

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

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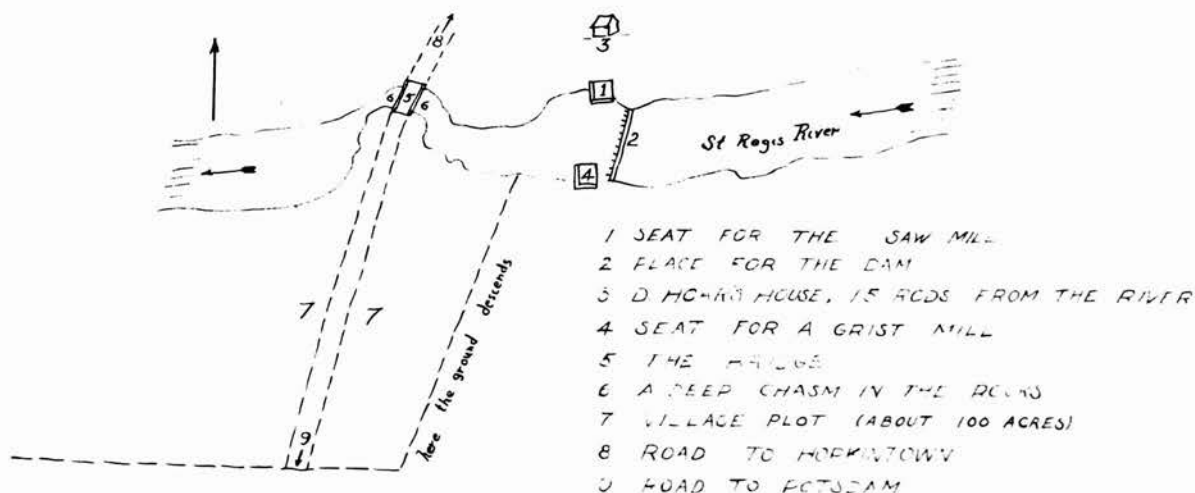


HISTORIAN IN NEW QUARTERS

Here is Mrs. Nina Smithers, our County Historian, seated at her desk in the new County Historical Centre office, located in the several suites of county offices in the basement of the addition to the County Clerk's office; reached either through the Clerk's Office entrance or more easily by the direct, outside, entrance which opens from the parking lot at the rear of the Court House.

This new County Historical headquarters marks a milestone. Would that the late Otto Hamele, the first County Historian, could see this, his dream come true. Adjoining the Historian's Office is a large reception and display room, as the photos above partially indicate. Here Mrs. Smithers has already located some choice antiques, some of the display cases with their artifacts. The Board of Supervisors have provided generously for this fine start in future development of this work. This centre will grow in its value to those seeking information, and in doing research. The files and indexes already here are but a start. From this centre historical work will radiate out over the county.

COPY OF PARISHVILLE SKETCH MAP



SOURCE: ROSSEEL TO PARISH, FEB. 18, 1810, PARISH ROSSEEL COLLECTION

PARISHVILLE -- A NORTH COUNTRY EXPERIMENT IN HOTHOUSE SETTLEMENT

By Dr. Charles W. Lahey, Ph.D., Assistant Pro-
 fessor of History, University of the
 State of New York Teachers College at
 Potsdam, N.Y.

On November 11, 1809, David Parish instructed Joseph Rosseel to visit Parishville at his earliest convenience. "You probably can give me such information.....that will guide me in giving the necessary directions for the erection of mills or commencing other improvements on these lands, which I consider the most valuable of the purchases I have lately made, especially that part of the town ...which borders on Potsdam and Stockholm."

Parish, scion of the wealthy Parish family of Hamburg, Germany, had purchased 139,688 acres of land in St. Lawrence and Jefferson counties in 1808. Before purchasing, Joseph Rosseel, a Belgian refugee, had explored all of these lands with the exception of Parishville. Now Parish desired more exact information before developing this new township.

Parish requested James LeRay to forward a copy of Benjamin Wright's survey of Parishville to Rosseel. The survey described

the northern portion of Parishville as containing excellent soil but the southern portion as very rocky and hilly. A fine stand of elm, bass, maple and white ash covered the entire area. Two excellent streams, St. Regis and Racquette Rivers, provided excellent mill sites.

When Rosseel read this report he predicted that Parishville had a bright future. He noted that the township was located in a section of the county that was settling rapidly. The neighboring townships of Hopkinton, Dewitt, Potsdam, and Stockholm were growing steadily. With its natural features and location, Rosseel maintained that Parishville should become a thriving township. The survey also excited Parish and, with a view toward opening settlement, he appointed Daniel Hoard as sub-agent for the township and sent him to explore the area.

Hoard spent about two months in exploration. He cut a path from Potsdam to the high falls of the St. Regis River, erected a crude log shelter, and chopped four acres in preparation for burning them off in the spring. He also visited the neighboring townships and the steady accession of settlers impressed him. Reporting to Rosseel, he stated that many people were contemplating taking up land the following year (1810) and if war could be avoided, "we shall go on with the settlement ... with amazing rapidity."

Rosseel's enthusiasm for the project now began to soar even though Benjamin Raymond, the Clarkson agent in Potsdam, warned him not to be over-optimistic. Raymond asserted that mills were unprofitable in a new country and that he had made no profit the first six years but had lost \$170 merely keeping the mills in repair. Rosseel observed that "this may have been the case when the settlement of this new country was in its infancy. But since its great improvement Raymond's hypothesis falls through the sieve. How unapplicable to the present times it be." Rosseel said that such observations as this perverted the minds of the people.

Parish reacted to Hoard's report with great dispatch. He ordered Rosseel to visit the same area and select a site for a village, emphasizing the importance of mill sites, and make recommendations for roads.

Accordingly, in February, 1810, Rosseel made his first visit to Parishville. He followed the path from Potsdam to the St. Regis opened by Hoard. He described the first four miles of land between Potsdam and Parishville as "really as handsome and well-timbered as any I ever saw." The fifth mile was rather low and wet but interspersed with a considerable amount of dry land. "The 6th and 7th miles are covered with high, steep hills in which there were to be seen neither Ledges nor Rocks but fine timber announcing a Deep, fertile soil . . . which I take to be best calculated for grass." The scene about the falls of the St. Regis really impressed Rosseel. "About the falls, a scene truly romantic presents itself to be the view, while the Deep chasm in the rocks commanding the narrow passage of the river a little below its falls, offer a great natural curiosity. I am quite delighted with the land and Situation which both more than answered my expectation."

Rosseel sketched a map designating the improvements to be made and dispatched it to Parish. He pointed out that the road Hoard had cut from Potsdam was passable but a great deal of work would be necessary to put it into condition for wagons. The ground around the proposed mill sites and on the approaches to the bridge would have to be leveled. Since the snow was deep at the time, it was impossible to secure an accurate and complete picture of the area. The falls were encumbered with ice, making it difficult to determine the course of the river but Rosseel announced that they left nothing to be desired. There were about 100 acres along the Potsdam road which should serve very well as a village plot. On the basis of this report, Parish urged Rosseel to start clearing the village site, improve the roads, start constructing a sawmill and clear a few farms for prospective settlers.

In the meantime Parish along with James LeRay, William Constable and other land owners, recognized that the construction of a road through the interior of St. Lawrence County would be necessary to open up and promote the sale and colonization of their holdings. These men became active promoters of a turnpike from Carthage to Malone running through their lands. This would connect with the Chateaugay Road, the main route from Lake Champlain to Malone, and the main road from the south from Utica to Carthage. Through their untiring efforts 29 prominent land owners petitioned the state legislature for the incorporation of the St. Lawrence Turnpike.

The act of incorporation stated that the turnpike should run from Long Falls (Carthage) to Malone passing through Township II (Fowler) in Great Tract III of Macomb's Purchase and Township 13 (Parishville) of Great Tract II.

The proprietors of the land through which the road passed became stockholders in the company in proportion to the distance the turnpike traversed through their lands at the rate of one share for each sixteenth of a mile. They could pay for these shares in cash or in land adjacent to the turnpike at two dollars per acre.

The act, moreover, made Richard Harison, Daniel McCormick, Thomas L. Ogden, David Parish, Hezekiah B. Pierrepont, Abijah Hammond, Russell Atwater, Samuel Boyd, Moss Kent, and Theodosius Fowler, the company's board of directors and James LeRay its president.

The directors took possession of the authorized land and initiated work in 1810. The land taken could not exceed six rods in width. Workers cleared four rods of this of timber and 20 feet of it was levelled and faced with earth, rising in the middle by a gradual arch, so as to form an even surface. Where the ground was soft, the road was bedded with stone, gravel, sound wood, or other hard substance so as to secure a firm and solid foundation.

It would take three years to construct the road and when it was done it actually started five and a half miles north of Carthage and was completed only as far as Bangor, near Malone. The road,

however, would run through the village of Parishville and provide it with a through route, north and south.

While Parish concerned himself with the turnpike, Hoard went to Vermont to engage a working party and do some recruiting on the side. He returned in March, 1810, accompanied by Nathan Whitmore, Isaac Sawyer, Hartwell Shattuck and Luke Brown of Springfield, Vermont and Levi Sawyer of Massachusetts. Rosseel, meanwhile, had hired Isaac and Ezra Barnes from Oneida, New York, to construct the sawmill and Sewell Raymond of Potsdam and Elisha Risdon of Hopkinton to do the surveying.

Since Parish himself did not visit the area until 1812 and Rosseel's varied interests prevented more than nominal supervision, Hoard, as resident agent, supervised all developments.

He immediately put his men to work cutting out and improving the road to Potsdam. As soon as this was completed he hauled in equipment for the sawmill and then the Barnes brothers commenced work on the mill. The surveyors, meanwhile, laid out village and rural lots, and the workers moved in and started clearing the timber.

Parish, after closely questioning Rosseel about these developments at a conference in Philadelphia in May, 1810, expressed his satisfaction. He stated that the primary objective was preparing the area for settlement and not to be too concerned about the number of settlers. However, he did caution Rosseel about selling land in Parishville until the exact route of the St. Lawrence Turnpike had been established. People would be anxious to settle along this road and consequently the value of such lots would increase. Until the construction of the turnpike settlers should be encouraged to settle along the Potsdam road. He realized that it would be difficult to force them to do so but merely gave Rosseel the hint that he might "be possessed of his (Parish's) views although I shall not be disappointed if they are not executed."

During the remainder of 1810 Hoard pushed the work in Parishville. The Barneses worked slowly but methodically and raised the sawmill in August, completed the flume in September, and erected the dam by October. Hoard opened a road from the village north to Stockholm, five miles, which gave him access to the St. Lawrence River through the settled townships of Norfolk and Louisville. He announced that this road ran over good land and should attract settlers. As soon as the St. Lawrence Turnpike had been surveyed, Rosseel ordered Hoard to lay out 200 acre farms on both sides of the road.

With the advent of winter the working parties departed for home. By then the sawmill was equipped and running, two acres of land had been cleared and eight more chopped and ready for burning in the spring. Roads, passable for teams, had been opened from Parishville to Potsdam and Stockholm and a foot path had been surveyed and cut out along the proposed route of the St. Lawrence Turnpike from Parishville village north to Hopkinton. Rosseel felt that a gristmill should be constructed at once in order to attract settlers but Parish reminded him that the first couple of years

should be devoted to preparing for settlement, not securing settlers.

Hoard, nevertheless, had issued contracts to 17 prospective settlers by the end of 1810. The terms of these contracts were the same as those developed in Antwerp. Unimproved land sold for four dollars an acre. Hoard deferred the first payment for two years and required three payments in three successive years.

Much to Rosseel's disappointment nine of the original contractors failed to return in the spring to develop their purchase. However, he reported that as many more had come on to replace them. By the end of 1811 31 sales of land had been made. However, some of these people never returned to work their lots and 18 others never paid anything on their contracts. John Tyrell's purchase was typical. He bought 102 acres on May 1, 1810 at \$4 an acre. Tyrell failed to make any payments on the principal or interest. He owed \$534.80 when he gave up the contract in 1814. Only 13 of the original 31 settlers made payments on their contracts and became permanent settlers.

(To be continued)

"EMPORIUM" WAS THE WORD FOR LUMBERING

Jeanne Reynolds, Historian
Town of Clifton

Ask anyone in Cranberry Lake today, especially an old timer, "What about lumbering around these parts in the early 1900's?" Invariably his reply would be:..."Lumbering? Why that was the "Emporium." Such was my question, and such was the reply, so I set about the task of finding the why's and wherefores of "Emporium." The notes which follow were given me by George W. Sykes, President and General Superintendent of the Emporium Forestry Company, tells the tale far better than I:

The Emporium Forestry Company interests began acquiring timberlands in St. Lawrence County about 1905, and by 1906 owned some nearby lands north of Cranberry Lake, Town of Clifton. The late Frank A. Augsbury, Sr. was connected with the High Falls Paper Mill at Pyrites, and was in charge of woods operations north of Cranberry Lake village. It is believed that the Augsbury brothers had pulpwood operations in this vicinity about that time.

The Emporium Forestry Company built what later became the Grasse River Railroad, from Childwold Station westward about eleven miles to Brandy Brook Junction (four miles east of Cranberry Lake), and started their mill at Conifer in the year 1911. Earlier than that, the Emporium Company did some lumbering near Cranberry Lake. By 1910 Emporium owned and operated the famous "Cranberry Lake Inn," (perhaps better remembered as "Bishop's Old Log Hotel." Earlier operations in the vicinity of Cranberry Lake included the mill of Bissell brothers. Messrs. Dana and Brahm Bissell had a

saw mill in the peninsula extending into Cranberry Lake near the present Evergreen Hotel, and it is believed that the Bissells built the present "Company Barn" on Mill Street.

Another earlier sawmill operation was the Abbott Company, owned by Judge Vasco P. Abbott of Gouverneur. Their mill was near the present pump house on Silver Lake. (Silver Lake is a lovely evergreen fringed pond across the Route 3 highway from, and within easy view of, beautiful Cranberry Lake.) It was on this pond that the Emporium Company's mill stood. The Grasse River Railroad was extended into Cranberry Lake Village about 1913. The Company's Cranberry Lake Mill was built and started operating in 1917 and ceased operations in April 1927. Part of the Emporium log supply came from various tracts purchased from International Paper Company around Cranberry Lake.

Logs from the Northwesterly parts of the Edgar Tract in the areas tributary to Brandy Brook, N.W. quarter of Oakham, were hauled by tractor trains to the Cranberry Lake mill in the 1920's. Later, in the winter of 1931-32, logs from the central part of this tract, East Creek, were hauled by tractor trains to Grasse River Club Station and from there to Conifer by rail. Logs from the northerly part of the Usher Tract, south of Cranberry Lake, and some from the Webster Tract, west of Cranberry Lake, were loaded on softwood floats, made of boom sticks, and towed to a railroad trestle extending into the Lake, northwest of the store (presently Shag's Store), and there these logs were loaded on log cars and went mostly to Conifer, as these were all hardwood logs.

The Emporium woods operations continued from prior to 1911 through 1945, when its largest remaining timber areas were sold to The Draper Corporation, which now has a bobbin plant and saw mill at Tupper Lake. Emporium's operations were spread over 100,000 acres of lands extending from about the center of St. Lawrence County in the Town of Clare southeasterly beyond Cranberry Lake and Conifer to the southeasterly part of the County. Cranberry Lake was the Woods Department headquarters from 1916 into the 1940's, and was the center of its logging railroad operations. With the sixteen miles of Grasse River Railroad main line, the Emporium built just under 100 miles of standard gauge railroad tracks, largely logging railroads or tram roads, the longest being the north tram extending from Cranberry Lake into the Northwesterly part of Clare which included a total of over thirty miles of track with its various branches. Another nearby log tram road was the Brandy Brook line extending from Brandy Brook Junction over to Brandy Brook water shed, the first mile of which was on the location now used by New York State Highway No. 3, southwesterly from Brandy Brook Junction.

The International Paper Company had large pulpwood operations around Cranberry Lake. Much of its wood in earlier years was towed down by Hart LaFountain and sluiced through the dam into the Oswegatchie River, from which it was jacked out and loaded on railroad cars at Newton Falls and shipped to the mills the International then had in the Watertown district. Among International jobbers there were Oliva Proulx and George Bushey of Tupper Lake,

and Warren Guinup. The last two years of International's operations, 1930-31, the pulpwood was towed to Cranberry Lake by John E. Johnston of Port Leyden. He had a jack mill and conveyors by which the wood was loaded into open top rack cars and shipped over the Grasse River and New York Central railroads to its Piercefield mill. Through several years in the 1920's and in the 1930-31's Emporium delivered a lot of pulpwood into the lake from cars and this wood was sluiced through the dam at the foot of Cranberry Lake, driven down the Oswegatchie River, and so to the Newton Falls paper mill.

Among various men who had to do with woods operations around Cranberry Lake still living are: A. M. Ross, Vice President of the Newton Falls Paper Mill, W. N. Kellogg, Adams Center, who was former Woods Superintendent of Newton Falls Paper Mill, years ago; Jack Dillon, Newton Falls. The late Hon. B. H. Snell of Potsdam, had operations north of Cranberry Lake and Emporium purchased considerable timberlands from Mr. Snell. Of Emporium's Woods Department still living are Chester W. Sykes, Elmira, Woods Superintendent; Pat McKenney and William Ressler, Cranberry Lake; V. E. Noelk, Conifer; John W. Stock and Robert Windsor, Foresters; Tupper Lake, and Fred E. Hamilton, Galeton, Pennsylvania, Chief Clerk of the woods department; A. L. Owen, Cranberry Lake, was Superintendent of the Cranberry Lake Mill. One of the most outstanding men both in forestry and in lumbering here from 1920 until his untimely death in 1934 was Harry VanHorn, the company's Forester and Logging Engineer.

No account of Emporium's lumbering operations is complete without mention of the years of pioneering work in cruising timber lands and in negotiating the purchase that was done by the company's president, the late W. L. Sykes, his son and assistant, W. Clyde Sykes, and his principal partner and general superintendent, the late William Caflisch; also Frank P. Sykes, the company's first woods superintendent, a cousin of W. L. Sykes.

G. W. Sykes

P.S. This is only an account of operations and the men who worked them. To go into the lives and experiences of the men themselves, the hardships they suffered, and the miracles they accomplished, would be a whole new story, a story of the original folklore of the "neck of the woods" around Cranberry Lake.

J.S.R.

P.S.S. Then there was Old John Caflisch as well, said to be one of the knowingest lumbermen ever to set foot in St. Lawrence County. He was killed in one of the worst train wrecks on record about fifty years ago. The Emporium people came from down Pennsylvania way.

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MACOMB'S WORST TRAGEDY

by India Murton, Historian of Macomb

Macomb has always been a town of farmers. Years ago some lumbering was done, and there were many mines, but these were closed down before 1870, leaving farming as the main occupation, but Macomb did have a tragedy, though rather sorrowful. It happened 92 years ago, and is worth telling.

"Here lies the remains of
Robert Forsyth age 47 years
of Charlotte his wife age 46 yrs.
Jane, their daughter age 18 yrs.
Mary J. their granddaughter age 4 yrs.

who perished by the burning of his house in Macomb on the night of the 16 of Jan'y, 1865, together with John John Johnson and Pleasant his wife, parents of Mrs. Forsyth, leaving no one and nothing to explain the mystery of the burning and deaths."

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This is the inscription on a slab of granite marking one grave in Macomb, first cemetery near Oldsville.

On this day January 16, 1865, Mr. Forsyth had taken a large flock of sheep to Ogdensburg to sell, for which he received more money than was usually had by farmers of that time. Some reported it was \$400.00. He returned home very late, Mr. and Mrs. Johnson, who lived in Depeyster, were visiting them, as also was their granddaughter.

The next morning a neighbor passing by saw the ashes where a house had been the night before. He was the first to know of the fire and deaths. It was known that Mr. Forsyth had sold his sheep, so foul play was suspected. Footprints were looked for but nothing was found to furnish any clue to the disaster.

The remains of the six bodies were kept for a week, awaiting burial, in hopes that something might be learned. Then they were buried in one casket, and thus the one grave with the single marker.

The deaths and fire remained a mystery for nineteen years, when in Iowa, a dying man, to ease his conscience, confessed to the crime. He told that he had a partner, who died soon after. They had seen Mr. Forsyth get the money and followed him to rob him of it. But it hadn't been so easy, as Mr. Forsyth fought to keep it, and so they killed him, and set fire to the house to destroy the evidence, and in doing so, caused the deaths of the other five people. What was thought to be the body of Forsyth was found partly under the kitchen stove. It was thought that was where he had fallen when struck down. This house was across the county road from where the Hyde School House use to be, the cellar and cellar way still show plain where it was.

In an old Bible of one John Johnson, son of John and Pleasant, and grandfather of Wm. Johnson, appear this obituary, written by the minister of their Church:

"Mr. and Mrs. John Johnson, who perished in the dwelling house of Robert Forsyth which was consumed by fire on Jan. 16, 1865, in his 78 yr. and 82d of her age, came from Carbrock, Norfolk County, England over 30 years since. They had been married 53 years, leave five children, and a great many grandchildren. They were good and devout christians."

A poem of more than 100 lines, inscribed to Mr. and Mrs. Joseph Forsyth (parent of Robert) on the sad death of six relatives, written by Mrs. McFalls, told of the son of Robert Forsyth's returning as a soldier from the Civil War, to learn of the death of his parents, grandparents, sister and daughter.

A great deal of this information was received from two great grandsons of John Johnson. They are Wm. Johnson, who is 89 years old and lives on the Fish Creek Road, and Chelson Sayer of Rochester, New York. There are other descendants living in Macomb, Depeyster and other places.

After reading my story, Mr. Archie Downing told me, that his mother, Catherine Harmer, as a girl was a school mate and friend of the Forsyth girl, and they had made plans for her (Catherine) to spend the night at the Forsyth home. At the last minute the plans were changed, thus saving Catherine's life. This is a well known fact that I had overlooked.

Also in Purmont Cemetery in Depeyster is a tombstone in memory of John and Pleasant Johnson who perished in this fire.

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A CLOSE CALL!

Dr. Charles Lahey made the editor's deadline with his Parish Parishville article - but that was all. He had solemnly promised to deliver it in person at 4:30 Sunday afternoon, September 14. But it was not until 7:30 long distance from Potsdam put him on the wire, and with such apologies. "Boy what a day," he gasped "an eleven pounder, too." This is the Lahey's fifth child and first son, so if he was a bit mixed up he is happily forgiven. It certainly must have been quite a day. Congratulations to the parent and their five, especially the fifth!

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FROM THE COUNTY'S CRACKER BARREL

(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.): Miss Clarice Brown, formerly of Pierrepont and resident of Canton since 1907 gave Civil War medals and buttons of her father, and uncle. Miss Brown loaned the account of her father's Civil War reminiscences. Copies are to be typed. The North Country Seminar at State University Teachers College at Potsdam was taken for graduate credit who also gave the Flax Talk. The historian kept her 100% record of attendance at the Seminars of American Culture at Cooperstown by taking the Family History course. She became a member of the National Geneological Society. RENSSELAER FALLS VILLAGE: (Mrs. Nina Wilson): Working on historical map. CLARE: (Mrs. Fern Colton): Working on town claendar and map and hopes to turn them in this fall to the county historian. CLIFTON: (Mrs. George Reynolds): See her article. COLTON: (Mrs. Lorena Reed is a new historian). DEKALB: (F. F. E. Walrath new): Is working on two old cemeteries east of Hermon that date back to the 1830's. Has been busy answering letters of inquiry on genealogy and doing research on the same. DEPEYSTER: (Mrs. Emery Smithers): Interviews and other local history research in connection with the Box Factory which was owned and operated by C. E. Giffin. EDWARDS: (Miss Leah Noble): Arranged a sea shell exhibit at the village library and worked on large maps of the town and village. FINE: (Mrs. Alma Marsh): Writing to Larry Fine in New York City hoping to get information about Judge John Fine and is working on town map, soldiers records and scrapbooks. FOWLER: (Mrs. Robert Yerdon, new). GOUVERNEUR: (Miss Helena Johnston). GOVERNEUR VILLAGE: (Julius Bartlett): Resting in the E. J. Noble hospital. HAMMOND: (Mr. Harold Hibbs): Spent July and August touring the United States, visiting part of twenty-four states, toured the West Coast from Washington to San Diego, California. HERMON: (Mrs. Kellog Morgan): Doing clippings, pasting and service records, now has files for records and moved the office to the Hepburn Library where she is librarian. H OPKINTON: (Mrs. Dorothy Squire): Working on the Sesquicentennial celebration of the Congregational Church to be held October 11th, 12th to which all are invited. LAWRENCE: (Mrs. Gordon Cole). LISBON: (E. Earl Jones). LOUISVILLE: (Mrs. Lorraine Bandy). Has done much geneological work, some photography and map work. MACOMB: (Mrs. India Murton): Worked on maps, looked up stories of folklore, attended two days of the North Country Seminar in Potsdam and attended the Workshop Meeting held at Union College in September. MADRID: (Mrs. Margaret Thompson): Writes that the old grist mill is being torn down, a new dock has been built and much boating is enjoyed on the Grasse River. Water mains are being built far out on the Chipman Road, and a new gas station is being erected on the corner as one enters town. MASSENA: (Mrs. Ella Lahey): Recent history-making events include the completion, opening and dedication of the locks and canals of the Seaway; the transit of river shipping of lakers and foreign ships', arrival of the first passenger cruise boats bringing tourists from the midwest;

start of the first commercial power from the nearly completed Robert Moses-Robert Saunders thirty-two generator power house with dedication held on September 5th. Prominent visitors to the area include President and Mrs. Eisenhower, former Presidents Harry S. Truman and Herbert Hoover, and several cabinet members. MORRISTOWN: (Mrs. Doris Planty): Finished map of the town, attended the local history workshop at Union College in Schenectady where "The Year of History" - 1959 was discussed by Dr. Albert Corey, State Historian. NORFOLK: (Mrs. Maude Wing): Recently officially appointed the historian. OSWEGATCHIE: (Mrs. Monna Mayne). HEUVELTON VILLAGE: (Mrs. Ida Downing). PARISHVILLE: (Miss Doris Rowland). Did a fine job of entertaining the County Association with a splendid exhibit in her home, delicious desserts provided by the town women, a tour of the town after a fine program with Dr. Charles Lahey speaking on the Parishes. "I did get a few cemetery records in West Parishville." PIERCEFIELD: (Mrs. Beulah Dorothy): Has done work on historical map. PIERREPONT: (Mr. Millard Hundley). Completed cemetery records for the town. POTSDAM: (Dr. Charles Lahey): To be congratulated on the fine North Country Seminar which he conducted for two weeks in July at the State University Teachers College. ROSSIE: (Mrs. Virgie Simons): Completed a lengthy town calendar and has started research on an historical map. RUSSELL: (Mrs. Dorothy Manning). STOCKHOLM: (Mr. Lindon E. Riggs): Made a trip to Cooperstown.

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FROM THE YORKER CRACKER BARREL

Most of the Yorker Clubs have not organized as yet for the school year 1958-59. CANTON: FOOTE'S FOLLOWERS: Will add a high school section to its club with Mrs. Merrill as sponsor. Phillip Morris and State President, Roger Cota, were in Cooperstown the third week of September where Roger presided at his first State Council meeting which was held in Bump's Tavern at the Farmers Museum. LISBON: The St. Lawrence Chapter organized with the election of the following officers: President, Martha Baxter; Vice President, Lester Kerr; Secretary, Shirley Downing; Treasurer, Della Gooshaw; Reporter, Gail McNeil. Program and project committees have been appointed. Principal Charles H. Pickard has been invited to speak at the first meeting in October. Plans are underway for a trip to places of historical interest in Lisbon and Ogdensburg. Rachel Dandy, Sponsor.

St. Lawrence County Historical Association
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