

THE QARTERLY

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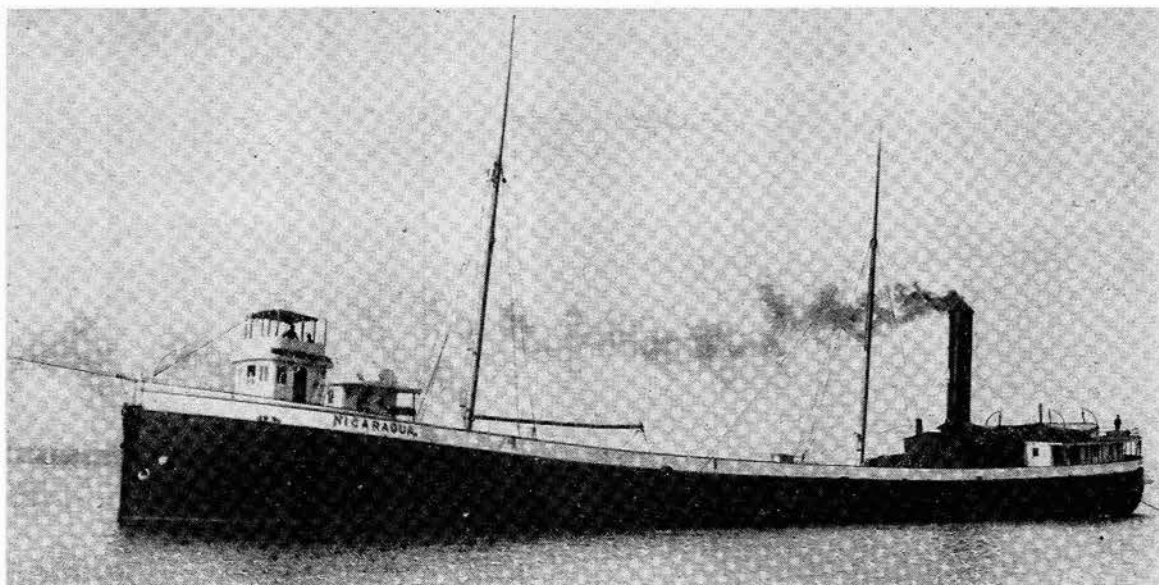
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THE STEAMER NICARAGUA

CONTENTS OF THIS ISSUE:

The Port of Ogdensburg, by Lawrence G. Bovard

The Gentlemen's Agreement, by G. Atwood Manley and Malcolm A. Booth

The County's Cracker Barrels

From the Yorker Cracker Barrel

The Historical Association's special tour of the Seaway area, with glimpses of behind - the - scenes action, is scheduled for Saturday, August 17. Remember the date and watch for further details.

Railroad. We were cutting tamerack, being dry and very hard, especially the knots. They were, as I remember, in seven foot lengths to be hewed on two sides. Instead of using a chalk line, we used what we called a rack consisting of two straight edges fastened to each other, eight inches apart. Placing this on top of the tie we proceeded to hew, not to a line, but to the straight edges. Grandpa had one of the best broad axes I ever saw, must have been fourteen inches wide and shiny as silver and sharp as all get out.

Lym was a hewing away and I, young and brash, said to the old gentleman. "Look out uncle on those knots or you will break your axe!" To which Mr. Lincoln replied, not even stopping work, "Well, I guess not. This axe has got good stuff in it." Nevertheless about the next blow it broke three inches from one corner, making the axe useless. Mr. Lincoln could hardly believe his eyes. Holding the axe up and looking at it with tears running down his cheeks, he was heard to say, "Now I got to get me another." By saving a penny here and there out of a days work of fifty cents, it is more than likely that he got another.

In his time Lyman Lincoln was unappreciated, but according to what I have been told, he must have been a great man with very little schooling. It was said one could ask him most and question and he would come up with the right answer. I have heard one of my aunts speak of the time when as a small girl attending Sunday School at the Brookdale White Church, the teacher gave her a verse to locate in the Bible. I do not remember the verse, it was not of much importance, being mostly jaw-breaking words. Unable with the help of her mother to find it, grandma told her to ask Lym Lincoln and sure as shooting Mr. Lincoln without hesitation told her the exact chapter and verse.

Did you ever hear of LINCOLN BRIDGE over the St. Regis river in Stockholm? Mr. Lincoln resided and had a shop nearby. Above the bridge a boom was kept in the river to catch sticks, pieces of board and trash thrown into the river by the saw and shingle mills up-stream. A team would be hitched to the anchoring chain drawing the boom toward shore with its' accumulation of debris. This was then racked on shore, allowed to dry and thus furnish a good supply of fuel.

Mr. Lincoln manufactured the famous "LINCOLN LOG PUMPS." Most of the wells for miles around had one of these pumps. The first of these pumps I remember seeing was in my grandpa Graves' well. It was aggravating to a small boy desiring a drink because the handle was always high in the air, too high for short arms to reach. Incidentally, this farm is the one my wife and I have resided on for over thirty-nine years. Mr. Lincoln was the great grandfather, on the maternal side of five stalwart Stockholm men, carpenters, masons, Alcoa workers and farmers. Namely: Howard, Leon, Glen, Elwood and John Page.

During the War of 1812, six schooners which had taken shelter in the Port of Ogdensburg found safety up the Oswegatchie after the bridge had been opened to permit their passage. This is about the first mention and proof that the harbor afforded shelter.

The first steamboat to arrive in Ogdensburg was the "Ontario" - in 1817- The boat was 110 feet long, 24 feet wide and 8 feet deep and measured 237 feet. This boat had a speed of five miles per hour. History doesn't say whether it had wind and current helps.

The "Paul Pry" built in Heuvelton in 1830 ran on Black Lake to Rossie. It later ran from Ogdensburg to Prescott from 1834 to 1838.

The "United States" length 142 feet, width 26 feet beam, 10 feet depth - cost \$56,000., ran between Oswego and Ogdensburg until 1838. She was the most palatial on the river and the envy of her competitors.

The marine railway was built in 1853, operated by E. B. Allen & Son who built boats and propellers for a couple of years. Sold to Mr. H. C. Pearson who operated to 1870 when it was sold to the Northern Transportation Co. They failed in 1879, and the plant ran on repairs until 1883 when it burned. It was refinanced and rebuilt, making ship repairs and during last days a few steel canal-size diesel barges. It was finally bought by Mr. Playfair of Midlands, Ontario, who removed the machinery.

A City Directory, published in 1850, advertises the Rutland Railroad having three trains daily from Boston, via Burlington, passengers and freight, making connections at Ogdensburg with the Northern Transportation Company who had fifteen steamships making daily departures for Chicago and Upper Lake ports. The Northern which depended upon emigration went out of business in 1880.

In 1880, Mr. John Hannan, Mr. Thomas Spratt and Mr. Joseph Donahue, formed the Ogdensburg Coal and Towing Company. Their first purchase was the Tug SEYMOUR and the 265-ton Towbarge ARGO. Mr. Joseph Donahue lived on Ford St., now the residence of Doctor Donald Tulloch, and later operated the Franklin House, now Darrow's Hotel. The Hannan interests soon acquired the Tug MYRA, Captain McGrath, Master. The OC&T bought four 185-foot 800-ton coal barges to be used for transferring coal from Oswego to Ogdensburg and Montreal at 42 cents & 93 cents a ton respectively. These barges were the MENOMIEE, ISAAC STEPHENSON, FRED CARNEY, HOBOKEN and later the WITBECK. They also owned the KENT - Captain John Larkin - a tow barge, which after discharging its cargo at Prescott, raised its sails and glided over the 'Burg under its own power. The KENT, SCOTLAND and the IRELAND finally ended up on the sand bar in front of the Hannan property. These boats were so stationed to hold back the spring ice and save abrasion of the oakum on the wooden boats tied to Hannan's dock. Captain David Lyon finally got the government to force removal of the barges as they were causing his ferry boats ice trouble.

Mr. Hannan's purchase of the Tug PROCTOR may interest the reader. Mr. Hannan was in Chicago endeavoring to purchase a lighter scow PENNSYLVANIA then at Montreal.

His offer was refused, but while Mr. Hannan was in Chicago, he learned that the scow had sunk in the Montreal Harbor. The owner was then happy to sell and Captain John Bovard, Port Captain for the Hannan fleet, raised the scow and brought it to Prescott. The duty was already paid on the two boilers and McMyler crane on the deck of the scow. Mr. John C. Howard wanted the Myler and boilers for the coal derrick Hall Company was building at Prescott - so he traded the Tug PROCTOR for them. The PROCTOR was quite old at the time. Hannan took the whistle off the SEYMOUR and put it on the PROCTOR. The OC&T Co. had a pleasure steamer called the OCLEMA, long and very narrow. She made a trip down the river and when the passengers crowded to one side for a view, the vessel nearly capsized. She returned to Ogdensburg and never went down the river again as a passenger boat. She was converted into a Tug and served the dredges. The Tug VIGILANT joined the fleet through seizure. Mr. Hannan had a debt against her for repairs and would not let her move into foreign waters. He gave Jim Service, an employee, a pistol and Jim would not let anyone remove a hauser until Ed Smith, the U. S. Marshall, arrived to attach the vessel by tying a piece of string around the hauser holding her to the dock. The Steamship AVON - 1200 tons - burned in Buffalo and Mr. Hannan brought the hull. He brought her to Ogdensburg and filled her with coal to spring the sides into place. Then he put steel plates around her for supports. When completely repaired, Captain Clifford took her down to Montreal through the locks even though she was four inches shorter than the locks and the canal operators had to close one gate at a time, and the AVON wiggled over. NICARAGUA - 1500 tons from the Upper Lakes was under Captain McDonald and later sold to the Canada Steamship Co. Steamer McVITTE was purchased from the Rutland.

The DALY and HANNAN Dredging Company had a couple of dredges, several mud scows and Tugs PANDORA, RESCUE, BUCKLEY and DUNBAR. The steam barge DENVER was at Skilling, Whitney and Barnes' dock idle for a year before the Dredging Company purchased her and converted her into an elevator-type dredge, an unusual departure from the conventional diggers. Credit goes to Mr. Joseph DeRochie of Ogdensburg, Mr. Robinson of Montreal and Captain Arthur Woods for developing and building this new type of dredge. It dredged the harbor at St. John, fled and beached herself on the coast of Maine to avoid a Canadian lien. Repaired and dredged in the Boston Harbor.

The Skilling, Whitney and Barnes Company had the NIPIGON and the barge MIDDLESEX under Captains Gallagher and Wm. Grady. The NIPIGON was sold to the Detroit Lumber Company.

The Revenue Cutter BIBB was stationed in Ogdensburg in 1880, GRESHAM in 1900. Later SUNDEW in 1933 and now MAPLE light house tenders.

Daly and Hannan had many contracts to main harbor depths. Hoffman Dredging with dipper and sand sucker cleared the Lower Harbor using the fill to build land between the grain elevator and Skelly's point, "WILLETTS POINT" now "TAYLOR" government suction dredge is now used for periodic harbor dredging.

The George Hall Company's first Tug was the CURLEW obtained in 1880, followed by Tugs WILSON, PROCTOR and MARY P. HALL. The barges were the MARY, ARGOSY - both small vessels - then the larger JENNIE MATHEWS; MARY LYON, BLACK DIAMOND and W. A. SHERMAN. The SHERMAN now rests at the foot of FRANKLIN STREET.

Steam barges were the Wooden HECLA, that used to tow two barges - JOHN RUGEE, HENRY B. HALL, FRED MERCER, WM. B. MORLEY and the LIBERTY or PHOENIX, which ended up as part of the paper mill dock. The Hall Company's first steel boat was the JOHN C. HOWARD, followed by the WM. ROBINSON, A. D. McTIER, B. F. JONES, ADRIAN ISLIEN, ROBERT J. BUSH, EDWARD L. STRONG and HARVEY J. KENNEDY.

Mr. Frank A. Augsbury consolidated with the Hall Company bringing boats COMPTON, ROCK FERRY, R. R. RHODES, JAMES FOLLIETTE AND Tug HACKETT in 1916 and later became President of the Company, succeeding Mr. John C. Howard.

Many other boats, commercial and pleasure craft, had their home port at Ogdensburg, but space does not permit enumeration at this time.

As improved railways and highways took commerce from the inland canals, giving quicker and cheaper transportation, so has the changes in the Nation's economy adversely affected the Port of Ogdensburg. Lumber is gone, Rail and Water rates about the same, but with the Seaway completed and the Harbor deepened to accommodate deep draft vessels, Ogdensburg can confidently look forward to a bright future, for it is as Father Picquet declared: "A magnificent natural Port".

-Mr. Wm. McKee, Hewlet P. Strong, John Hannan,
Richard Hannan and Capt. Thos. Lago assisted in
making this.-

Lawrence G. Bovard

Dec. 25, 1882 (Louisville): A view from the hills on either side, of the machinery, derricks and men, give on the impression of a ship yard. Work on the bridge is progressing finely, three of the five arches are completed, and there is no doubt that a stone bridge is the bridge to build wherever stone can be procured within a reasonable distance.

Dec. 25, 1882 (Louisville): The Louisville literary society has reorganized and gave a good entertainment to a crowded house. Proceeds \$20. for the sidewalk fund. The next entertainment will be given Jan. 5th.

1817: President James Monroe stayed overnight in the David Ford house in Morristown. (David Ford's house was on the site of the Morristown Public Library.)

1876: St. Lawrence is a remarkably healthy county. People have lived to a very ripe old age. Among those mentioned by the census are Martin Barseau of the Town of Oswegatchie, aged 111; Angeline Massey of Gouverneur, aged 108; Patrick McNulty of Louisville 102; Charlotte Grant, Potsdam, 100; Roxan L. Graffe, Stockholm, 108.

THE GENTLEMEN'S AGREEMENT

By G. Atwood Manley and Malcolm A. Booth

A letter from John Leslie Russell of Canton to his father, John H. Russell of Malone, dated August 7, 1832, contains what is probably the first reference to a political alliance, "the gentlemen's agreement," between St. Lawrence and Franklin counties, in regard to the Congressman and State Senator.

Excerpts from the letter read as follows:

"In relation to the political inquiries you make I cannot speak with certainty from the little I have to do in such matters. I have however often heard the subject of the Congressional nominations spoken of. The union of Franklin with this county in a district is little relished by some of our politicians from the fear that Franklin will always prove a dead weight. They seem to think that in every strongly contested election the opponents of the Republican Party (the opponents were the Whigs, fore-runners of our present-day Republicans) carry a majority there. If the Senator is from this county, it is my impression that the Representative to Congress will not be very strongly urged if there should be good reasons for locating in Franklin county. Mr. Hogan (William Hogan of Hogansburg, who served 1831-1833) stands very high in this county and should the opposition candidate be from Franklin would receive a strong vote. There are several candidates here talked of: Mr. Gillet (Ransom H. Gillet of Ogdensburg, 1833-1837), Mr. Perkins (Bishop Perkins of Ogdensburg, 1853-1855), Mr. Doty, Judge Willes (Jabez Willes, State Senator, 1835-1838),--and the fact of there being so many would, I think, give the candidate proposed from Franklin a fair chance. On the other hand should the Congressman be from this county and the claims of anyone from Franklin urged for the State Senate, they would not probably meet with much opposition here. The fact is there are several very worthy gentlemen whose several friends think all equally well entitled to either of these offices and hence there may be some difficulty in preferring either and perhaps induce them all to unite on someone from Franklin for the one or the other of these stations."

In 1832, for the first time, St. Lawrence and Franklin counties had been united in a Congressional district, number 14. St. Lawrence had previously been united with Oswego, Lewis, and Jefferson counties, represented by Mr. Hogan, had been united with Clinton, Essex, and Warren counties in the 19th district.

At that time New York State was divided into eight great Senatorial districts, each of which elected a Senator every year for a four-year term, meaning that each had four Senators. St. Lawrence and Franklin counties were a part of the fourth district, including also Clinton, Essex, Hamilton, Montgomery, Saratoga, Warren, and Washington counties, to which Herkimer and Fulton were later added.

The election of 1832 did not justify the hopes of the Russells, as both Congressman and Senator came from Ogdensburg, St. Lawrence county. Mr. Gillet was elected Congressman and Louis Hasbrouck was elected Senator. Hasbrouck died August 20, 1834, and was succeeded by Samuel Young of Saratoga county, but in the fall election that year Jabez Willes of St. Lawrence county was elected to a full-four-year term, until 1838. Meanwhile, Mr. Gillet retired in 1836, and was succeeded by James B. Spencer of Fort Covington. He in turn was succeeded by John Fine of Ogdensburg in 1839. In the fall of 1839, James G. Hopkins of St. Lawrence county was elected Senator, after a year during which neither county had a Senator. Elected Congressman to succeed Fine was Henry Van B. Rensselaer of Ogdensburg in 1840.

In the reapportionment of 1842, the counties were again separated, St. Lawrence being joined with Lewis and Franklin joining Warren, Clinton, and a part of Hamilton.

At the Constitutional Convention of 1846, single member senatorial districts were formed, and St. Lawrence and Franklin joined, as they have been most of the time since.

Beginning in 1863, St. Lawrence and Franklin again formed a Congressional district, represented from 1863-1869 by Calvin T. Hulburt of Brasher Falls. In 1863, the State Senator was Charles C. Montgomery of Waddington, followed by Albert Hobbs of Malone, 1864-1865, and Abel Godard, DeKalb, 1866-1867. Abraham X. Parker of Potsdam served from 1868 to 1871. William A. Wheeler of Malone served in Congress from 1869 to 1877, when he was promoted to the vice-presidency.

Meanwhile, Wells S. Dickinson of Bangor, Franklin county, served as State Senator from 1872 to 1875, and was succeeded by Darius A. Moore of DeKalb from 1876 to 1877. The new Congressman was Amaziah B. James of Ogdensburg, 1877-1881, and the next Senator was Dolphus S. Lynde of Hermon, 1878-1883. In 1879 Lewis county was added to the Senatorial district. Succeeding James as Congressman was Abraham X. Parker of Potsdam, who served from 1881-1889. Lynde was succeeded as Senator by John I. Gilbert of Malone, 1884-1885. In 1884 the Congressional districts were altered so that Jefferson and St. Lawrence were united, and Franklin united with Clinton, Essex, and Warren. Not until 1902 were St. Lawrence and Franklin rejoined in a Congressional district.

It was about this time that the "gentlemen's agreement" was put into effect. Congressmen and senators since this time are listed below.

Congressman	Senator
1903-1906:William H. Flack, Malone	George T. Malby, Ogdensburg
1907-1909:Malby, Ogdensburg	William T. O'Neil, St. Regis Falls
1910-1912:Malby, Ogdensburg	Herbert P. Coats, Saranac Lake
1913-1914:Edwin A.MerrittJr. Potsdam	Herbert P. Coats, Saranac Lake
1915-1920:Bertrand H. Snell,Potsdam	N. Monroe Marshall, Malone
1921-1934:Snell, Potsdam	Warren T. Thayer, Chateaugay

Congressman

1935-1938: Snell, Potsdam
1940-1948: Wallace E. Pierce, Plattsburg
1940-1948: Clarencé E. Kilburn, Malone
1948-1953: Kilburn, Malone
1954-present: Kilburn, Malone

Senator

Rhoda F. Graves, Gouverneur
Graves, Gouverneur
Graves, Gouverneur
Paul D. Graves, Gouverneur
Robert C. McEwen, Ogdensburg

Thus, since 1903, we note only two minor exceptions from the "gentlemen's agreement" in contrast to the preceding century. Those two exceptions are the period from 1935 to 1938, when St. Lawrence county held both offices, and from January 3, 1939, to January 3, 1940, when Congressman Pierce died, when St. Lawrence and Clinton, rather than St. Lawrence and Franklin, shared the offices.

1881: (Clare) Our town is not yet a year old, but still it is in good running order. We have about 50 voters; but little interest was felt in the last election and only 36 votes were polled; small Republican majority.

1882: (Lawrence) The county politics and candidates are stirring a little. As this part of the county has heretofore furnished a popular two-term county clerk, and now an able district attorney, it does not expect to be called upon for any candidate for this fall; yet we have plenty of able men if they are needed. We feel quite proud of the position our member, Hon. G.Z. Erwin, occupied in the Legislature last winter.

1878: The Red Stockings of Rensselaer Falls and the Rockets of Gouverneur play for the silver ball and bat at Gouverneur.

1878: Gouverneur: As an unmistakable evidence of the prosperity and growth of this village we are pleased to note the erection of 35 new buildings within the past year.

1882: Parishville: Flanders & Sons have added a new industry to their factory -- a clothes pin department -- and now have an order for twenty car loads of pins.

Wanted: A gold teamster to commence work March 1, 1874. One who will "Early to bed and early to rise, black his boots and be wise", and go to church Sundays. Apply to Tunis Kipp, Gouverneur, New York - Dated: Feb. 4, 1874.

FROM THE COUNTY'S CRACKER BARRELS

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

BRASHER: (Mrs. Joseph O'Brien). CANTON: (Mrs. Karl M. Mayhew Jr.) made a St. Lawrence Figure Skating Club Historical Record Book and attends the Friday Yorker Club Meetings to direct Historical Record Book work for the year 1930. RENSSELAER FALLS: (Mrs. Nina Wilson) CARE: (Mrs. Leslie Colton). CLIFTON: (Mrs. George Reynolds) My husband and I are setting up a darkroom in our basement where we hope to make copies of any old pictures available. Have been promised the use of two albums full of pictures owned by Mr. John Aldrich plus many more which have been loaned to me. Should have a pretty good pictorial history of Clifton if the project is successful. COLTON: (Mrs. Judson Miler) DEKALB: (Mable Sheldon) In the passing of Atherton W. Farr of East DeKalb on Monday, March 25th it is of interest to note that he had been born and passed his 92 years on the farm which was formed from a tract of land taken up by his great grandfather, Capt. James Farr who was one of the original group coming to this section from Coopers-town with Judge William Cooper, to establish the town of DeKalb in February 1803. Capt. James Farr and his brother, Elizah Farr took up a large tract of land.

James Farr, the son of Capt. James Farr became the father of Miles Farr who was father of Atherton W. and the Farr family has a record of continuous residence and operation of this farm for five generations, from father to son: the present owner being the youngest son of Atherton, Clifford, with whom Mr. Farr resided and his death occurred. There are two children of Mr. and Mrs. Clifford Farr, Jerald and Linda, residing at home, and another son, Curtis who resides in another house on the farm, who being otherwise employed is not active in the farm operation, so these three are of the sixth generation on the farm.

Atherton Farr, who was born December 31, 1864, on this farm was a successful and prosperous farmer and was also an expert wood worker, which was his hobby. He made heavy bobsleds that were in great demand through this Northern area, and in finer work he made beautiful cases for Grand father clocks.

Mr. Farr's father, Miles, originally owned 700 acres of land, but portions have been sold to form many of the farms in the East DeKalb section until now, the acreage of Clifford Farr's farm is 157 acres, with a 100 acre lot on the Ore Bed Road, 50 acres of which is wood lot and which was their sugar bush. The Farr Maple syrup was of the highest quality and in great demand, but it has not been operated for a number of years.

The first school district established in the Town of DeKalb, District No.1 was at the four corners of East DeKalb and by rare co-incidence the site chosen for the Hermon-Dekalb Central School on the plot of land purchased from Clifford Farr in 1953, takes in the lot and school building of District No.1. The first school building was, of course of logs. Later, a frame building replaced the log building, then in later years, when a better building was desired, Miles Farr bought the school house and moved it to this and used it for his shop and it is now utilized as a shed. The Farr Farm is the only one in the East DeKalb area, and also in quite an extensive area of DeKalb that has been continuously owned and operated by descendants of the first owner who was one of the original settlers of the Town. This is a distinction few families can claim, and it is our hope that many future generations of the family will feel the love of the land, and appreciate their heritage of this continuity of successive ownership from their pioneer forefathers.

Surviving Atherton Farr are two sons, Don Farr of Richville and Clifford Farr on the home and four daughters, Althes, now Mrs. Chiron Holmes of Edwards, Mildred, Mrs. Phillip Haddock of Wanakena, Marion, Mrs. Fred Kleemire of Ogdensburg and Ann Abelle, Mrs. Jack Allabello of Washington D.C. Also 12 grandchildren and 5 great grand children. DEPEYSTER (Mrs. Emery Smithers) is preparing an Historical Calendar for the town from 1802-1856. EDWARDS: (Leah Noble) I am organizing a lighting display (Old-fashioned lights, candles, candle holders, molds, etc.) to be our first exhibit in our new show case for our museum - on display in Hepburn Library. FINE: (Mrs. Alma Marsh) We welcome this new historian and hope her mother and father, Mr. and Mrs. Charles Ward who are 80 and 83, respectively will soon be well enough so the historian can bring the service records of the town up to date and mount the clippings saved by Mrs. Ritz the former historian in an Historical Record book. FOWLER: (Helen Cunningham) working on plans to celebrate Fowler's 150th Anniversary in June. GOUVERNEUR: (Helena Johnston). GOUVERNEUR VILLAGE: (Julius Bartlett) Gouverneur Peewee baseball Little Leaguers are eagerly looking forward to the opening of the baseball season for them which is later than the normal baseball openings. Already some of the youngsters are wearing their caps. With a diamond partly enclosed on the Gouverneur West Side central school site; a real place for them to display their baseball ability seems assured. This baseball field was not quite finished last fall but no great amount of work will be required to put it in shape. The bull dozers used on the project were loaned and the operators of the machinery of any kind was almost entirely donated as well as the material for partially enclosing the field. One comment has been noted about this work is that the most of the hardes workers were men with out children, some being bachelors. HAMMOND: (Harold R. Hibbs) we welcome another new historian. "Nothing to report at this time. Except we expect to do some research on the glass factory that was located in the town in the early period. HERMON: (Mrs. Kellogg Morgan) In February I had a most interesting trip to Buffalo in the company of Mrs. H. Hazel Simpson, Historian for the Town of Alexandria and Mrs. Nina Smithers. As this work in new to me, I feel that I gained a great deal from the trip. I have several of the service records completed for the Historians office. I have been given an old document which is a copy of an agreement for delivery of lumber for a plank road dated 1855. HOPKINTON (Mrs. Dorothy Squire) "I was recently privileged to look over some priceless old documents which pertain to Hopkinton's early settlement. These papers belong to Varick Sanford of Harrisville, nephew of our town's most cherished benefactor, Carlton E. Sanford, who spent many years of his life compiling the facts for his 600 page book "Early History of the Town of Hopkinton." One of these documents, dated 1817, is a deed for a parcel of land sold by Alexander Macomb to Henry C. Greene. It contains the signature of Roswell Hopkins, agent and attorney for Macomb. It will be remembered that Roswell Hopkins was the Founder of Hopkinton. LAWRENCE: (Mrs. Gordon Cole) "I am working on the Lawrenceville Cemetery records. LISBON: (E. Earle Jones) LOUISVILLE: (Mrs. Lorraine Bandy) Have completed about 25 military records (Korean War and draftees) finally have another article ready to file on "Talcott Butter wins Medal at World's Fair in 1893". Had a caller from Scotland looking for his relatives here. Had original letters with him sent from Louisville, N. Y. to his people in 1830 in Scotland. Helping him on this as he only has a few weeks more to stay in this country, wished they would allow a longer visit to the States. MACOMB: (Mrs. Ida Murton) Beside the usual work, I am making a book on the histories of the 15 School Districts where the schools have been closed. Also making some notes and records of old paper and files of town dating back to 1837.

MADRID: (Mrs. Arthur Thompson) working on the history of the settlement of "Chipman". Interesting people, Interesting families, Interesting community as it advanced—RFD, Telephone, Electricity. Completed decorating Methodist Church and Chipman Church. MASSENA: (Mrs. Ella Lahey) reports plastic coating twenty year old clippings "Rooftrees and Hearth Stones written by Mary Smith Allen. This method of preservation was suggested by Mr. Andrew Peters, Librarian of St. Lawrence University. A list has been started of anniversary dates of the red letter days of the town, churches, schools, civic and political organizations. In 1956 the Knights of Columbus celebrated its fiftieth birthday. Massena's Women's College Club, their thirtieth. Daily clippings from newspapers and magazines are on file. Clippings concerning the River Projects were bound in scrapbooks in dated sequence. These were accompanied by a folio of 9 by 12 official photographs. All of the 1956 report has ideas for all of us historians ...these are just a few of them. Probably our most treasured landmark, the Long Sault Rapids, has now joined the long list of By-gones; Indian mounds, villages and stockades; the early farm homes along the river and on the Islands. In keeping with our theme for the year "Our Vanishing Landscape", Dan McCormick reviewed the book "Saga of the St. Lawrence" by D.D. Clavin at the March meeting of the local Historical Association. Of special interest to us was the running of the log rafts through the white water. MORRISTOWN: (Mrs. Ernest Planty) another new historian like it very much and find the people very cooperative. I have taken for my first project the History of churches. I am trying to get pictures as the Churches were years ago and now...also copies of church records. NORFOLK: (Unofficial historian is Mrs. Ralph Wing) Records of cemeteries and maps of Norfolk have kept me busy during the past few months. Part of last cemetery's records and maps are not completed yet. History is Mrs. Wing's hobby. OSWEGATCHIE: (Mrs. Monna Mayne). HEUVELTON VILLAGE: (Mrs. Ida Downing) PARISHVILLE: (Doris Rowland) Had a photostatic copy made of appointment of Erasmus D. Brooks postmaster to P'ville 1841. Helped compile a list of Civil War Soldiers who went from this vicinity for a patriotic Society in a nearby town, helped a Long Island contact establish the relationship between the Parker and Thurlow families. Routine work on military records. PIERREPONT: (Millard Hundley) was host to the first spring workshop with Colton, Clifton, Clare, Fine and Piercefield historians invited. A short historical tour included a visit to the land office of Hezekiah B. Pierrepont, the boyhood scene of Irving Bacheller and the former location of a Mormon settlement, a religious group once established in the county but of which little is known. PIERCEFIELD (Mrs. Beulah Dorothy) I'm making a house to house canvass with the war record blanks in hopes of getting at least 50 percent of the soldiers records completed. PITCAIRN: (no historian) POTSDAM: welcome another new historian (Charles Lahey) "I'm working on a number of projects at the present—early settlement, plank roads, origin of settlers, role of landlords in settlement etc. We are also trying to start a town archives to serve as a clearing house for historical information. ROSSIE: (Mrs. Virgie Simons) "My main interest at present in the trimming and classification of numerous clippings for pasting in twelve scrapbooks. I am also making many picture additions to my book of 'Interesting People' with type-written story of each. RUSSELL: (Mrs. Dorothy Manning) I'm trying to gather data on the history of the churches and Town Hall to add to the history of the town I am trying to write. Also starting work on the 150th Anniversary of the town as we plan to celebrate it some time during this summer. STOCKHOLM: (Lindon Riggs) "..."

I catalogued "Sanfordville Cemetery" this past summer and wrote an article for your publication about one of the burials there. I have two more cemeteries to catalogue--Winthrop and West Stockholm (Bickneville). WADDINGTON (Mrs. Carlton B. Olds) Rock hauling add crushing, some earth moving and coffer dam construction by "skeleton" crews about covers the activities on the St. Lawrence River Project during the frigid weather. Hardy fishermen sought new fishing spots and set up shelters where they fish through holes in the ice for wall eyes, northerns add perch.

FROM THE YORKER CRACKER BARREL

CANTON: FOOTE'S FOLLOWERS have central officers for the three groups of this club this year. They are Barbara Dommeyer; President, Amorette Chrystie; Vice-President, Janet Butterfield, Secretary; Peggy Gray, Treasurer; and Judy Lawrence, Publicity. The groups were all working on a booklet depicting the History of the Thirteen Northern Counties. Mrs. Charles Needham is the sponsor of one group whose officers are: Beverly Reddick, President; Janet Butterfield, Vice President; Sandra Hall, Recording Secretary; Kay Hall, Treasurer. The other two groups were sponsored by Mr. George Suits until March when Mr. Richard Lanshe became the sponsor as Mr. Suits resigned his teaching position. The officers of the Thursday group are Peggy Rose, President; Warren Lux, Vice-President; Bob Hall, Corresponding Secretary; Mary Ann St. Andrews, Recording Secretary; and Dee Anne Hedlund, Treasurer. Barbara Dommeyer is President of the Friday afternoon group with Lynda Brown as Vice President; Peggy Gray, Secretary and Amorette Chrystie, Treasurer. Town Historian, Bette Limpert Mayhew has met with this group since February. They are helping her with Town Historical Record Books. MASSENA: The two Yorker groups of the MASSENA chapter have made historical sketches of the eleven chapters of Massena History set up by Town Historian, Mrs. Ella Lahey. These sketches form a mural for the school-room. The Yorker Clubs are working hard on Spring Exhibits. One group is making a table model of the town of Massena about 1900. The EDWARDS yorkers with the help of their sponsor, Town Historian, Miss Leah Noble had a display of old and new dolls in the Grange Hall window at Christmas time. It is with regret that we must report that the VAN HEUVEL'S yorkers of HEUVELTON and the MARBLE VILLAGE and MARBLE HILL yorkers of GOUVERNEUR are inactive this year. LISBON has so much interest in Yorkers that the two clubs have become four all under the sponsorship of Miss Rachel Dandy. They meet together for filmstrips and movies. The LISBON chapter officers are Tim Soucy, President, Kathy Houlihan, Vice-President; Bernice Rhines, Secretary; and Sheila Mayne, Treasurer. This is an eighth grade club as is the new chapter LISBON CENTRE whose Officers are: President, Joyce McNally; Vice President, Clara Flack; Secretary, Donna Karry; Treasurer, Laurence Reynolds; and Reporter, Paul Craig. The seventh grade chapters are St. Lawrence with Maxine Bice, President; Robert Rickard, Vice-President; Secretary, Roger Robinson; and Treasurer, Barbara Baker. Their special project is making an Iroquois Village. The new seventh grade chapter is SEAWAY with President, Barbara Jeanne Allen; Vice President, Seven Griffiths; Secretary, Mary Lou Bixby; Treasurer, Sara Baxter; and Reporter, Leon Yeitz.

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