

# The Quarterly

OFFICIAL PUBLICATION OF THE ST. LAWRENCE COUNTY HISTORICAL ASSOCIATION



OLD PARISHVILLE ORCHESTRA

October 1963

# The Quarterly

Official Publication of The St. Lawrence County Historical Assn.

## ASSOCIATION OFFICERS

- President*  
LAWRENCE G. BOVARD  
Ogdensburg
- First Vice President*  
EDWARD F. HEIM  
Canton
- Second Vice President*  
MILES GREENE  
Massena
- Corresponding Secretary*  
MRS. EDWARD BIONDI  
Ogdensburg
- Financial Secretary*  
MRS. HAROLD JENKINS  
RD-2, Potsdam
- Treasurer*  
DAVID CLELAND  
Canton
- Editor, The Quarterly*  
MASON ROSSITER SMITH  
Gouverneur
- Assistant Editor*  
MRS. BETTE MAYHEW  
Canton
- Committee Chairmen*  
*Program*  
MRS. DORIS PLANTY  
Ogdensburg
- Museum*  
MRS. MARGUERITE CHAPMAN  
Potsdam
- Nominations*  
EDWARD F. HEIM  
Canton
- Audit*  
HENRY HORN  
Canton
- County Fair*  
HAROLD STORIE  
Gouverneur
- Promotion*  
MRS. EDWARD BIONDI  
Ogdensburg

THE QUARTERLY is published in January, April, July and October each year by the St. Lawrence County Historical Association, editorial, advertising and publication office 40-42 Clinton street, Gouverneur, N. Y.

EXTRA COPIES may be obtained from Mrs. Nina W. Smithers, St. Lawrence County Historian's Office, County Building, Canton, N. Y. at 50 cents each.

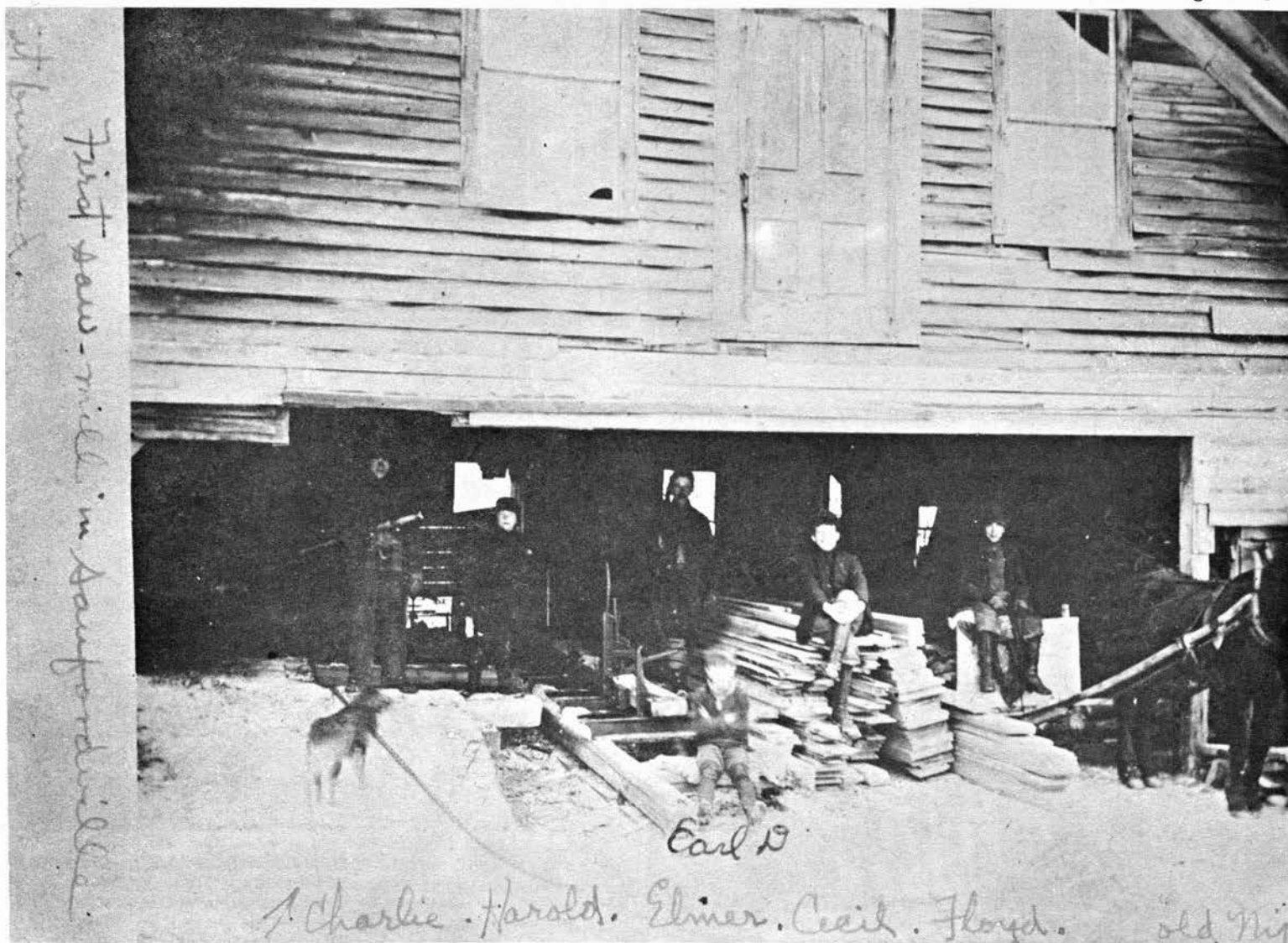
## ADVISORY BOARD

- Mrs. Bette Mayhew, Canton  
Miss Elizabeth Baxter, Ogdensburg  
Leonard Prince, Massena  
Mrs. Doris Planty, Ogdensburg  
Harold Storie, Gouverneur

## CONTENTS OCTOBER 1963 VOL. 8 NO. 4

	Page
THE SAWMILLS OF SANFORDVILLE <i>By Mrs. Mildred Jenkins</i>	3
THE COMING OF THE AUTOMOBILE <i>By R. E. Kerr</i>	5
THE OLD TANNERY AT FINE <i>By Catherine J. Brownell</i>	7
EDWARDS UNIVERSALIST SOCIETY <i>By Leah M. Noble</i>	8
THE OLD PARISHVILLE BANDS <i>By Elsie F. Bresee</i>	10
THE SECOND PARISHVILLE BAND <i>By Warren O. Daniels</i>	11
MOONSHINERS IN ST. LAWRENCE COUNTY <i>By Anthony J. Romeo</i>	13
AN OLD QUILT <i>By Anna Matthews Cole</i>	14
THE DEATH OF JONATHAN BROWN <i>By Claurice A. G. Closson</i>	16
NORTH COUNTRY NATIVE <i>By Gene Hatch</i>	17
COUNTY HISTORICAL ACTIVITIES <i>Edited by Bette Mayhew</i>	18-19

COVER--The old Parishville orchestra posed for this photograph years ago, and all of its players took part also in the Parishville Band. See story about the oldtime Parishville musical organizations, beginning on Page 10.



The first sawmill at Sanfordville, from an old post card

# THE SAWMILLS OF SANFORDVILLE

By MRS. MILDRED JENKINS

The little village of Sanfordville's claim to fame is that it's the home of the E.E. and C.C. Green Sawmill, founded in the early 1800's. It has burned many times -- but always has been rebuilt as a continually successful business.

The mill was started by Drullus Ellis and Levi Wellington. It was located on the bank of the St. Regis River, which flows through this village. It was a shingle mill, and it burned after a few years, the then owner being Levi Wellington.

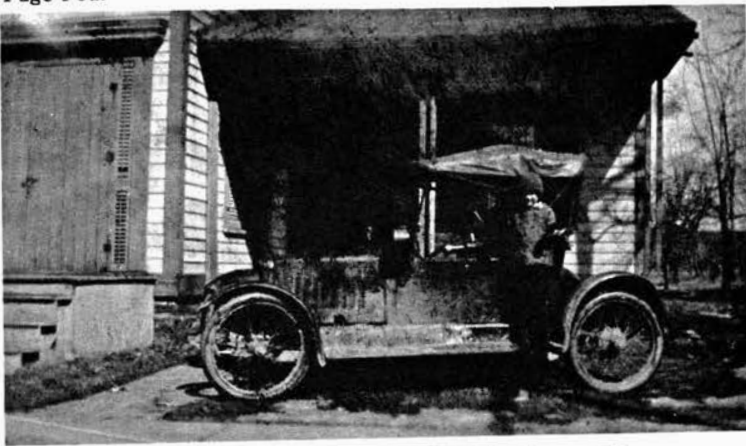
After the mill was rebuilt, it was acquired by Walter Waite. This was in the form of two mills; a sawmill and a shingle mill. Ownership was split when Cecil Green's grandfather, Ira Green acquired the shingle mill. He died in 1898, and at about this time a circular saw was installed

in the sawmill.

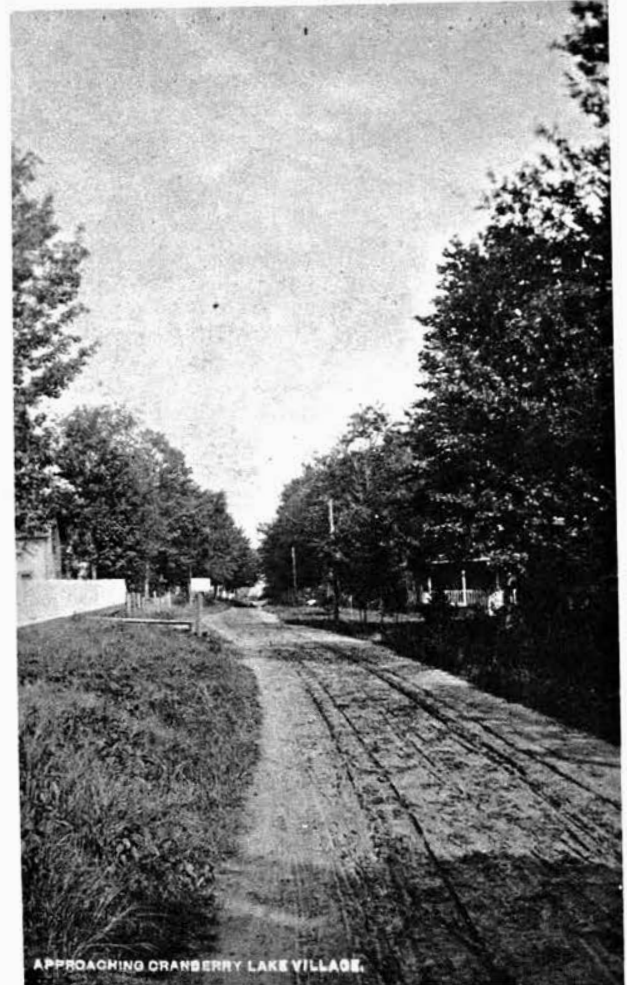
Ira Green's son, Elmer Green, succeeded him as sole owner of the shingle mill for ten years; meanwhile Mr. Waite continued as owner of the sawmill.

In 1908, Elmer Green and his brother-in-law, Charles Robinson, bought out the Waite estate, and in 1909, Levi Hunt went in with them in partnership. The sawmill was moved into the old shingle mill in 1908. Later, when Mr. Hunt joined the partnership, they put the sawmill in the original sawmill. The saw was an up-and-down affair, called the "English Gate Sawmill", a big square frame with one saw in the middle, and the saw worked up and down. A log was placed on the carriage, and the men would play cards while the log was going through, as the

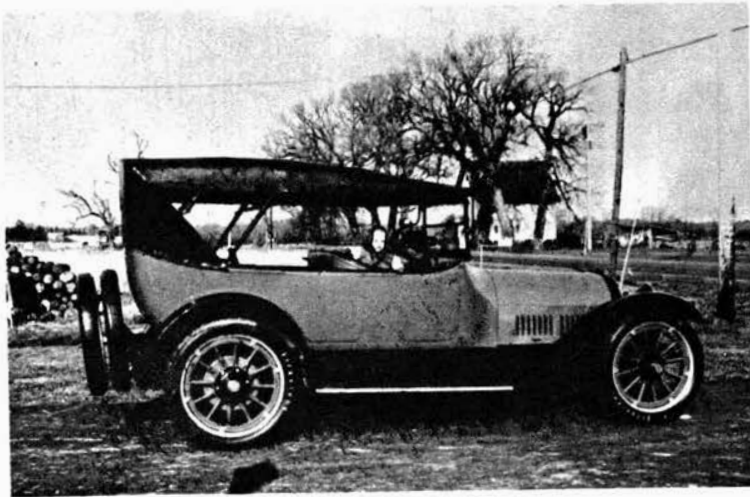
(Continued on Page Fifteen)



An early Saxon automobile owned by Howard Larrow. Photograph taken at Waddington about 1918.



From an old post card



A 1916 Buick, 7 passenger touring owned by R.E. Kerr, Canton, N.Y.



A 1919 Ford Runabout once owned by Paul Seymour, Ogdensburg, N.Y. and later owned by R.E. Kerr, Canton, N.Y.



From an old post card

# THE COMING OF THE AUTOMOBILE

By R. E. KERR

"I shall make every man a traveler if not a King." Such were the words of Henry Ford. It was the Ford car that first carried us from the country to the city. It carried us from the country to the city. It carried a man to see his neighbor, a boy to see his girl. Once distant horizons came within the reach of all.

The New York Times in April 1947 at the time of Ford's death said: "The world was horse drawn when he entered it. When he departed, it was a world on powered wheels."

Cars with names long forgotten. The Stanley Steamer, Cord, Chalmers, Mercer, Paige, Rickenbacker, Essex, Franklin, Locomobile, Pierce-Arrow, Peerless and Stutz. There were hundreds of others. Many were handmade automobiles with as few as ten or twenty a year being built. Others were in production only a few years when their companies disbanded. All now are gone.

The first cars were little more than a wheeled frame with a motor and seat for two people. High-wheelers, chain drives, tiller steering, hard rubber tires, with no top or windshield. Literally a buggy without a horse. Such were the beginnings of the automobile in America.

During this period there were no gas stations. Gasoline (spelled gasolene in those days) was purchased from the neighborhood hardware or drug stores, some charging as much as \$1.05 per gallon. There were no garages where a car could be repaired. Usually a blacksmith made local repairs, using his applied skills and the tools at hand. No roads as such existed, and mud and dust were an eternal problem to the early motorist. Trips by auto were usually limited to a few miles from home, and anyone venturing further found that no road maps or other services existed. Finding your destination was doubtful for all who traveled beyond their immediate vicinity.

Although we will probably never know who owned or operated the first car in St. Lawrence county, there are, nevertheless, many people who can recall the early cars, or even in some cases the first car in the villages in which they were born or brought up. Seeing a car was an experience long remembered. Charles E. Bowers, District Attorney for St. Lawrence County, relates his running along the road as a small boy trying to catch a steam car as it passed. Mr. Bowers' mother and father saw their first car while attending the World's Fair at Buffalo in 1901.

Many individuals recall humorous experiences with their early cars. One man told of how he and a friend drove a Model T, roadster from Star Lake to Canton to attend the movies at the old American theatre. While passing through a small village they drove through a flock of chickens, scattering them but giving it no thought. When they returned to their car, parked on the main street of Canton, a crowd had gathered around, inspecting the vehicle. Then he saw that the crank on the Ford had pierced a chicken and was creating quite a stir among the local folks!

A man from Hammond recalls the time when, as he was cranking his Ford, it jumped into gear and ran over him. He had the scars to prove it!

A gentleman from Lisbon says that as a young man he and another youth made a trip through the western part of the State with an early car; painting the name of each village on the car as they passed through. When asked the

name of the car, he couldn't remember, although he said that they always called it the "Lemon" because of its unreliability!

For many, after spending a lifetime working with horses, trying to learn to drive the new automobile was a frightful experience. For some, the transition was too much and after a close call or two the car was put in the barn, never to be driven again.

In some of the early driving manuals an indication of this fear toward the automobile is evident by some of the following remarks under "The Rules of the Road."

"If the speed is too fast and the bottom of the hill cannot be safely reached, the vehicle should be turned crosswise the road and into the bank if circumstances permit."

"In no event should the motor be choked down till it is jerky or liable to stop, for this may result in a stop in front of a train or in some similar dangerous and undesirable place."

"Never try to start the motor by pushing down on the starting crank. A backfire is likely to result in a broken arm."

Highways were always a challenge to the early motorist. Dirt roads presented a problem during rain and snow. It took genuine courage for an early motorist to tackle a springtime jaunt on such a "highway". Streams were often forded with the aid of horses, and with mud often axle deep, even chains were of little help. Hills were steep, often with loose sand and stones to interfere with traction. A car that could climb the Woodbridge hill in high or the Oswegatchie hills in any gear were good cars.

Earl Brown, longtime resident of Canton and former Hudson-Essex dealer recalls the "water-bound" roads. These merely consisted of crushed stone, and were the best roads known in the area at that time. The Canton-Ogdensburg road and the Canton-Pierrepont road were of such construction, all others being dirt. Mr. Brown recalls the ruts in these roads caused by the heavy wagon traffic, and which interfered considerably with the new-fangled automobile. Although most cars were put up for the winter months, some people did manage to drive their cars. Older residents of the County recall that years ago people used to drive their cars on the ice of the Grasse river during the winter months. A fascinating sport but a dangerous one with several persons drowning over the years.

St. Lawrence county at the turn of the century was dependent to a great extent on the harvesting of its forest products.

The Grasse, Racquette, and Oswegatchie rivers provided the water for the early log drives, delivering the logs and pulp to the mill.

Later came the logging railroads such as the Brooklyn cooperage road, the railroads built by the Emporium Company at Cranberry lake and the Rich lumber company at Wanakena.

Still later the first crude trucks appeared, stuttering out of the swamp with a half of cord of pulp or wood. A model T with a station can of milk came down Vrooman ridge to the creamery at Fine. (Henry Ford always insisted that the space between the front and back seats be wide enough to accommodate a milk can!) Today our modern trucks with all weather roads provide a vast majority of our everyday

(Continued on Page Fifteen)

IN THE ST. LAWRENCE GAZETTE  
OF APRIL 21, 1829  
APPEARED THE FOLLOWING NOTICE

The Executive Council have given notice that sealed Tenders will be received at their Office until the first Thursday in May next for a Horse or steam Ferry for the term of seven years to be established between Prescott and Ogdensburgh. Brockville Gazette.

WHILE OUR NEIGHBORS ACROSS THE RIVER WERE PLANNING A HORSE OR STEAMBOAT FERRY BETWEEN PRESCOTT AND OGDENSBURG, A GROUP OF ENTERPRISING MEN IN OGDENSBURG, INCLUDING HORACE ALLEN, BARON S. DOTY, WILLIAM BACON, DAVID C. JUDSON AND AMOS BACON, WERE ORGANIZING THE OGDENSBURGH BANK, WHICH WAS CHARTERED BY THE NEW YORK STATE LEGISLATURE ON APRIL 30TH, 1829 AND CONTINUES AS THE OGDENSBURG TRUST COMPANY.

THE TRUST COMPANY TAKES THIS OPPORTUNITY TO HONOR THOSE PUBLIC SPIRITED CITIZENS, BOTH LIVING AND DEAD, WHO OVER THE YEARS HAVE CONTRIBUTED SO MUCH OF THEIR TIME, ENERGY AND THOUGHT TO MAKE ST. LAWRENCE COUNTY A BETTER PLACE TO LIVE IN AND WHO ARE INTERESTED IN PRESERVING IT'S HISTORY,



OGDENSBURG TRUST COMPANY

OGDENSBURG, NEW YORK

Member Federal Deposit Insurance Corporation

# The Old Tannery at Fine

By CATHERINE J. BROWNELL  
Historian, Town of Fine

The new State Highway starting from the village of Edwards and terminating in the outskirts of the Village of Fine has made no effort to dodge the hills or skirt the valleys as did the early pioneer roads in entering the Town of Fine. Rather, it has nosed through granite rock hills and filled up the low swamp valleys eliminating sharp bends and dangerous hills. No obstacle in its path has forced it to veer from an alignment of perfection. Nearing the end of this huge construction project the highway leaves Fine Village, across Tannery Flats and the Oswegatchie river to intersect with the highway to Harrisville (Route 3).

And it is because the giant 'dozers and shovels have unearthed planks, timbers and remains of the old "Scriba" Tannery that this story is written to bring back a few memories of those bygone days that spelled the early history of Fine Village.

The Scriba Tannery at Fine was the first industry of any great importance in the township. Built by Rice-Emery Company the plant was started in 1870 and was ready for operation about two years later. This industry continued to operate for more than 30 years. At that time the only known process for tanning of hides was the use of hemlock bark, rich in tannic acid. Because this area abounded with virgin hemlock forests, it was logical to locate a tannery in this village.

The new industry called for expansion of the village. New homes, stores, blacksmith shops, livery stables, and last but not the least a hotel, the St. Nicholas, built by Augustus Scott, eldest son of Charles J. Scott. This hotel was a three story structure having a large dance hall on the third floor. It was used for various public functions.

Starting with the work in the forest, contracts were let each spring by the owners of the tannery for a specified number of cords of bark. The bark peeling began about the middle of May or as soon as the sap of the hemlock began to flow and loosened the bark from the trunk of the tree. The process of peeling would continue for about three months or until the bark would begin to tighten. After falling the tree, the workers spudded off the bark into about four foot strips, flattened them out, leaving the smooth side up, to avoid molding. When the peeling season ended, the job of cutting and preparing roads for winter delivery was started. Following the marking of the roads, the bark was then "ranked" or carried out by manpower and placed in piles of various sizes along these roads to await winter and sufficient snow to make delivery by teams. Usually about 100 men would be engaged in peeling the bark to supply the company's needs of 5000 cords. In the process of bark peeling the men worked in crews of three and were in a constant race to have the bark ready when the sleighs would drive in for each load. The delivery of this bark in the winter with teams of horses, often a long distance haul, made it necessary to start for the woods on cold winter mornings long before daylight and return long after the sun had set.

In the village where the tannery was located, the mill whistle blew three loud blasts at 5:30 in the morning to awaken employees from their slumbers. Another blast at 6:30 was the signal to start for the mill, and one more at 7:00 indicated when workmen were supposed to be at their posts to start their day's work. It was ten hours a day and six days a week, wages being \$1.50 to \$2.00 per day. Those were the days when a man earned his bread by the sweat of his brow!

The tanning of the sole leather took about six months from the time the hides were delivered until the day the leather was shipped out. Each hide was in two pieces, split

in the back from tail to head, the pieces being referred to as sides. Prior to the shipment they were preserved by some method, probably in a salt brine, then dried flat so they could be stacked in piles like lumber. There being no railroad nearer than DeKalb Junction at that early date, the hides were shipped to that station, there to be unloaded and delivered to the tannery by horses and wagon, a distance of 25 miles. R.J. Fairbanks of Hermon had the contract for hauling and for many years was a familiar figure on the Fine-DeKalb road with his two and four-horse teams. He also brought the freight merchandise for the stores in Fine loaded on the top of the hides.

First the hides were hung in what was called sweatpits, there to remain until the hair would slip from the hides, leaving them soft and pliable. These sweatpits smelt strongly of ammonia. Next to the beamhouse where several semi-circular beams were set at an angle facing the windows for good light. Here the beam hands removed all hair, flesh and fat remaining on the hides. Now the hides were ready for actual tanning. Extending from the beamhouse was a series of watertight vats about 6 feet by 8 feet, called the "yard", -- four rows of tanks extending at least 100 yards. These were to contain the skins or "sides". Starting from the beamhouse or front of the yard, the sides were tacked flat, first in a vat of weak liquor (the extract of the hemlock bark). The sides were slowly moved from one vat to the next, each tank containing a stronger solution of liquor. Finally reaching the end of the yard and the tanning being complete, the sides were moved into the dryinghouse where, when perfectly dry they were given the final touch by sending them through compressed copper rolls, thence to the market. The finished leather, strange as it may seem, gained much weight in the process of tanning.

The bark mill where the dry bark was ground to the size of large kernels of corn or beans stood a short distance from the tannery proper. The ground bark was conveyed to a large circular vat where a constantly revolving spray of hot water was in play. The resultant liquor or extract was then piped or pumped to the yard vats as needed.

W. R. Jones was the tannery superintendent for many years; he was followed by A.B. Carter who remained until the tannery closed.

This story started with the new State Highway plowing through the site of the old Scriba Tannery. It might be interesting to know that J. Burch McMorrin, commissioner of the State Department of Public Works, and whose approval of this highway was necessary, was born in the Village of Fine, and his father worked for Superintendent Carter in the office.

(Much of this source of material was obtained from W.J. Griffin Sr.)

## did you know?

Did you know--Seventy nine years ago, the Pitcairn town board took steps to prevent the tannery company at Harrisville from discharging its refuse into the Oswegatchie river? The refuse was said to be causing diphtheria, and a reduction in the bullhead population.

Did you know--That Massena was once a village of hotels? There were, in 1900, White's Hotel, St. Lawrence Inn, St. James, The Allen House, all in the village; and the Smiths House, the Harrogate House, The Hatfield House, Bentley's, Nightingale's and the New Brunswick at the Springs.



By LEAH M. NOBLE  
Edwards Town Historian

Back in the 1800's, the followers of the Protestant faith had outgrown their meeting places in homes and school houses, and in 1850, a one-room frame church, the first Union Church, was erected. Little is known of its exact location, but it is believed that it was a bit west of the present fire house. Again, in 1880, the congregation -- Baptists, Congregationalists, Presbyterians, Methodists and Universalists -- had so increased that a larger edifice was built.

Along with the church home, sheds were built to accommodate the horses and conveyances of the farmers, who had come to town to trade, gather local and national news, or attend celebrations, races, dances and other activities. Many a young lad earned extra cash caring for the horses, while the owner was otherwise engaged. About 20 years ago, the sheds were razed, for there was no longer use for them. These stood to the west of the McDonald home.

As a result of differences in regard to church doctrine and discipline, the Methodists withdrew from the group and built their own church farther north on Main Street. This was dedicated December 17, 1885; it is the present Methodist church.

Then, in the spring of 1886, plans were made to build a much larger Union Church, the Union Church of today, on the lot of 24/100 of an acre donated by Thomas and Marion Noble, at the corner of Main and Church Streets. The contract to move back the old frame church was given to William Grant -- he was paid \$75 for the work. The new edifice was to be a "city church in the country", a meeting room, two stairways, a basement room to house heating equipment and space for small meetings and suppers. The marble for the walls was drawn from Gouverneur, and (William's brother) James Grant, cut most of the stone.

Amos Newton collected about \$500 towards the expenses, 200 chairs (priced at \$250), a furnace, and a bell weighing 1,046 pounds. All summer long the good ladies of the church sewed busily on rag rugs for the aisles and across the front of the church. It was a thrilling day when the "boughten" seats arrived and were installed in a semi-circular pattern in the sanctuary. Beautiful stained glass

# EDWARDS UNIVERSALIST SOCIETY

windows repeat the Gothic feeling of the arched ceiling, from whose exposed beams hang attractive chandeliers today. Years ago, of course, the light was provided by numerous kerosene lamps. The pulpit and communion table were made by William Grant. Appropriate dedication services were conducted February 15, 1887, by Dr. John Lee and Rev. Richmond from Canton. During that year Rev. Harmon and Rev. Forbes filled the pulpit. On September 23 of that year, a Universalist convention was held here.

St. Lawrence Theological school, 30 miles away, in Canton, has sent many graduate ministers and many students to preach to the congregation. Dr. Lee preached almost continuously for 10 years. Other ministers up to 1900 were the Reverends Johnson, Fraser (Frazier), William Watson, Mills from Hermon, Tower T. Williams, Shoemith, Lund, James Dixon, Adams, Wheeler, and Miss Cora Morgan. From 1900-1903, Rev. John Lowe was the preacher.

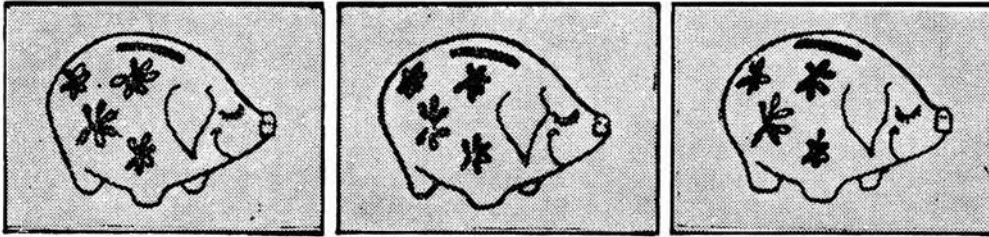
Uri Mitchell, who married a local girl - Mary Rushton - conducted religious services and at times delivered illustrated lectures about Canada, assisted by Mr. Bosco or Frank Cook.

In the next 25 or 30 years the following were preachers: Rev. Hal Kearnes, Dr. Wallace Fiske (Hartford, Conn.), Rev. Farnsworth, Edward A. Lewis, C.H. Murch, Richard and George Welch, Clare Blauvelt, John Brush, Robert Davis, Fenwick Levitt, Paul Price, Congdon, Gaither, Jeffery Campbell, Doris Swett, Helene Ulrich, Gus Ulrich, Julia Tobey. Then came Paul Felt, Kenneth Babcock, Norman Sparbel, Mrs. Libby, Edson Miles, Edna Bruner, Richard Woodman, and finally Mr. Wheelwright, in 1956 who was instrumental in having the new roof installed. At this time the congregation had so dwindled in size that the church was closed permanently. Today this fine meeting house has been taken over by Edwards Firemen.

In 1947, Dr. Myles Rodehaver conducted a Forum on Rural Community survey.

The organ, recently sold to the White Church in Pitcairn, was for years played by Ruth Bancroft Adams, Eva Padgett Gore and Gretchen Todd Gregory. Other effects as the pulpit Bible and silver Communion set have been loaned to the Edwards Museum.





you know you save...



you know they're safe...



with **OIL HEAT**

THESE ARE THE FACTS: Your dollar buys 74,000 more heat units with Oil than with any other fuel.\* That's why 7 out of 10 thrifty, safety-conscious Northern New Yorkers choose Oil. Under the circumstances, why gamble with unknown costs? Oil Heat is just plain honest-to-goodness!

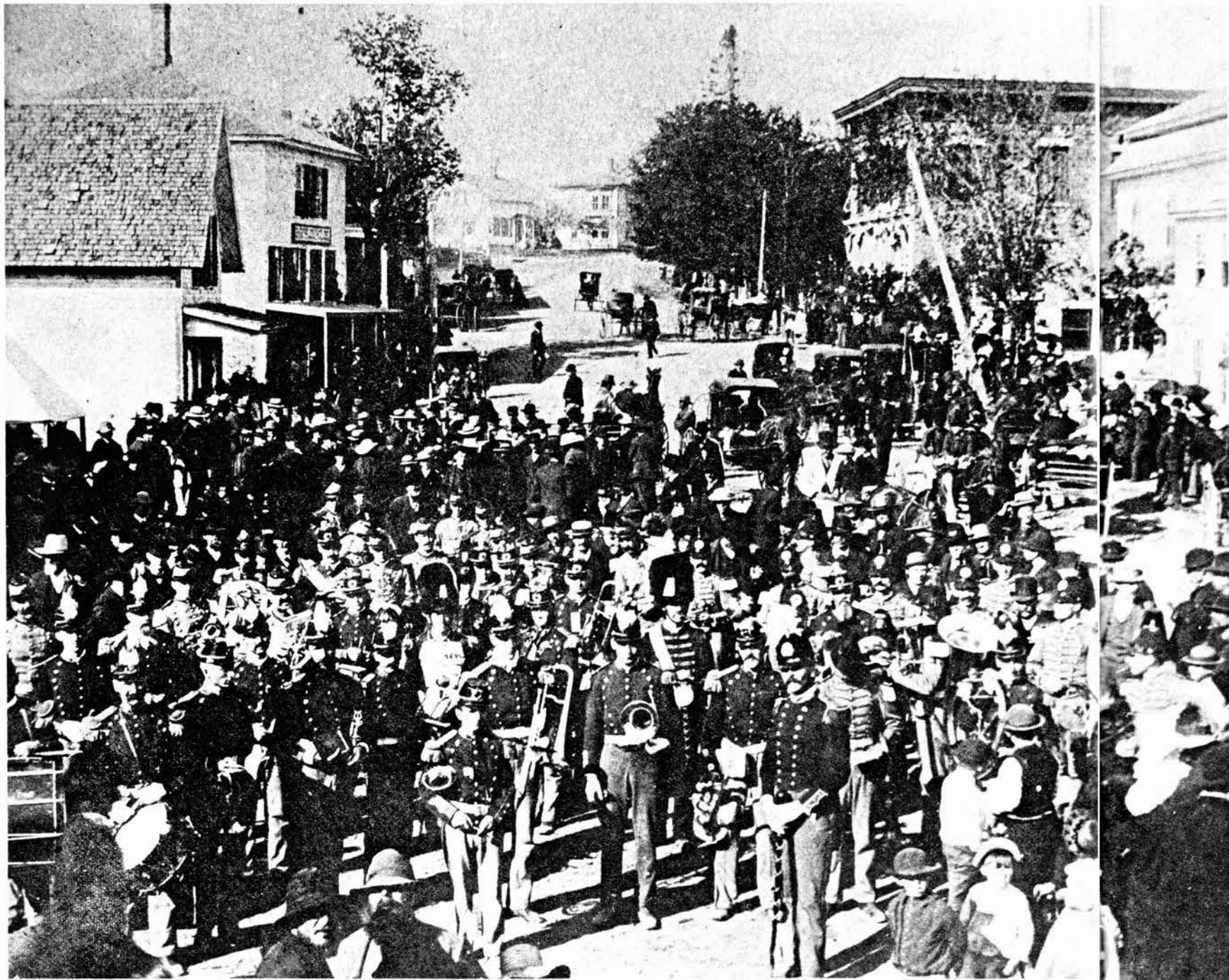
\* Heat units are B.T.U.'s, the scientifically approved measurement of heat.

**Oil HEAT**  
COMPLETE HOME COMFORT

**REMEMBER...you've got a good thing in Oil Heat**

**MODERN OIL HEAT INSTITUTE OF Northern New York**

SAFETY  
OIL HEAT  
CLEAN



Oldtime Fourth of July celebration in Parishville, showing the Band in gala uniforms.

## The Old Parishville Bands

By ELSIE F. BRESEE  
Parishville Historian

In doing some research work and interviewing older residents I find that back in 1779 and 1880, probably earlier, we had a band called, "The St. Regis Cornet Band". W.O. Daniels tells me he can remember, as a small lad, going to the rehearsals, then held in a room in the old Shattuck Hotel, called "The Club Room". During those years a Mr. Bradford published a newspaper here, "The Advertiser". Following are some interesting items from that paper.

One copy states that this band had headquarters in the Town Hall. This would be our old one, long since burned. May 11, 1880 -- "Everybody and their relation was in

town Saturday evening, but all missed the music of the St. Regis Cornet Band. Wake up boys and give us a tune."

September 7, 1880 -- "The band stand has been removed from its site, and is to be made over into a 'house or barn'. The appearance of Main Street is greatly improved by its removal". Much criticism had been published in previous issues concerning posters put on the Band Stand, disfiguring it, and the appearance of the town.

September 7, 1880 -- "The band boys are now playing weekly, and are doing good work. They think seriously of a thorough re-organization, adopting a new name, etc. We are pleased to hear of this move, and wish their efforts much success, as the place has really been lonesome with the

"St. Regis"."

All things point to the fact that there were two bands, or perhaps the first one was re-organized into a second one. Some of the men who played in this last town band played in the St. Regis. Mrs. Fay Duffy remembers hearing her father tell about it. Both her father and uncle, Harry and Harvey Jaquis, played in the early band, or The St. Regis. Wesley Howe played in the first band also. He later removed to Canton, where he went into the hardware business with a brother.

The site of the early bandstand is not known, nor the location to which it was moved, nor the building it became. But a new bandstand was built and used by the re-organized band of later years. This was a good octagonal affair built in the center of town, in a point of land where Main and Mill streets meet, just above the former location of Collins jewelry store, before one of our big fires.

There was an early "Fife and Drum Corps" made up of King Wilcox, Herman Tucker, Almon Clark, and possibly others to fill in.

School bands started under Miss Louise Lehn about 1941. They always played for town affairs. A very fine musician who played in the later band for the few years he lived here was Fred Royal, brother of James Royal. He played a horn of some kind.

Another item found in the "Advertiser" of December 23, 1879, states: "The band concert on Friday evening was a

Page Eleven  
first class entertainment in every respect. The St. Regis Cornet Band fully sustained their excellent and growing reputation. The visitors, the St. Lawrence Cornet Band of Colton, N.Y. discoursed some very fine music. The solos and songs by the singers were well rendered, and pleasing to all."

I have been unable to learn who was the leader of our first band, the "St. Regis Cornet Band".

I might add this about our High School Band in the early days when we first had a special music supervisor. From an article in the "Herald-Recorder" of Potsdam:

September 17, 1943 -- The school band completed a successful year after attending the Masonic Field Day at Richville, July 30th, and the Gouverneur Fair, August 11th. The Masonic Association at Richville contributed \$20 toward the band uniforms. The band won first prize in Class D bands at Gouverneur Fair. For this it received a blue ribbon and \$25 which will apply on the uniforms.

From this time on our school bands have been a part of our community affairs, giving concerts for the public, playing for parades, both in and out of town, and at the fair at Gouverneur. Miss Helen Parody of Gouverneur, our second music supervisor, after a fine beginning by Miss Lehn, carried out the above projects, getting the school band started on public affairs.

Following is an article written by Warren O. Daniels about the second or re-organized band.

## The Second Parishville Band

By WARREN O. DANIELS

Only a few oldtimers can remember when the Parishville band gave Saturday evening concerts from the bandstand that stood on the corner near Ezra Collins' home. This was back in the nineties. Radio and television had not arrived, and even the phonograph was a crude affair. The people hungered for music, and several towns in St. Lawrence County had organized bands. Parishville was then a prosperous and busy hamlet, with two sawmills, a thriving butter-tub factory, a tannery, a grist mill and a planing mill, also a butter factory. Most of the men were employed by S. L. Clark & Son.

The plan to organize a band was made possible by two fortunate events. First, Simeon L. Clark generously paid for the uniforms and the instruments; and second, there had just arrived in town a stranger named Dave Wilson who was a capable and willing instructor.

Dave Wilson was an interesting character. He was a quiet, reticent man without apparent family connections who said little about his past life. It was known that he was born in England, where he was highly educated in music. Coming to Canada he was said to have played the pipe organ in a large Montreal church. He arrived at Parishville with a traveling show, which disbanded there. He seemed to like the town, so he stayed and became the engineer at the Clark upper sawmill. That he was a highly trained musician, could read and interpret classical music and could play every band instrument is vouched for. Under his leadership the band, composed of unskilled amateurs, became a credit to the small community and was invited

to play in many places, including the Potsdam fair. Some of us still remember how we watched with swelling pride when our band, dressed in the new uniforms and preceded by Bert Tupper, their drum major, whose overwhelming dignity made a great impression, marched across the fairgrounds.

In the band Bera Hart, James Royal, William Capell, Frank Sibley and Robert Chellis played cornet, Alphon Randall tenor, Dave Wilson, French horn, Almeron Randall, baritone, Herman Tucker, bass, Frank Reed, alto, James McCarter, tenor, King Wilcox, the snare drum and Lute Cole the bass drum. Almon Clarke, the barber, who removed to Tupper Lake, and others were also at one time members of the band.

Only one man who served in this band is now living, Alphon Randall of Pierrepoint, who is now 86 years old. The writer of this article visited him and was helped by him to verify the facts herein stated.

The conditions that made the old band possible will probably never recur. No industry is apt to develop in Parishville to bring together so many prospective players and no capable leader will again drop from the skies to reside with us. The generation they represented has well nigh disappeared but we elderly (the writer included) feel like the old fellow in James Whitcomb Riley's poem:

"I make no doubt yer new band now's a competenter band  
And plays their music more by note than what they play by hand,  
And stylisher and grander tune; but somehow, anyway,  
I want to hear the old band play."



The old bandstand, long since removed



PARISHVILLE BAND--Left to right, front row, Frank Reed, Jim McCarter, King Wilcox; center row, Lute Cole, Skip Randall, David Wilson (leader), Bob Randall, Hermie

Tucker; back row, Bera Hart, James Royal, Will Capell, Frank Sibley, Robert Chellis.

# Moonshiners in St. Lawrence County

By ANTHONY J. ROMEO  
(Massena Town Historian)

We are all familiar with distilleries where liquors of alcoholic content are produced. The process is rather complicated in these large factories and would defy explanation for the average citizen. However the process of distillation is rather simple; it has been mastered by many even in remote regions where education is almost non-existent.

The word distillation is hardly used in these instances. The expression more commonly applied to these illegal but enterprising manufacturers is operators of stills.

A Still is a common word and in certain parts of the country is misconstrued with the synonyms "silent" or "yet". Purely and simply a still is a contraption built by the operator in most cases and operated by him to produce whiskey on which the federal or state tax has not been forwarded in accord with existing law.

There are many ways used by which federal authorities can apprehend these contraband enterprises. A fire is necessary to operate a still, thus often a still hidden in the deep recesses of a forest of mountain retreat is detected by the smoke. Then there is an unmistakable odor which will give away the approximate position of a still if the wind is unkind at the moment the federal men venture into the vicinity.

In spite of all the hazards, illegal distilling or 'moonshining' is still engaged in as a profitable and interesting outdoor endeavor. Historically, however, moonshining was not restricted to the rural or mountainous areas. It has been carried on even in the very kitchens of city dwellers, especially during the supposedly long drought of the prohibition era. A home still was the simplest of contraptions. It could be an affair which produced only small amounts of the finished product daily, or it could furnish many gallons depending principally on the size of the 'cooker or boiler' in which the original mixture was contained. There were stills which contained only a gallon of mixture or 'mash'. Most popular was a converted washboiler, made of copper and oval in shape. It rested across two griddles of the old cookstove, and many's the good clean washing that came out of it without the use of modern detergents. This boiler, which would hold some ten gallons of fluid, was easily converted into a still by the use of copper tubing, soldered and a receptacle to catch the drippings. The tubing was first fashioned into a spiral anywhere from six inches to a foot in diameter and containing some ten to twelve feet of tubing. The tubing itself could be from 1/2 to 3/4 of an inch in diameter. One end was soldered to the top of the boiler and then coiled upward, so the fluid would circulate through the coil or more precisely the 'worm' and into the receptacle.

The mash was prepared in the boiler. It consisted principally of corn or other available vegetables or fruits. Yeast was generally used for fermentation, and when this condition was right a fire was lit under the boiler and the process was under way. When the mixture in the boiler began to steam the vapor rose into the only outlet, the copper tubing. As the vapor came to the cooler part of the tube it condensed as a liquid and hence liquor.

Bad liquor was made by the more ambitious 'distillers' by the simple method of selling it after it had passed

through the still but once. The more conscientious ones passed the first fluid through the same still a second time, thereby removing the greater amount of harmful ingredients, the most prominent of which was what is known as fusel oil.

The surprising thing about this amateur practice of distillation is that often the product manufactured in this unpretentious contraption was higher than government standards although not under government approved methods.

Someone was alert enough to retrieve such a still and turn it over to the St. Lawrence County Historical Center where Mrs. Smithers has it on view.

Though the number of 'alky' cookers is now somewhat reduced in these parts, it was quite a pastime and small business some years ago. This was especially true during the prohibition era when the big barons of the nefarious trade bought small amounts daily from home distilleries and then peddled the beverage to a thirsty clientele.

Though much money was made by the higher ups in this market, few, if any, lived to enjoy the profits therefrom. There were many stills in and around St. Lawrence county during this period but they were never considered as any great threat to the economy of their communities. Repeal of the prohibition law put many stills into retirement automatically when the practice became less profitable.

---

## September Tour

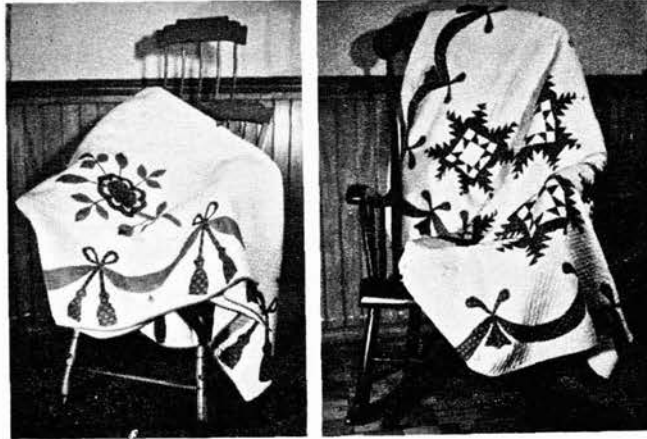
More than 100 persons attended the September tour Saturday, Sept. 14 in Potsdam.

The tour started at the Clarkson College arena, Potsdam, visiting historical Trinity Church (Episcopal) with its famed Tiffany windows. Thereafter, two houses of the original Clarkson estate were viewed at the present location of three modern freshman dormitories and the gymnasium.

The Bayside Cemetery gateway and the new Robert L. Clarkson-Science Building of Clarkson College were included, followed by a drive over Hannawa road to Colton to visit the Hepburn Library and Zion Episcopal church there and returning through the enlarged campus of the State University college at Potsdam.

Luncheon for 98 was served at the Lewis House of Clarkson College. In the afternoon, the group visited the Potsdam Public Museum and the Clarkson Museum. Among the outstanding items viewed were the Burnap collection of English pottery, Clarkson books, items of early Americana and of early Potsdam. The museums were opened especially for the tour. The local Yorker club assisted with arrangements.

Committee included Howard M. Smith, Mrs. George Little, both directors of the Historical association, and Mrs. W. J. Chapman, who compiled the information sheets on the historical sites.



# An Old Quilt

By ANNA MATTHEWS COLE  
Historian, Town of Lawrence

There clings about this ancient quilt  
A certain fragrant memory where  
Are crimson roses over-split  
From handled baskets on each square.

How exquisite the stitches show  
The quilted garlands which create  
Such charm in common calico  
The modern glance to captivate.

It is as though a dream denied  
Or shattered down its budding years  
At last in some late morning-tide  
Had flowered braver for its tears.

The bride worked every petal true,  
Her mother lent her artistry  
And friends and neighbors not a few  
Assembled for the quilting bee.

And many a joy and many a grief  
And subtle bits of strategem  
Were woven in the serrate leaf,  
The bud along the slender stem.

And cooks their utmost talents plied  
With hot breads baked of fresh hop yeast  
While jokes and laughter testified  
To the abundance of the feast.

A faded quilt where flowers strew  
Reveals in mellow foliage  
Delight and courage shining through  
The years, our country's heritage.

## AUTOMOBILE

(Continued from Page Five)

needs.

Today little thought is given to special clothing for driving the family car. During the early days when cars were open and windshields optional, floor length coats or dusters were worn to protect the occupants from the cold or dust. Goggles were worn by drivers as were gloves and often even face masks to break the chilling wind. A love of the fresh air was essential for the early automotive tourist. Special wardrobes, poor roads, exposure to the weather and a bone shaking vibration did not diminish the interest in the automobile. The machine that was to change the course of our lives had arrived, we were on our way. The "horseless carriage", once thought to be a rich man's toy, was now becoming a necessity, a creature that only the most daring of individuals dared to tame.

The St. Lawrence county clerk's office, motor vehicle bureau, has a complete set of license plates dating from 1906 to the present time. Plates dating from 1906-1908 appear to be hand made. An identifying number was assigned and the individual made his own plate, using his own material and judgement as to size and color. A 1906 plate is among the collection being issued number 3498 NY; another 1907 plate number 60444 NY was issued to an H.R. Horton and Edson J. Horton, Massena, for a 1905 Franklin automobile. The 1909 plate appears to be a manufactured affair with the letters and numbers riveted to the metal background. The plates which followed were similar to our present plates, being stamped from a die, only slightly larger in size, various colors being used. During the early years, one plate only was issued, while later for many years two plates were issued with each registration as is the case today.

Driver's licenses were not required to operate a motor vehicle on the highways of New York until 1925. At this time it was merely a matter of applying for a license for those who had driven previously. Later came the testing of drivers, the eye tests, the written tests, with driver education now being taught to our present generation as a part of their high school curriculum.

Few of the old cars remain. The majority of those that do are owned by members of one auto club or another. They are restored and cared for in the most meticulous fashion. Our young people, of course, do not remember the early cars and often ask the most intriguing questions. What kind of a car is it? What are those pedals on the floor? How fast will it go? Older people do remember, will often look and reminisce. Many will say that they had a car like that and will often relate some of their early experiences with their mechanical monsters. A man remarked "I remember the time we left Malone and before we reached Canton we had blown three tires."

The St. Lawrence-Adirondack region of the Antique Auto club of America has as its objective the history and the preservation of the automobile. This active organization has as its president Laurence Petrie of Ogdensburg, who owns a 1911 Flanders, a 1914 Ford, a Chalmers-Detroit and a 1905 Franklin. Lyman Backus, an expert mechanic and auto restorer owns several cars including a 1904 Oldsmobile. Most members own at least one antique auto, although this isn't necessary to become a member.

Driving an antique car today is still an unforgettable experience. The thrill of riding in an open touring car, high above the road, the clearcut sound of the exhaust, the surge of power from the long stroke low R.P.M. engine. Our modern highways do much to complement the antique car, hence no more mud, dust, broken axles or frightened horses.

The AAA (American Automobile Association) was formed nationally in 1902. At this time America had 23,000 automobiles and 17 million horses. The St. Lawrence County Auto Club was formed in 1906 and was an outgrowth of the old Ogdensburg Yacht Club. This organization was incorporated February 6, 1931. The earliest recorded membership was June 1931 at which time membership totaled 168 individuals. Present membership exceeds 3,100 persons.

The AAA has always had as its objective the interests of the motorist and the car owner. They fight unjust legislation, furnish towing services, route information, weather and road condition data. The AAA sponsored the Glidden reliability tours which did much to better driving and highway conditions, proved the practical use that the automobile could be used for.

The New York-Boston run in 1905 took two days, providing no breakdowns occurred. A Canton man, said: "My first car was a Model T, I traded my little patient mare." Continuing, he said, shaking his head, "Dobbin has surely made way for progress."

No longer is the blacksmith shop the haven for tourists seeking repairs and supplies. No longer does the motorist have to wait while the local livestock receives priority. No longer is gasoline kept in a drum out back and dispensed in a gallon can.

No longer for many of us does the automobile have the grace and charm that it had in the days gone by.

Gone are the long sleek lines of hood and body. Gone are the brass lights with their carbide tanks and horses. Gone are the artillery spoke wheels, the side mounted spares. Gone is the "Whiskey-six". Gone but not forgotten. Such is progress.

## SANFORDVILLE

(Continued from Page Three)

process was so slow.

The saw was operated by water power -- two water wheels which turned very slowly.

The mill continued to operate in this manner until 1918, when Cecil Green, now of Sanfordville, bought a half interest, and with his father, Elmer Green, bought out the interest of the other two owners.

Elmer and Cecil Green operated the business as a sawmill and shingle mill until 1925, when the elder Green had a stroke and his son ran the business from then on. Clapboards were made in the shingle mill; later butter boxes were manufactured there and condensed milk boxes were made in the box shop.

On February 21, 1931, sparks from the furnace set fire to the shingle mill and all was destroyed, but Cecil Green rebuilt the mill at once, the same size as before. He then began production of cheese boxes.

On November 16, 1934, the sawmill burned again, and everything in the building was lost. This fire was caused from an overheated stove pipe. Mr. Green rebuilt again, adding a boiler room, another head mill to saw 1/2 inch boards and a head 18 inches long for making cheese box heads. He also installed a rotary veneering machine to make plywood for cheese boxes, a steam boiler with a steam engine, two automatic nailing machines and a storage shed.

The plant actually consisted of four or five mills, all connected and they continued to operate thus, until fire struck again and the mill burned on Oct. 8, 1943. The origin of this fire is not known; it was discovered in the night by a passing motorist. The fire started in the sawmill but the wind was just right, so that all the attached buildings, machinery and diesel power units were destroyed. This was a spectacular fire, visible for miles around with the explosion of oil drums.

At the time of the fire, the mill was working on essential war work and was producing skids for paper, the chair-like wooden racks on which paper is stacked, cheese boxes, apple boxes and soft wood lumber. Mr. Green supplied paper mills at Norfolk and Herrings with skids. One order on which the men were working at the time was for 6,000 skids, requiring more than 100,000 feet of lumber.

But even this great misfortune did not discourage Mr. Green. He rebuilt again, but this time across the road from the original mill, where there was more space. This was a sawmill only and Mr. Green started to make skids again. The new mill expanded in size until January 1961, when it burned again. Everything was destroyed: buildings, filing room, engine room, sawmill and box shop, two diesel engines, all machinery and trucks. The cheese box business and equipment also burned and has not been re-

(Continued on Page Eighteen)

# THE DEATH OF JONATHAN BROWN

The tragic story was submitted by Claurice A.G. Closson of 1224 South Hocker St., Independence, Mo., a great, great grandson of the victim. The records of Surrogate's office indicate the date of death and the fact of the widow Acksay who administers the estate. There are several descendents of Jonathan Brown living in the Hermon-Russell area. Mr. Clossen has traced the family history back to England in the thirteenth century. The lineal line of descent may be found in the History Center at Canton.

The following is an account of the tragic death of Jonathan Brown, which occurred December 12, 1817 at Edwards. The story is a compilation of letters written by one of his children and two of his grandchildren. The child was Vaniah Brown and the grandchildren, Silas W. Brown, son of Stillman Brown and Mrs. Nathan (Brown) Hopper, daughter of Vaporous Brown. The eye witness account follows.

Jonathan Brown had recently built a log hotel on a brick foundation in a clearing on the bank of a small stream -- all was wilderness then. On this particular December 12, 1817, the first light snow of the season lay on the ground. Jonathan, with his twelve-year-old son, Valorous, was in the office of the hotel, when a neighbor came to the door, asking to borrow a gun to go deer hunting -- inviting Brown to go along. Jonathan gave him the gun but excused himself from going, due to the pressure of "fall work".

It might be well, at this point, considering subsequent events, to consider as a possible motive for the neighbors action, the fact he had laid the brick for the foundation of the hotel but, proving unsatisfactory, was discharged by Brown.

Back to the story: The neighbor, with gun in hand, stepped into the yard, Brown remaining in the doorway. Turning towards Brown, the man asked Jonathan to give the regular army commands. (Brown was an officer in the militia) Suspecting nothing, as everyone in the community seemed friendly to him, Brown gave the command, "Make ready - Aim - Fire." Meanwhile the man had placed his gun in range, at the word, "Fire", did fire, the bullet piercing Brown's heart. His last words were "I am a dead man." (Note: Another version states the man fired even before the final command to fire was given.)

The man fled the scene, hiding probably in the West somewhere, thus escaping prosecution by the local court of law. After twenty-five years, he finally returned to give himself up, saying he had suffered a thousand deaths. However the sons evidently prevailed upon the courts to drop the charges, feeling the man had been punished enough.

A study of the Surrogate's office, while not showing the nature of his death, records his death as having occurred December 12, 1817; also that his widow, Acksay (Achsah) was authorized to execute the estate.

A suggestion made by a New York correspondent for the reason the culprit was not hunted down and tried for the crime, was due to the rather primitive conditions then existing so far as law and order was concerned. This was a frontier country at the time, and hardship, danger and tragedy seemed to be the accepted thing.

## did you know?

Did you know--That the only stone windmill in St. Lawrence county is in Morrystown village? It was built in 1825 by Hugh McConnell, who had been a miller in his native Scotland, and it is still a well known landmark.

Did you know--That 129 years ago on Feb. 28, 1834, the name of the town of Depeau was changed to Hermon? The reason lay in the similarity of the former Depeau to Depauville in Jefferson county, which led to frequent errors in the transmission of the mails. The name Hermon was taken from the Scriptures being Hebrew in its origin.

Did you know--Inspiration for the naming of Conifer village, in the town of Piercefield, came to a committee after a vain search for a name, when one of their number looked out the window and observed the cones on the fir trees? Conifer was founded by the Emporium Lumber Co.

Did you know--That the first St. Lawrence river freighter was built in 1856 by John and Wm. Cline of Massena? It was known as the "Enterprise" and the ship made three round trips weekly between Ogdensburg and Massena. Did you know--That Norwood owes its prosperity to the beginning and early prosperity of railroads; in 1900 it was one of the most thriving of communities? Only a few houses and a saw mill were there before this. The market road from Parishville to Norfolk passed through Norwood.

### MEMBERSHIP UP TO DATE?

Mr. David Cleland, Treasurer,  
St. Lawrence County Historical Association  
Canton, N. Y.

Dear Mr. Cleland:

Enclosed find \$2.00 in cash, check or money order to cover my dues.

Please send The Quarterly to me at this address:

NAME .....  
STREET and NUMBER .....  
or RURAL ROUTE .....

MAIL THIS HANDY COUPON WITH CHECK - - TODAY!

# north country native

By GENE HATCH

Here is the blank verse story of a country family  
And like all new and untried tales, its value is uncertain.

The dwelling stands, the clapboards painted  
Austerely white, the low front gable  
Faces the road, flanked by a low porched all projecting,  
Small paned windows, each with pointed upper frame  
A great front door, much panelled, having a white knob  
to open.  
It had opened creaking as six sober, decent clad neighbors  
Carried out Grandpa's casket past the side lights  
To take him to the pine knoll where nearby  
Slept his old, half-forgotten neighbors  
You can see his crayon portrait hanging in the parlor.  
His father was the founder of these acres.

Harold had gradually taken over from his father;  
Year by year, as the old man's strength was waning  
He's learned to read and write and figure  
At the drab school house a half mile down the road,  
Learning at home precepts of prime importance,  
How to break a young colt to harness,  
What to give a small calf for the scours,  
How to do the multitudinous things that farmers  
Do with such wondrous skill and confidence.

He hitched the chestnut colt to single carriage  
One eve, and drove to the Grange supper.  
And there he saw among the girls who poured the coffee  
A slender girl with slight curved breasts  
Moving among the folks with lightest grace.  
He near forgot to eat his supper looking at her.  
She was named Ruth, the daughter of the Winslows.  
They had a good farm on the far side of the ridge,  
And well and thriftily they ran their farmstead.  
Tho' scared, he stopped her on her way to the kitchen  
And shyly asked her to go with him  
To the ice cream social at the church next Friday evening.  
She acted some surprised, but be assured  
She had glanced at him betimes all through the evening.  
Shyly she gave consent, and in the autumn,  
Quietly noticed by both their families with approval  
They drove to Reverend White's and there were married.

He took her to his home, a womanless place,  
Since his loved mother's death,  
They's only had a woman come and do occasional cleaning.  
Ruth took the household cares with confidence,  
The center of her world, the cast iron wood stove  
Near where the almanac hung handy on a nail;  
She had a knack for cooking, like her mother.

From season unto season, they together  
Performed the appropriate tasks with ancient usage  
Sowing and reaping well at proper time  
Keeping in thrifty shape the cows and horses,  
Paying their taxes promptly and thereafter

Laying in bank a small but growing balance,  
Heeding his father's counsel, oft repeated.  
"Be not the first by whom the new is tried,  
Nor yet the last to lay the old aside."  
During one of these happy years, myself was born  
And two years later, my long lost fair sister.

A party phone line, the first harbinger  
Of the new age, was strung along the valley.  
Next news we heard, Jim Thorpe had bought a tractor.  
The marvel of the town, my sire and many another  
Flocked to Jim's farm to see it plowing furrows,  
And certain of its worth, in two year's time,  
He drew from his accumulated savings  
The price the dealer asked, and bought one.  
Later a T Ford took our surrey's place.

They said I always was a rover  
And got that from a sailor uncle  
Geography meant to me far, foreign places.  
I yearned to see, I stayed at home unhappy.  
One day a newspaper came in the mail  
We had an R.F.D. by that time  
It's ominous headline said, "War is declared with  
Germany."

It spoke to me in person, I was twenty-one;  
The family sadly watched me go to join the army.

Three years of war passed, I was still alive and restless  
I couldn't go back home, it seemed a prison,  
So I got in a city bank, I was always good at figures.  
To make it short, as I'd been taught, I saved my money,  
Bought the right stocks at the right time,  
then was promoted  
And soon I married the vice president's daughter.  
We were well fixed, but she, unsatisfied  
Wanted to buy the moon, I tried to please her  
But I could never, so she left me.

Now I'm retired, empty in heart, but rich.  
I did get home to father's funeral  
The buildings looked a bit run down, I thought.  
I can't forget that and the empty fields.  
They said that father and the neighbors  
Were bothered to get help in later years.  
He didn't get to church as oft as earlier  
But always tried on Sundays and on weekdays  
To care for crops and cattle God had given him.  
He didn't keep up much on world affairs,  
But was on hand to help at the barn raisings  
Or a wood bee for a sick or helpless neighbor;  
My mother didn't stay long after he went.

It's fair today, the sun is glowing  
On our old fields, and sparkling on the trout brook  
The farm is calling me, and back I'm going.  
On my ancestral acres will I spend  
The sunset years that God to me may lend.



## SANFORDVILLE

(Continued from Page Fifteen)

placed.

While this mill was being rebuilt, a shop was installed in the garage located across from the Green home, and 10 to 12 men worked there.

Mr. Green had sold the business to his son-in-law, Ray Sullivan in 1957. Since the 1961 fire, the mill has been rebuilt except the cheese box plant, and is now operated by all electric equipment. Its main production is skids for the Gould Paper Co., Lyons Falls, St. Regis Paper Co., Deferiet; and the Nechoosa-Edwards Co., Unionville. A burner takes care of the waste. A blower with an elevator removes the sawdust and shavings, bark chips and other waste. These are sold to farmers for bedding for their cattle.

The mill now employs 17 men. In 1938-39, when cheese boxes were being made, Mr. Green employed 40-45 men at the mill. Mrs. Ray (Melba) Sullivan, daughter of Mr. and Mrs. Cecil Green, has been the secretary and book-keeper for the mill for the past 25 years.

The three men who have been employed longest at the mill are Roy Dove, who started to work in 1921, 42 years ago; Howard Owney, who began in May 1936, and Harold Flannigan, who came in 1938. All three are still employed.

The operation of the sawmill in the 1800's with water power, is vastly different from the modern electrical operation.

## The President's Report

To all Association Members,  
and Friends of the Association:

Your association has completed a most successful and enjoyable year and our sincere thanks are due to very many members. An especial thanks to those members who so generously contributed their valued time and efforts to make it so.

Mrs. Doris Planty, Chairman, arranged all the numerous details of the Ottawa trip. One hundred and twenty-five members and guests visited the Capitall, toured the Parliament building, museums and City Hall - as well as a conducted tour of the city.

Mr. Willis Kittle, Historian of Macomb, maintained our education booth at the Gouverneur Fair. He supplied most of the exhibits and was in attendance most of the time. Your appreciation is also due to Mr. Eugene Hatch and Mr. Harold Storie, co-chairmen, and to the other members who attended the booth, explaining the historical significance of the display and accepting renewals of memberships and enrolling new members. Thirty-two new memberships were accepted.

Mr. Howard M. Smith of Potsdam, assisted by Mrs. Marguerite G. Chapman and Mrs. George Little, arranged for the Potsdam trip, when the Association visited the Potsdam Museum, Clarkson University buildings and so many interesting and historical places.

The highlight of our trips was the Richville Tour, arranged for by Mrs. Planty visiting the Welsh Church, Stella Mines, Boland Cave, lunch at Lazy River.

To the many, many fine persons who contributed so much of their time, money and effort to make these trips enjoyable -- we can't mention them individually -- but they deserve, and to them we owe, a debt of gratitude.

Our Annual Meeting will be held in Canton on Saturday morning, October nineteenth, and if it is possible for you to attend, please do so. The Committee has promised an interesting meeting.

*Lorraine G. Bavaud*

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. John Gray) has been doing research on the history of Helena Union Free school which was closed last week after about 100 years of existence. 'I'm still working on old cemeteries, etc.' CANTON: (Ed Heim) is working on the plans for the historical rooms of the new Town Hall, clipping newspapers, pasting scrapbooks, attended the tours of the County Historical Ass'n. held this summer. RENNELAER FALLS village (Mrs. Nina Wilson). CLARE: (Mrs. Myron Fry) is working on cemetery records and gathering information about the formation and progress of the town. CLIFTON: (Mrs. Clara McKenny) found pictures and an article in a book copyrighted 1915 and sent them for publication. COLTON: (Mrs. Lorena Reed). DEKALB: (F.F. E. Walrath). DEPEYSTER: (Mrs. Emery Smithers) assisted several people in research work on their family history as they were descendants of pioneer families. EDWARDS: (Miss Leah Noble) is gathering data on 'Our Schools', checking cemeteries and has spent time outdoors in her garden which is another hobby. FINE: (Mrs. Rowland Brownell) is writing the history of a few of the old families in the town and mailed an article to the editor. GOUVERNEUR: (Harold Storie). GOUVERNEUR VILLAGE: (Julius Bartlett). HAMMOND: (Mrs. Edward Biondi), Oak Point Community Association held its third annual Hobby and Art show and I had several tables of displays of old documents relating to the area and the islands with some original art work in paintings of old houses. Attended NYS Historical Ass'n. three-day workshop on local historical societies at Harpur college, Binghamton. Broke into print with a full length article in the Sept. Folklore Quarterly. Planning another for next year on folklore of the 1000 Islands within our county. Moved at last into quarters prepared by the town for the Historian in the Town Hall. Have spent much time writing articles for publication, locally and otherwise. Still culling newspapers and sorting clippings. A townsman is helping with scrapbooks. Firemen asked for copy of clippings discovered pertaining to their group. More photo copy work. Lots of shelves, a walk-in safe and fresh paint in our new quarters! HERMON: (Mrs. Rebecca Brunet) has completed the project on dancing and also the one on military records. HOPKINTON: (Mrs. Vaughn Day). LAWRENCE: (Mrs. Gordon Cole). LISBON: (Lee Martin) 'I think it is vitally important that our young people should become interested in history. In Lisbon our Yorker Club under the able leadership of Rachel Dandy, teacher in the Lisbon Central school, has accomplished much in this respect. I have also helped by offering prizes of \$5, \$3, and \$2 for the best essays on Historical subjects. The resulting essays have been excellent.' LOUISVILLE: (Mrs. Lorraine Bandy) spoke at the Norwood Historical association meeting on her work with the school students on Local History for the past ten years. MACOMB: (Willis Kittle) worked at the booth at the St. Law. Co. fair and is presently trying to run down information on the Old Bands and Orchestras. 'I never knew there were so many musicians in the Town of Macomb'. MADRID: (Mrs. Arthur Thompson). MASSENA: (Anthony Romeo). MORRISTOWN: (Mrs. Ernest Planty), Mrs. Charles Chapman made a gift of a hand painted map of the St. Lawrence river from Morristown to Chippewa Bay done by her late husband, Charles Chapman, an International famed artist, who was a member of the National Academy of Artists and a native son of this town. Mrs. Chapman made this gift to town historian, Doris Planty, who had it placed in the Town Clerk's office in the village until such time as Morristown has a museum. Morristown's first Historic Marker is erected at the old Stone Windmill, built in 1825 by Hugh McConnell, a miller from Scotland. NORFOLK: (Mrs. Edith VanKennen) Raymondville Water system got underway on July 5, 1963 with ground breaking ceremonies at Raymondville community center. Supervisor Leon Curry broke

sod to start the new water system for that village. It will be an extension from the Norfolk water system. This is the second big step achieved by the Norfolk Development Corp., the first being the reopening of the paper mill at Norfolk. OSWEGATCHIE: (Mrs. Orma Smithers) has her record book up to date, is still working on the Lost Village project, visited Canada and several famous historical sites and enjoyed all our county Historical Ass'n. tours. HEUVELTON VILLAGE: (Mrs. Ida Downing). PARISHVILLE: (Mrs. Elsie Bresee) 'I have sent pictures and description of our state markers in the town of Parishville to Dr. Corey at Albany, and to Mrs. Nina Smithers, and kept copies for our town records. Have been interviewing dozens of people and checking old files on Bands and Orchestras, Dances and Concerts for the DBC music project. Have done some work on cemeteries and the collection of material for scrap books. PIERCEFIELD: (Mrs. Beulah Dorothy). PIERREPONT: (Frank E. Olmstead) has worked on scrapbook and story about Dancing in his town. PITCAIRN: (Has no historian). POTSDAM: (Dr. Charles Lahey) is continuing Racquette Reflections in the Potsdam-Courier Freeman, the weekly paper of the area. ROSSIE: (Mrs. Virgie Simons) is doing regular routine work with no new projects. RUSSELL: (Mrs. Jeanette D. Barnes). STOCKHOLM: (Lindon Riggs has passed away). WADDINGTON: (Mrs. Carlton B. Olds) reports much activity on the river with many boats going in and out of the river and large boats plying the St. Lawrence waterway via boat trailers.

## Yorker Cracker Barrel

CANTON: Foote's Followers will have two groups this year. A junior high school group sponsored by Mrs. Carl Ayers and a senior high school group sponsored by Lt. Col. Carl Knauerhase who reports that three of his group have offices in the Adirondack District--vice president, Elizabeth Rexford; treasurer, Brian Lee, and secretary, Lynn Kerr. Elizabeth will be going to Cooperstown on Oct. 11 and 12 as alternate for the State Council meeting. Indications are that membership may be about 75, if so, this is an increase for the senior high group over last year. GOUVERNEUR: Marble City group. LISBON: Lisbon chapter is organized with president, Carol Marshall; vice president, Gary Wallace; secretary, Karen Middlemiss; treasurer, James Dow; historian, Linda Hickey and reporter, Janet Winters. The first project planned is a trip to Upper Canada Village this fall. The 7th grade group will organize as soon as possible, but it takes more time for this group to start. The 9th graders are hoping to organize with R. Logan as sponsor.--Rachel Dandy, sponsor. MADRID-WADDINGTON: Grasse River chapter. MASSENA: Andre Massena chapter will be organized but no Yorkers will be writing for trophy; high school group sponsor, Barbara Calipari, says that 7th and 8th graders have a group with another sponsor. POTSDAM: Benjamin Raymond chapter sent seven delegates to the State Yorker Convention in Albany last May, took a trip to Plattsburgh Air Force base at the end of May, did a little research on local folk dances during the summer with the help of Mrs. Howard Smith. Members helped as guides with the county association meeting in Potsdam in September. A meeting is to be held to plan the year's activities, discuss new members, projects etc. A trip to Blue Mt. Lake Museum is planned for this fall.--E. McGill and R. Dunn co-sponsors.

### LOCAL HISTORICAL MUSEUMS

The Potsdam Public Museum had visitors in great numbers this summer. Mrs. Keller has been very busy with a project to be given on Saturday, Oct. 26 at the Arlington Inn. The Museum is cooperating with the Potsdam Women's Republican club in furnishing the costumes and accessories

for an Historical Fashion show, covering 150 years from 1811 to the present time.--Marguerite Chapman, president. Mrs. Gurley enclosed the following with her letter: It is an excerpt from the 'News' news sheet of the National Science Foundation, Mathematics and Science Institute of Clarkson College of Technology at Potsdam, New York, which was held from July 1 to Aug. 23, 1963. The families of the men attending the college spent much time at the library and museum and this article was written by Mildred Stark under the heading, TRIP IDEA OF THE WEEK.

The Potsdam Museum has an amazing collection ranging over the past life of the town, from a display of flat-irons to a magnificent piano built in 1841, as well as the beautiful American blue glass. And its curator is Mrs. Helen Keller. Yes, Helen Keller. But this name is not the visitor's only delighted surprise. Somehow, the dignified Mrs. Keller, knowledgeable and articulate add impassioned about Potsdam's past, has created an informal atmosphere in the museum, true browsing for the visitor. He may set in motion the rocking bench or cradle, examine the workmanship of the shoes on the cobbler's bench or touch the "moving desk", a style of desk chair invented by Benjamin Franklin. Not only does he see how a thing "works", but realizes the remarkable ingenuity of our early settlers.

The visitor catches, too, Mrs. Keller's admiration for the humaneness of ancestors. Her simple fine stories tell of the invention of the first milk bottle here in Potsdam, a family Bible with its genealogy, or a Civil War hero's letters home, gentle, painful, brave.

Of special interest to the men may be the early American tools, a drafting set, coin collection, Paul Revere lantern, pocket candle lantern, a blood-letting instrument, Civil War equipment and much more. Every item has its fascinating explanation for being: The Indian collection, fans, thimbles, doll furniture, paintings, a water bucket of the original fire brigade, paper and wax dolls, an Indian collection, the priceless Chinese embroidery, the fine Burnap English pottery -- a vivid panorama of Potsdam's past, America's past in miniature.

The museum is located in the library building with entrance on Elm street. The hours are: Monday-7-9 p.m.; Tuesday-2-4 p.m.; Thursday-9:30-11:30 a.m. and 1-3 p.m.

### LOCAL HISTORICAL

## Associations

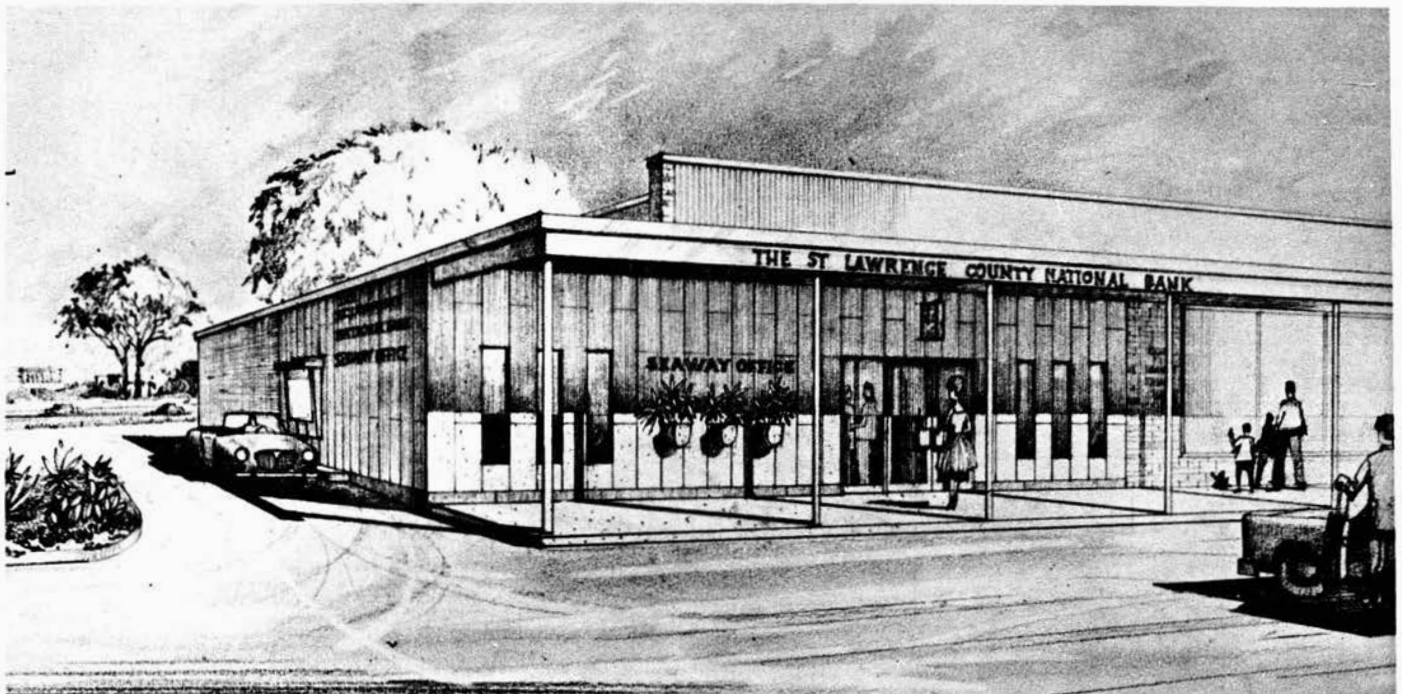
CANTON: The Grasse River Historical association held an organization meeting on Friday, September 13 to discuss the year's programs. The October meeting will feature a program for the Junior members with a talk and display about Athletes of Fifty and Sixty years ago. GOUVERNEUR: Sent no reply to card. NORWOOD: The Norwood Historical association held its annual meeting on September 8 with Mrs. Royal Lyman and Elizabeth Bancroft as co-chairmen. The program included a Picture Gallery of Old Norwood and a talk by Louisville Town historian, Lorraine Bandy, on her cooperation with the Massena and Louisville schools. The association has been granted a room in the Norwood Fire hall where historical items can be displayed. MASSENA: The Massena Historical association held no summer meetings. Mrs. Muriel Salisbury (V.P.) and Miss Laura Russell (Sec.) made an extended trip through Vermont and Massachusetts seeking graves and records of Paine family, early settlers of Massena. At the September 5 meeting, Mrs. Ella Lahey showed 100 slides of old houses (now gone) along the St. Lawrence river from Coles Creek to Massena Point. Also beautiful shots of the Long Sault rapids before the dams were built.--W.F. White. The PARISHVILLE Historical association had a very successful affair on August 10 with a smorgasbord supper, sale and a dance revue presented by Howard Smith and the Polka Dots dance club. There was also a music exhibit of old instruments, sheet music, etc. We are hoping that next year the Museum may be at our new location, "The Clark House" where we will be able to have more space.

**BULK RATE  
U. S. POSTAGE  
PAID  
PERMIT NO. 3  
Gouverneur, N. Y.**

**NON-PROFIT  
ORGANIZATION**

The architect's rendering of our new Seaway Office, to extend our banking services to the Ogdensburg area.

Complete banking services with a modern 24-hour banker and a drive-in banking window.



We will be very pleased to open your account at any of our banking offices and will, for your convenience and upon your instruction, transfer your account to the SEAWAY OFFICE on opening day.

## **THE ST. LAWRENCE COUNTY NATIONAL BANK**

Canton, New York

Heuvelton, New York

Madrid, New York

Norwood, New York