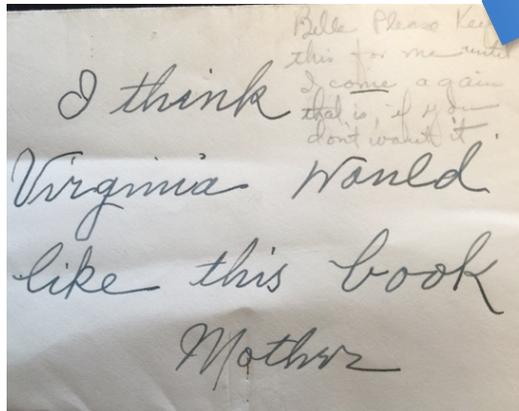


PART III

This part contains photos and miscellaneous materials that are not in of Annie's book. They are intended to supplement and illustrate Annie's actual book. The recipies will be placed in the last, and largest, portion of the book, Part IV.



This note in Annie's handwriting is on a small envelope. The pencil note says, "Belle. Please keep this for me until I come again – that is, if you don't want it."

Apparently, the book fell into my parent's hands, and then came to me through my sister Jan Newburg.



These photos of my grandmother, Annie, and my grandfather, Edwin, appear to be studio portraits from Newark (she), New Jersey and New York City (he). Year unknown, The photos were attached to the photo of the Conver car shown on the next page. The year is unknown but the car was manufactured circa 1907.



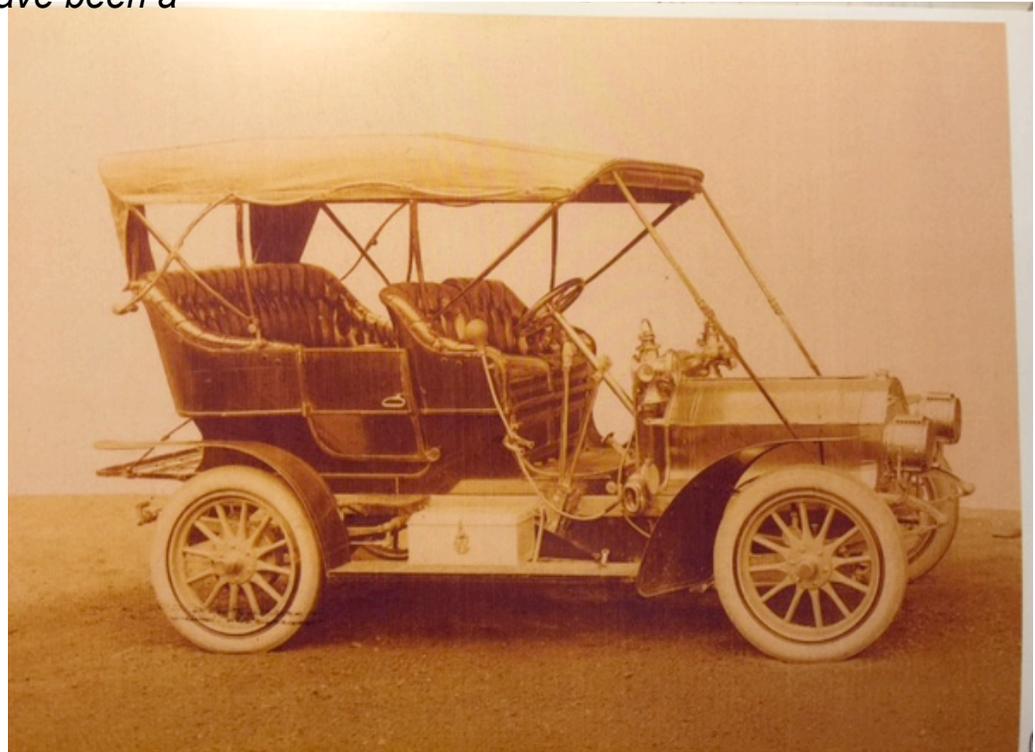


This is a fine photo of Edwin with his Daughters Belle and Edna and his wife Annie. His usual cigar is firmly clamped in his teeth.

Wasn't Belle a beauty?

We owe a debt of gratitude to Robert C. Erickson who descended from Edwin's brother Joseph and his wife Emma. He sent me some nice photos and notes about family history. I will place some of Robert's material into this chapter of Annie's book.

The Conover Car. My grandfather, according to my understanding of family history, was going into the automobile manufacturing business. Two prototypes were actually produced. If Grandpa Edwin been healthy, and lived longer, the car could have been a rival for Ford and Chrysler.

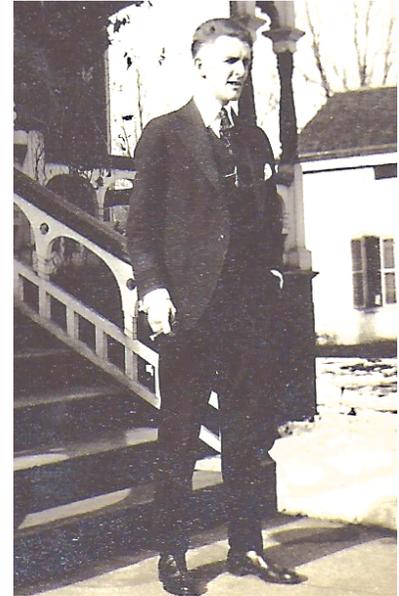


1906 Ford for comparison

Here are photos of the 5 Conover siblings, Percy taken in 1930, John circa 1917, Belle c. 1917, Virginia c. 1917 and Edna c. 1920.



Percy



John

Virginia



Belle



Edna





This is a photo of Emeline Sproul Conover received from Bob Erickson. She was Bob Erickson's and Bill Serle's great grandmother – mother of Edwin Conover, Bob and Bill's grandfather. Born June 24, 1839, died January 9, 1909.

Robert C. Erickson, my cousin, sent me this boat photo with the note, "Our great grandfather (John S. Conover) used this boat to transport produce to New York. They called him Captain Conover.

The notes written on the photo say, "The Holmdel," named for the community of farmers who sent their produce to New York on this boat to sell in New York. It left Keyport in evening – sold out produce of farms & came back in next a.m. We, Ella and I, often went to Dr. at N.Y. to doctor for Ella's hearing. We slept in stateroom on an upper & lower "bunk" – We were still going to school.

(This was written by Lizzie & Ella on the photo (Ella's) postcard. Our mother was Emeline Sproul.

PRINTED ON BOTTOM — No.5 Steamer Holmdel, Keyport, N.J. PUB BY W. W. CONKLIN

"The Holmdel" named for the community of farmers
 who sent their produce to New York on this boat to
 sell in New York. It left Keyport in evening - Sold out
 produce of farms + came back in ^{next} A. M. We Ella + I
 went to Dr. at N.Y. to doctor for E's hearing. We slept
 in state room on an upper + lower "bunk" - We were stuck
 going to school. This written by Lizzie + Ella on this
 Ella's postcard



No. 5.—Steamer Holmdel, Keyport, N. J.

PUB BY W W CONKLIN

one Mother was
 in a fine. So on



These notes are from Bob Erickson.

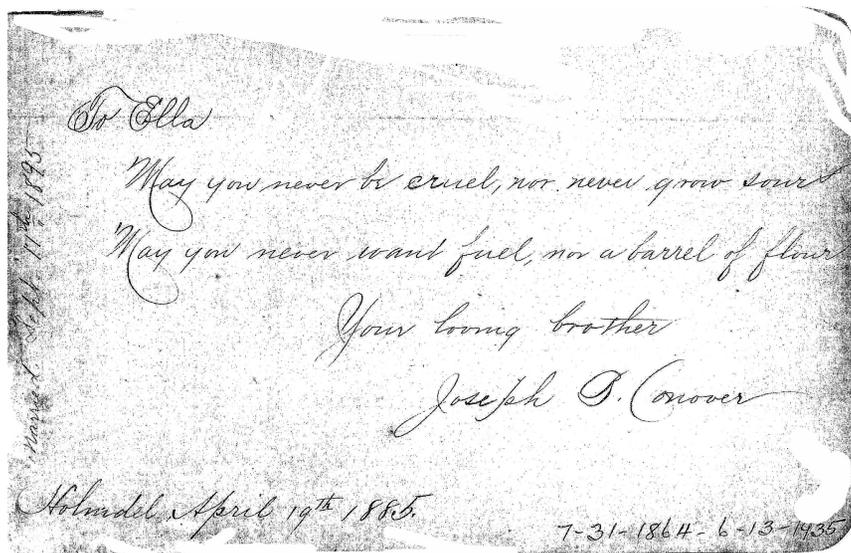
“This photo is of Aunt Ella Conover. She was born about 1870 and died about 1950.

I remember her well. She was a great gal. She was born stone deaf. She painted some great pictures.’

She was your grandmother’s sister. (meaning me, Bill Serle, Jr.)

Enclosed are copies of notes written to her by your grandfather and mine.”

Married September 11th 1895



To Ella

May you never be cruel, nor never
grow sour
May you never want fuel, nor a barrel
of flour.
Your loving Brother
Joseph ? Conover

Holmdel, April 19th 1885

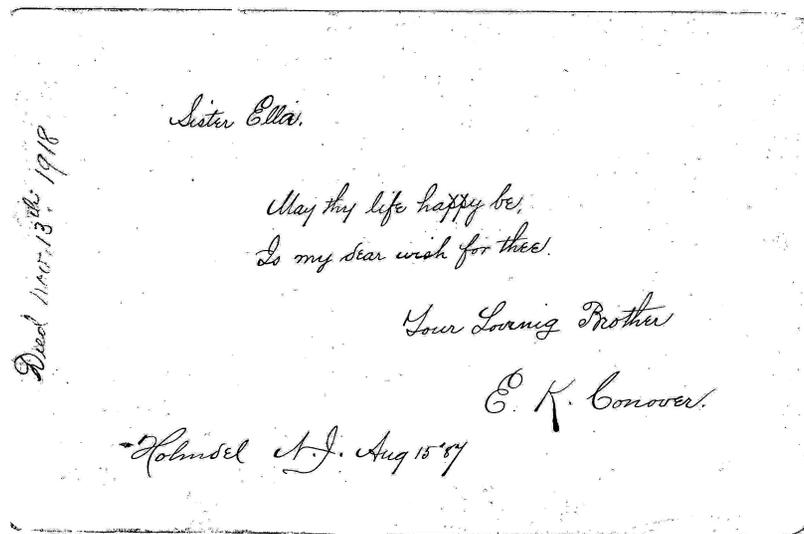
Sister Ella

May thy life happy be,
Is my wish for thee.

Your Loving Brother
E. K. Conover

Holmdel, N.J. August 15th 87

E. K Conover



My stepbrother Larry Grinnell wrote an article, while still in high school, for *The Steering Wheel*, the newsletter of the Fort Lauderdale branch of the Antique Automobile Club of America. An excerpt follows.

There is little doubt that Mr. Conover was a mechanical genius. Before the turn of the century, he was a successful steam engine manufacturer in New York City, as president of the Conover manufacturing company, located downtown on 26 Courtland St. (Editors note – this I believe is the site of the World Trade Center) The company specialty was the Conover steam condenser. Early sales brochures show that this condenser had applications all over the world, as far away is Japan.

Mr. Conover was a physical giant of a man of Holland Dutch descent, whose ancestors had settled around the Red Bank, New Jersey. He stood 6'6" tall, weighed about 250 pounds and supported a walrus-style mustache which was popular at that time. In 1906 he decided to enter the automobile manufacturing business. On his known reputation and ability, he was able to raise the financing and set up the Conover Motor Car Company in Patterson, New Jersey.

Several years before becoming an automobile manufacturer, Edwin Conover "got his feet wet" and was very successful in the accessory end of the business. His two most popular and profitable venture is where the Raisewell Jack and the now famous Conover folding windshield.

The Raisewell Jack was one of the first convenient Jacks built to take care of raising the wheels for the flat tires that were common during that period. It employed the use of differential gears and other innovations.

The best known of the two automobile inventions was the famous folding windshield. Most of the major manufacturers of that period used this windshield, including Henry Ford. As a matter of fact, The Conover family received royalties on the windshield until late in the 1920s.

In 1906 the first of approximately 100 Conover cars was built. There were two basic models: the four-seat touring car and the two-seat sportster. The car had a four cylinder engine with separately cast cylinders, bore and stroke of 4.5 x 5, a three speed gearbox, 104 inch wheelbase and 34 x 4 universal rims for the tires. In it's standard form, it included Hartford shock absorbency, muffler cut out, raise well Jack, etc., And was priced at \$3,000.00.

Optional equipment included the Conover folding windshield, speedometer, eight-day clock, tire chains, etc., It was priced, fully equipped, at \$3,475, F.O.B. Paterson, New Jersey.

The car was a speedy vehicle for this day. The 35 to 40 hp engine and could reach speeds of about 40 mph.

Mr. Conover was a family man and had three daughters and two sons...

An amusing incident was how one of "Papa's inventions" caused the family embarrassment. He was one of the pioneers in the development of the disk wheel, and in its modified form it is still used extensively today.

The family did not like the idea of Papa putting an experimental disk wheel I'm only one wheel of his own Conover Car number one. They were afraid the neighbors would think they could not afford another wooden wheel!

The Conover factory, as with true many business enterprises in those days, was a one-man operation. Mr. Conover developed a serious and painful throat ailment.

The family doctor, in a misguided sympathy and in order to spare the family, did not diagnose it as throat cancer, and suggested he go to Denver Colorado for rest and recuperation.

The first run of 100 covers was in production, and Mr. Conover's associates and workers assumed the "boss" would return in several months and that he would be as good as new.

He closed down the factory temporarily and when he died, a year later, his sons were much too young and no one in the organization has his

mechanical genius and organizational ability to continue.

Until like two years before he died, Mrs. Conover had a full-scale model of a Conover car. It was actually his working model from which the car was built. It had been stored in her garage for many years and was stolen. To this day, it is assumed some neighborhood child took a liking to it and used it for a plaything.

From what is known this man, Edwin Ketchum Conover, had been granted a few more years of life, he would now Devon taking His Rightful PI. Monday the big names in the automobile industry."





This elegant catalogue was copyrighted in 1897 by the Conover Manufacturing Company. The binding is sewn and glued. The cover copy is gilded and embossed, with a nice, raised, faux leather grain and raised images, by the W. J. Howell & Co. of New York, Engraving and Printing.

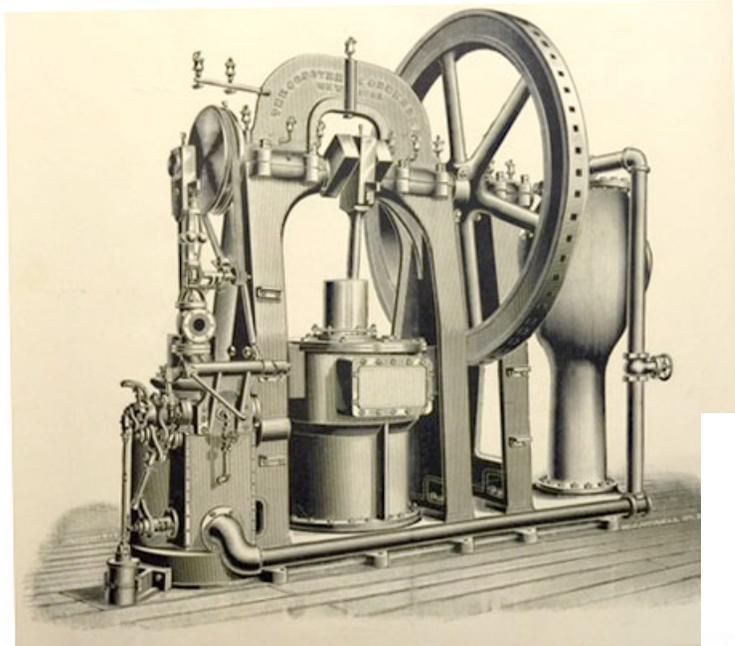
The pages are coming apart so it is somewhat fragile. My son Jeffrey Q. Serle has custody.

I have placed a few of the images here. The machinery depicted is impressive. The heaviest has a shipping weight of 63,000 pounds and requires about 6' by 16' of floor space. The height to the top of the wheel is over 15 feet.

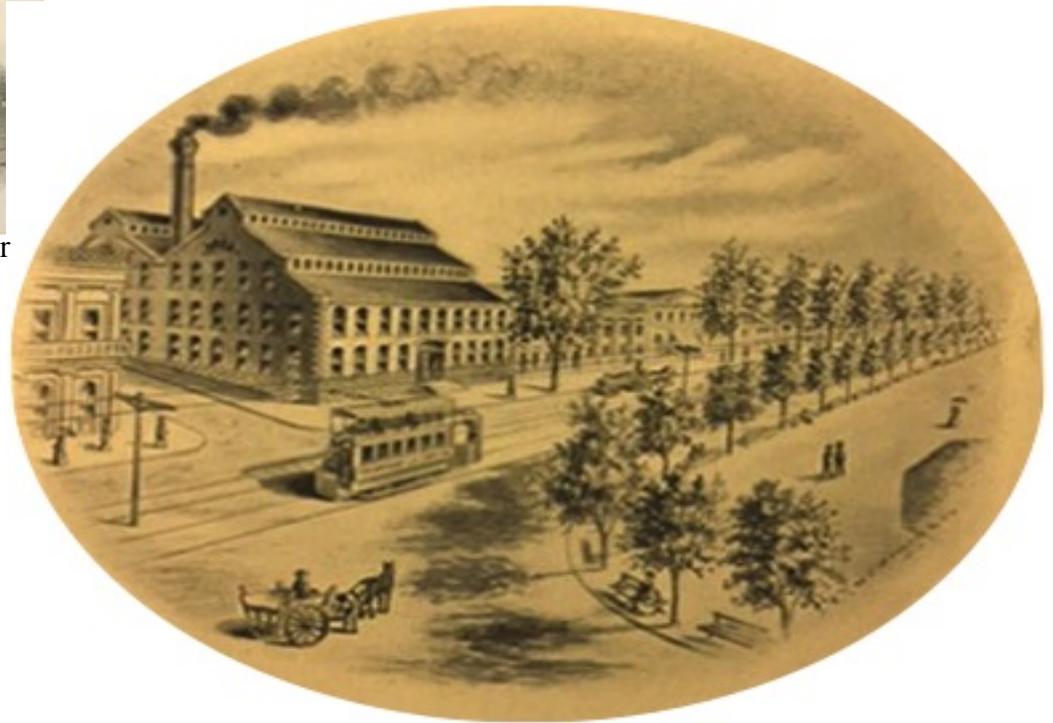
These machines were in use all over the United States and even far away as South America and Asia. My dad was Chief Engineer on ships during World War II, and for a decade after. Dad said that Conover patented machines were aboard his ships over 40 years after Edwin's death.

The illustrations on the next page are from the catalogue. They are beautifully crafted etchings. This book depicts quite a number of machines and, at the end, photos of the locations where some of them were in use.

I include this material as an insight into Annie's circumstances before and after her husband's illness and death. Her motivation to create a recipe book as a tool for her rooming house business seems present as does her love of domestic beauty and her wit and humor.



2,500 H. P. Conover Independent Steam Driven Condenser



Powerhouse of La Capital Tramways Co. Buenos Ares, South America, using three Conover Condensers of 600 H. P. each with Boiler Feed Pumps attached.