

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

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Editor - Atwood Manley, Canton, N. Y.

Associate Editors - Nina Smithers, Bette L. Mayhew, and Charles Lahey

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The Man



The Boat Shop



The Product

J. HENRY RUSHTON - FAMOUS BOAT BUILDER A Biographical Sketch by Atwood Manley

In certain respects 1869 was a year of significance to this North Country, especially in the life of the son of Peter and Martha Glines Rushton of Edwards, N. Y. This was the year in which a book, "Adventures in the Wilderness - or Camping in the Adirondacks", became a best seller and was credited with starting a stampede into the Adirondacks. Its author was a young Back Bay Congregational minister by the name of William Henry Harrison Murray. There is no evidence, at least of a documentary nature, to indicate what, if any, direct influence either Murray or the book may have had on J. Henry Rushton, the son of Peter and Martha. But indirectly Murray's "Adventures" played an important, if not almost controlling, influence on the destiny of this son of a sawmill operator.

Born in 1843 in Edwards, J. Henry Rushton, as a youth was reared to the song of the saw. As a boy a rod, a rifle, or paddle were in his hands a good share of the time. He was a puny, stunted youth, frail and ailing, much in contrast to his four sturdy brothers and three sisters. His father and uncles were in the lumber business there on the fringe of The South Woods as the Adirondacks were called locally. In 1864 when J. Henry cast his first ballot - for Lincoln - he weighed 98 pounds and stood a scant five feet. What he lacked in sinew he made up for in bustle and bounce, but physically he was never fitted for the rough life of the lumber camp or the sawmill.

Like Rev. William H. H. Murray, pastor of Boston's staid Park Street Church, known as the Brimstone Corner Church, young Rushton possessed a passionate fondness for field and stream. The call of the wild was in his blood. Fishing, hunting and camping had been his boyhood pastimes.

As nearly as can now be determined it was in the early summer of 1869 that young Rushton packed in to Cranberry Lake to enjoy some of the trout fishing below the new State dam at the outlet. He knew the lake well. It was from there that much of the timber was floated down the Oswegatchie to the Rushton mills in Pitcairn and Edwards. At Bishop's Log Hotel at the foot of the lake he found two young Canton merchants, just fifteen years his senior. They were Joseph B. Ellsworth and Milton D. Packard, the shoeman and drygoodsman respectively. Like young Rushton these two were disciples of the rod, the rifle and the paddle. They, too, had come for the best of the trout fishing and speedily formed a friendship and liking for the young man from Edwards. It was a friendship which was to endure, and which was to play an important role in Rushton's future.

Rev. Murray's book, just published, became one of those unexpectedly popular pieces of fiction, something like "Trader Horn" or "Gone With the Wind". It took the public by storm. Murray had made a few summer pilgrimages into the Adirondacks and had become so enamored of the mountains, ponds, lakes and forests that he painted a too-glowing word-picture of the mecca which he said there awaited the lame, the halt, the blind and the healthy. People believed him. The Adirondack rush was on as the "Adventures in the Wilderness" surged from one printing to another and then another. The invading hosts failed to find that Murray had described in the way of hotels, prosaic guides, and the easy life. Soon many of them departed chanting "liar", "charleton" toward the Back Bay divine. But they had become innoculated with the lure which the Adirondacks have ever since held for so many. Murray's book caused such controversy that it drove its author from the pulpit and left him with the sobriquet of "Adirondack" Murray. But at least the gates to the Adirondacks were down. The health-giving balm of the pines, the hemlocks and spruces which Murray so eloquently wrote about soon brought Trudeau and Robert Louis Stevenson and thousands there either seeking relief from burning consumptive coughs or in quest of woods life.

Of all this J. Henry Rushton and his two newly won Canton merchant friends knew nothing as they whipped the waters of the Outlet in those days in 1869. Before parting, J. B. Ellsworth suggested to 26-year-old J. Henry that he move to Canton where he would find a job as clerk in the Ellsworth Shoe Store waiting for him. Before the snow fell that fall J. Henry was behind the counter in the store.

For four years he hustled business for the Ellsworths. This was during the period when "Adventures in the Wilderness" was being both damned and extolled; when Murray was being called both a saint and a sinner; and when the Adirondacks were receiving the greatest free promotional advertising any resort area on the continent ever enjoyed. Murray spun down into oblivion, but the Adirondacks ceased to be a "Wilderness". The rush was on in full force.

It was either in the fall of 1872 or the spring of 1873 that young Rushton came to a difficult decision. His health, never robust, had deteriorated. There was a dry, hacking cough which showed a tubercular tendency. It worried J. Henry, and also his employer and close friend. Whether Rushton had been reading Murray's book and all the claims it made for the health-healing antidotes of the Adirondacks is not known. Nor is there any evidence that the paths of Murray and Rushton directly crossed although "Adirondack" Murray visited Cranberry Lake about this time.

Beyond the preadventure of a doubt the possibility of Murray's preachings and Rushton's health were coincidental. Whatever the circumstance may or may not have been, Rushton elected to do the very thing which Murray's book advised all sufferers of "lung fever" to do, take to the woods, the Adirondacks.

Thus it came about that J. Henry Rushton prepared to part with his friend and business benefactor, Joseph Ellsworth. That he received the blessings of his employer and God Speed seems certain. Fortuitously, however, Rushton never took his camping trip. Before packing into the woods, he announced that he first intended to build himself a canoe. If he was to take the new fresh-air cure, he preferred to do so in style. The old-fashioned dugouts so common to his boyhood held no lure for him. They were altogether too cranky, too clumsy and too tippy. This canoe was to be of cedar, twenty feet over all, and weighing only twenty pounds. From Tom Leonard, the cabinet and boat builder in Morley, he obtained the necessary pattern from which to design this craft.

In an empty barn on Water Street, now called Riverside Drive, young J. Henry went to work that summer of 1873. Besides the tools he accumulated for the job Rushton possessed an inherent knowledge of woods and woodworking. This was native to his upbringing and the Edwards sawmill environment. It was something which always stood him in good stead.

His two intimates, Messrs. Ellsworth and Packard, soon became his most constant critics. These two knew a good canoe when they saw one. This was it. Not only did this canoe take graceful form, but with eagle eyes they watched the many novel methods of construction young Rushton was constantly incorporating in its building. There was the skillful beveling and joining of the cedar side strips, lap-streaking Rushton called it. Copper nails clinched easier and bound the strips to the ribs and keel more firmly than rivets or iron nails. Joe Ellsworth and Milt Packard soon became convinced that their young friend possessed a genius for this type of work. He built with the instinct of a designing artist and the craftsmanship of the veteran.

Both merchants began taking a personal interest in this canoe. They were an interesting pair. Ellsworth was a Democrat, Packard a Republican politician. They never agreed on much of anything, especially politics. Their verbal feuds were bitter and perpetual. As companions they were inseparable. They hunted, fished and camped together. One year they journeyed to Florida just to see the Everglades. For a long life-time they were caustic cronies, and under a crusty exterior deeply affectionate, one of the other.

As their daily inspections of the canoe project continued they directed their comments and criticisms candidly and without solicitation. They were always in disagreement on the fine points of the job. Cantankerously it seemed as though there was nothing correct in the construction, but on the side they marvelled at the deft, swift work of their protegee. Their personal feuding finally came to a crisis, rather unexpectedly. Each man had nurtured a covetous liking for this trim craft. It was to be a beauty. Packard out-manuevered Ellsworth at this point. He persuaded Rushton to sell him the canoe before the final coat of varnish had dried.

When Ellsworth learned of Packard's duplicity he was beside himself. Such dastardly, presumptuous conniving was beyond human endurance. So Joe Ellsworth did the only thing a man could do under the circumstances. He immediately commissioned Rushton to build a second canoe, for him, of course. All consideration of Rushton's health had long since become of secondary importance. Fortunately this was no longer a serious matter. During the construction period Rushton's health had im-

proved. He had become stronger and more robust. The cough had disappeared. Something about working over the cedar wood had worked the miracle. Though stouter, he was no taller. He was still barely five feet. But what he lacked in height he more than made up in hustle.

With Ellsworth's commission Rushton found himself definitely in the boat building business. From that point on the romance of the Rushton Boat Shop was under way. From the Water Street barn J. Henry moved into a small stone building, called The Engine House. It is still standing and now used in part as a liquor store. Soon it was necessary to recruit labor to keep up with the new orders. The whole community had begun taking interest in the Rushton canoe. Others were in the market as purchasers. People took a great liking for these all-cedar, "light as a feather" craft. They were exceedingly well constructed, sturdy, remarkably easy to handle. Their reputation spread rapidly.

With the opening up of the Adirondacks, thanks to "Adirondack" Murray, a new and growing market was close at hand. The woodsmen and guides found the Rushton canoe just what they wanted. Thus did the influence of Murray play directly into the hands of Rushton. Murray passed into oblivion. Rushton rode the crest of the wave to worldwide fame as a boat builder.

J. Henry Rushton constructed his first canoe in 1873. Three years later, when the Philadelphia Sesquicentennial opened, he had on display a line of his Rob Roy Canoes. They attracted much attention and soon orders from other states were in the mail. His business soon overflowed into nearby sheds, shops and storage places. By 1881 the pressure was on. So J. Henry erected a large four-story frame shop, 150 feet long. It stood at the flatiron corner where Water and State Streets intersect.

Never was a man busier or happier. Rushton was riding the crest of the wave. He had married. Leah Pflaun was a dark-eyed beauty from Port Jervis, and became her husband's loyal helpmate. In the second floor back bedroom she cut out, sewed and stitched the lateen, leg o' mutton and Bailey Rig sails for his cedar sailing canoes and skiffs.

The 1893 Chicago Columbian World's Fair offered another not-to-be missed promotional opportunity. A complete line of Rushton's now extensive line of canoes, skiff and other craft models were displayed, both in full-scale sizes and also in miniatures. In the face of top-flight competition Rushton captured blue ribbons right down the line. He lost no time in capitulating on these newly won laurels. Orders came from far and near, from Australia, New Zealand, Africa, England and the Continent, as well as from all over America.

The secret of Rushton's success was two-pronged. Primarily, of course, it rested in the hustling, bustling personality of this diminutive human dynamo. Then, there was the second factor, the period in which he lived. Hand in hand with the great surge of people into the Adirondacks came the popularity of the Thousand Islands. Millionaires were building palatial summer homes there. Mammoth Victorian resort hotels such as the Frontenac, the Thousand Island House, the Crossman were booked full from June to October. With a group of canoeing enthusiasts, J. Henry was a key figure in organizing the American Canoe Association which for years afterward held its annual gatherings at Eel Bay near Grindstone Island.

Rushton knew the value of showmanship. At the Association's encampments J. Henry often teamed with Dr. Highway, The Cincinnati Giant. Highway was the superman, director of a Cincinnati gymnasium, the star athlete and champion in



Rushton and Highway

mounted until 1906, the year in which J. Henry Rushton was stricken ill and died. That year his Boat Shop turned out 150 cedar and 750 Indian Girl canvas covered canoes. That was the record year.

Money was of secondary importance to this successful son of the Edwards saw-mill operator. He never accumulated wealth, nor aspired to do so. His sole interest was in building better and better canoes. From his boyhood he took with him a native knowledge of wood and woodcraft, and a natural ability to use tools. Designing seemed instinctive. Although automation and the assemblyline methods were years away he attained a practical degree of streamline efficiency in his shop.

The Michigan cedar was planned down and sawed to specified widths and lengths, and steamed, on the first floor. This then passed into the hands of the skilled craftsmen on the second floor. Here the canoes, skiffs and other craft took shape. On the third floor came the oiling and varnishing. In the loft were the drying racks and display rooms. Rushton never attempted mass production. He never had a large crew of workmen. Each and every craft that passed out of the shop door had been built to exact specifications under his own watchful eyes.

For the most part Rushton's boats were built to standard models and lengths as per his catalogues. But for J. Henry the greatest joy was an order for a customs built job. This presented a challenge both in design and construction. Profits were of secondary consideration. Be the craft of standard make or custom-built there was but one rule in the shop - only the best. Rushton was a perfectionist. He demanded it of his men. Men and master were a team. A special order, a job exceptionally well done, created enthusiasm throughout the entire force. Nothing shoddy, no hidden short cuts or imperfections, no cheap construction! Rushton's boats were built on honor. They were durable. That was the secret to Rushton's fame as a builder. This was so from the first cedar plank he ripped for Packard's canoe to the day he breathed his last.

It was possibly a blessing that J. Henry died when he did. The hex-sign was on business generally and the boat industry. A financial depression was in the making. Automobiles and airplanes were capturing public attention. The Hotel

canoe tilting contests with the Canadians. By contrast Rushton, five feet tall, and Highway, six feet six, made a conspicuous pair. They were frequently together. In fact, Highway made the Canton tent his headquarters. Rushton always had a group of young Canton canoe enthusiasts with him to demonstrate his craft. Rushton, Highway, and the Canton crowd attracted wide attention. It was all good advertising.

Boat making was not all clear sailing. The Columbian Exposition promotion somewhat offset the inroads being made by the first flush of the bicycle fad of the '90's. As the automobile and the 20th century made their debut, Rushton came forward in 1901 with his canvas covered canoe, famous Indian Girl. This proved to be his outstanding achievement. In style the Indian Girl was the ultra in graceful design. It handled easily, cost less, and became immediately the most popular canoe on the market. The Boat Shop's production curve soared. From 1901 the production

Frontenac and then the Thousand Island House burned to the ground, and were not rebuilt. George Bolt stopped construction on his river "castle." But happily the year of Rushton's death marked the peak of his shop's production. His passing was as though the spigot had been pulled from the barrel. The cider soon drained away. After ten years of mounting costs and poor business conditions the family turned the key in the shop's door in 1916. His two sons sought fields of endeavor in other places.

In matter of construction Rushton claimed that his boats and canoes were "unique." To follow his terminology they were of the "smooth-skin" and "lap-streak" design. Smooth-skin meant that instead of the usual "ship-lap" the outer surface was smooth, sanded down. This offered less resistance as the craft glided through water, and made for easier handling. Smooth-skin construction required that the cedar side or hull strips be beveled to a feather edge their whole length, tightly and securely joined. The joints were nailed from both sides, and light-weight copper tacks were clinched toward the thicker part of the timber. Tacking prevented curling of the feather edge. Rushton devised a special method for fitting the cedar strips, or boards, to the keel and the ribs. This removed strain from the shell and permitted a comparatively rigid unit. The ribs were first steamed, and then fitted into the shell before dry. When dry they became snug and firm. Rushton's methods produced a lighter than average craft, fully as sturdy and strong as any other on the market. He claimed a 10 per cent to 50 per cent saving in weight. By lap-streaking Rushton craft were more immune to leakage in case of damage or wear. Rushton's methods utilized working with the grain of the wood. This lent added strength and durability. He found the Michigan cedar best adapted to his type of construction, though rosewood and mahoganies were used for decking, as were cherry and most of the other fine-finishing woods were employed.

Incessantly J. Henry Rushton was improving on design, developing new models. His workmen were recruited largely from local craftsmen. Under his personal tutelage they were schooled in perfecting their art. The Boat Shop, was in effect, the personality of this tiny man. He was the chief executive in all its branches and departments, such as construction, bookkeeping, advertising, publicity, sales, promotion, design and research.

How many craft were turned out in the Canton Boat Shop is not known, but they ran in to several thousand during those forty-three years. Of Rushton's all-wood, or cedar canoes, there were several models and each model in several sizes or lengths as well as grades. The Rob Roy was one of the first. Later catalogues list no such model. One finds the Arkansas Traveler, the Huron, Ugo and Igo, Vaux and Vaux Jr., and the featherweight 22 lb. 10 1/2 foot Nessmuk. The other canoes ranged from 14 to 17 footers and up to 72 pounds. Of his sailing and paddling canoes Rushton concentrated on the Vesper and the Nomad, 16-footers for the most part. On order the Shop turned out a large racing canoe, to accommodate 32 paddlers, for an Englishman. There was a versatile range of skiffs, rowboats and dinghies, all the way from the large sailing skiffs and the Saranac Laker or Adirondack Guide Boat down to the small-Florida Rowboat. Rushton also went in for cat-a-ma-rans and other special craft. He indulged in motorizing the Indian Girl and other canoes, but with no great success. There was even a small steam yacht, a 32-footer on the drawing boards. Of all his products the Indian Girl and its other models, The American Beauty and The Navahoe, claimed the greatest popular appeal. They were the canvas covered canoes of those first years in the 20th century.

Today the name of Rushton still lingers where canoeists gather. The Smithsonian Institute has his Rob Roy on exhibit. One of the old two-sail Rushton skiffs rests on the racks at the new Adirondack Museum at Blue Mountain. Here and there

about this North Country one occasionally discovers the brass name-plate on the deck of a canoe or skiff. Rapidly a Rushton is becoming a collector's item. By modern standards the Rushton Boat Shop was small but it was of great merit. In looking back over the record of those forty-three years there was one positive conclusion to be made. Although the Shop turned out quite a variety of styles and models of various small craft, the name of Rushton has come down through the remaining years principally, if not entirely, because of the Rushton canoe. It was the boat J. Henry loved. It was the achievement into which went the best years of his life. There is no greater tribute to the man and what he did than the fact that the name of the Rushton canoe is still remembered and respected.

SILAS WRIGHT DAY - CANTON, SATURDAY, MAY 24

The Association members are invited to attend the dedication of a State Historical Marker in memory of Silas Wright, Jr., at Canton on May 24th. A special program is being arranged by a committee headed by the Town Historian, Bette Mayhew. Tentative plans now being whipped into shape include an Historical Tour beginning at 10:00 a.m.; luncheon at 12:30; pageant in Village Park at 2:00 p.m. followed by the dedication and unveiling of the marker in front of the Silas Wright House opposite The Park, at 3:00 p.m. Further details and announcements will appear in the North Country press.

FORTHCOMING NORTH COUNTRY SEMINAR AND WORKSHOP

Something new, something of interest, something of much historical value is in the offing. Of two Summer Session Workshops being projected by the State University Teachers College at Potsdam one will be devoted to a Seminar in North Country Life. It will be patterned after the Cooperstown Institutes of the State Historical Association. Not only that but three lecturers who always highlight the Cooperstown meetings will speak at Potsdam: Louis Jones, President of the State Association; Dr. Albert B. Corey, State Historian; and Carl Carmer, the celebrated novelist and writer of folklore and history.

Although this two weeks course is designed for graduate or undergraduate academic students, emphasis is being made upon the value and enjoyment it will offer North Country people who are interested in history. This especially applies to Town Historians. The Seminar will open July 21. It will continue for two weeks, four days per week, Mondays through Fridays. As this is within the curriculum of a State College a fee will be charged of \$15 per credit hour. As this is a two hours credit course this means a total of \$30 for the course. It should be worth all of that and then some.

A large, comfortable room is being provided. There will be no classroom atmosphere. The non-student can audit the course, the fee being the same as for the credit-seeking student. The object is to encourage original work. Those coming from this area are urged to bring related material. Here they will learn how best to use such material, maps, and other source material found locally. People will learn how to write history.

It is hoped that this initial seminar will be followed annually by similar seminars. To give perspective and background attention will be given to the fundamentals; the influences of the physical scene such as geography, geology and

climate; a discussion of land titles and the role of early land speculators; transportation from the Indian trails to the thruways; agriculture; industry etc. Folklore will be stressed.

A rich and penetrating insight into North Country history is in store with encouragement being offered for creative work and study.

So, we'll be seeing you at Potsdam, July 21 to August 1. Write: Director of Summer Session, State University Teachers College, Potsdam, N. Y., for explicit information and enrollment blank. Our own Association Trustee, Prof. Charles W. Lahey, is the moving spirit behind this Seminar. By our support it will be possible to establish this as an annual, worthwhile Seminar for the North Country.

THREE SUMMER PROGRAMS FOR OUR ASSOCIATION

Three programs are in store for Association members during the coming months. This was determined at a meeting of the directors in Canton March 31, thirteen of the sixteen directors being present. As noted elsewhere the first program date will be May 24, a Silas Wright Day, in Canton. Next, a basket picnic program at Parishville to commemorate the purchase of that town by David and George Parish from James de LeRay. Miss Doris Rowland and Prof. Charles Lahey are the committee on arrangements. Date to be announced in the press later. Visit to the Adirondack Museum at Blue Mountain Lake. Date and particulars to be given in local press later.

The directors endorsed the plan for a traveling museum of educational exhibits to commemorate the 100th anniversary of the forming of the St. Lawrence County Teachers' Association. This display will follow the lines of last year's medical exhibit.

The following committees were appointed. Nominations: C. B. Olds, Waddington; G. A. Manley, and A. K. Peters, Canton; Mrs. I. S. Murton, Morristown; Mrs. Ella Lahey, Massena. Schedule of Dues: C. E. Burns, Lisbon; Mr. Manley and Mrs. Smithers. Revision of Constitution: Dr. W. R. Willoughby and Mr. Manley, Canton; C. B. Olds, Waddington.

Various other business was transacted, as relating to the annual meeting next fall. These matters will be presented more fully in the July issue of THE QUARTERLY.

WANTED--Whereabouts of educational exhibits. The Association is considering organizing a travelling exhibit of educational displays, modelled after last year's exhibit of medical items, in St. Lawrence County this summer. We would like suggestions of items to display in this exhibit. Those with suggestions should write Malcolm A. Booth, Secretary, St. Lawrence County Historical Association, Box 245, Canton. Please do not send displays at this time, as the project has not yet been definitely decided upon.

The Secretary Says. . .

by Malcolm A. Booth, Secretary

A list of historic anniversaries occurring in 1958 was included in the January issue of THE QUARTERLY. Using this as a master list letters went to town and village historian whose areas had there been noted, in hopes of stimulating historic celebrations, articles for THE QUARTERLY, and newspapers. Five replies came from the 23 inquiries and several other historians have informed the secretary that they are still searching for information.

Mrs. Carlton B. Olds, Waddington historian, was informed that an act was passed by the state legislature in 1808 authorizing J. Waddington, D. A. and T. L. Ogden to build a canal and locks at Hamilton, now named Waddington. She was asked concerning the chances of a tour which might include the power canal which was built at Waddington, as well as more modern installations of the St. Lawrence Seaway in the Waddington area.

Mrs. Olds replied as follows:

"We are thoroughly blitzed. The river front of the village looks like war-torn Europe. The dam and lock foundations went last year and the old power canal and water front were scraped away this past summer. The new shore line is a sea of mud.

"It is possible that planting, or, rather, seeding, which will start in the spring, will cover the expanse of dirt enough to make a respectable appearance by midsummer.

"The coffer dam to the Island back of our house will be left until the last. Soon water is to be let in from above so this part of the power pool will fill. It may be that this pool would be of interest to tour visitors. At present there is not much to see.

"Iroquois Dam is finished but I suppose it would have to be viewed from the lookout built on the shore some distance up the river from the dam.

"The raising of seven houses has been an interesting sight at the east end of St. Lawrence Ave. but that is almost completed now. Grading has to wait until spring, also seeding. The Historical Association is of course most welcome if it wants to come but conditions are not very promising at the present time.

"I'll talk with more people about chances that the village will make any kind of respectable appearance by summer.

"The forming of Waddington from Madrid took place in 1859 and the thought had been that perhaps by 1959 we would be rehabilitated, enough for an observance of some kind.

"The Waddington contract was about the last one to be awarded, so we really are still in the construction period.

"P.S., Monday, January 6. Water is being admitted to the South Channel today. It will be held back by the lower coffer dam to the Island. The water in the South Channel will then be the same height as the Main channel, the water to be released when the power pool above Barnhart is ready. This is an interesting development at Waddington."

Anna Matthews Cole, historian of Lawrence, informs us that she believes the first frame house in her town was built by Samuel Harris in 1809 on the farm now owned by her husband, Gordon Cole. Although the first house itself has been gone for many years, there still remains a small depression in the field where its cellar was.

Our information was that Mr. Harris built the house in 1808 of basswood "shakes." Inquiring about shakes, Mrs. Cole was told by a former mill-man that they were shingles of various lengths, and that the word is still used today, as in the case of cedar shakes used in the construction of fine houses. An antique dealer also told Mrs. Cole that shakes are shingles, and added that he thought he still had a small hatchet-like tool formerly used to split the short timber for shakes.

The first burials in Mound Hill cemetery, Nicholville, were discovered to be those of Catharine Farrar Day, first wife of Lyman Day of Nicholville, Mrs. Cole's grandfather, and Temperance Stearns, wife of Joseph Stearns, both buried the same day, Feb. 22, 1833.

Mrs. Cole will investigate further on the construction of the North Lawrence Methodist Episcopal church in 1858 when a friend returns from Florida.

No information is available regarding meetings of the Quakers in the town of Lawrence, supposedly held in 1808, or the Port Kent-Hopkinton stage line, which ran through the town of Lawrence and was started in 1833.

Mrs. Dorothy Squire, Hopkinton historian, tells us she is sure that the First Congregational church of Hopkinton plans to commemorate the 150th anniversary of its founding Sept. 6, 1808. Our data gave us the date of July 6, 1808. The present building was constructed in 1892.

Other historic events in Hopkinton mentioned in the January issue were the appointment of Henry McLaughlin, Amasa Blanchard, and Seth Abbott to prescribe rules for the administering of smallpox vaccination in 1808, the starting of D. L. Merrill's starch factory in 1858, and the formation of the Nicholville Baptist church at Hopkinton on Sept. 11, 1808.

Mrs. Margaret Thompson, Madrid historian, was the first to reply to our inquiries. She states that the Madrid Baptist church, formed Sept. 7, 1808, is no longer existent. She assures us that she has the story of the church, and that of the Hamblin-Castle distillery, which was built in 1808 or 1809, written up in her town notes. (I wonder if she could be persuaded to have these items used as an article in THE QUARTERLY?)

Mrs. Violet Morgan, Hermon Historian, has informed us that the Hermon Universalist church, formed in 1858, no longer exists, but she has not been able to find anyone able to tell her just what happened to it, whether it combined with another church or simply dissolved. She is still working on the matter.

Considerable excellent material in the way of articles reached the editor after copy date for this issue. It is all being saved for future use. In fact, there is enough good material to fill two or three complete 12-page issues. Shall THE QUARTERLY be enlarged?

FROM THE COUNTY'S CRACKER BARRELS

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

BRASHER: (Mrs. Joseph O'Brien). CANTON: (Mrs. Karl M. Mayhew, Jr.) Completed a list of business firms in Canton and vicinity. Working on the Silas Wright Day for May 24. RENSSELAER FALLS VILLAGE: (Mrs. Nina Wilson). Was on the committee appointed by the librarian, Mrs. Wisley, for the exhibit of old scenes and group pictures for the open house for Library Week. Over one hundred attended. CLARE (Mrs. Leslie Colton). CLIFTON: (Mrs. George Reynolds). Working on picture project in my new dark room. Visited Mrs. Smithers in February and turned in cemetery report. Working on yearly report. COLTON: (The new historian is Mrs. Lorena Reed). DEKALE: (Miss Mabel Sheldon). DEPEYSTER: (Mrs. Emery Smithers). The story of 130 years of postal history in DePeyster, with biographical sketches of the nineteen postmasters has been a pleasant and profitable project. The family of General Newton Martin Curtis has sent us his commission as postmaster. We are now collecting the history of the star routes, the old stage routes and the RFDs. EDWARDS: (Miss Leah Noble). With the cooperation of Mr. Frank Ingraham, our sole Spanish War veteran, I have arranged a display of Spanish war badges and souvenirs. During National Library Week some antiques and some Town Historian records were exhibited. FINE: (Mrs. Alma Marsh). Has had to make history these past few months as Clifton-Fine Central School treasurer and church and cemetery treasurer plus many added family duties. FOWLER: (The new historian is Mrs. Robert Yerdon). GOUVERNEUR: (Miss Helena Johnston). GOUVERNEUR VILLAGE: (Julius Bartlett). Maple sugar makers this year looked into the method of sap gathering through the running of the sap through tubes to a central gathering area, instead of the back breaking practice of gathering the sap by hand, that is toting it in pails from the buckets to gathering tub on horse drawn sleds, or now possible tractors. There are three or four who tried the tube method out on a limited scale. Maple sugar production has been dwindling each year, and the tube idea may halt the dwindling and possibly restore maple sugar production somewhat. HAMMOND: (Harold Hibbs). I am continuing my research on firsts in the town; also making a list of all town officers since the organization; also genealogies on the first families. HERMON: (Mrs. Kellog Morgan). Continuing scrapbook work. During National Library Week I had all my materials on display in the libraries along with some old scrapbooks made years ago. In April for a Literary Club Topic, I am talking on Folklore and gathering material for that. HOPKINTON: (Mrs. Dorothy Squire). Recently a friend loaned me a large wall map of "St. Lawrence Co. in 1858" From this I traced the town of Hopkinton of 100 years ago, with the names and locations of the 260 families who were living here at that time. Our woodland section then extended as far south as Tupper Lake. LAWRENCE: (Mrs. Gordon Cole). I am working on a scrap book. LISBON: (E. Earl Jones). LOUISVILLE: (Mrs. Lorraine Bandy). Working with school children on History of Louisville. Including Chase Mills, the churches, schools etc. The children from Louisville attend the Madrid-Waddington or Massena Central Schools and a few country schools that are still open, so feel my Town Calendar was really worth the effort. MACOMB: (Mrs. India Murton). Besides clipping and filing newsprint, I am working on some genealogies of the Pioneer families of the town and planning for the summer's work. MADRID: (Mrs. Margaret Thompson). MASSENA: (Mrs. Ella Lahey). New project is a scrapbook of political campaigns for Town and Village Boards. MORRISTOWN: (Mrs. Doris Planty). Looked up the history and wrote the story of Dr. Morse's Indian Root Pills manufactured in Morristown since 1867. Planning an Historical Tea to be held in April as one of the observances of the 150th Anniversary of the first settlement of Morristown Village. Preparing Guide sheets for a Tour of interesting places in Morristown in May with the workshop meeting. NORFOLK: (Although Mrs. Ralph Wing is not officially appointed as Town Historian, we list her here for the fine historical work she is doing for the town). OSWEGATCHIE: (Mrs. Monna Mayne). HEUVELTON VILLAGE: (Mrs. Ida Dowing). PARISHVILLE:

(miss Doris Rowland). PIERCEFIELD: (Mrs. Beulah Dorothy). Filed my annual report for 1957 with Mrs. Nina Smithers, Dr. Albert Corey, State Historian, and the Town Board of Piercefield. PIERREPONT: (Millard Hundley). PITCAIRN: (No Historian). POTSDAM: (Charles Lahey). Announces two new workshops as noted elsewhere. "I have started a little project on settlement patterns in the town of Potsdam which I'm sure will throw a great deal of light on the political, social and economic development of the town. I am committed to address three historical meetings in the near future." ROSSIE: (Mrs. Virgie Simons). I completed my town calendar of more than 100 items for the present. Have many others to add later. I am now working on my Lumbering article. RUSSELL: (Mrs. Dorothy Manning). STOCKHOLM: (Lindon E. Riggs). WADDINGTON: (Mrs. Ethel Olds). Attended the sessions for Historians at the annual meeting of Association of Towns, Feb. 10 & 11 in New York City.

FROM THE YORKER CRACKER BARREL

CANTON: Foote's Followers - Tuesday Yorker projects this year have included scrap-books on famous Americans from New York State, transportation, maps of New York State and counties. Thursday's group has compiled articles on famous men and women of New York and made maps of the New York State Thruway. The Friday group has been working on projects connected with transportation in New York State. These have included the Thruway, Erie Canal and the St. Lawrence Seaway. Also a map of early Canton was made. The combined Chapter has been busy planning the Spring Adirondack District Jamboree, at which we were hosts, April 19. We are also planning to attend the Convention to be held at Rochester. LISBON: The Yorkers in Lisbon Central are busy with projects on booklets and maps. They have been studying the history of the Town of Lisbon and St. Lawrence County. They are enjoying new film strips, 18 rolls, and an illustrated book of history of America and a new film strip and slide projector which they are purchasing. We are looking forward to having a former student, who is now in the service, speak to us while he is home on furlough. MASSENA: Forty members of the André Massena Chapter went on tour of Canton Village with the Canton Historian, Bette Mayhew, on March 19. In the afternoon they had a reception in Massena for their parents and had an exhibit of the projects for the year. Prizes went to Janice Sayer, Mary Jane Pike, Cheryl Stark, Jerry Wilson, Don Fry-singer, Judith Royer, Susan Lavack, CeCe Gardner, Carol Avery, Linda Bower and Robert La Pointe. Teacher sponsors are Mrs. Rosemary Mahoney, Arthur Cassada and Lawrence Hiter. MADRID-WADDINGTON Yorkers are officially named - Grasse River Yorker Club. Their sponsor is Clifford J. Waas. They plan to attend the Spring Rally.

St. Lawrence County Historical Association

P. O. Box 251
CANTON, N. Y.

