

# T H E Q U A R T E R L Y

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Editor - Atwood Manley, Canton

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The Old Black Lake Toll Bridge

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## ANNUAL MEETING SET FOR OCTOBER 27TH

The annual meeting of the St. Lawrence County Historical Association will be held in the Court House at Canton Saturday afternoon, October 27th, at 2:00 o'clock. The meeting will be devoted to the election of directors and officers, and the hearing of reports. The three directors whose terms expire this year are: Miss Helen Stiles of Gouverneur; Fred Johnson and Mrs. Marguerite Chapman of Potsdam.

The remaining members of the Board are:

Terms to expire in 1957: Miles Green, Massena; Harold Storie, Gouverneur; Glyndon Cole, Morristown.

Terms to expire in 1958: A. Allan Newell, Ogdensburg; Virgie Simons, Rossie; Ella Lahey, Massena.

The officers whose terms are to be filled: President, Atwood Manley, Canton; Vice President, Carl Burns, Lisbon; Secretary, Andrew K. Peters, Canton; Treasurer, William C. Guyette, Canton

Paid membership January, 1956 was 158; paid membership as of September 16 was 444.

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## THE BLACK LAKE TOLL BRIDGE

By Malcolm Booth, Town Historian, Morristown

Twenty-five years ago this past summer, in August 17, 1931, Emmett R. Booth ran into his home on Booth's Island at Edwardsville on Black Lake sobbing, "No! No! They can't do that!" It was the evening when the old iron bridge spanning the lake at that point, and of which Mr. Booth as a director had helped construct in 1902-08, was dynamited in order to make way for the new State Highway concrete span.

Agitation to construct a bridge across Black Lake at the narrows opposite Edwardsville began as far back as 1836. In 1841, the Town of Macomb was partitioned off from Morristown, a political division arising over the issue of having a bridge built, contributing largely to that action. In 1851 the first real step toward opening up traffic between the north and south sides of the lake at this point occurred. The State Legislature authorized the establishment of a ferry. The towns of Morristown and Macomb were each to receive an annual fee from this source in the munificent amount of \$22.50, to go toward the support of the schools.

Recently a manuscript, written during the period of the building of the iron bridge, has come to the attention of the Morristown Historian's office, probably written by Dr. J. A. Phillips, a physician of Morristown from 1865 to 1869 and then from 1871 on. However, there is also the possibility that it may have been written by Jessie Wallace, Historian from 1944 to 1952. Some of its footnotes were initialed "jw" by her, and some "mab" by the author who is the present Town Historian.

The article follows:

"A year ago in October there was organized and put into operation (This was probably 1902, as incorporation papers for the Black Lake Bridge Company were filed in Canton in October, 1902.-mab) a work which interested the farmers in the towns of Morristown and Macomb in this county more than any other single enterprise that has been started there in recent years for the reason that it was to affect their convenience in travel and the accessibility of the territory that heretofore was obscure and distant.

"Ellery Colby of Owego and his brother were the principal owners of the stock controlling a company to build an iron bridge across Black Lake. These men were from the Owego Bridge Company of Owego, N. Y., since consolidated with the trust, and they were experts in bridge building. There was opposition however to the plan and for this reason the work proceeded slowly. The capital stock of the company was fixed at \$40,000 and \$30,000 was taken by the Colby Brothers and the balance by the farmers in that vicinity.

"It proved a most difficult work owing to the fact that the bottom of the lake was black muck, so deep and so soft as to make a foundation a very difficult matter, and the piles that supported the piers were driven 45 feet down into the muck before they were

considered secure enough to hold the weight. The water is 17 feet deep at this point.

"But despite all difficulties the work proceeded under the direct supervision of Fred Sixbury of Evans Mills who had under his charge during this time from 10 to 60 men. There are three piers to the bridge and it is now completed. This bridge has the distinction of being the only toll bridge this side of Troy in the State of New York. It takes the place of a ferry which was established between the Edwardsville and Pope Mills side of the lake by Edward Perry 52 years ago (1851-mab.) and that venerable landlord of the Pope Mills hotel now has the satisfaction of seeing the bridge erected over the lake and had the special privilege of being the first foot-passenger across the structure when it was completed. After Mr. Perry, Mort Smith was the ferryman for six years and after him H. Breckenridge had the position for twenty years. The old ferry is now discontinued. It consisted of a cable and an ordinary flat-bottomed barge upon which horses were driven from a dock on either side and the objection to the ferry was that in case of high wind it was dangerous and sometimes impossible to cross and there have been instances when travellers were held up by the windy lake for a period of a day or two rather than drive around the (Horn?) miles each way to reach Macomb or Edwardsville, as the case might be. The bridge will be a toll bridge and the rate of toll will be fixed by the board of supervisors of the County of St. Lawrence. The rates have not yet been settled upon, but the revenue of the bridge will be sufficient to pay the interest on the cost of the structure, a part of the principal each year, and the expenses and a small profit to the owners."

Note: The only toll bridge this side of Troy is the one which has been constructed over Black Lake. (Difficult undertaking.-jw)

Note: The Black Lake Bridge was purchased by the State of New York in 1922, and tolls were discontinued at that time. It is said that on the first Sunday after tolls were discontinued the neighbors drove back and forth across the bridge all that afternoon. In 1931 it was replaced by a modern concrete causeway. It was repaved with macadam during the summers of 1951, 1952, and 1955. During the winters people travelled across the ice rather than across the bridge. Mr. Booth told of one Pope's Mills grocer who was always the first to cross the ice in the fall and the last in the spring. On his last return trip on these spring afternoons he would invariably lose grocery stock in the lake to an amount which would have more than paid the entire winter's toll charges.-mab.

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Editor's Note: The above article suggests other interesting subjects worthy of study. How about an article on The Old Covered Bridges of St. Lawrence County? Who will undertake that one? Then there is another: The Toll Roads And The Old Plank Roads of Yesterday. There is need for such articles. But it will take time and a little digging.

## EDITORIALLY SPEAKING

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### A Short Year -- And Interesting

Our Association's eighth year comes to a close. Therefore, it is time to take inventory. Unexpectedly this developed into an interesting year, possibly a very important year, in the Association's life.

We have held some interesting meetings. But there has never been an equal to Virgie Simon's meeting at Rossie in 1953. That will remain for many years a goal at which to shoot. It takes a dedicated historian-organizer to have a program like that.

However, 1955-56 has erected some milestones: The Canton meeting with that scintillating resource talk by Andrew Peters; the workshop museum meeting at Potsdam under the guidance of Marguerite Chapman and Mrs. Keller; Massena, the eye-opener, literally crashing the gates of the New Highland Hotel, and the thrilling River Tour, all thanks to Ella Lahey, Miles Green and Eleanor Dumas; finally, with the Olds-sponsored Waddington adieu to "The Island House," its priceless memories of over a century, the myth of its folklore, its high-ceilings, stair-case, caverns, broad verandas, and, yes, the rat-a-tat of pneumatic drills boring into the now dry-channel of the once proud Little River.

There have been these interesting get-to-gether meetings. Then, too, the Association grows as never before, more than doubled, to high into 500 dues paying members. The 205 who took the busses for the Massena River Tour on July 28, were exceeded in numbers by the better than 300 who trooped through the hallways, the rooms, and up and down stairways of "The Island House" on August 25th.

Probably no factor has contributed as much to the year's advance as THE QUARTERLY. By whose invention the idea to attempt such a publication came your President does not know. He was absent for the annual meeting when this conspiracy bloomed into a motion. He returned home to learn that in addition to administration his duties had acquired editorial responsibility. County Historian Nina Smithers and Canton Town Historian Bette Mayhew smiled sweetly at him. "We will help!" They did, generously. Nevertheless, your President placed his head on the editorial block and prayed for deliverance.

Apparently the time was ripe. Apparently folks were hungry for just such a publication. Apparently THE QUARTERLY was the secret key to unlock the door of Opportunity. From the first day of issue to the present, only ten short months, interest in the Association's affairs has spread and spread and spread. This is best shown by the increase in membership, by the bouncing big meetings, by the willingness of so many to put their shoulders to the wheel to keep the whole program moving. Thanks to THE QUARTERLY, the Association just keeps rollin' along - and how.

## Today Will Soon Be Tomorrow

With this impetus upon us there is no chance to sit back and rest on our laurels. The forward look, the future plan, become the all-consuming and pre-occupying "must" of the moment.

Meetings in the future will require more detailed planning with such a membership, not only as to program but even as to parking space for cars. There must have been close to 100 cars on the lawns and driveways at "The Island House." A large membership may mean more thought as to variety of program. Certainly there is opportunity now to attract growing interest in more than the pleasurable aspects of our purpose in life. Research, historical study on a serious and long-range level, may be upon us or just around the corner. THE QUARTERLY to hold interest must remain fresh and vital. There must be countless other sources of material than Hough's histories.

Yesterday the matter of a budget was of secondary (if even that) importance. Postage and meeting notices were the only essentials. Today it is different. THE QUARTERLY, alone, requires approximately \$80 for each issue. Meetings similar to Massena may not always be blessed with such perfect weather. In that case we may be faced with luncheon guarantees and other costs. Three cent postage mailings four years ago took less than \$2.00 in stamps. Today this represents \$12.00 in stamps alone. In other words we now do have a budget with us to consider - a budget which operates on the munificent dues of \$1.00 per year per member. We have done well to date to keep within balance. But we must watch the future.

### A Job To Do

The July QUARTERLY just skimmed the real story about Waddington. That article is but one chapter of what should be written. Waddington, probably better than any other place in St. Lawrence County, contains the great historical narrative of how things started up here 160 years ago, of how that saga grew and developed to the present. If that story were to be put in readable form it would require a special pamphlet all of itself. Can we achieve such a thing? Have we the resources to do so? It would be a most worthy contribution to the history of the North Country. It stands as a real challenge. It should and must be done. In other words it is just such an undertaking, just such a goal, which can best give to The St. Lawrence Historical Association stature and lasting substance.

Thus, it is that we come to the close of this year fresh with new heights reached, but with a broadening and intriguing horizon before us.

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The best missionaries for the County Historical Society are its own members. They have proved themselves by rounding up the new members. Let us continue under the slogan: "Every member get a member." Address dues to Mr. Andrew K. Peters, Secy., Canton, N. Y. Billings for the year 1956-57 are now being prepared. They will continue as your dues-date comes around.

## HOW THE TEN TOWNS WERE NAMED

It may be of interest to many who are not intimately schooled in the history of St. Lawrence County to know how the original Ten Towns of the county were named. So, how were they named? Time and time again over the years the question has been asked. Again and again and again the answer becomes a Will o' the Wisp. So it may prove helpful as well as interesting to make a factual and definitive reply to the question.

The Ten Towns, of course, came into being at the start in quite a fictional manner. The close of the American Revolution found the respective new states of the new nation heavily in debt. It was not easy to raise moneys for current expenses by taxation from a war-impoverished people. The Chaumont family of France was pressing the United States for payments on the extensive loans they had made to help finance the Revolution. So were individuals within the former thirteen colonies. From the governmental end things were a bit scant financially.

New York City was in the midst of a rehabilitation period. The years of occupancy by Lord Howe and his British troops had left the city ravaged, in ruins and ashes. Many of the city's Tories had fled to Canada or England. The dispossed Whigs were moving back. "The violent party" under the leadership of Governor George Clinton controlled the state legislature. On the wave of passion and revenge, the state legislature thereupon undertook to disfranchise all those who had stayed in neighborhoods occupied by the British especially the Tories. Thus, the unfortunate unconstitutional Trespass Act of 1784 was enacted. Utter confusion followed. The common law and the law of nations that "the fruits of immovables belong to the capter as long as he remains in possession of them" was summarily ignored. More wrongs were created than old ones righted. The Widow Rutgers sought damages under the Act from the Tory brewer, Joshua Waddington, brother-in-law of David and Thomas Ludlow Ogden. Alexander Hamilton, law partner of the Ogden brothers, undertook the unpopular defence of Waddington. Hamilton over the pseudonym of Mentor crossed swords in the press with the Widow's Counsel, Isaac Ledyard, who wrote over the name of Phocion. The case was thus actually first tried in public print. Hamilton's clear, concise, persausive logic was as devastating to the Widow's case as was Burr's bullet to Hamilton's life twenty years later. Public opinion switched to Waddington's side. The Widow lost. The Trespass Act was repealed. Civic order was restored.

This was the background of the time, when in 1785, the State Legislature cast about for means of finding ready cash. Its chief asset was the vast sweep of unappropriated lands, especially in the northern tier of the yet-to-be surveyed part of the state. Forthwith the Legislature by act created a board of Land Commissioners, of which Governor Clinton was the head. It empowered this Commission to proceed to sell these lands. Thus was ushered in the greatest era of land speculation in this state's entire history.

But to sell several million acres of wilderness was no mean task. It required, at the least, some degree of salesmanship.

Therefore, the Commissioners hit upon the idea of holding an auction at the Old Coffee House in the City of New York, then and there to sell a slice of these unappropriated lands, said slice abutting on a great river called The St. Lawrence, located afar off at the northern-most outskirts of the state's public domain. It was a sound procedure as was later proved. Purchasers must traverse the wilderness to reach their newly purchased property. This would in turn make the lands through which they travelled open to settlement and to sale. The gentlemen of the Commission were not knittwits.

Therefore, under the date of July 10, 1787 the slice of land, far removed from any possible means of inspection, went on the block. The Commissioners had by agreement divided this area into ten separate towns of as nearly ten miles square each as possible. Maps were supplied for inspection, maps of a country yet to be surveyed, and almost wholly uninhabited except for a small missionary settlement at the mouth of a river called the Oswegatchie. The map, obviously, was a device of salesmanship. It provided small, specific items to put on the block to go to the highest bidder. One Alexander Macomb, by direct or indirect purchase, or through almost immediate private resale acquired nearly all of the entire ten towns. The going price was 12 pence per acre.

By a formal resolution passed by the Land Commissioners as of September 10, 1787 (and it is highly important that this date be remembered) the commissioners assigned names to each of the ten towns so sold. Thus there came into being The Ten Towns of St. Lawrence County. By number and by name they were:

- |               |                |
|---------------|----------------|
| 1. Louisville | 6. Canton      |
| 2. Stockholm  | 7. Dekalb      |
| 3. Potsdam    | 8. Oswegatchie |
| 4. Madrid     | 9. Hague       |
| 5. Lisbon     | 10. Cambray.   |

Cambray was later to be renamed Gouverneur, and Hague as Morristown. Depeyster, Macomb, Waddington and Norfolk were in time to be partitioned off from among some of the ten towns. Potsdam, Canton, Lisbon and Dekalb, alone of the ten, were to retain their original ten mile square dimensions. Oswegatchie, bore a native, Indian name.

No documentary evidence has ever been presented to indicate who on the board of Land Commissioners suggested any of the ten names. It is to be noted that Gouverneur Morris, who some have thought might have had a hand in suggesting the name of Cambray, was not a member of the Commission and it was yet two years before he would set sail for his period of residence in Paris and on the Continent. (1789-1798). Festus Tracy, who some have been led to believe supplied the name of Canton, probably did not even know of the existence of the ten square miles which he and other members of Benjamin Wright's party were to survey thirteen years later, in 1799. The only plausible explanation of nine of the ten names is that at the time the Commission was engaged in proceeding with

the contemplated sale, some of them and many of their New York City associates, were entering upon an era of mercantile trade with many foreign countries, in the Orient as well as on the Continent. DeKalb, of course, was named as tribute to Aaron DeKalb, the Bavarian General who came to this country with the French to aid the colonies in the Revolutionary War. Other than DeKalb and Oswegatchie the names were of foreign capitals of large or small degree, Cambay being that of a French province.

Thus it has come about that all histories dealing with St. Lawrence County invariably refer to the original Ten Towns. They were named by the Land Commission as set forth in a formal resolution in 1787.

Editor's Note: Factual reference to the above information is available in Chapter IV, beginning with Page 235, Hough's History of St. Lawrence and Franklin Counties; in Fiske's "The Critical Period of American History," beginning with page 123; in Spark's biography of Gouverneur Morris.

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GLEANINGS FROM THE SCRAPBOOKS IN THE COUNTY  
HISTORIAN'S OFFICE

1938 issue of the Ogdensburg Journal: Search for John Wilkes Booth assassin of President Lincoln, extended to Northern New York, it was recalled by Miss Mary Stilwell who today celebrated her 84th birthday. I remember very vividly, Miss Stilwell said, "How Union cavalymen, looking for the president's murderer, rode up the Morristown road and stopped and probed several vacant houses there. I was only a child playing with a group of friends near our home on Riverside Drive. We heard the clatter of hooves. Scared to death of soldiers, we ran and hid while they rode by. We didn't know at the time they were looking for Booth but we found it to be true later." Miss Stilwell was born at Dutch Hollow, a stone structure on the Morristown road March 30, 1854, a daughter of Samuel and Mary Witherhead Stilwell. At the age of two her parents bought the Laurentia on the site of the present home of W. Allan Newell.

1875: Two new settlements have been started in Clare during the year. Five newly married men have erected log cabins in the wilderness and the ring of their axes and the crash of falling timber carry us backward in memory to days of yore.

1869: A postoffice has been established at Clarksboro, with Charles C. Snell, postmaster. Hereafter all letters for Clifton Falls, Furnace, Steel Work or Mines should be addressed as above.

Massena, 1879: The fine steamer, Massena, Captain Bridges, Master, makes her regular trips to Ogdensburg and return.

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GOUVERNEUR'S FIRST COAL DEALER  
By Julius Bartlett, Village Historian

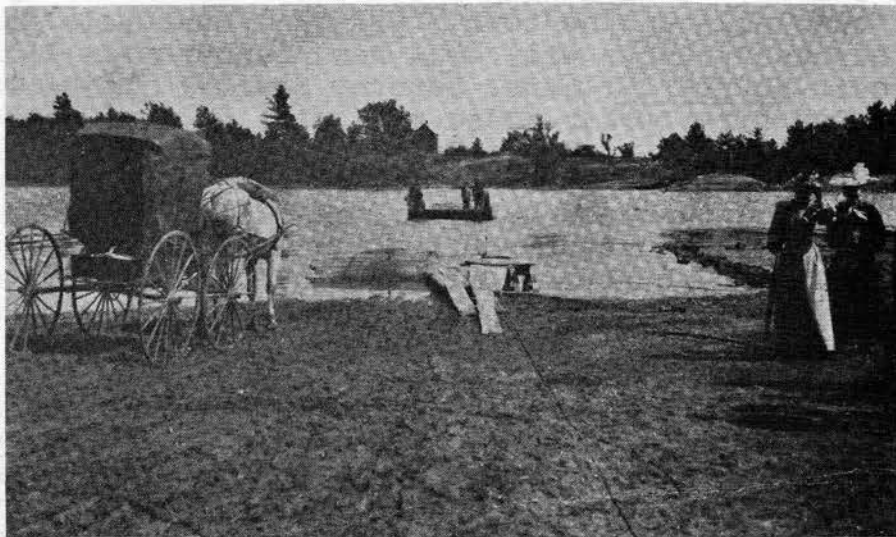
All lines of business were listed in Stone & Stewart county atlas, in which Gouverneur has a space, including hardware, clothing, drugs, groceries and farm products, but no mention was made of a coal dealer. Neither does the 1905 centennial history.

Miss Ruth Easton, a Gouverneur Central school teacher, has the information on this subject. The first man to sell coal in Gouverneur was James D. Easton, who came from Brockville, Ontario, 1850. He engaged in blacksmithing. Charcoal was evidently the combustible used in the smithy's forge up to that time. Mr. Easton, who had heard of the use of coal in regions nearer the coal mines, decided to order some anthracite for use in his shop. The first sale of coal by Mr. Easton was about November 28, 1865, and the firm of Beach & Dodge were the buyers. What use was made of this first lot of coal, three quarters of a ton at \$17.00, is not known. It probably was not for heating purposes. The coal business was incidental to Mr. Easton's blacksmith business, but as stoves began to be manufactured here by Jay S. and Amasa Corbin in their foundry at the West Main street dam, the use of coal became popular. The price by 1884 had declined to \$6.10 per long ton of 2240 pounds. At the time Mr. Easton bought his first lot of coal, many railroads were still using wood to fire their locomotives.

Mr. Easton was the grandfather of Miss Ruth Easton and resided during his life at the 15 Trinity address. He died in 1906. His son, Seymour A. Easton, an interior decorator and father of Miss Easton, died in 1951.

This story of the coal business came from the records of Mr. Easton's blacksmith shop, still well preserved by Miss Easton.

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The Black Lake Ferry  
The first crossings were by ferry started in 1851.

## FROM THE COUNTY'S CRACKER BARRELS

(Including the names of all Town and Village Historians together with a continuing report on their activities.)

BRASHER (Mrs. Joseph O'Brien). CANTON (Mrs. Bette Mayhew) The flax story was told to a group of Rossie ladies at the home of the County Historian in Depeyster. Mr. John Craig of Canton presented a flax brake for this meeting, Bette showed the group how flax straw was beetled and broken to loosen the fibers. Dressed as a pioneer homemaker Mrs. Mayhew spun the prepared flax into linen thread. Two sections of the third grades of Canton Central School have also heard the flax story. RENSSELAER FALLS (Mrs. Nina Wilson). CLARE (Mrs. Fern Colton). CLIFTON. (Mrs. Jeanne Reynolds). COLTON (Mrs. Judson Miller). DEKALB (Mabel Sheldon) Gathered information on an early school in DeKalb Junction which named School Street. DEPEYSTER (Mrs. Nina Smithers) The Punch Lock Historians, a local history club. Grades 5 through 12, has been organized with 22 members. Local history and folklore are studied. At present a lighting exhibit is being assembled. EDWARDS (Leah Noble) I am getting the records up-to-date. "Wrote an article of "The Axe and The Tree." "I am organizing a museum for displaying as well as preserving Edwardiana." FINE It was with regret that we learned of the death of Mrs. Madeline Ritz, historian, in July. FOWLER (Helen Cunningham) Historical calendar for the town nearly completed. GOUVERNEUR (Helena Johnston) Prepared an article on the history of the Main Street bridge, and doing genealogical research. GOUVERNEUR VILLAGE (Julius Bartlett) A ceremonial to open the new West Main Street bridge was held. This structure and its road approaches cost about \$825,000, is of concrete and steel, nine feet higher than the preceeding 1905 plate girder bridge. The first bridge was built crudely of wood in 1808. There were two more wooden bridges, one in 1820 and another about 1850. In 1877 the first iron bridge was built using no pier in the long east side of the Oswegatchie River span. This new bridge is the sixth on this site. HAMMOND (Mrs. Lottie Simons) I am making a scrapbook of the early history (beginning about 1812) of the town. HERMON (Mrs. Lela Hance) At the end of this year, there will be a new historian as I have asked to be released. HOPKINTON (Mrs. Dorothy Squire) Doing research on electricity. Our first power-house was built by Sam Chamber in 1902 on the west bank of the St. Regis River in Nicholville village. The wires were stretched to Hopkinton and Fort Jackson villages, street lamps installed, and the Town Hall, Grange Hall, stores and a few residences equipped with electric lights. The power came on at dark and was shut off at 11:00 p.m. Mr. Chambers soon moved his business up the river to Eagle Rock where he built a dam and a large, much-improved power-house, which was always referred to as "THE DYNAMO." Sam Chambers was succeeded by his two sons, Royal and Edd, who expanded the power lines to include many farms in the surrounding area. LAWRENCE (Mrs. Anna Cole) Wrote an article on Lawrenceville Academy. LISBON (E. Earl Jones). Louisville (Mrs. Lorraine Bandy) I have been doing genealogy this summer for local residents as well as "write ins" from the west. My camera has been working overtime as so many places here are being moved or destroyed due to the Seaway. I have taken a picture of "Colonel Stones" grave, which is on the bank of the St. Lawrence. He was buried in the "nite pasture" behind the old stone farm. It is merely a pile of boulders

that mark his grave. The date of burial was around 1800 and he was then a man in his 80's. The removal of this grave is yet undecided. MACOMB (Mrs. Ina Murton) Working on cemetery and soldier records; taking pictures of the old school-houses and trying to find some records of each. MADRID (Mrs. Margaret Thompson). MASSENA (Mrs. Ella Lahey) Spent summer days taking colored slides of rapidly disappearing landmarks, stump and rail fences, stone walls, smoke houses, etc. Our theme for the winter program of the local Historical Association and our meeting in September was "Tracy's," the family and farms, the river, fishing, and the scow ferry to Long Sault Island. The October meeting will be on "Vanishing Crafts" with Mrs. Karl Mayhew, Jr. demonstrating flax spinning. Mrs. Nina Smithers and Mrs. Mayhew will report on the Cooperstown Seminar. In November, Mr. Carlton B. Olds will discuss early builders of stone mills, homes, dams, walls, etc. MORRISTOWN (Malcolm Booth). See article elsewhere. NORFOLK (No historian). OSWEGATCHIE (Mrs. Monna Mayne). HEUVELTON VILLAGE (Mrs. Ida Downing). PARISHVILLE (Doris Rowland) I have found a little information about the original Joe Indian for a lecturer; found a missing link in a family history for a young couple whose ancestors had settled here in the early days; read and took notes on some rare volumes on local history which were loaned; received a gift of scrap-books on Parishville history dating back to 1889; helped dress some little girls in costume for the Girl Scout Float in the Fireman's parade; continued routine work on cemetery and service records. PIERCEFIELD (Mrs. Beulah Dorothy). PIERREPONT (Millard Hundley) I have the five cemeteries of my town nearly done. PITCAIRN (no historian). POTSDAM (no historian). ROSSIE (Mrs. Virgie Simons) September 16th the Oxbow-Rossie Parish celebrated Rossie's Presbyterian Church's 100th Anniversary. A special program was printed on a Religious lithographed sheet and a complete history of the church written by the historian was printed in the Tribune Press, Gouverneur. Copies available at 10 cents. The County historian recommends that all historians send for a copy as it is an excellent example of the way to write a church history. Mrs. Simons spent four years of concentrated research to write this history. Church officials were introduced. Notes on the program: Mrs. Lillian Gibson has been singing in the Rossie Church Choir for 74 years. The 75 year-old organ, played by Mrs. Noel Sigourney, at one time, belonged to the Rev. D. A. Furguson, a former pastor. It is now owned by Mr. and Mrs. Albert Simons of Hammond. The collection boxes were made by James McAllister, wheelwright, in the 1870's. Mrs. Noel Sigourney has been providing church music for 43 years. Noel Sigourney has been an elder for 42 years. Rev. Donal Visscher came to this Church in May 1952 from Almond Union of Churches. Mrs. Visscher is a graduate of Wheaton College and Biblical Seminary in New York City. We appreciate the cooperation of Mr. and Mrs. Carlyle Benjamin who have been playing musical instruments together for 55 years and Harwood Bogardus, violinist, of Macomb. Musical portions of the program were arranged by Elwood Simons. RUSSELL (Mrs. Dorothy Manning) Has completed an article on "From Log School to Centralization." STOCKHOLM (Lindon Riggs) The biggest news of the year is that The High Line has been completed and we now have electricity. WADDINGTON (Mrs. Ethel Olds) The Waddington area is in the midst of activities with

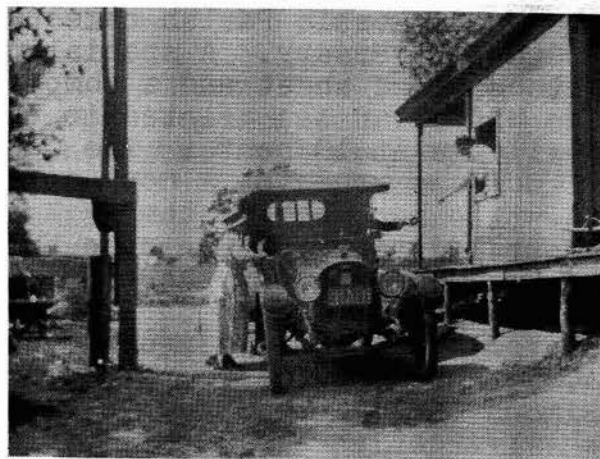
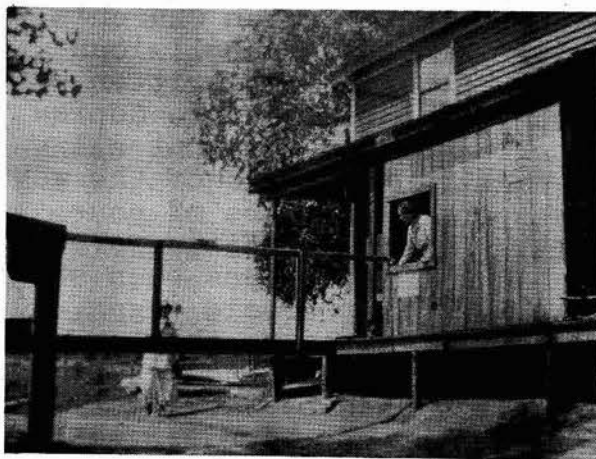
blasting and rock removal and the building of a coffer dam from the Island to the old ferry dock. Each day sees buildings being transported along the highway, dwellings, garages or camps. Houses too large to be moved are torn down or burned. The landscape is denuded of trees. These are burned in huge brush fires. Every week day between 3:00 and 3:30 the village listens for the blast of rock from the river bed. This is recorded by a seismograph. A new right of way for Route 37 extends for six miles from the western boundaries of the village through the east of the Louisville town line. This is being cleared of buildings, trees and brush as is the Norwood and St. Lawrence R. R. approach to the river.

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FROM THE YORKER CRACKER BARREL

CANTON: Foote's Followers: Sponsors of all three Yorker Club have left the Canton Central School system and new ones have been secured. MASSENA: The Yorker program will be set up in October as no doubt will the EDWARDS YORKER CLUB, THE VAN HEUVEL'S Yorkers of HEUVELTON also Marble Village and Marble Hill Yorkers of GOUVERNEUR and the Lisbon and St. Lawrence Chapters of LISBON.

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Paying Toll At The Black Lake Bridge