to construct, maintain and continue a branch rail-road from the said main road to Sag Harbor. It was also authorized to unite with the Brooklyn and Jamaica with the consent of that company. Since its plan was not to serve local traffic on Long Island, the LIRR chose not to serve existing communities along the shores of the island, but built straight down the middle of the island, which was largely uninhabited at the time and relatively free of grade crossings. The LIRR was organized on June 17, 1835, and Knowles Taylor was elected president.

The Brooklyn and Jamaica opened its full line, roughly along the present Atlantic Avenue from South Ferry to 151st Street in Jamaica, on April 18, 1836. The B&J never operated its own trains, since that same day it was leased to the LIRR for \$33,300 a year, a rather high amount for the time based on expected heavy traffic to Boston. Even before the B&J opened, the LIRR began planning a branch to the Grand Street Ferry in Williamsburg, leaving the B&J at Bedford, to avoid congestion in Brooklyn. The LIRR started to build the B&J's continuation beyond Jamaica immediately upon completion of the Brooklyn-Jamaica line, opening to Hicksville on March 1, 1837. Hicksville remained the terminal for the next four years due to the financial panic of 1837.



**Early LIRR battery operated electric passenger car**

An 1836 supplement to the charter authorized a branch to Hempstead. The short Hempstead Branch, running south from the Main Line at Mineola, opened in 1839. The LIRR slowly extended east, reaching Farmingdale in 1841, and completing the Main Line in 1844. An opening excursion to Greenport was operated on July 27, 1844, making the trip in three and a half hours, and revenue service began over the full line on July 29. The LIRR bought the steamboat *Cleopatra* from Cornelius Vanderbilt, then known for his ferry empire, to cover the Long Island Sound crossing, and began operating to Stonington, Connecticut on August 10.

**Continued on page 5 (History: LIRR)**

## Continued from page 4 (History: LIRR)

Vanderbilt was elected to the LIRR board of directors on November 26. The opening of the Cobble Hill Tunnel along the Brooklyn and Jamaica west of downtown Brooklyn on December 3, 1844 decreased the slope to the waterfront and allowed locomotives to run through to South Ferry, eliminating a horse car transfer. The LIRR began operating the *Worcester* and *New Haven* steamboats in 1845, and established a second route to Boston via steamboat to Allyn's Point and the Norwich and Worcester Railroad and Boston and Worcester Railroad. But competition from the Hartford and New Haven Railroad (completed 1844) and steamboats from New York caused the LIRR to sell the *Worcester* and *Cleopatra* to the N&W in July 1846, and the early 1847 completion of the Fall River Line cut into profits enough that the New Haven was sold to Jacob Vanderbilt, ending Boston express service.

## Local focus, 1840s-1875

The final blow came in January 1849, when the New York and New Haven Railroad opened through the "impassable" country of southern Connecticut, forming part of an overland route via New Haven and Springfield. With only one short branch, the LIRR was not built to serve local Long Island traffic, and it was decades before it had fully adjusted to its new role. In part due to the high cost of the Brooklyn and Jamaica lease, the LIRR entered receivership on March 4, 1850 but ended it without foreclosure on January 25, 1851.

The city of Brooklyn banned the LIRR from using steam propulsion within city limits on June 11, 1851. The railroad refused to comply until early October, when they stopped freight and passenger trains at Jamaica, directing passengers to take Fulton Street stages to Bedford and transfer there to "Jamaica Line" stages. The city granted permission to use steam under certain speed and noise restrictions on October 9. Despite opposition from the Brooklyn Daily Eagle a law was passed on April 19, 1859 requiring the LIRR to "within a reasonable time" close the Cobble Hill Tunnel, cease using steam within city limits, and instead run horse cars for freight and passengers to the city line or East New York, connecting with steam trains to and beyond Jamaica there.

The LIRR chartered the New York and Jamaica Railroad on September 3, 1859 and a supplement to the LIRR's charter passed March 12, 1860 authorized it to buy the NY&J and extend to Hunters Point. The LIRR carried through with the NY&J purchase on April 25, along with the purchase of a short piece of the Brooklyn and Jamaica at Jamaica, and the next day it cancelled its lease of the Brooklyn and Jamaica, but continued to operate over it. The Brooklyn Central and Jamaica Railroad, a consolidation of the B&J with the new Brooklyn Central Railroad, began operating from South Ferry over the top of the tunnel, along the B&J tracks to Flatbush Avenue, and south on the new Fifth Avenue Line in August 1860. The new line to Hunters Point was officially opened on May 9, 1861, with regular service starting May 10. A ferry connection (Hunter's Point Ferry) was initially



advertised to James Slip connecting boats began running to East 34th Street Pier in October. The BC&J soon began operating horse cars over the old line from South Ferry, connecting with LIRR trains at Jamaica. The tunnel was closed off in December.

Despite its original purpose as a route to Boston, the LIRR had begun looking into commuter traffic as early as 1842. But most of the population of Long Island was closer to the shores than the LIRR's central alignment; only limited success was had in inducing settlers on the central Long Island scrub oak and pine barrens. An amendment to the LIRR's charter passed April 21, 1862 allowed it to build branches anywhere east of Jamaica. Several branches to the North Shore or South Shore were built under this clause or separate charters, always operated by the LIRR from day one:

- The Northport Branch (now the Port Jefferson Branch) opened from Hicksville on the main line to Syosset in 1854 and to Huntington and Northport in 1868. A continuation from Northport Junction, near its Northport end, east to Port Jefferson, opened in 1873.
- The Locust Valley Branch (now the Oyster Bay Branch) opened from Mineola on the main line north to Glen Head in 1865, Glen Cove in 1867, and Locust Valley in 1869.
- The Sag Harbor Branch (now mostly part of the Montauk Branch), authorized by the original LIRR charter, was opened from Manorville on the main line to Hampton Bays in 1869 and to Bridgehampton and Sag Harbor in 1870.



The Long Island Electric Locomotive in Service

## An early 660 HP Diesel-Electric Switching Engine

However, the building of branches was retarded by the presidency of Oliver Charlick between 1863 and 1875. Charlick was known for only building branches where necessary to cut off plans by locals to build competing lines. Charlick also rebuilt the wharf at Greenport in 1870, and operated a new Boston route via New London, the New London Northern Railroad, and the newly-opened Boston, Hartford and Erie Railroad from September 1872 to 1875.



## RDC Cars on the Northport Spur

(This History Article on the Long Island Railroad will be continued in the next edition of the LICAR Newsletter.)

**#7 Huntington Harbor Lighthouse:** In 1857, a lighthouse was built on the tip of Lloyd's Neck to assist ships in finding shelter in Lloyd Harbor from the wind and waves that often hinder navigation on the Long Island Sound. This first lighthouse, called the Lloyd Harbor Light, was of little help to ships entering the adjoining Huntington



Harbor. In 1912, a new lighthouse was built to serve Huntington Harbor. The new structure was a unique lighthouse, in both design and construction. The Beaux Arts style makes the light look like a small castle. The reinforced concrete foundation and structure is unique to the area, as well. The foundation for the light was built nearby on land, then floated to the site and sunk.

This Lighthouse was manned by members of the United States Lighthouse Service from 1912 until 1939, and by the United States Coast Guard since then. In 1949, the light was fully automated. The deterioration of the unoccupied lighthouse started and would continue for almost two decades.

As a result of a 1983 survey, the light was deemed unsafe for servicing personnel and too expensive to repair. The Coast Guard considered demolishing the lighthouse and erecting a steel tower. Local protests saved the structure. Over the next few years, a large crack appeared along the north wall, and by the mid-1980s, once again the lighthouse was going to be torn down. A nonprofit group called Save Huntington's Lighthouse was formed with the aim of restoring the station. The group eventually received a lease from the Coast Guard, and in 1989 the station was placed on the National Register of Historic Places.

In 2003, with the lighthouse safe and secure, the group changed its name to the Huntington Lighthouse Preservation Society. The group conducts tours of the lighthouse, which is the only offshore Long Island lighthouse open to the public on a regular basis. The station continues to be an active aid to navigation, with a modern 300mm lens as its beacon. The original fog bell, with its inscription "Jersey City NJ 1911," sits on the lantern deck next to the modern fog signal.

**Huntington Harbor Lighthouse Facts:**

- Tower Height: 42 feet
- Optic: Original: Fifth Order Fresnel  
Current: 300mm Fresnel
- Signature: Fixed, flashing white light, 6 sec. 9 mile visibility. Original Fog Bell & Auto Fog Horn

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**Eagle Scout Recognitions**

The Long Island Chapter, Empire State Society, was proud to honor the following young men on their completion of their Eagle Scout Requirements and passing the Board of Review. Court of Honor for these scouts, their troop numbers and hometowns are as follows:



- January 3, 2008 - John Paul Carollo  
Troop 125, Commack, NY**
- January 8, 2009 - Frank Dominic Houston  
Troop 157 - Deer Park, NY**
- January 10, 2009 - Michael V. Borgia  
Troop 121, East Rockaway, NY**
- January 10, 2009 - Thomas C. Lerch  
Troop 121, East Rockaway, NY**
- January 10, 2009 - Shawn P. Weiss  
Troop 433, Middle Island, NY**
- January 10, 2009 - Douglas C. Weiss  
Troop 433, Middle Island, NY**
- January 17, 2008 - Christopher A. Cassano  
Troop 125, Commack, NY**
- February 5, 2009 - Charles Fredric Godfrey  
Troop 109 - North Lindenhurst, NY**
- February 21, 2009 - Christopher M. Culbert  
Troop 410, Northport NY**



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# LONG ISLAND CHAPTER

EMPIRE STATE SOCIETY

SONS OF THE AMERICAN REVOLUTION

[www.longislandsar.org](http://www.longislandsar.org)

Founded as the Huntington Chapter February 5, 1909

## **ONE HUNDERETH ANNIVERSARY LUNCHEON AND INSTALLATION OF OFFICERS**

To be held at

**SOUTHWARD HO COUNTRY CLUB**

601 W. Montauk Highway, Bay Shore, NY, Sunday, April 26, 2009 at 1 PM

### LUNCHEON MENU

*The Southward Ho's Salad*

*Chicken Cutlet Piccata  
Broiled Salmon Fillet, Dill Sauce  
Sliced Sirloin of Beef, Mushroom Sauce*

*Julienne of Mixed Vegetables  
Flavored Melange of Rice  
Fresh Baked Dinner Rolls with Country Butter*

*Homemade Apple Strudel  
Carafes of Soft Drinks – Complete Coffee and Tea Service*

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#### **MAKE CHECKS PAYABLE TO: Long Island Chapter SAR**

Return to: Albert H. Meyer, Treasurer      Phone 631-751-8355  
19 Brewster Hill Road  
Setauket, NY 11733-1425

Number of Reservations (at \$50.00 per person) \_\_\_\_\_ Total Enclosed \$ \_\_\_\_\_

Dinner Selection(s): Number of Salmon \_\_\_\_\_, Chicken \_\_\_\_\_, Beef \_\_\_\_\_

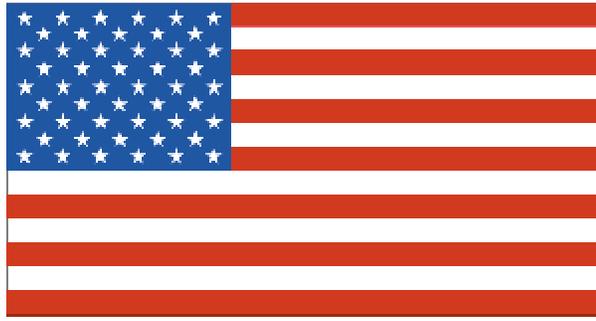
NAME (S) \_\_\_\_\_ Phone # \_\_\_\_\_

ADDRESS \_\_\_\_\_

DAR/SAR Title: \_\_\_\_\_

**Please RSVP by April 18, 2009**

## Dates To Remember:



**Fly your Flag on:**  
**May 26<sup>th</sup> Decoration/Memorial Day**  
**June 14<sup>th</sup> Flag Day**  
**July 4<sup>th</sup> Independence Day**



**To:**

Long Island Chapter  
Empire State Society  
Sons of the American Revolution  
David M. Shields, Secretary  
59 Dart Street  
East Rockaway, NY 11518