

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

Published by the St. Lawrence County Historical Association

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Associate Editors - Nina Smithers and Bette L. Mayhew

Vol. V. Number 4

Canton, N.Y.

October 1960



ORIGINAL TURNPIKE LAND OFFICE

This old stone house, located between Russell and Edwards is believed to have been used as an office during the construction of the St. Lawrence Turnpike, possibly used by Russell Attwater. It is now the summer home of Mr. and Mrs. Robert A. Hatch of Ohio, having formerly been owned by Mrs. Hatch's parents, the late George and Laura M. Hall. Photo by David Lane.

THE ST. LAWRENCE OR RUSSELL TURNPIKE

by

David F. Lane

Whether he spelled his Christian name with only one "L" and made up for the omission by adding an extra "T" to his surname is of little importance. The important thing is that Russel Attwater possessed such abilities that the great Northern New York land barons, Le Ray de Chaumont, Constable, the Parishes, the Ogdens, the Pierreponts and others recognized him as a necessary side in the success of their plan to open up and develop those thousands of square miles of unbroken virgin forest that lay between the Mohawk River and the Canadian boundary.

So well did he carry out his missions that he became one of the great in the early history of St. Lawrence County. Great enough to have a village and a township and an early turnpike road named for him. And he must have possessed a political acumen which, coupled with his general popularity, caused him to serve in the state senate in 1813-1814.

This political leadership may be the answer to why a legislative act was passed February 24, 1809 authorizing the construction of a state arsenal at the village of Russell when war clouds were forming dark and low over the United States and Great Britain. An arsenal thirty by fifty feet in dimension, three stories high, with three-foot thick walls of stone, on ground contributed by Attwater, and all surrounded by a high wall bristling on top with sharp iron spikes. An arsenal, in which artillery was stored on the ground floor, small arms on the second floor and ammunition on the top one, for distribution among troops quartered in the St. Lawrence district.

But one of his principal achievements was The St. Lawrence or Russell Turnpike. Authorized April 2, 1810 by act of the state legislature, this road, the construction of which he was commissioned to supervise by The St. Lawrence Turnpike Company of which James D. Le Ray de Chaumont was the president, is said to have started near the Old Fargo's Hotel about five and a half miles above the village of Carthage in the town of Wilna.

From there it bore slightly towards the West to join the old Antwerp road and then bore away from the latter to enter St. Lawrence County in the present town of Fowler.

Amos Lay's map shows that it crossed the Indian River, the West and East branches of the Oswegatchie moved across the Grass River at Russell, and that there was then no intervening villages between the starting point and Russell. From Russell the pike passed De Witt, crossed the Racquette River, entered Parishville, crossed a branch of the St. Regis River, went in to Hopkinton where it again crossed the St. Regis and then moved in a more Easterly direction towards its Eastern terminus in the town of Malone. There it joined the old road which came through Chateaugay from Plattsburgh. It was never completed to the village of Malone, a legislative act of 1813 permitting its stoppage at Bangor, a hamlet of but a handful of houses six miles from Malone.

From Malone to Carthage it would have been 91 miles, of which 23 miles was from Malone to Hopkinton, 8 from Hopkinton to Parishville, 20 from Parishville to Russell and 40 from Russell to Carthage. However, construction was supposed to have stopped at the Bangor line, which was short of Malone, and it went beyond Carthage to near Fargo's. Probably the deduction from the Malone end and the addition on the Carthage end would have cancelled each other, leaving the entire actual length of the pike about 90 miles.

As rationalized with present-day road maps, the Russell Turnpike began less than a half mile above the Old Fargo's Hotel, moved for the Lewis County township of Diana, crossed that township just inside its northwestern boundary passing through Lewisburg and proceeding a short distance to the West of Indian Lake.

Entering St. Lawrence County in the town of Fowler the pike went through the present Kellogg's Corners, continued crossing the West branch of the Oswegatchie about three-quarters of a mile below Fullerville. This route today from the St. Lawrence County line to Fullerville is county road. From there, there is a short stretch of town highway which joins the state road at the Fowler-Edwards line. The state road continues across the town and through the village of Edwards and then picks up another county road which runs into the village of Russell there crossing the Grass River. Thence this county road continues on through West Pierrepont and Pierrepont to finally junction with the Potsdam-Hannawa Falls-Colton state road a short distance to the southwest of the Racquette River. There a town road carries on to cross the river at Brown's Bridge, proceeds through West Parishville to the High Flats area and there joins a county road. Some distance West of Parishville this county road picks up a state road which zig-zags to cross the West branch of the St. Regis at Parishville, then continue to and through Hopkinton and head directly for Nicholville, there crossing the East branch of the St. Regis. From there the course is through Dickinson, East Dickinson, West Bangor and Bangor, the Eastern terminus of the pike.

It is possible that there may be some slight divergences in this current highway route from the point near Fargo's, which in the olden days was known as the Checkered House, but a comparison of today's road maps with Amos Lay's maps of 1812 and 1813 would indicate that the divergences are slight, if any.

However, that may be, there is much romantic history associated with this old turnpike of 150 years ago, first of the turnpikes of the far upstate. But the bulk of its history and its historical lore has either been lost or is yet to be uncovered.

Inspired and sponsored by men of immense wealth who owned the millions of acres of virgin forest that blanketed the state northward from Utica to the Canadian frontier, the venture constituted a transport avenue through one of this nation's most picturesque regions, an avenue which also became an important link in a military highway from the state's Eastern boundary at Plattsburgh on Lake Champlain and curved around the north and down to Sackets Harbor. And it was completed just in time to be of important military service to this country in the War of 1812. Some major fighting was done at both of its termini, Sackets Harbor and Plattsburgh, during that second war between the United States and Great Britain. Troops and military stores passed over it. And while the block of St. Lawrence County's ten towns had a binding of St. Lawrence River shore along the 50-mile northern edge of five of them, and thrust a total depth of 20 miles into the interior to form a bulwark against aggression, the Russell Turnpike swept down well away from their innermost boundary to assist in the protection of the interior communities.

But notwithstanding the fact that war had been threatening for some time when the pike was built and that it had military value, the prime purpose of its construction was of quite a different nature. To sell land and to get the settlers coming in, for the great land owners still retained most of their holdings in the 3,670,715 acres of the Macomb tract which Alexander Macomb and his partners, William Constable and Daniel McCormick had, in 1791, contracted to purchase for eight pence per acre.

At the very beginning of 1800 James Le Ray de Chaumont had bought 220,000 acres of that tract for 21 cents an acre and Gouverneur Morris had taken over an equal amount for slightly over 22 cents an acre. Later Le Ray accumulated much more and, when he made an assignment for benefit of creditors December 31, 1823, he owned 368,205 acres of which 73,947 acres were in St. Lawrence County and 30,758 acres in Franklin. Heskiah Beers Pierrepont was said to have possessed a half million acres. David Parish, the Ogdens, Harisons, the Clarksons and others held title to less extensive blocks.

The original Macomb Purchase was divided into six tracts, one of which consisted of 553,020 acres embracing the town of Parishville, Hopkinton, Colton, Brasher, Lawrence and a small part of Massena, while the rest of St. Lawrence County south and west of the Ten Towns took up another tract of 458,222 acres, and a third tract of 821,819 was entirely in Franklin County.

Also entirely the early pioneers along the Russell Turnpike route were Vermonters, with a sprinkling from Connecticut and Massachusetts, and most of them were people of small means. In 1810 when the Legislature authorized the Russell Turnpike, Russell had a population of only 394 and Hopkinton of but 372.

Settlement of this northern area did not begin until about 1800, and these pioneers had to provide themselves with log cabin habitations. Next they had to clear their tracts of the trees that they might have fields for their crops. By the end of seven or eight years some of them had been able to replace their log cabins with frame or stone houses, but they still needed roads to get their produce to market. Roads for this purpose were quite as essential as for the purpose of enabling the landowners to dispose of their land.

The problem of road-building was the financing. To have heavily assessed the settlers would have been confiscatory and would also have acted as an astringent against selling lands to acquire more settlers. Lotteries were early resorted to by the state. On March 28, 1803, a state lottery limited to \$41,500 was authorized for the construction of roads principally in the Black River country. On April 9, 1804 another one was provided to raise \$22,000 to be used for constructing a road from the head of the falls at Carthage to Nathan Ford's mills at Oswegatonie, and for one from Troy to Greenwich. However, the lottery plan did not continue long.

In the late 1700s turnpikes built by private capital had come into vogue in the metropolitan and Hudson River area of this state and down along the Atlantic Coast. Then in the early 1800s many turnpike companies began to be incorporated in New York State until, at the close of the War of 1812 there was a substantial network of them, and all of these Northern turnpikes were conformable to the regulations of width and manner of construction of the road, number of toll gates and schedule of toll charges, and the Russell Turnpike was no exception.

The name assigned to this Russell turnpike company in the legislative act of April 2, 1810 incorporating it was "The President and Directors of the St. Lawrence Turnpike Road Company". It was capitalized at \$80 per share and the subscribers were permitted to take one share for every one-sixteenth of a mile of their land through which the pike went. The shares could be paid for in money or in land, but if in land they were allowed but \$2 to the acre.

A right-of-way was specified at six rods wide, of which four rods was to be cleared of trees and underbrush, while the roadway was to be of 2-foot width, "leveled and faced with earth, rising in the middle by a gradual arch, so as to form an even surface and where the ground shall be so soft as to require it, the same shall be bedded with stone, gravel, sound wood, or other hard substance, so as to secure a firm and solid foundation".

Notwithstanding these provisions in the incorporation laws, those early turnpikes were pretty primitive affairs and not a great deal different than the later woodsman's road. In the evolution of American highways which began with Virginia's first highway law in 1632, these turnpikes were but an upward step or two from the Indian trails which many of them followed.

Any attempt to compare them with the modern multiple-laned concrete turnpike would be ridiculous to the "N"th degree. The one point in common of the New York State Thruway and the Russell Turnpike is the charging of tolls. It is superfluous to say that the word "turnpike" means a bar or gate to stop traffic while tolls are collected. It does not define a type of road construction.

Benjamin Wright, Charles C. Brodhead and Elisha Camp were appointed by the St. Lawrence Turnpike Act to designate on the Black River Road, the starting point of the pike between the head of the Long Falls (Carthage) and the great bend of Black River, then survey and lay out the route of the road impartially and to the best public interest. A map of the road was then to be made and a copy filed with the clerk of each county through which the road was to pass. The president and directors of the turnpike company were ordered by the act to pay non-stockholder owners of land taken for the pike such value and damages as they might demand, within 18 months after the route was designated.

The stockholders of this company were James Donation Le Ray de Chaumont, Daniel McCormick, Abijah Hammond, David A. Ogden, Samuel Boyd, David Parish, Hezekiah B. Pierrepont, David B. Ogden, Joshua Waddington, William Bayard, Herman Le Roy, James McEvers, Richard Harison, George Lewis, Thomas L. Ogden, Michael Hogan, Philip Kearney, John Murray, William Ogden, Charlotte Daubeney, Louisa S. Daubeney, Garrit Van Horne, David M. Clarkson, Frederick De Peyster, Theodosius Fowler, Robert Gilchrist, Nicholas Low, Russell Attwater and Roswell Hopkins.

These petitioners plus Moss Kent "and such other persons as may hereafter become members of the said company, shall be and hereby are constituted and declared a body corporate" under the name of the company authorized to purchase and take such lands and properties as necessary for the pike up to the amount of \$5,000.

The property, affairs and concerns of the company were to be managed by an eleven member directorate, of whom the president was to be one, and seven members constituted a quorum. The term of office of each director was fixed at one year. The third Monday in February was the annual meeting date at which new directors would be chosen. The new board was then to meet as soon as possible thereafter and choose a president, secretary, treasurer, as many clerks, toll-gatherers and servants as necessary, also fixing their salaries and allowances, and establishing rules and regulations.

The act named the first directors James D. Le Ray, Richard Harison, Daniel McCormick, Thomas L. Ogden, David Parish, Hezekiah B. Pierrepont, Abijah Hammond, Russell Attwater, Samuel Boyd, Moss Kent and Theodosius Fowler, with James D. Le Ray president.

The pike was to be constructed under the supervision of Russel Attwater and toll houses were authorized not closer than ten miles apart.

As soon as the road, or any ten miles of it was completed, notice was to be given the state government which then appointed "three discreet freeholders" to examine and report before it could be placed in operation. A notice bearing schedule of tolls was to be conspicuously posted at each toll house. The rates fixed for the Russell Turnpike follow:

For every cart or wagon drawn by one horse, mule, or ox six cents or $13\frac{1}{2}$ cents if drawn by two of such animals. For every additional horse, mule or ox a further sum of three cents.

For every stage-wagon, chariot, coach, coaches, phaeton, curricle or other pleasure carriage drawn by two horses 25 cents, plus six cents more for every additional horse.

For every chair, sulkey, or chaise with one horse $12\frac{1}{2}$ cents and in like proportion for every additional horse.

For every horse rode six cents. For every horse led or driven four cents. For every sleigh or sled drawn by one horse, mule or ox six cents.

For every score of cattle, horses or mules 20 cents. For every score of hogs or sheep eight cent.

But there were quite a number of exemptions. Toll could not be collected from any person passing to or from public worship, a funeral, a grist mill for the grinding of grain for his family's use, or a blacksmith shop usually frequented by him. Nor could toll be collected from any person residing within one mile of a toll gate, nor from any person entitled to vote when going to or returning from any town meeting or election for giving a vote. Neither could toll be collected from a person going for a physician or midwife or returning; or from a juror or witness going to or returning from court when legally summoned or subpoenaed.

Tolls could not be collected from state or federal troops, or from any person going to or returning from any training where, by state law, they were required to attend.

Not more than half-rate could be charged for any wagon or other carriage whose wheel-tire or track was six inches wide. If the width of tire or track were nine inches only one-fourth rate could be charged. And if the width were 12 inches no charge could be made at all. By a prior inspection act, if inspection by the commissioners showed a section of road out of repair the gate must be opened and no toll charged. If this provision should be violated before repair was completed and the gate closed, the payer could demand \$5 from the treasurer of the company. Then, if the \$5 was not paid, he could sue and recover judgment against the company.

In 1809, the year before the St. Lawrence, alias Russell, turnpike was authorized, James D. LeRay wrote David Parish: "If we make a good road to come to us, it will fix forever the destiny of our country". To some extent the prophecy was true. At points along the route where the first settlers had located in small groups new settlers began to come in in numbers sufficient to create sizeable hamlets and villages.

These settlements grew continually until within the next 15 years original townships had to be broken up and new townships formed. Fowler was set off from Russell and Rossie in early 1816, Edwards from Fowler in April, 1827, Pierrepont from Russell in April, 1818, Lawrence, Nicholville and Bangor at later dates.

The section of the pike in the present town of Edwards was built by Enos Chapin 1810 to 1812 and in January, 1812, Asa Brayton became the first settler on that part of the pike. Later, after the War of 1812 started, troops began moving down through, camping in Pine Grove near the Brayton farm. Brayton entertained the officers and Mrs. Brayton was busy baking bread for the soldiers.

Russell Turnpike was extremely profitable during that second War with England, but after 1815 when the war ended it gradually dwindled in use until it was no longer maintained as a corporation affair in 1829.

However, during its period of important utility it had played such a great role in the development of the interior region of St. Lawrence and Franklin counties that tributary pikes were established to connect it with outlying regions. Le Ray secured a legislative act February 21, 1812, empowering him to build a turnpike from a point opposite Watertown passing near Le Raysville where he had his residence to a point where the Russell Turnpike crossed the Indian River. The same act authorized him to build another pike from Chaumont to Cape Vincent.

On June 8, 1812 the Ogdensburg Turnpike Road Company was incorporated, through the efforts of David Parish, at a capitalization of \$50,000. It was to start in Jefferson County where the St. Lawrence Turnpike crossed the Indian River, and it went through Antwerp, Rossie, and Morristown to Ogdensburg. There were 1,000 shares at \$50 each in its capitalization.

Eleven days after the Ogdensburg Turnpike Company was incorporated there was incorporated the Albany Turnpike Company to build a road between the capital city and the foot of sloop navigation on the St. Lawrence which was at Ogdensburg, and the state land office was directed to sell 20,000 acres of state land in the Totten and Crossfield purchase for its use.

Incidentally, it may be pointed out here that by act of June 8, 1812 Russel Attwater and associates were authorized to build a bridge over the Black River where the road leading to "Oswegatchie" crosses at Long Falls (Carthage). The bridge was not to be less than 16 feet wide, be adequately strong to sustain laden vehicles and have railings on either side of it. A toll house was to be established on it and a schedule of toll charges was set up by the act.

Also incidentally it may be stated here that the name of Silvius Hoard of Ogdensburg and of Daniel Hoard of Hopkinton was not Hoard but Hoar prior to June 10, 1812 when, by act of the legislature they were permitted to add a "d" to it.

Similarly on March 3, 1815 an act was passed enabling Benjamin Hoar and family of Cambridge, Washington County, to change their name to Whitney. But returning to the subject.

Amos Lay's map of 1818 shows the Hamilton (Waddington) Turnpike running from Hamilton down through Madrid to Russell, where it crossed the Russell Turnpike and then bent southeasterly to the point where St. Lawrence and Franklin counties and the Totten and Crossfield tract come together.

Crude and rough as those old turnpikes were, they were roads of romance over which jounced the four-horse coaches of those spectacular and glamorous speculating land titans who were endeavoring to populate and develop a great wilderness and at the same time make vast fortunes for themselves. They bought the land for

a few cents an acre and sold it for \$1.50 to \$2.00 per acre, which was not a great profit, and but for the Erie Canal, which was created a few years after the building of the pikes, they would have been successful. Le Ray was bankrupted and compelled to assign for benefit of creditors on December 31, 1823. Parish, the banker from Hamburg, Germany, and Philadelphia, Pennsylvania, who had one time been a party to loaning our Federal government millions of dollars, was the victim of an unfortunate financial arrangement in Europe and met a tragic end. Russel Attwater lost his money and his property, as did Roswell Hopkins.

It is to be deplored that there were no North Country Boswells to have written the biographies of all of those great northern New York land speculators whose millions of acres, if now covered with these virgin stands of timber, would have a value of billions of dollars. It is deplorable there were no Winslow Homers to have painted the beauties of the forested region through which the Russell and other northern turnpikes threaded their tortuous way or that there were no Holbeins, Francis Davis Millets, Hals or De Hooches to paint those notables in their mansions and in their meetings.

A book could be written about the officers, directors and stockholders of the St. Lawrence Turnpike Road Company and the grand mansions of some of those leaders. Of Le Ray, friend of Benjamin Franklin, and whose father expended his fortune in helping finance the American Revolution. Of David Parish, induced by Gouverneur Morris to purchase large northern New York acreage, develop Ogdensburg, Parishville and Rossie, build a large mansion at Ogdensburg with Raneé, designer of Union College, to design its interior. Yet Parish was so impressed with Parishville that he planned a big house there, the furnishing of which alone cost \$1,846.42.

In a letter written by Parish to his agent, Joseph Rosseel March 13, 1810 he had this to say: "Having serious thoughts of settling and building a house for myself in Cookham, near the St. Regis River when I return from Europe, you may give my name to the village and call it Parishville," and later on September 5, 1812 he spoke of being "much gratified with the situation of the falls below Parishville in Cookham. They are 80 feet in height and form a very romantic sight."

The Ogdens, and consider they were a most brilliant and remarkable family, descended from John, the immigrant ancestor, some of them Tory and some of them strong Federalists. David A. and his brother, Thomas Ludlow Ogden, were law partners of Alexander Hamilton, explaining why the present village of Waddington was first named Hamilton. And Joshua Waddington was their brother-in-law. Their uncle, Samuel Ogden, was an extensive landowner in the Ogdensburg area and gave his name to that city. Another Ogden, a William Butler Ogden, was the first mayor of Chicago, and Peter Skene Ogden who gave his name to Ogden, Utah, was an important fur trader and explorer in the Northwest, who was born in Quebec, son of Isaac Ogden, a Tory member of the family. Isaac, who lost little time in getting into Canada when the Colonial break came, there became a judge of the Court of the Queen's Bench, was a judge of the admiralty Courts. He was born in Newark, New Jersey and was the son of David Ogden, a noted lawyer, judge, and Episcopal churchman, who had another son, Nicholas, who held important office in Nova Scotia. Still another prominent Ogden was Aaron, a soldier, lawyer, United States Senator and governor of New Jersey. He was a Federalist, and in the Revolution was a brigade major who led the van of Hamilton's regiment at Yorktown. Josiah Ogden Hoffman, whose mother was Sarah Ogden, daughter of Samuel, was a walking fashion plate, one of the nation's most brilliant lawyers, and was attorney general of this state from 1798 to 1801. He was a law partner of Cadwallader Colden and his first wife was Mary Colden, by whom he had three children, one of whom, Matilda, was betrothed to Washington Irving, but died of tuberculosis at an early age. Hoffman was a Federalist, but during the Revolution the Hoffman family had Loyalist sympathies and he was one of the leaders opposing New York State militia going outside the state in the War of 1812. David Bayard Ogden was a nephew of Gouverneur Morris.

Interesting indeed, were the family connections of many of those North country land tycoons who were interested in the St. Lawrence Turnpike. Maria, wife of Hezekiah Beers Pierrepont, owner of the towns of Pierrepont, Stockholm and Louisville and for whom Pierrepont was named, was the daughter of William Constable.

Like David A. and Thomas L. Ogden, Richard Harison, who had a house at Malone, which by the way, was first named Harison and next named Ezrville for Ezra L'Hommedieu before it was named Malone, was also a law partner of Hamilton and at Hamilton's suggestion was named United States attorney by President Washington at the beginning of his term in New York City.

Not the least important of the turnpike founders was Col. Dr. Roswell Hopkins, a highly educated man who held many important posts during his lifetime, was the owner and founder of the town of Hopkinton and its beautiful little hamlet of the same name. Among his honors was that of Secretary of State in Vermont. In the Revolution he was surgeon of the 6th Dutchess County Regiment of militia, and was in two campaigns at West Point where he was taken prisoner and confined in a British prison ship at Newport, R. I.

Tragedy stalked to the end of his life. In the development of Hopkinton his son, Benjamin Weight Hopkins, who had been in partnership with him and operated the first store in the village, decided to go South and build a fort at Mobile Point, Alabama, under contract with the government. His father went on his bond as surety, but before the job was completed the schooner "Halifax" aboard which he was on a business trip, was driven by storm into Havana Harbor. In Havana he contracted yellow fever and died August 13, 1819 leaving his father "holding the bag". It ruined Dr. Hopkins financially, but, to compound the tragedy of his life, he himself was thrown out of his carriage and killed at Chazy ten years later on September 5, 1829. Strangely coincidental Isaac, a younger brother of Dr. Hopkins, was killed by a runaway team at their native Amenia, N.Y. on April 25, 1794.

Threads of the Hopkinton family line were woven into the skein of St. Lawrence County history. Mary Cook Hopkins, a daughter of Dr. Hopkins, was married to Artema Sawyer who became one of the agents of David Parish both in Ogdensburg and at Parishville, and Sarah, another daughter of Dr. Hopkins, married Sewall Raymond one of the leading figures in the history of Potsdam. The Raymonds, in turn, had a daughter Lydia S., who married John F. Rosseel, son of Joseph Rosseel, David Parish's first land agent.

Like the Le Rays, the Constables, the Ogdens, and the Parishes in the northern New York giant land-owning group, the Clarksons, the Harisons and the Pierreponts came up to build fine establishments, occupy and develop their lands. Outstanding in such performances were the Clarksons, who, over a longer period of years than any of the others, played their great development role in Potsdam. The lineage of the Clarksons is a proud one and long has that family been prominent in New York City. The early Matthew Clarkson was secretary of the Province of New York in the reign of William and Mary, and a great-grandson of that Matthew was another Matthew who was an officer in the Colonial array at the battle of Yorktown.

Besides David M. Clarkson as a founder of the Russell Turnpike was Garrit Van Norse who, incidentally was the husband of a sister of Gen. Matthew Clarkson.

Norman Le Roy, another stockholder in the turnpike company, was an extensive owner of North Country lands who forsook New York City where he was a leading merchant and citizen, and a trader whose transactions extended all over the young republic, to reside in Potsdam. His daughter was married to Daniel Webster.

And still another Potsdam land-owner and stockholder in the pike company was another top level New Yorker, William Bayard, owner of a large line of ships, a director of the Bank of America which had been incorporated in 1812, president of the New York Chamber of Commerce. Like Le Roy's his name appears upon the deeds of many early Northern New York real estate transfers.

Frederick De Peyster, another stockholder, for whom the town of Depeyster was named, was a New Yorker and shipping merchant. Abijah Hammond, for whom the town of Hammond was named, was a brother-in-law of David A. Ogden, and an artillery captain in the Revolution, New York merchant and speculator. Michael Hogan was a New York merchant, one time U. S. Consul General at Valparaiso, Chile and Hogansburg was named for him, while the town of Bombay was named because his wife, was born in Bombay, India. Another New Yorker was Theodosius Fowler, a Continental army captain who also served at Yorktown, and for whom the town of Fowler got its name. He was the first supervisor of that town. Edwards was named for Edward McCormick, a sea captain in the East India trade.

As we started with Russel Attwater, the great builder of turnpike, in honor of whom the St. Lawrence Turnpike was dubbed the Russell Turnpike, and who was also instrumental in the formation of the Parishville Turnpike of February 5, 1813 sponsored by David Parish, which pike ran from Parishville, Potsdam and Canton to Ogdensburg, we will end with him.

He was born in Cheshire, Connecticut, June 20, 1762 and in 1798 when he was 36 years old bought 13,600 acres in the afterwards Russell township, from Daniel McCormick for 40 cents an acre. He was an unusually enthusiastic and energetic pioneer, a man of great personal charm and influence as his election to the state senate indicates. He enjoyed the confidence of Gov. Daniel D. Tompkins and at the close of the 1813 sessions of the state legislature it was to him that a stand of 1,000 muskets and a proportionate quantity of ammunition was delivered to the Russell State Arsenal which he had influenced to be located there in 1809 on a state appropriation of \$3,000. It was he also who had been commissioned to organize a guard for the arsenal consisting of a corporal and six privates.

There still stands in occupancy his old village at Russell, the rambling old house which was his residence until he lost his property to the Mohawk Valley Bank, leaving him to die a poor man at the home of his son in Norfolk in 1851.

An anonymous writer from New England in 1864 who was a member of a party which had been investigating the mineral, timber and agricultural resources of the northern Adirondacks that year, described the village of Russell with pen dipped in ink tinged with poesy. The party had journeyed from Canton to Russell the previous night and put up at the hotel, and arising early the next day he wrote:

"But the morning, how delicious it was! If the air was not full of balms, it was full of oxygen. I seated myself upon the stoop of the hotel, that I might breathe all its freshness, and at the same time, take a survey of the village. The time was propitious, for there were yet but few persons moving in the street to distract attention.

"It lies upon the sides and base of an amphitheatre, enclosed by ranges of high hills, set widely apart, and arranged in the form of an extended ellipsis, through the length of which the Grasse River sends its dark and reluctant current. I should not, perhaps, use a term which implies a conscious unwillingness on the part of the stream to deliver its waters to the regions below, for in point of fact it is here for the benefit of two or three manufacturing establishments. The hills which make this natural Colosseum are of volcanic origin, and interesting subjects for the geologist.

"Four roads, running at right angles, centre in the town; the hotel stands upon one corner, and the other corners are occupied by shops; about 60 dwelling houses, mostly painted white, and many of them with green plats in front; two moderate sized churches; two blacksmith's shops; a bridge which never could have been built on its present foundations, but must have been taken up in Canada, or somewhere else, and providentially dropped by the great tornado; a three-story brick arsenal, constructed during the last war, for what earthly purpose, nobody has yet discovered, standing like a grim sentinel over the whole, and you have as good a picture as I can draw of the quiet village of Russell. This will do for a rough sketch - and now for a few touches in detail.

"Opposite the hotel - which is built of brick, and has an air of decayed gentility about it, - is a grass plat, with an old house upon it, a little retired from the street, which, a conspicuous sign upon the front informs me, is occupied by the modists of the village.

"I notice this with interest and pleasure, and express my satisfaction by imbibing frequent additional drafts of the healthful breezes that sweep down from the hills. So, I said to myself, we are not yet beyond the pale of Fashion. Presently a door opens, and a maiden descends by a single step into the green lawn, glittering with the morning dew, and tripping lightly to the well, returns again, her face glowing in the warm rays of the smiling Phoebus, who is just taking his first look into the valley."

Those, who today visit the quaint old village of Russell, will note that Russel Attwater's rambling house, standing off apart from the heart of the village, has but one step to the spacious lawn in front of it.



THE LOCALLY FAMOUS GOUVERNEUR MORRIS HOUSE AT NATURAL DAM

This quaint stone house built at the direction of the American statesman, Gouverneur Morris, remains as one of the few examples in St. Lawrence County of the day of the great city landlords. Gouverneur Morris was one of them, an associate of Macomb, Constable, McCormick and Ogden. The house, still to be found at Natural Dam near Gouverneur, was built about 1806 or 1809. It has been referred to as the place where Morris spent one summer, but more likely it was built at his direction to serve as an office and home of one of his land agents. Be that as it may, this architecturally unattractive house is of historic interest. It is one of the few remaining land barons whose daring speculations blazed the way for the settlement and development of this county. Photo by John L. Warner, Binghamton, N.Y.

NORTHERN NEW YORK'S THREE GREAT DIPLOMATS

By

Harold Storie, Vice-President of the St. Lawrence County Historical Society

It is of interest and great pride that this North Country holds firm claim to the memory of three notable American statesmen - John W. Foster, Robert Lansing, and John Foster Dulles. Each in turn served the United States as Secretary of State. All three had close North Country family relationships. In fact, and is so well known, two of them, Robert Lansing and John Foster Dulles, were North Country products. Of course, Watertown and Jefferson County lay first claim to these two sons, but fortunately, St. Lawrence County comes in for its share in this heritage.

Maria Lay Dodge, the mother of Robert Lansing and thus the aunt of John Foster Dulles, was the daughter of the Honorable Edwin and Jerusha Lee Sterling Dodge of Gouverneur. There is, of course, the added interest that both the Lansing and Dulles families lived in Watertown, where John W. Foster, the father of Mrs. Lansing and grandfather of Secretary Dulles, was a frequent visitor and summer resident of Jefferson County.

It is therefore of interest to present a somewhat brief sketch of these men, their family connections, and their North Country relationships.

John W. Foster was Secretary of State under President Harrison, 1892 and 1893; Robert Lansing under President Wilson, 1915 to 1920; and John Foster Dulles under President Eisenhower. The latter's service as a top cabinet officer fulfilled a long-cherished ambition. It made him the third successive generation of his family to reach this same high office. Preceding him were, first his grandfather, John W. Foster, and next his uncle by marriage, Robert Lansing of Watertown, husband of Elenor Foster Lansing.

A native Hoosier, John Watson Foster was born March 12, 1836. A man of many parts, he was a lawyer, soldier, editor, author, diplomat, college professor and like his equally illustrious grandson, Secretary of State. He attended Harvard Law School for one year and studied law in Cincinnati before he associated himself with a law office in Evansville, Indiana. This was before the Civil War and prior to his marriage to Mary Parke McFerson. He also managed to become a college professor for a time, teaching courses in American diplomatic history at George Washington University. During this time he wrote considerably on diplomatic subjects. His last book was "War Stories for My Grandchildren", published in 1918.

As far as northern New York is concerned, he had both direct and indirect connections with this section of the country. One daughter married Robert Lansing. Another daughter married Allen Macy Dulles, who was pastor of the First Presbyterian Church in Watertown from 1887 to 1904. Because his daughters were married to residents of Watertown, he purchased property and spent part of his summers at Henderson Harbor. These visits continued even after the Dulles family moved to Auburn and the Lansings to Washington where Mr. Lansing practiced law and started his own diplomatic career.

John W. Foster was a Civil War hero, winning promotion to lieutenant colonel for meritorious service at Fort Donelson and a colonelcy for valor at Shiloh, and later was promoted to general. He came to know Grant, Sherman and Thomas, and later worked for Grant's election and re-election for President. At one stage of his many-faceted career, General Foster was editor of the Evansville Daily Journal, the most influential paper in Southern Indiana. He entered the diplomatic service under President Grant, who appointed him Minister to Mexico. In 1880, President Hayes transferred him to St. Petersburg, Russia. He then practiced law in Washington for a time before he became minister to Spain under President Arthur. President Harrison appointed him Secretary of State in which office he served eight months during 1892 and 1893.



Robert Lansing

The second Secretary of State in this family was Robert Lansing, born in Watertown on October 17, 1864 and graduated from the Watertown High School in 1882. His American ancestry reached far back into colonial times; on his father's side in New York and New Amsterdam whither Gerrick Lansing had come about 1640 from Holland; and on his mother's from Rhode Island and Connecticut and to Gouverneur, St. Lawrence County. His mother was Maria Lay Dodge, daughter of the Hon. Edwin and Jerusha Lee Sterling Dodge of Gouverneur. She married Robert's father, John Lansing of Watertown on January 27, 1864.

His grandfather, Edwin Dodge, was born in Kent, Connecticut, December 13, 1801. Early in life, his father moved to Northern New York and Mr. Dodge entered the office of Hon. Micah Sterling at Watertown as a law student. Having been admitted to the bar, Edwin Dodge was engaged by Gouverneur Morris, in 1829, as his agent in charge of large tracts of land in St. Lawrence County, and moved to Gouverneur with his wife, a niece

of Mr. Sterling. Jerusha Sterling was born in Lyme, Connecticut, May 25, 1803 and married Mr. Dodge on December 12, 1829.

In 1830, Hon. Edwin Dodge was appointed postmaster and held that office for nineteen years. In 1832 and in 1845, he was appointed a side judge of the Court of Common Pleas for a term of two years. Under the state constitution of 1846, he was elected the first county judge of St. Lawrence County, holding that office from June 1847 to December 1855. Mr. Dodge was one of the first trustees of Gouverneur upon its incorporation as a village in 1850. For a number of years he was a trustee of the Gouverneur Seminary and one of the incorporators of the village's water works company. He was largely instrumental in organizing and financing the Potsdam and Watertown railroad, of which he became the first President. Confident in the future of St. Lawrence County and its great mineral wealth, he did much toward developing its mining industry. The present has given much proof of his sagacity and foresight.

Judge Dodge was a man of keen business ability, progressive and energetic, who by his efforts did much to benefit the community in which he lived. With charitable impulses and a high sense of public duty, he gave freely of his time and money to the improvement of Gouverneur along educational, charitable and religious lines. Throughout his life he was a consistent and earnest Democrat, and his political and personal acquaintances extended to many states of the Union. He died November 15, 1877, leaving his widow and three children, William Robert Dodge, Edwin Gardner Dodge and Mrs. John Lansing. Mrs. Dodge died March 7, 1883 in Gouverneur. This is the ancestral background from which the statesman, Robert Lansing emerged and no doubt inherited some of the ambition and aggressiveness which his grandfather possessed.

After graduating from High School in Watertown, Robert Lansing attended Amherst College from which he was graduated in 1886. He read law in his father's office and in 1889, was admitted to the bar and became the Junior partner in the firm of Lansing and Lansing at Watertown. His life might have been spent in local practice but for his marriage on January 15, 1890 to Elenor Foster, daughter of John W. Foster, the distinguished diplomat. The association with his father-in-law opened to young Lansing the field in which he was to win great distinction.

The new career began in 1892 with his appointment as associate council for the United States in the fur-seal arbitration. From that date until 1914, he served frequently as counsel for the Department of State, in which capacity he not only dealt with the legal aspects of numberless problems raised before the outbreak of the First World War, but also served as acting Secretary of State during the frequent absences of Secretary Bryan during that War. Upon Bryan's resignation following the Lusitania disaster, Lansing became Secretary of State ad interim, and shortly thereafter, June 23, 1915, was appointed Secretary.

From 1914 onwards, Mr. Lansing was the voice of the State Department. On August 3, 1914 in the first days of the war, Colonel Edward House wrote President Wilson as follows: "Please let me suggest that you do not let Mr. Bryan make any overtures to any of the powers involved. They look upon him as purely visionary and it would lessen our influence seriously." This was the attitude in government circles generally and President Wilson came to lean more and more heavily on Lansing. Ray Stannard Baker, author of Wilson's life and letters says that there is "something ironical" about many of Wilson's friendships. Woodrow Wilson and Robert Lansing were unquestionably of similar intellectual and idealistic mould, yet they disagreed sharply on many occasions. Woodrow Wilson liked "Lansing's legalistic approach". On the other hand, Lansing was without question pro ally and anti-German. In his heart and mind, he felt that America must enter the war to save democratic government. But Wilson's influence made him strictly neutral and sternly unbiased in his diplomatic dealing. As new problems arose, the blockading of American ships by both England and Germany, the sinking of the Lusitania, the entry of the United States into the war, all made very trying times for the State Department. Wilson was accepting advice from Colonel House and Ambassador Page with which Mr. Lansing did not always agree. On many occasions, he was forced to seek information from other sources so that his department could work efficiently. These differences gradually broadened after the war and led to Lansing's resignation. He returned to the practice of international law, with an office in Washington, until his death on October 30, 1928.

The third diplomat in this family was John Foster Dulles, born February 25, 1888, in Washington, D. C., the home of his maternal grandfather, General Foster. His parents had already moved to Watertown where his father had been installed as pastor of the First Presbyterian Church on November 17, 1887, three months before John Foster Dulles was born.

The future cabinet officer was brought to Watertown from Washington by his mother and was baptized by his father in the First Presbyterian Church July 1, 1889. The Dulles family lived in the house at 162 Clinton Street which served as the manse of the church. It was there that John Foster Dulles spent the first nine years of his life. After the birth of the four other children, Allen Welsh Dulles, Mrs. Deane (Margaret J.) Edwards, Dr. Elenor Lansing Dulles and Mrs. James S. (Nataline) Seymour, Rev. and Mrs. Dulles sought a larger house and in 1897 built the residence at 4 Mullin Street (later 124) at his own expense. From 1897, until leaving Watertown in 1904, the family occupied this Mullin Street house.



John Foster Dulles

John Foster Dulles went through grammar school and attended but did not graduate from Watertown High School. The family had moved to Auburn where his father became professor of theism and apologetics at the Auburn Theological Seminary. It was in Auburn that both the father and mother died; Reverend Dulles on November 13, 1930, at 76 years, and Mrs. Dulles on June 8, 1941, at 78 years.

Young Dulles was expected by his father to enter the ministry, but his statesman grandfather had different ideas and encouraged the boy to embark on a career as a diplomat. In his early teens, he was sent by his grandfather on a trip to Lausanne, Switzerland, to study French. This helped him to prepare for the diplomatic career he ultimately decided to follow. He spent six months at Lausanne and then received private tutoring in Washington. Subsequently, he entered Princeton University. He majored in philosophy, as he was still planning to enter the ministry. It was while a junior at Princeton that he had his first taste of world diplomacy in 1907 at the age of 19. He accompanied his grandfather to the second Hague Peace Conference as a member of the secretariat of the Chinese delegation. General Foster attended as a delegate for the Imperial Government of China. Dulles' part was to help the Chinese delegation with protocol and translation, using his knowledge of the French language. By the end of the year, Dulles had definitely decided upon a career in international law, rather than becoming a minister, a deeply rooted family tradition. At Princeton, he was graduated as valedictorian of his class and won a scholarship which he used to study philosophy for a year at the Sorbonne in Paris. He then attended George Washington University choosing it as a law school chiefly because he could live with his grandparents. Graduating from law school in 1911, he joined the internationally famed New York City law firm of Sullivan and Cromwell, an association he gained through the influence of his grandfather. On June 26, 1912, he married Miss Janet Pomeroy Avery, daughter of Mr. and Mrs. Irving Avery of Auburn, N.Y. Eventually, he became the senior partner and active head of the wealthy law firm and served in that capacity until he resigned in 1949 to become United States Senator from New York.

Residents of this area followed the career of John Foster Dulles with keen interest, particularly from the time of his early fame as an international lawyer, down through the years of his conspicuous service as foreign policy advisor to the Republican Party, special State Department advisor, architect of the Japanese peace treaty, United States Senator, member of the United States delegation to the United Nations, and finally, as Secretary of State.

During the past two decades, Mr. Dulles had particularly close affiliations with this section through his and Mrs. Dulles frequent visits to their private hideaway on Main Duck Island, located twenty miles north of Chaumont in Canadian waters. Earlier he had, for many years, spent the summers at Henderson Harbor.

His death, which occurred May 24, 1959 at Walter Reed Medical Center in Washington, was a great loss to the United States and to the world. President Eisenhower described him as "one of the truly great men of our time".

SOCIETY'S ANNUAL MEETING, OCTOBER 29

The annual meeting of the St. Lawrence County Historical Society will be held in Canton, at the Masonic Temple, on Saturday, October 29. Mrs. Ella Lahey, Massena, the Society's Program Chairman, invites each member to bring at least one item of historical interest with an accompanying descriptive label. By this means the society will hold this Historical Exhibit. Instead of having a guest speaker, informal remarks will be heard about some of the exhibits. Mrs. Lahey and members of her committee will be present from 10:00 a.m. to receive items. So, open up your cupboards, chests and closets and let others share in your treasures. Old glass, china, dolls, toys, anything of historical interest will be welcome.

At 12:00 noon, luncheon will be served in the Masonic Temple dining hall.

Then will come the annual business meeting, followed by a program of short, five minute talks about some of the articles on exhibit.

THE LITTLE OLD BROWN LEDGER OF 1843

By

Hazel Simpson

It has really spanned two lifetimes, my father's and mine, this old family ledger which lies open on my desk. It is just one hundred years old this spring. Grandfather Philo Johnson, born in Connecticut, but at that date settled in upstate New York, was a farmer. His records were of simple transactions with his neighbors but kept carefully as though the amounts were in the thousands instead of tens and twenties. He was clerk of District 23 and he notes on November 13, 1843, "Hired Amos Clark, teacher, eleven dollars a month." It is to be hoped that this young man boarded around for he certainly could not save money on that small salary. Then an entry crediting the Clerk with the purchase of thirteen district journals. Whatever they could be?

Grandfather planted potatoes and "Tom pease" in the east field on a day in May. He hired a neighbor to help him build a fence for a dollar and a quarter a day. Not many legible entries now remain in his hand writing as he died in "fifty-six", leaving Grandmother (whose lovely name was Pure Ann) to carry on the farm with the aid of her stepson, Frank, and my father, a lad of fifteen.

Her entries are of sales of butter, of taking their last two bushels of wheat to mill, of selling twenty pounds of veal at four cents a pound. She kept a school in her home for a few smallest neighbor children and devotes three pages to the records of their perfect lessons. It was called a "Dame School". She was first widowed in her youth in Vermont and taught school for eleven years in one district, as she proudly used to tell me. In 'sixty-two both her sons were in the last draft of the Civil War. Poor Frank was taken a prisoner and marched away to Libby Prison. My father who was in the same battle saw him go. He was never heard of again. Now the records show that she received remittances of his scanty soldier pay from my father during the remaining years of the war.

In the following years the price of butter varied from twenty-five to forty cents. She packed it in thirty-six pound tubs, covering it with a good layer of salt. Thus she made enough cash to supply her need for the things she could not make from the farm. She spun and wove and knit. My father had learned the trade of harness making and that was a help. He records making eight single harnesses for an average of eight dollars each.

My father and mother (Daniel Johnson and Jennie Streeter Johnson) started new records when they were married. About 'seventy they traded the farm for a cheese factory in the nearby town. Grandmother Ann came to live with us, bringing her household treasures. So, a new type of entries begins. I can (later) recall that he kept his milk and cheese accounts in a large ledger on the sloping desk in the factory office. However, he still used the small ledger for some matters; paying his help, purchasing supplies of rennet, cheesecloth, cheese boxes, etc. His entries cover many pages.

The wages of two sisters, who worked for us in 'seventy-two and 'seventy-three were rather meager by present day standards. Three dollars a week for one Kate F. who worked in the factory chiefly, while Ella helped my mother in the house at fifty cents less. I can still recall my astonishment at their habit of going to Mass in the dark of a wintry morning. But, I did not enjoy sitting through a two-hour service in our highbacked pew. It had a door that shut out my view of anything, so I thought maybe their church had the best idea. At any rate they got it over with early.

I can also remember Andrew M, the hired man, whose wage was from twenty to twenty-five dollars a month, according to the season. The first April Fool's joke I ever attempted to perpetrate was on Andrew. But I forgot dear Mother's coaching so far as to run away, overcome with shyness before he got the idea that there was a big black dog under the porch. He didn't even look.

That spring my father decided it would be a good idea to keep track of our household expenses, so he headed a page "Acct. of Provisions". I was always fascinated to watch him write. His school copy book must have been of the Spencerian type, with flourishes. He would square away at the dining room table, with plenty of elbow room. Dipping his pen in the ink, he would bring it close to the paper, put the tip of his tongue in the corner of his mouth, turn his head to one side, and make a few preliminary circles in the air, then swoop down with a big capital letter. The rest of the word did not matter so much, but it was legible. However, it is as well for my present deciphering that the ensuing items were in my mother's neat handwriting. This record lasted from May to October first in 'seventy-three. Prices were high; sugar fourteen cents, flour two dollars and thirty-seven cents for a fifty-pound sack, kerosene forty cents a gallon. They used considerable codfish and dried apples. A pound of tea cost ninety cents. One tub of butter cost eleven dollars. During July they bought berries for jam and one fresh pineapple. Evidently keeping the record became a wearisome job, for my mother abandoned it after five months, summing up her total as one hundred and six dollars.

After that time she began to use to blank pages to copy "receipts" for cakes, pies, etc., household remedies and useful hints. Some were clipped from papers and pasted over old records, some written in heavier ink over them, some crept around margins. Among these items I find that a spoon of cream of tartar and two of sulfur, when mixed with molasses to a thick paste, made a good cleanser of blood in the spring. I can well remember that it took the whole family, including aunt and grandmother to get a dose of it down my protesting little throat. Directions were also given for dyeing cloth "a good catechu brown", a complicated overnight process. Among the helpful hints, I find that a large spoonful of grated horseradish added to a pan of milk would keep it sweet for days.

Mother's recipes cover almost the entire period of their nearly half century of married life. She was very careful to give credit to each neighbor who gave her a treasured "rule" for her cooking. My father was fond of cakes and cookies made with molasses and with ginger for flavoring. I have just counted twenty-one recipes. Salads were more intriguing to mother and there are many dressings in her book. Cabbage was the usual medium though meats were occasionally suggested. Such wierd ideas as cottage cheese, raw carrots, cooked string beans, chopped nuts and fruits had not yet obtained favor or even been heard of in salads. Our two hotels had only native cooks, no foreign chefs. Reducing diets were not in vogue so her generation was spared the rather boring repetition of advertising propaganda, about calories and vitamins, reasonable as they may seem to us now.

Supply and demand regulated the prices in those days. The period after the Civil War changed the old order of local buying and selling. More luxuries were imported.

Ancestors of those days were careful, prudent and independent. Helpless and aged relatives were a family charge and found a warm fireside among their kin. There was work for all who could work. Short of actual crime, the term "shiftless" was about the most approbrious. Debt was an abhorrence. As a child I was told that the National debt was several million dollars. I used to worry over it. A million dollars was almost beyond computation.

Times have changed since the little old ledger was fresh and new.

(NOTE: The above manuscript was written by Mrs. Cora Johnson Couper, daughter of Daniel C. Johnson, who was the son of Philo and Ann Johnson. The Johnson's occupied a farm of about 70 acres near Canton (I believe on the old military road) 1848-1858. At that time the farm was sold to Mason Fitch. The writer and her father were both natives of Canton but spent much of their lives in the west. Philo and Ann P. Johnson are buried in the Silas Wright Cemetery. They are my great grandparents.)

TO THE QUARTERLY, BON VOYAGE!

With this issue THE QUARTERLY completes its fifth volume. From an historical point of view five years is only a second in the march of time. In the life of a publication like this, and of an individual - especially its editor - it covers quite a span. There is now need for an editorial change. The present occupant has made such contribution as he could. A more vigorous, more representative, more effective editorial procedure and policy are now in order - a change in personality, in perspective, in push. For the most part, to date, the job has been largely a one-man operation, always interesting, ever exacting and demanding, frequently exciting. The start was not premeditated. The editorship was not sought. It was created and thrust upon the incumbent without advance notice or warning. This made the challenge all the more challenging. Six months ago the Society's Board of Trustees were advised to prepare for the changeover. In now stepping aside the editor thanks the many who have been so generous with their help and understanding. Without this little could have been accomplished. With it a start has been made. Not only have the many supported and assisted, but have been most forgiving. Obviously in such a task, done as it has been done, there has been a full measure of sins of omission and commission. Withall, however, it has been a joyous experience. The editor in now taking his leave bids THE QUARTERLY bon voyage, one and all a fond bon nuit.

COUNTY HISTORIAN'S COMING PROBLEM

County Historian, Nina Smithers, is a sorely perplexed but devoted worker. The County Historical Center, as her office in the New County Building became well known, is constantly in use during the two days it is open each week. Not only do people come here to seek information but often to bring and give valuable historical material, from chairs, to desks, and spinning wheels down to the tiniest artifacts such as stone beads found in Indian burial mounds.

"You just can't say no when people bring things, things of great interest. But what shall we do with all of them?" Mrs. Smithers says with a worried expression.

The point is just this. For storage space Mrs. Smithers has been permitted to use hitherto unneeded room in the basement of the County Building. There are two of these places. Now she is informed that all of the historical material now stored there must be moved - but where to? Both of these quarters are to be occupied for other county business. A new Motor Vehicle Office is said to be on the drawing boards, destined to use one of these spaces. The ever-increasing filing requirements of the County Clerk's office is already taking over the other.

What will become of the growing collection of historical items and artifacts? Will these things just be moved out into the new county parking lot? or where? The County has created a County Historical Center. It is being used, increasingly so. It performs a valuable public service. It is admirably located where there is easy and ready reference to public records.

Even if the need for a County Historical Museum has not arrived an adequate, safe and readily accessible storage should be provided by the county.

LITTLE KNOWN FACTS ABOUT HAMMOND'S HISTORY

By

John Harold Hibbs

(The following article is taken from the high school graduation speech delivered last June by its author)

The town of Hammond has quite an interesting past. The first known human resident of Hammond was a man called William McNeill. He came to the town about the year 1807 and set up housekeeping in a cave in the rocks of Chippewa Bay. McNeill was a hermit in the true sense of the word. He lived on fish and berries, with only the wolves and bears as his neighbors. What finally happened to him is not known.

To move forward in history a little way, the village of Hammond was not originally in its present location. The first settlement was made at about the place where this school stands. It may be of interest to note that the village of Hammond is older than the city of Chicago and was at one time larger, but, because of its location, it did not grow.

Hammond grew gradually, and in 1827 it was organized into a town. Around the year 1850, a plank road was built between Hammond and Antwerp at a cost of \$35,000. The following year it was extended to Morristown at the cost of an additional \$10,000. This made a continuous plank road, as smooth as a barn floor, over 30 miles long, from the St. Lawrence River at Morristown, a point leading to Rome, Utica, and other cities.

About the year 1870 Hammond began to grow rapidly. A Universalist Church was built then, and the next year a new Presbyterian Church to replace the old stone one. In the next few years the Methodist Church and the Presbyterian parsonage were built along with several other good homes and business places.

In 1875 the Black River and Morristown Railroad was completed through Hammond. In order to be near the depot, the bulk of the town moved to its present location. At this time, Hammond contained an express office, two telegraph offices, three churches, and quite a number of business places.

The coming of the railroad brought prosperity to the town. Business places began to spring up like trees. From a train going south at that time, Hammond appeared to be two or three times its actual size. This illusion was brought about by the fact that from this position, almost all of the buildings of the town were brought into view. The high steeples of the three churches gave the town a city-like appearance. A closer view quickly dispelled the illusion. But if the traveler had come back in the year 1887 he would hardly have recognized the place. The town had grown immensely. A weekly newspaper, the Advertiser, had been added. To show the prosperity of the town at this time, the following businesses were advertised in the paper's first edition: a dentist, salesman for pillow inhalers, a dress stamping establishment, Dr. Kerr (a physician), the Franklin House (a hotel), the Taylor House (another hotel), both of which advertised free bus services to and from the trains, a hardware store, a blacksmith shop, a wagon shop, a harness shop, a shoe store, a clothing store, a drug store which also carried paints and varnishes, a music store, a combined furniture and grocery store, another grocery and crockery store, a hat shop, a carriage maker, an undertaker, and last but not least a jewelry store. As you can see, Hammond was once quite a prosperous place.

Now that we have explored some of the history of Hammond, we can mention some of the more surprising things about it. There was at one time a race track behind the present site of the Catholic Church. Every Saturday afternoon, a large crowd could be seen there to watch the trotting races. Over the present site of the library there was a roller skating rink and dance hall.

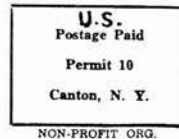
On the industrial side, Hammond was also important. On the present site of the Lewis and Lewis Co., was the Evans Manufacturing Company which forged and built steel plows and other farm implements. There was also a stove factory in the town. Back in the year 1860 the population of Hammond reached its peak. A census taken at that time revealed 1,960 inhabitants. That number has never been surpassed. It may also be of interest to note that the stage coaches which are so famous with the Old West also ran through Hammond in the early 1859's. These carried mail and passengers between Rome and Ogdensburg. In the education department Hammond was also a leader. We had the first graded school in St. Lawrence County. These are but a few of the facts about Hammond's past.

NOTE: (The Quarterly enjoys publishing occasional articles by the younger generation as an evidence of their interest and ability along historical lines.)

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: (Edward Heim). Canton's new Historian has been busy during the year attending work shops at the County Historian's Office, on field trips to Cooper Falls and Dekalb, stone houses at Morristown, Oak Point and Black Lake, also the Russell Turnpike trip with members of the St. Lawrence County Historical Society group. Cutting, filing and pasting clippings in a scrap book, preparing index file cards of scrap books and other important historical material on file. Considerable work has been done on the Silas Wright Cemetery, Old St. Mary's and Brick Chapel cemeteries. RENSSELAER FALLS: (Mrs. Nina Wilson); CLARE: (Mrs. Fern Colton); CLIFTON: (Mrs. George Reynolds). COLTON: (Mrs. Lorena Reed). DEKALB: (F.F.E. Walrath) "Have just finished charting the East Dekalb Cemetery and am planning on charting another." DEPEYSTER: (Mrs. Emery Smithers) Another reunion of pupils of the old Kokomo and Stell Districts was held on Saturday, June 25th at the Masonic Temple. Some forty people attended. Exploring "Abandoned roads and ghost communities" has been a most interesting experience, and I hope all historians are enjoying it as much as I am. Find it will be a two-year project. EDWARDS: (Leah Noble) "I continue to do the "unseen" routine work of keeping records, running down request information, collecting for our museum, writing articles for our Edwardiana." FINE: (Mrs. Rowland Brownell) new. FOWLER: (Mrs. Robert Yerdon). GOUVERNEUR: (Harold Storie) new. HAMMOND: (Harold Hibbs). HERMON (Mrs. Kellogg Morgan) "Have been doing scrap book, service records etc. I have been quite busy checking records, births, dates and marriages for people who have written in and asked me to do so. It would seem there have been more of these inquiries this past summer than usual. At present am not planning on Florida." HOPKINTON: (Mrs. Dorothy Squires). We extend our sincerest sympathies upon the sudden death of her husband. At present, work is being done at her Syracuse address. LAWRENCE: (Mrs. Gordon Cole). LISBON: (Lee Martin). LOUISVILLE: (Mrs. Lorraine Bandy) "Spent two weeks in April at local elementary school doing bulletin board display and 6th grade historical assembly. In May helped with Sesquicentennial dinner at Louisville Elementary School put on by Louisville Fire Department -- served nearly 600. In June helped with Accordion Jamboree in Massena - helped with costumes too. In July took part in Norfolk Sesquicentennial. Helped at the St. Lawrence County-Gouverneur Fair in August and attended Russell Turnpike Day. In September helped the town of Clare Historian serve dinner to County Historical Association Board and arranged a short musical program. Am now working on my abandoned roads project again. Hope to complete



my report and go before my Town Board at the end of October. Also will speak to the 4th grades at Louisville Elementary School on the History of Louisville".

MACOMB: (Mrs. India Murton) "The usual jobs and for this year's project I am making maps and collecting history of the abandoned roads and ghost villages of which I have three. I also attended the local history workshop held at Oswego".

MADRID: (Mrs. Arthur Thompson) "A new road is being built between Madrid and Waddington. The scenic bridge at Chamberlain's Corners has been repaired. It borders on Madrid and Waddington. Five boys have enlisted in the armed services this year. Four others have been discharged. MASSENA (Anthony Romeo) new.

MORRISTOWN: (Mrs. Ernest Planty) "I attended New York State and The Civil War Local History workshop September 7, 8, 9 at State University College of Education at Oswego. Taking pictures of homes and property that will be removed soon when the new by-pass around Morristown on Route 37 is started this fall." NORFOLK: (Mrs. Ralph Wing) "A program commemorating the 150th Anniversary of the settling of Norfolk was held August 30, 1960 in the Norwood-Norfolk Central School. Most of the speakers on the program were descendents of the very earliest settlers, all talking on the history of the town." OSWEGATCHIE: (Mrs. Mona Mayne)

PARISHVILLE: (Doris Rowland) "I have been working on my project of ghost towns and roads and cemetery records. Kept our museum open two afternoons a month. Helped with doll and toy exhibit here. Attended N.S. workshop meeting, two County Association meetings at one-Russell Turnpike - had small part in program. Several meetings of our local historical society. PIERCEFIELD: (Mrs. Beulah Dorothy).

HEUVELTON VILLAGE: (Mrs. Ida Downing). PIERREPONT: (Frank E. Olmstead) new. Is working on abandoned roads and others, attended workshop meeting and helped with Russell Turnpike Day - marking the graves of the two War of 1812 soldiers, making scrapbooks of current history from paper, wrote an article about Hannawa once known as East Pierrepont also Cox's Mills, also an article on Stone Quarries with copies sent to Mrs. Smithers and is working on another article about Matthews Mill above Hannawa. PITCAIRN:(No Historian) POTSDAM: (Dr. Charles Lahey). ROSSIE: (Mrs. Virgie Simons) "I am working on abandoned roads and ghost towns. RUSSELL: (Mrs. Jeanette Barnes). STOCKHOLM: (Lindon Riggs). WADDINGTON (Mrs. C. B. Olds.