



* COPY OF A PLAN OF PARISHVILLE by S RAYMOND 1812

The tavern was the largest and most expensive building erected in the village. The site had been cleared in 1812 but workmen did not start construction until the spring of 1813. They enclosed it and erected a stable by the advent of winter. In 1814 they added a coach house but the scarcity of help and high wages forced a delay in the work. As a result, the building was not ready for occupancy until 1815.

This hostelry was similar in design to other buildings of its type. A wide porch extended across the front. A visitor entered a central hall from the piazza. To his right was the bar room with storage facilities. To the left was a parlor. The dining room filled the entire back of the building with the kitchens and pantries occupying the rear wing. Bedrooms occupied most of the second and third floors. Parish made a large apartment on the second floor and usually stayed there in preference to his local farm. In time this became the most famous tavern on the St. Lawrence Turnpike.

Parish selected Allan Falls, two miles north of the village, to locate his farm and manor-like house. Workmen cut a road from the village and cleared 50-60 acres for the development. Rosseel then dispatched Daniel Church with 16 mechanics to construct the manor house, barn and other buildings.

The manor house consisted of two large wooden structures about 20 feet apart connected by a covered passageway. One building contained a large dining room with kitchen and pantries on the first floor with the servants quarters on the second floor. The proprietor's building contained a reception hall, parlor, and sleeping rooms on the first floor and additional bedrooms on the second floor. Parish shipped in a great deal of expensive furniture and completely furnished the home. But for some unexplained reason, he never lived in this house.

The main barn was unique. It was a large wooden framed building bricked in between the timbers. These bricks were made in a yard near the river developed especially for this work. It was the largest barn in the township, 100 by 60 feet. A coach and four could be driven in and turned around on the main floor. This building became a landmark and was known far and wide as the Brick Barn.

In 1814 Hoard had expended the following additional amounts in Parishville:

Furniture account		\$112.50
Sawmill		258.88
Turnpike bridge		25.97
Parishville		305.81
Mill house		248.38
Deer Park		36.13 $\frac{1}{2}$
Hattershop		272.26
Parishville PR Co.		17.24
Brickyard No. 2		7.52
Parishville School District		5.91 $\frac{1}{2}$
Farm		880.68
House No. 3		406.91 $\frac{1}{2}$
Office		461.81
Farm house & barn		5,117.66
House No. 2		664.53 $\frac{1}{2}$
Storehouse		308.86
Land office		755.84 $\frac{1}{2}$
Gristmill		519.70
Provisions		
	Pork	762.00
	Pease	92.16
	Oats	35.00
	Beans	8.07 $\frac{1}{2}$
	Wheat	193.11
	Salt	5.00
	Potatoes	8.37 $\frac{1}{2}$
		1,103.72
Tavern house		5,203.11
House No. 1		554.02
		<u>\$17,378.39$\frac{1}{2}$</u>

Settlers started moving in while the construction was in progress. In spite of war Hoard reported that "the business goes on here now very brisk . . . people are moving into this place from all directions. There has already 14 families moved in this winter and several more that are now on the way. Three will be here tomorrow from Malone and Massena. I think I can safely calculate on twenty families in the village of Parishville by the first of May next. There has several farmers come in consequence of business going here so brisk, and I do not hear anything of the people wanted to move off, since Mr. Parish commenced his operations."

The village did expand, as Hoard predicted. By the summer of 1813 it had a permanent population of 24 families, approximately 100 people. There were also about 30 non-resident mechanics working on the projects and 50 others that Hoard characterized as "birds of passage."

However, land sales in the outlying area moved very slowly. Hoard issued contracts to only 26 settlers during the years 1812-1814. By 1814 Parishville township had a population of 273 and about two-thirds of them lived in the village attracted by the building program. The rest of the settlers took up farms along the road to Potsdam.

With the construction of the village and the slow growth of population Parish realized that the first stage of development was ended. He had foreseen the necessity of being prepared for the coming of settlers, by clearing farms, erecting houses, and constructing mills to make use of the natural resources of the region. Now he faced the basic problem of handling the products of the cultivated land as the farmers made their improvements.

He understood it as a twofold problem--the establishment of a ready market and the improvement of transportation facilities. Consequently, Parish promoted the formation of the Parishville Turnpike Company at a capital of \$50,000. The company started construction of a turnpike from Ogdensburg through Canton to Parishville. This completed Parish's plan for incorporating his townships into one grand plan of development. Ogdensburg would become the export center for Parishville's whiskey, cattle, and hogs and the supply center for its imports.

Parish also perceived that Parishville's location in the interior of the St. Lawrence County made it imperative to develop a local market to provide immediate cash to settlers. Paternalistically he encouraged Hoard to erect a distillery insisting that such a manufactory would serve the needs of the individual farmers and hasten the development of the township.

Village of Parishville - 1813

<u>Name</u>	<u>Occupation</u>	<u>Number in Family</u>	<u>Residence</u>
Henry Woolsey	Merchant	6	John Street
Daniel Hoard	Agent		2 John Street
John Moor	Carpenter	8	4 John Street
Daniel Ray	Miller	5	6 John Street
T. C. Colbarn	Keeping Boarders	4	1 Elizabeth Street
Daniel Church	Carpenter	3	4 Elizabeth Street
Daniel Forbes	Tailor	4	5 Elizabeth Street
Russell Foote	Nailer	6	6 Elizabeth Street
John Tompkins	Carpenter	4	7 Elizabeth Street
Ira Ransom			8 Elizabeth Street
Reuben D. Rays			3 Harriet Street
Simon Barnum	Painter		5 George Street
Luther Swain		5	7 George Street
Stephen Goodman	Hatter	5	10 George Street
Reuben Smith	Carpenter	3	4 Elizabeth Street
Adam Herd	Carpenter		4 Elizabeth Street
Levi Swift			
Ephraim Smith	Shoemaker	3	East side of river
Abner Parn	Cooper	4	East side of river
Matthew Wallace	Carpenter		East side of river
Ebenezer Brownson	Tavern	6	Mill house
Abijah Abbott		8	
Peter Mahew	Keeping boarders		Hoard's log house
William Capell	Sawyer	5	

Like any other new settlement the Parishville settlers had to build their houses and clear their land. They grew crops that met the needs of the family, wheat, oats, corn, and potatoes and raised cattle and hogs. For many years such farmers were practically self-sustaining. Their major problem was securing a cash income to pay for their land. Initially they sold potash but once they had cleared their lands their only other source of cash was from the sale of part of their grain and their livestock. The distillery could use the grain in the manufacture of whiskey and the by-product of the process, still slops, could be fed to the hogs and cattle to fatten them for market.

Hoard needed no urging. He anticipated a thriving business for himself as well as serving the needs of the settlement. He constructed an inexpensive frame building to serve as the distillery, a storehouse, ice house, and pens for the livestock and commenced operations late in 1813 just in time to benefit from wartime inflation. Army contractors agreed to purchase all the whiskey he could make for \$1.00 a gallon.

To his disappointment, however, he found that he could not purchase enough grain from the Parishville farmers to operate his distillery and was forced to buy grain in the neighboring townships, especially Potsdam. In 1813-1814 he purchased 3,257 bushels at an average price of \$1.00 per bushel. He manufactured 6,881 gallons of whiskey which sold at an average of \$1.30 per gallon, \$8,062.41. This left him a balance of \$3,354 to pay for labor, fuel, interest, depreciation, and other expenses.

Events proved that Parish was premature in his planning. The expected influx of settlers failed to materialize and Hoard's ardor cooled considerably in 1814. He maintained that the war was unprofitable and injurious to the land agency and restricted the further settlement of the settlement.

Although the area was never invaded, American troops were constantly on the move on the St. Lawrence Turnpike going from Plattsburg to Sacketts Harbor and return. In February, 1814, General Wilkinson abandoned his camp at Frenchs Mills

(Fort Covington) in the face of a threatened British attack. The evacuation left this portion of the frontier unguarded and the British immediately sent in an invasion force of 2000 men, part going to Malone and Chateaugay, and the remainder to Hopkinton. Hoard reported that the British took about 800 barrels of pork and flour from the Malone area and about 250 barrels from Hopkinton. The residents of Hopkinton petitioned the soldiers not to destroy other supplies and the British acquiesced when the people promised not to sell them to the American army. He said that a load of Parish's iron destined for Parishville had been left in the Chateaugay woods when American troops pressed the sleigh into service.

The greater proportion of the farmers had fared poorly during the war. Even though government contractors offered to purchase all available surplus at high prices, the average farmer was unable to take advantage of the opportunity. Many of them were still clearing the land and trying to put it into tillable condition. Indicative of the state of development was a resolution adopted in the town meeting ordering the construction of a town pound for livestock. It was impossible for the majority of the farmers to fence their fields and the livestock was permitted to roam at will.

Much to Hoard's disappointment economic conditions did not improve immediately after the war. Even though he issued contracts to 22 new settlers, he realized that it would be a long time before his patron started reaping a profit. He reported that "grain is very low . . . money very scarce . . . whiskey worth nothing -- it isn't possible to raise enough money from it to pay the duties. . .

Parish was not overly disturbed. Although his investments in Parishville were in the thousands, he was sure that he had laid a solid foundation for the future growth of the town. He reassured Hoard that economic conditions would improve after a period of readjustment and then all his efforts in Parishville would bear fruit.

By 1815, as he surveyed his North Country empire, Parish felt satisfied that he had done his work well and that the future would brighten the prospects of success. Ogdensburg was well on its way to becoming the leading commercial center of the St. Lawrence Valley. A network of turnpikes radiated out to his various townships making Ogdensburg the focal point of his developments. Antwerp was a going agriculture area that required little supervision even if it was not yet returning a profit. Though disturbed by the failure to produce iron in Rossie, he anticipated an early solution to that difficulty. Parishville, his pride and joy, was ready to receive an influx of settlers which Parish confidently believed would be attracted by the quality of its central village on the St. Regis and the rolling countryside. Thus content with his achievements, Parish started planning for a trip to Europe.

"THE CLARKSON FAMILY OF POTSDAM"

Marguerite Gurley Chapman, who has been a tower of strength and leadership in connection with the Potsdam Museum and in Potsdam historical research, has published a second valuable pamphlet on Potsdam. Her first, it will be recalled, as an "Early History of Potsdam" completed in 1956 and issued by the Museum. This past summer, in fact while the North Country Seminar was in progress at Potsdam State Teachers College, her latest, "The Clarkson Family of Potsdam" came from the press. The Clarksons were among the early landlords from New York City who not only invested heavily in land purchases north of the Mohawk shortly after the American Revolution, but like the Constables, the Harisons, and the Ogdens, followed up their investments by establishing permanent residences within the area. No finer, nor more interesting family came out of New York into this region than the Clarksons. In that city they were among the foremost leaders as merchants, as bankers, as civic leaders and as churchmen. Through her work Mrs. Chapman has made a valued contribution to North Country historical literature and thus affords the present generation a better opportunity to become acquainted with a family which has been so prominently identified with the settlement and the development of Potsdam and the North Country down to the present.

THE BUSHAW FARMERS' SHEDS IN CANTON
By Helen Bushaw Cline, Madrid, NY

When the good old hitchin' post disappeared from Main Street the day of the horse was on the way out. So were the time-honored Farmers' Sheds of Canton - and every other North Country village. These were traditional parts of the Good Old Days; the days when pa and ma, and the young fry, bundled themselves into the bob sleds of a winter's Saturday evening and went to town to do the weekly shopping, and chin with the other farmer folks. Summer times were the horse and buggy days.

The Farmers' Sheds, Canton had two large institutions of this type, were Bell's Sheds on Court Street, and Bushaw's on Hodskin Street. They were common necessities, because a horse required attention, as well as feed and water. So at ten cents per hitch a single horse could have a stall to himself for a whole day, and then the account might have to be "put on the books" at that. During Fair Week when "hitches" were at a premium the charge jumped to twenty-five cents per hitch plus five cents extra if "hayed" and ten cents if "grained" (given oats). Customers often growled and complained bitterly when a charge of twenty cents was made per team.

My Dad, Edward Bushaw, was the second generation to operate the Hodskin Street sheds. I guess nearly all farmers' sheds were laid out on pretty much similar patterns, the sheds surrounding most of three sides of a large square lot, usually with a barn opening off the rear end, and with the operator's residence, the waiting room, rest rooms, gate, and often the restaurant ranged along the street entrance side. The sheds were open on the side facing the inside "parking lot;" and divided by timbers or scantlings into stalls with the mangers for the feed and hay along the backside. The buggies, surreys, and wagons (or sleighs and sleds) were parked in the central lot unless the owner just happened to drive his horse, or team into a vacant stall to leave it harnessed and hitched for only a short time. Usually such short stops found the outfit hitched to a wooden post in front of a store, saloon, or some other emporium on Main Street or the side streets. Telephone and electric light poles were always convenient for such purposes as well.

The sheds on Hodskin Street were originally built by James McElroy, who Dad believes was related to the Bells, owners of the sheds on Court Street. Mr. McElroy sold them to Mr. Maloney from whom they were purchased by William Bushaw around 1902. When he died in 1916 my Dad took over the business. In 1927 he surrendered to automobiles. He is now running the farm in Madrid to which he moved. As Dad recalls they could handle between sixty and seventy horses at a time. There were two large barns where the horses were kept if the customer were going to be detained. In that case the horses were unhitched and put inside and the sleighs and buggies were lined up in the yard. Enclosing the yards on three sides were about twenty-five open sheds. These were used by customers who did not want their horses unhitched, only sheltered. On Saturday nights during haying season and during the fair season it was necessary to partition the open stalls to hold four horses. The extra horses were placed along the street and in the yards of the neighbors such as the John Holcomb's and the Charles Broeffle places. It was practically a day and night service. Although a large entrance gate onto the street was closed at night, there was often a horse left in the shed by someone who was delayed in a tavern and who would eventually turn up looking for his horse.

Many young school boys and girls drove to town each day. They paid a season rate of seven dollars. For this the horse was stabled, fed, and then hitched up when school was over. Our family home was on Hodskin Street and part of the shed layout. Adjoining it and enclosing the yard from the street was the waiting room. This was a large room furnished with plank bottom chairs and wooden benches where the customers waited while their horses were being hitched. In the center of the room was a large round wood and coal stove. There were also rest rooms. The waiting room had two outside entrances for customers, one to the street and one to the shed yard. The family could enter from the kitchen. During the busy seasons this was a pleasant meeting place for neighbors while waiting for their horses.

Directly across the street was Barbour's Harness Shop, a handy place when

repairs were needed. Elmer and Arthur Barbour were the proprietors.

A restaurant was operated in connection with the sheds in the 1920's. My father, Ed Bushaw, had worked as a baker in his youth, and was well trained for this work. He and his wife, Marguerite, were well known for their pies and doughnuts. As I recall in later years Jake, the colored barber, used the old restaurant quarters for his shop. Adjoining the shed property toward Main Street, was the Gilmore Undertaking Parlors and Furniture Store. Next, came Broeffle's Grocery. Gilmore's place was originally the "Opera House." Across the street, where the Tick Tock holds forth, was for some years the home of the Commercial Advertiser.

There have been many changes, but there are those who have memories of the good old Farmers' Sheds era.

Note: Since the above was received the Editor has been informed that there were two or three other farmers' sheds on Canton's Water Street (Riverside Drive) prior to those mentioned.

As a matter of historical record it is suggested that Town Historians assemble what information they can, and photographs, of the old Farmers' Sheds in their communities and file the same with the County Historian. This is a phase of county history which is now all but forgotten, or soon will be.

ON TO WADDINGTON JULY 30-31 - AUGUST 1-2 For

Its Festival of History

New York State's Year of History will be celebrated at Waddington July 30-31 - August 1-2 by a Four Days Festival. Although our County Historical Association will have no active part in the program all members are urged to attend part, or all, of this celebration, of which our Vice President, Ethel Craig Olds, is chairman. As always Ethel Olds is presenting events of both historical and general interest. This will be Waddington's official recognition of its part in the dedication this year of the opening of the St. Lawrence Seaway.

Among the historical events to be included on the program will be: Waddington Township Centennial Anniversary; Golden Anniversary of the Norwood & St. Lawrence Railroad; Completion of First Year of St. Lawrence Seaway-Power Opening, with actual Seaway Dedication scheduled late in May at Montreal with President Eisenhower and Queen Elizabeth taking part. Other historical dates of interest to be recognized: 120th Anniversary Incorporation of Waddington Village; 152nd Anniversary Waddington Post Office; 149th Anniversary of Waddington as a Port of Entry.

This gay four days of Festival opens July 30th with a program of Water Events: A Fishing Derby For Children; Swimming Races for Teenagers; Evening Program. July 31st: An Historical Meeting at 1:30 p.m.; Baseball Game, either in the afternoon or at twilight; Seaway Project official motion picture film; Block Dance at new Village Park on Water Front. August 1: 10:00 a.m. Parade, followed by Horse Fair; Chicken Barbeque; Band Concert followed by Big Fireworks on Ogdens Island in evening. August 2: Special Historical Religious Observances at all Waddington Churches, and especially the 140th Anniversary of the Chipman Scotch Presbyterian Church. Sunday afternoon the American Power Boat Association will stage its annual regatta of Inboard and Outboard Races opposite the new Waterfront Park.

Provisions are being made to hold the Festival regardless of weather conditions. There will be special exhibits, historical and otherwise; Boat Tours; Swimming, Boating, and Fishing. A regular Old Home Week type of reunion is in store. Invitations have already gone out to former Waddingtonites all over the country. Mrs. Olds heads a large General Committee. Rev. William Gray is Chairman of the Executive Committee. Carl Olds is in the background giving his usual moral support, and unofficial guidance. So mark down JULY 30 through AUGUST 2ND on your calendar.

BUSHAW FARMERS' SHED DAYS IN CANTON

The author of the foregoing article with her father and mother.



FAMOUS MAIL FERRY

Right: Capt. LaVigne gets the mail to Brockville in the winter.

Below: Capt. LaVigne at the left, with Comrades Couper and Thomas, G.A.R.

Below, right: Members of Alfred I. Hooker Post, No. 415, assembled at the Terrace Park Encampment reunion.



CAPTAIN JOHN LAVIGNE
International Mail Carrier
Between United States and Canada
By Doris Planty, Morristown Historian

One of Morristown's most vividly remembered personalities is Captain John LaVigne, the former French-Canadian American Civil War veteran of Libby Prison days, who for twenty-two years carried the mail and operated a boat-and-sleigh ferry between Morristown and Brockville. The Captain was quite a character. His ferry managed to meet its scheduled crossings with the exception of only three interruptions, was a familiar sight in summer or winter.

Captain John LaVigne was born in Veoderoi, Quebec, on December 18, 1840, of French Canadian parents. He was brought to this country when still a young child. He lost his mother when he was three years old and lived with a sister, Mrs. Fanny Sequin in Ogdensburg. He grew up and obtained his early education in Ogdensburg, and as a young man found work in Morristown as there was quite a lot of industry in the town at that time.

Although born in Canada, he was intensely patriotic and when President Lincoln called for volunteers to defend the Union John LaVigne was among the first to enlist. He joined the 106th Regular Infantry, New York volunteers, August 27th, 1862, in Company B at Morristown. Rallies were being held in Edwardsville, Brier Hill and Morristown with a recruiting officer present. Many of the young men were leaving to serve and some of these were friends of John LaVigne. He served the "colors" faithfully for nearly three years.

Life in the infantry was strenuous and the hardships many. Once in Virginia when it was warm and dry, fatigued with days of riding horseback with canteens nearly empty and little water to be found, the regiment came to a swamp. As the horse's feet sunk into the mud John jumped off, lay down on the ground to drink what water came from the hoof print. This he and his companions did many times. Crossing fields they would stop, dig potatoes to eat raw. Always on the alert, always cautious, always seeking shelter, each man had to conserve every last drop in his canteen. Meals of hardtack were the order of the day.

A group of the infantry became separated from the others. Lacking rations they soon were hungry. Waiting and watching they finally stopped at a Confederate house to ask for food. There they found the mother a young lady, and small children who were badly frightened by such visitors who sought food. So the Union soldiers departed but camped nearby. At dusk the two women went out to a side hill at the rear of the farm yard. The soldiers watched them open a door, enter, and come out with things to eat. That was sufficient. Three Company B men entered the root cellar. There they found raw vegetables and jars of meat, and a good supply of food. The men made several trips. Then in a secluded place they had their first food in many days.

Nights were spent huddled around a camp fire, sleeping on the ground, and taking turns on watch while the rest relaxed. Men became close friends, but nearly always would soon be separated.

John LaVigne was taken prisoner at the Battle of Brandy Station on October 11, 1863. The Company was retreating with the enemy in close pursuit. He and Clinton Church, his friend, were near to a spring. John said he must have a drink of water, Clinton said, "Don't stop or you'll get captured." John replied, "I just got to have a drink of water." And that was how it happened. He spent eleven months in Libby Prison at Andersonville, South Carolina. Of that experience he never told much, only that he nearly starved to death. He survived for days on water steeped on pea straw, and was never allowed anything that was clean in any way.

During his imprisonment he was able to have two of his comrades released under his name. They were Joseph and William Bolton of Morristown, who later remarked that if it had not been for Captain LaVigne they would never have seen Morristown again. He felt they were less able to stand the strain and hardships of Libby prison than he. He fought with Meade at the battle of Gettysburg, and was with Grant at Richmond. He was paroled at Millin, Georgia, November 20, 1864, and mustered out near Washington June 22, 1865.

Returning to Morristown he took up farming at Morristown Center. He was united in marriage to Miss Elizabeth Lowery July 15, 1886. She was born in Lincolnshire, England, August 8, 1850, coming to this country with her parents on a sailing vessel which took over three months to make the crossing.

In addition to his farm at Morristown Center Mr. LaVigne became interested in the old Methodist meetings grounds, Terrace Park, St. Lawrence. About 1870 he was caretaker for the park, and also managed the old hotel there. In addition to this he also conducted a boat livery on the river. About this time he built a home on the state road one mile north of Morristown adjacent to Terrace Park. His summer cottages were located there. He was familiarly referred to as the mayor. When the old tabernacle stood in the midst of the camp ground, Captain LaVigne's duty was to ring the bell.

From 1895 to 1917 he conducted a ferry between Morristown and Brockville, and thus became an international mail carrier. In this connection he came by his title of "Captain." He carried the mail to and from Canada over twenty-two years, both summer and winter and in all kinds of weather. He only missed three trips in all that time until the job was taken over by the regular ferry company.

The post masters in Morristown under whom the international mail carrier worked were: James Garvin, January 19, 1888; Thomas W. Pierce, February 29, 1892; James V. Crawford, March 27, 1896; George M. Nicol, December 10, 1900; John M. Gilmour, January 14, 1905; James V. Crawford, July 10, 1913; and Frank L. Scott (acting), November 1, 1921.

He also carried the Comstock mail from the main office in Brockville to the Pill Shop in Morristown. In those years the mail was very heavy due to the flourishing business of Dr. Morse's Indian Root Pills. In the ferry business he had Captain Wells as a partner. These two men worked together for years. In the beginning he rowed a boat across the river with mail and passengers but later had a motor boat. The "Scout" which it was called weathered many a summer gale.

Captain John and Mrs. LaVigne had three daughters: Mary, Lillian, and Ella who were educated in the Morristown schools. Mary was married to T. E. Yerdon on November 18, 1889.

Notable among his experiences was that occurring on a severe winter's day before the river had frozen over. Captain LaVigne left Brockville about three o'clock in the afternoon with the Canadian mail in the "Scout." He became lodged in an ice flow before he was a quarter the distance off shore. Folks watched him and noticed that he was having difficulty in freeing his boat. Telephone calls were put through to the fire department and other authorities at Prescott to be on the watch and try to rescue him as he floated down the river. In the mean time the captain had succeeded in reaching the Canadian shore with his boat and the mail, landing two miles down the river from Brockville. He was wet and weary from the exposure when he approached a house nearby but the inmates would not admit him because the house was quarantened for small pox. With no haven in sight, the captain again set out to cross the river. After much difficulty he managed to make the American shore about two miles north of Morristown at ten-thirty at night, cold, wet and weary. He walked up the railroad track to Terrace Park and thence to the state road where his home was located. There, with the mail pouch still on his back, he fell exhausted on the front porch. The noise attracted his family who took him in and soon revived him. Nothing would do but he must proceed with the mail. Accordingly he ordered his granddaughter, Mildred, later Mrs. Curtwell, to hitch up the horse and buggy. He and she delivered the mail to the post master at Morristown a little after midnight after which the old captain returned home for a well-earned rest.

This event occurred during the winter of 1903-1904. In all the years he carried mail he only missed three trips, and on each of those three occasions it was necessary to send the mail to Prescott to cross.

The winter ferry was a flat-bottom boat fitted with steel runners, a pair of handles in front and another at the stern for a man to walk between, one to push and the other to pull. Captain LaVigne built these flat-bottom boats at his home in order to be sure they were safe. The blacksmith, Floyd Barbour, made the steel runners for these boats. There were a lot of passengers to cross, some

coming in on the train and others going to Brockville to shop and to see the doctors. This boat had three seats in it. The men had to be alert as this was used when the ice was not too safe and the boat might break through. The mail was also carried in the boat.

In very cold weather warm fur robes were tucked around the passengers as they were usually not dressed warm enough for that kind of weather.

When the river froze over from shore to shore a protected roadway was contrived by cutting small cedar, and putting them at regular intervals on both sides of the lane which had been marked out. Captain LaVigne had built a sleigh he called a "Jumper" with two seats one on each side. This would carry about twelve passengers. It was drawn by his faithful horse which always seemed to sense the danger. The horse always had a rope around his neck long enough to be in the sleigh. If the horse would break through the ice he could then choke the horse which would pop up so it could be helped out on the ice. In all the years the horse and sleigh were used not too many horses drowned. They crossed in some terrible storms when it seemed they would certainly perish. Liquor was used to keep the passengers warm and it was also known to have been given to the horse to keep him warm.

In those days the winter crossings lasted three months. Hundreds of people walked across the river following the marked road.

"John LaVigne"

From the Morristown Port to the Brockville side,
The river here is two miles wide;
The ferry boat stands at anchor here,
Tied with strong ropes to the Comstock pier,
While on her deck is to be seen
That veteran mailman, John LaVigne.

But when the ground is white with snow,
And to the dry dock she must go,
And when the traveler stands on shore,
Sees no possible chance to get o'er;
With ice in the bays and water between,
There comes to his rescue John LaVigne.

With a boat that is built to perform this feat,
With tin on the sides and runners beneath;
The reason for this will well be seen.
'Twill slide on the ice and float in the stream,
Right staunch and light, with many a seam--
'Twas built throughout by John LaVigne.

There are vessels built, with power and weight,
To float on the water and ice to break;
But of all the vessels now afloat,
I'd choose for safe passage that same old boat,
Eighteen feet long, with a four foot beam,
And manned by that pilot, John LaVigne.

For pleasure, often, I've crossed with John,
Using a pike to help us along;
And courted good health in that frosty air,
For, of real danger, I had no fear.
My advice to all who cross the stream,
Is to choose for their pilot, John LaVigne.

By Timothy Farrell, Morristown, Feb. 17, 1911.

There were lots of things going on in Brockville, and the ferry sleigh would take over passengers at night to burlesque shows, hockey games, other entertainments. The captain also brought loads of milk for the milk plant here in town. These were extra trips. It was a familiar sight to see the ferry sleigh coming across the river. Of course, this required more help in

the winter. Some of those who helped were: Mathew Farrell, Louis Cree, Thomas Cree, Jimmie Cree, Charles Hicks and others. John LaVigne carried the mail until 1917 when the mail contract was awarded to the Morristown-Brockville Ferry Company.

John LaVigne was commander of the Alfred I. Hooker Post, No. 415, Grand Army of the Republic in Morristown. On the lawn of the Brier Hill Congregational church (Young Memorial) is a monument bearing 201 names of Morristown sons who answered their country's call in the dark days of the Civil War. In the 1890's the Alfred I. Hooker Post of Morristown had seventy-five members. The Post held a Grand Army Incampment in July of that year at Terrace Park. Veterans came from all over. There was a pavilion where they had speakers. This program lasted a week or more. During it the Morristown Community Band marched with the G.A.R. members to the Terrace Park camp grounds. There General Newton Martin Curtis delivered the address. Senator Erwin of Potsdam who was called the homeliest man present, also spoke.

This G.A.R. reunion was a grand affair. It was at this reunion that the accompanying picture was taken of the old soldiers on the steps of the hotel.

Captain LaVigne continued the winter ferry for a few more years. Then, automobiles began crossing the river in the winter of 1934. It was quite a sight to see the car lights crossing the river. One winter there was a motor-propelled ice boat which took passengers. There has been no crossing in years now as the seasons have changed. At last Captain LaVigne retired to take a much needed rest. He spent most of his summers at Terrace Park where he owned two cottages and was general helper at the park. He died after a short illness on November 4, 1931, at the age of 91. He was survived by his widow, one daughter, Ella. They resided at the family homestead. There were seven grandchildren, fourteen great-grandchildren, and one great-great-grandchild, named Lillian Helmer, of Plesis.

The writer rode in the old winter ferry sleigh and ice boat with the mail bags. The memory of those trips across the ice are still vivid memories.

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BELATED ACKNOWLEDGEMENTS

Upon request the following bibliography anent the article, "The Little-Known Alexander MacComb, in the preceeding issue of THE QUARTERLY is given, together with acknowledgements:

Acknowledgements: Especially to Mrs. Mentley and Mr. Peters, of the St. Lawrence University Library, and its staff, for their patience in providing numerous reference items; also to Mrs. Phyllis Clark and the Canton Free Library; Mrs. Nina Smithers, County Historian, and North Country Life for the map of Maccomb's Purchase and other material; and, of course, to the Burton Historical Collection of The Detroit Public Library for the copy of the Maccomb letter, and the copy of the Alexander Maccomb biography by M. M. Quaife.

Bibliography: Hough's three histories of Lewis, of Jefferson and of St. Lawrence and Franklin Counties; Burton Historical Collection Leaflet, Vol. X, No. 1, Nov. 1931, "Detroit Biographies: Alexander Maccomb," by M. M. Quaife; "A History of the Adirondacks," by Alfred Donaldson; "New York, An American City, 1783-1803" by Sidney Pomerantz, 1938; "Old Merchants of New York" by Walter Barrett, 1885; "The Critical Period of American History" by John Fiske; Vol. V, "History of the State of New York;" "History of the Bank of New York & Trust Company" by Allan Nevins, 1934; "The Extraordinary Mr. Morris" by Howard Swiggett, 1952; Genalogy of the Ogden Family; Dictionary of American Biography.

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As of January 1959 the St. Lawrence County Historical Association membership was 478.

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THE JAM ON JERRY'S ROCK

From the Notes of Vernon Rice, Cranberry Lake, New York

Come all you true-born shanty boys, wherever you may be;
I will have you give attention, and listen to me,
Concerning six brave shanty boys, so manful and so brave.

It was all in the summer, in the spring-time of the year;
Our logs were piled up mountains high, we could not keep them clear,
Until aloud our boss cried out with a voice without fear,
"We'll break the jam on Jerry's Rock, for Saginaw we'll steer."

Some of them were ready, whilst others they held back,
"To work upon a Sunday, I hardly think it's right."
Till six of those Canadian boys did volunteer to go,
To break the jam on Jerry's Rock, and follow young Monroe.

They had not rolled off many logs when the boss to them did say,
"I would have you on your guard, my boys, this jam will soon give way."
He scarcely had those few words spoken when the jam did break and go
And carried away those six brave boys, and their foreman, young Monroe!

When the rest of those brave shanty boys these tidings came to hear,
To search for their dead bodies to the river did repair.
One of those headless bodies, to their sad grief and woe..
On the beach lay cut and mangled, and the head of young Monroe.

They took him from the water, smoothed down his curly hair,
There was a fair maid among them, whose cries would rend the air.
There was a fair maid among them, a maid from Saginaw town,
Whose mournful cries would roam the skies for her lover drowned.

They buried him quite decently, all on the fourth of May,
Down by the river bend there stands a tall pine tree;
O the shanty boys cut the wood all round in letters plain to show,
The name and age and drowning of the foreman, young Monroe.

Young Clara was a widow's daughter, lived down by the river-bend
Young Clara was a fine young girl, likewise the raftsmen's friend;
And the wages of her own true love, the boss to her did pay,
And a liberal subscription received from the shanty boys next day.

Young Clara did not serve life long, with her sad grief and woe,
And in less than six months after, death brought to her relief,
And in less than six months after, when she was called to go...
Her last request was granted by being buried beside young Monroe.

Now come all ye true-born shanty boys who chance to pass that way,
Down by the river bend there stands a tall pine tree today,
O the shanty boys cut the wood all round; "True lovers lie below"
"One's name was Clara Benson, and the other was James Monroe."

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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.) For NYS Year of History preparation of a notebook on Irving Bacheller with his series of 22 articles entitled "The Art of Living" published in the Watertown Daily Times December 10, 1945 to January 5, 1946. These articles were clipped from the Times by Mrs. James McGaughey of West Street, Canton, and presented to the Town in 1958. September 26, 1959, will be the 100th anniversary of Irving Bacheller's birthday. A suitable celebration will be planned jointly by the Pierrepont and Canton historians on this date. The Adirondack District of the Yorkers also plan to cooperate with this project. REMMSELAER FALLS VILLAGE: (Mrs. Nina Wilson). CLARE: (Mrs. Leslie Colton). CLIFTON: (Mrs. George Reynolds). COLTON: (Mrs. Lorena Reed). DEKALB: (F. F. E. Walrath). Has the town map nearly finished and has been searching records for geneological work. DEPEYSTER: (Mrs. Emery Smithers). From a collection of file material has been writing short stories of former saw mills, cheese factories, foundries and small business places of the town. These are not for publication but for the records of the town. EDWARDS: (Miss Leah Noble). FINE: (Mrs. Alma Marsh). Bringing the work up-to-date for the new historian, Mrs. Roland Brownell. FOWLER: (Mrs. Robert Yerdon). GOUVERNEUR: (Miss Helena Johnston). GOUVERNEUR VILLAGE: (Julius Bartlett). "Maple sugar making here is a fading business, but probably one that will never die. An increasing number of sugar maples are not being tapped each year, due largely to the inability to get help that can operate evaporators. This current year found deep snow in the woods that also complicated matters. In addition to those who have not tapped this year, there are some that are either selling off part or all of their maple sugar woods to the bowling pin plant on the Rock Island road. Older people look with some dismay at the cutting down of maple trees as they view the maple as the queen of all trees." HAMMOND: (Harold Hibbs). HERMON: (Mrs. Kellogg Morgan). "I am gathering all the school commencement programs. Last February 28th was the 125th anniversary of the changing of the town's name from Depeau to Hermon. The reason was the similarity of the former Depeau to Depeauville in Jefferson County which led to errors in mail deliveries. The name is derived from the Scriptures, being Hebrew in origin. HOPKINTON: (Mrs. Dorothy Squires). LAWRENCE: (Mrs. Gordon Cole). LISBON: (E. Earl Jones). LOUISVILLE: (Mrs. Lorraine Bandy). "I have set up an educational exhibit on Louisville schools 1808-1958-59 starting with first 14 districts up to new elementary school. Put out 1000 booklets on History of Louisville schools. Display was at new Louisville Elementary School from March 15th thru April 15th. Also I have a display at the new school of Town of Louisville Athletic Championship Trophies-Softball St. Lawrence County League. MACOMB: (Mrs. India Murton). Continues research and writing in sunny Florida. MADRID: (Mrs. Margaret Thompson). Old gristmill razed March, 1959, former Seth Roberts mill, 1803. Burned 1914 and rebuilt by Timothy Reed into grist-sawmill. Again burned 1956 and rebuilt by H. Horton and finally operated by William Hall. MASSENA: (Mrs. Ella Lahey). Gathering history via tape. MORRISTOWN: (Mrs. Doris Planty). On temporary commission on State Historical observances in County for NYS Year of History. "My program is radio with short "Did You Knows" to be presented over WPDM, Potsdam, WMSA, Massena. Short stories will be presented over WSLB, Ogdensburg. NORFOLK: (Mrs. Ralph Wing). Working on a Pictorial Scrapbook of old and modern buildings in the town. OSWEGATCHIE: (Mrs. Monna Mayne). History of Heuvelton Presbyterian Church nearly completed. HEUVELTON VILLAGE: (Mrs. Ida Downing). PARISHVILLE: (Miss Doris Rowland). Attended Historian's meetings in connection with Association of Towns in New York City on February 9th and 10th; spent a day in Canton at the Historical Center with Mrs. Smithers, County Historian; answered questions from Arizona on Allen's Falls history and from Oklahoma on genealogy of a Parishville family; also routine work on service men's records. PIERCEFIELD: (Mrs. Beulah Dorothy). Wrote a short story on Mr. Child and the naming of Whildworld. PIERREPONT: (Millard Hundley). PITCAIRN: (No historian). POTSDAM: (Charles Lahey, Phd.). ROSSIE: (Mrs. Virgie Simons). Working toward the completion of an historical map of Rossie. RUSSELL: (Mrs. Dorothy Manning). STOCKHOLM: (Lindon Riggs). WADDINGTON: (Mrs. Ethel Olds). Waddington Festival Chairman.

P.S.: Reports received after the above had been typewritten. CLIFTON: "Busy painting typical St. Lawrence and Clifton scenes for an exhibit at The Highland Hotel with Ella Lahey, historian." EDWARDS: "I am doing much of the York activity in the 7th grade. We have written our genealogies. Writing the history of our home land (from deeds, etc.), maps of village and town of Edwards is next project.

HOPYINTON: "I am recounting a series of episodes from the life of Judge Jonah Sanford, who settled in Hopkinton in 1815. MACOMB: Have made more maps, trying to improve on them and have worked on notes in order to write articles. POTSDAM: Working on Annual North Country Seminar to be held at Potsdam State Teacher's College Summer Session. The St. Lawrence Seaway course will be merged with the Seminar course. Dr. Corey will lecture on Canadian aspects of our North Country history.

FROM THE YORKER CRACKER BARREL

The district (Adirondack) jamboree is being held at Madrid-Waddington April 18th. District officers have held two meetings, February 14th at Madrid to make plans for the jamboree, March 14th at Canton to plan a Constitution for the Adirondack District. The new constitution will be presented to the group on April 18th. All chapters and members are looking forward to the convention May 8th-9th at Saratoga Springs. The entire weekend will be presided over by a Canton Yorker, State President, Roger Cota. Roger has received a letter from Mrs. Eleanor Roosevelt to be read at the business session on Saturday morning.

CANTON: The Foote's Followers have an enrollment of 48 members. The chapter made tray favors for the nursing homes in Canton on Valentine's Day. LISBON: The St. Lawrence Chapter enjoyed hearing Mr. Pickard tell about the early history of Lisbon. He showed the record book of those who had served in the Union Army during the Civil War, as kept by Robert Scott, Town Clerk. Lisbon Chapter visited the Remington Memorial and Ogdensburg Public Library on March 20th. They are working on a marionette play based on their trip. Joyce Jones of Andrew O'Neill Chapter has been working on the Committee preparing the Constitution for the Adirondack District. MADRID-WADDINGTON is making plans for the Adirondack District Jamboree to which they will be host. MASSENA: The annual exhibit of the Andre Massena Chapter was held on March 16th and several of the displays are showing currently in the County Historical Office in Canton. A membership of one hundred students has been maintained throughout the year. We are happy that Gouverneur is back in the Yorker work. Congratulations and much success.

SENATOR HATFIELD TO SPEAK

The annual spring meeting of the St. Lawrence County Historical Association, to be held Saturday, May 16th, at the Ogdensburg Library will be favored with Senator Ernest I. Hatfield as guest speaker. Senator Hatfield is Chairman of the Temporary Commission of New York State on Historic Observance - The Year of History now being observed. A second speaker on the program will be Daniel McCormick of Massena, who will have a paper on St. Lawrence River Boats and Transportation. Preliminary plans for the meeting call for an historical tour in the morning, luncheon at noon, and the speaking program to follow. Program and arrangements are in charge of Mrs. Ella Lahey, Program Chairman, of the Association, with County Historian, Mrs. Nina Smithers, cooperating.

St. Lawrence County Historical Association

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