

The Quarterly

OFFICIAL PUBLICATION OF THE ST. LAWRENCE COUNTY HISTORICAL ASSOCIATION



BUCK'S BRIDGE SCHOOL — 1896

July 1964

The Quarterly

Official Publication of The St. Lawrence County Historical Assn.

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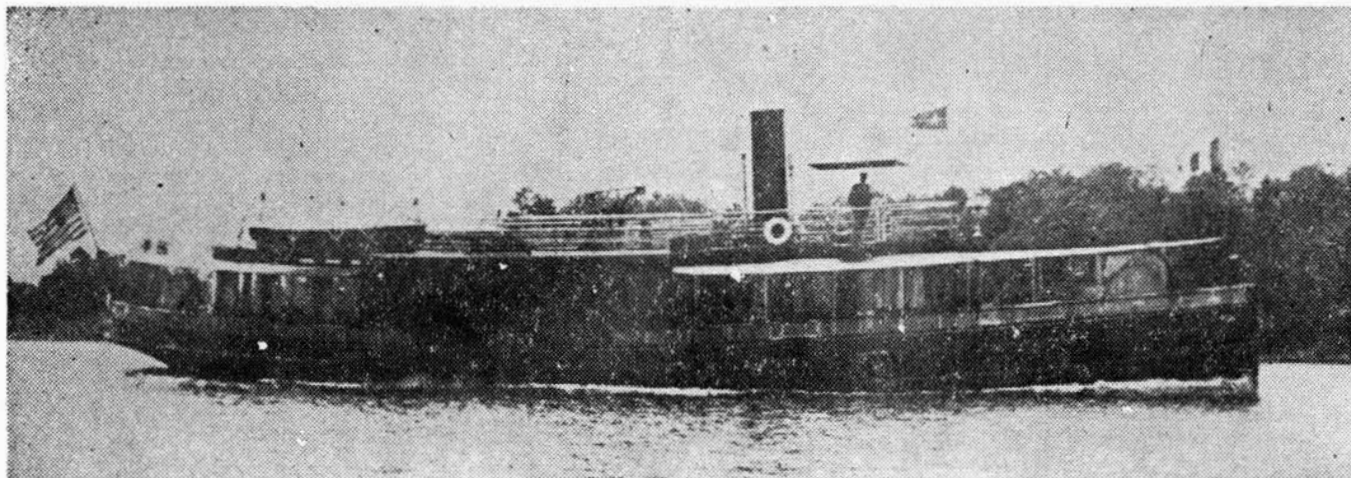
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COVER: Roy Bassett of Canton presented this old photograph of Old District No. 11, Buck's Bridge School, Town of Potsdam, Year of 1896, to the County Historian, and Mrs. Smithers made it available to the Quarterly to accompany the Buck's Bridge story which appears elsewhere in this issue. Identified in the photograph are, back row, left to right: Althea Healey, Miss Griswold (the teacher), Dea Abernathy, Julia O'Brien, Jessie Hodge, Lora Allen, Belle Lawrence, Mollie Olin, Maggie Charbaneau; 2nd row, Clark William O'Brien, Wardner Lawrence, Harold Wright, Roy Bassett, Everett Lawrence, Lena Hemenway; front row, F. Briggs, Glenn Clark, unknown, Rosa Charbaneau and brother, () Smith.



Sport. —From the collection of Earle A. Gardner, Fine View and Rochester

FAMOUS BOAT RACE - SPORT VS. LANCET

By THOMAS S. KNAP

It was the evening of August 5th, the year was 1896 and the place, the dining room of the Crossman House in Alexandria Bay.

At a table in that dining room were six gentlemen who were guests that night of Captain David H. Lyon of Ogdensburg: Dr. J.H. Brownlow and Mr. Al Port of Ogdensburg, James G. Knap of Manzanita Island, Chippewa Bay, Mr. H.J. Wilbur of Sport Island, and Mr. Gilbert Raferty of Fairyland Island, both of Alexandria Bay.

All these gentlemen were vastly interested in boats and the meeting had been called to discuss a proposed race between the "Sport" and the "Lancet".

The steam yacht "Sport" was owned by Mr. Wilbur. A paddle wheel driven side wheeler, 47 feet long, and 16 1/2 foot beam, she had beautiful mahogany cabins and fittings and was said to be not only the "finest yacht on the river" but the only known example of a side wheel yacht on the St. Lawrence. She had been built in 1881 at Newburgh-on-Hudson for Elisha P. Wilbur Jr., son of the President of the Lehigh Valley Railroad.

The "Lancet", a crew driven yacht 52 feet long and 12 foot beam, was owned by Doctor Brownlow (a general practitioner who built the home on Caroline St., Ogdensburg, across from the late Elks club and now owned by Mr. and Mrs. Ed. Charron).

At the dinner Mr. Wilbur said that he would be agreeable to have the race take place at any time and on any course that Dr. Brownlow chose, so it was decided to have the race at two o'clock on Aug. 20th. The course was to be from the end of the railroad pier in Ogdensburg to a buoy at the entrance of the Brockville Narrows and return, making the total distance approximately 2 miles. It was also decided to have a wager of one thousand dollars a side.

It was have been a lovely sight the afternoon of the 20th. A light southwest wind was blowing, the sun was shining

and the yachts themselves as they came up to the starting line were something to gladden the heart of any sailor! The "Sport" was a black yacht with quantities of brass work sparkling in the sun and with bright red steel paddle wheels; the "Lancet", snow white with a red stack; both boats shooting showers of sparks from their forced draft boilers.

Doctor Brownlow was skipper of his yacht with Al Port steering, Gilbert Averell giving advice (and probably holding down the safety valve!), Henry Woods as engineer and Henry's cousin Jim Lesperance doing the firing. History does not record who the crew were aboard the "Sport" excepting that Mr. Wilbur, the owner, was aboard.

The race began from a standing start at the end of the railroad pier with most of Ogdensburg watching. Soon after the yachts were underway it was evident to everyone that the "Sport" didn't stand much of a chance as the "Lancet" pulled away and was never headed, winning by several hundred yards. They returned one hour and twenty minutes later at an average speed of about fourteen miles an hour, a speed that was breathtaking in those days.

Dr. Brownlow had a large party of friends that night at the old Century Club in Ogdensburg to celebrate the event.

(This glimpse into River lore was taken from a journal kept by James G. Knap who for many years was secretary and treasurer of the Chippewa Yacht Club.)

(Historian's Note: In 1916 the "Sport" was almost destroyed by fire when the shipyard at the Bay in which she was stored caught fire. She was removed in time. The Wilburs used the "Sport" on the River, for trips up the Rideau in summer and for fall hunting trips on Lake St. Francis. After World War I she was sold to a firm on Lake Champlain for conversion to an 84 1/2 car ferry with vertical beam engine. Later she was returned to the Cornwall area where she abandoned and sank. We can find no further information on the "Lancet".)



This photograph of Whitney Hotel can be dated as after 1866 and before 1875. One of the stages has Potsdam Junction-Massena lettered on the side.

THE WHITNEY HOUSE

By SUSAN C. LYMAN

In 1852 Robert John McGill built a three storied wooden hotel on the East side of the main street in Raquetville, a small hamlet a few miles north of the village of Potsdam. Mr. McGill was a prominent man in the area with the foresight to realize that the passing of the Northern Railroad through the farmland of B.G. Baldwin would mean the beginning of a new and busy town and so in 1848, two years before the completion of the railroad, he contracted for the purchase of land on which he later built the "Raquetville House", destined to become a famous landmark.

Noted for cheer, courtesy and good service, it was popular with commercial travelers and honeymooners. It was long a meeting point for men of positive opinions and distinction in St. Lawrence and Franklin Counties. In the days of old Ben Whitney, men met and discussed politics, war, and the Dred Scott Decision. Here, now and then, a stray abolitionist stopped overnight while performing the good office of steering escaped slaves into Canada although it is possible that there was not too much hospitality for anything savoring of the new party launched in 1856. The coming of the Rome, Watertown and Ogdensburg Railroad

was an additional stimulus to business.

J.D. Tracy stopped here as did wealthy Giles J. Hall, the Jackson Democrat. Here it was that delegates came to Assembly, Senatorial, and County Conventions of the Democratic Party. In the old days came Supreme Court Justice William H. Sawyer, Hon. Daniel Magone and Dr. Thomas Spratt, the Whalens, Murphys from down country and Whitneys from the "farups" and a younger generation of fighters in which the Sullivans, McCarthys and Kellys were prominent figures.

After a few years Mr. McGill sold the hotel to Benjamin Whitney who renamed it the Whitney House and in 1862 advertised that its tables were furnished with the delicacies of the season. A good livery was connected with the house and a carriage was in attendance at the depot to convey guests to the house without charge. Further, "a stage leaves the house daily for Massena Springs where guests may partake of the famous waters advertised as an unequal remedy for obstinate cutaneous eruptions, scrofula, salt rheum, and erysipelas as well as rheumatism, gravel and

(Continued on Page Five)

WHITNEY HOUSE

(Continued from Page Four)

all affections of the kidneys and bladder". Eventually Mr. Whitney, a Democrat of the old school retired and by 1865 Prey and Nightingale were the proprietors of the hotel.

Sidney R. Phelps, in 1866, purchased the hotel and became the most popular landlord in the North Country. "Sid", as Chief of a large following of Democrats in the North Country, wielded his battleaxe of authority for a long period. He was a party delegate to conventions many times and went to the National Convention held in Chicago in 1892. He was often in hot dispute with a Bryan Democrat or some Republican who had the temerity to remark that Grover Cleveland was not the best president since Andrew Jackson.

In 1884 or 1885, Mr. Phelps made extensive improvements to the building by erecting a new and modern addition to the south end which contained a tower and added much to the beauty of the premises.

Mr. Phelps prospered in the hotel business, becoming the owner of a profitable coal shed, and was instrumental in the development of the State Bank of Norwood and the founding of the Norwood Electric Light and Power Company. When failing health forced Mr. Phelps to retire and sell out to Herman Jacques, former operator of the Montgomery House at Rouses Point, he was one of the most influential men in the area and one of the last of the rugged individualists in the hotel business; there are no legends about his successors.

The next owners were the Flanagans of Malone who conducted the business for a short time, being succeeded by the Hosley Brothers of Tupper Lake, The Hosleys made improvements to the north end of the old hotel proper, fitting up extra rooms and adding 20 baths, making it the most modern hotel in the section at that time. It was at this time that it was given the name, "The New Whitney House".

According to the Potsdam Business Directory of 1907-1908, Roy C. Harris was proprietor for a time.

In 1910 William Gage, a dry goods merchant in Madrid, traded his store and other Madrid property for the Whitney House. During his ownership the house was again modernized and was more popular than ever becoming known for its good and generous board and did not depend on "booze and bar" for business.

After 11 years in the hotel business, Mr. Gage sold out

to Powell and Emery. Mr. Emery took over the entire business on December 1, 1921. There was a bad fire in 1924 after which renovations and moderizations were again made.

At 9 a.m. Sunday morning January 18, 1925 Mrs. Lillian Starks was passing the Whitney House and noticed fire in the third floor tower room. She immediately gave the cry "fire" and was heard by Mrs. A.J. Phillips who called the local central telephone operator. An alarm was given to the mill station of the local alarm system and to Mr. C.F. Vance, Chief of the Fire department.

It was a small blaze at first, originating in the unoccupied tower room, and thought to be caused by overheated pipes since the thermometer stood at 20 below zero. However, a strong Northeast wind was blowing and the fire worked its way through the building. In just one hour, at 10 a.m. the hotel roof fell in and sometime later the chimney fell into the roof of the house owned by Dr. Hakin on the south side of the hotel. The fire spread northward into the store owned by Mr. Raymo and into the F.R. Smith building which housed the Norwood Post Office. Since there had been sufficient warning Mr. Raymo had removed all the merchandise from his store and all of the mail and stamps were taken from the post office to a building on Mechanic Street which Postmaster A.R. Collins had hastily secured to serve as a temporary post office.

Eight lines of hose were laid with the help of firemen from Norfolk, Potsdam and Unionville. Merchants of the village rallied round and set up a stand in the Music Hall to serve coffee, doughnuts and sandwiches to the firefighters and even provided new dry caps, mittens and overshoes to those needing them. The bitter cold and the strong wind added to the suffering of the firemen. When the fire was brought under control, the hotel had been totally destroyed, Dr. Hakin's house badly damaged by water and the falling chimney, and the two buildings to the north were badly damaged. The total damage was estimated to exceed \$50,000. Water was played on the ruins until Monday morning in order to prevent a possible further outbreak. A resident who was a fireman at the time recalls that it took three men to carry each ice-encrusted length of fire hose back to the fire house.

In May 1925, Mr. Emery hired men to clear the debris of the old hotel in order to make way for the new Norwood Inn which was to be built on the same site.

The destruction of the Whitney House marks the passing of one of the most colorful of the old-time hostelries of the North Country familiar to hundreds.

This postcard view shows the Whitney House about as it looked when it was destroyed by fire.



Post Card Views-1909



MADRID = 50 YEARS

By MRS. LESLIE SHORT

Come let us sit quietly; I cannot say by a cozy wood fire which sends a cheerful blaze about the room, but in a brightly lighted, modernly furnished room heated by oil, gas or electricity.

Fifty years ago, few automobiles traveled the roads. They were a luxury and belonged only to the favored rich. Roads were not suitable for such a means of conveyance. New roads had to be rebuilt to accommodate cars and trucks.

As years have gone by, the Rutland railroad has vanished from use for passenger travel or as a means of shipping goods and commodities of every description as well as livestock. Now a network of hard-surfaced roads crosses the town in almost every direction, making travel speedy and easy. This, in a way, may have been a detriment to the local storekeeper of today as many people whisk out of town to purchase their food. The day when the farmer drove to town on Saturday evening and hitched his horse or team to a hitching post and went into the store to purchase his week's supply of food has vanished. Then, too, people liked to visit with friends and neighbors in the country store. Now he is waited on, can spend an hour or so at a "movie house", or drive about in his car or hurry home to see his favorite TV show.

In 1904 the town could boast of a weekly newspaper when "The Madrid Herald" began publication; but in a few short years it was crowded out by the daily newspapers of the larger cities. News in the present day doesn't have time to grow old before it is flashed around the globe.

In 1916 the new water mains were laid in the town, and in 1930 the new stand-pipe erected. In 1962, a new water district was formed and a new sewer system was installed. Gas lines have been run through the town, so both village and the outlying countryside can boast of conveniences equal to that of city life.

The drudgery of farm life has been lightened by conveniences for the home and the operation of the farm. The large dairy and equipment have replaced the small farm. Farming is a science, both as to household and outdoor work. The farmer must know his soil and how to rotate crops. The burden of manual labor has been lifted by modern machinery in both the home and in the barn and field giving the housewife and husband more time for leisure and to mix with groups where more knowledge of operation can be learned.

"The Woman's place is in the home", is an out-of-date adage. The housewife can be engaged as a wage earner or she can meet with others to learn new ways of life. Family life has broken up in the country home. Both the young people and parents have so many outside activities they are seldom together at one time.

There are many prosperous farms in the community of Madrid which have been handed down from father to son. Other farms have changed names when former owners died and new families have taken over. As one example, farmers who were in the Seaway project had to give up their homes and purchase new homes, some in our locality. Some farms stand idle or the house is a home for a factory or construction worker. The idle land



grows to brush and weeds -- a sad sight when we know that only a few years ago the land was clear and tillable.

Use of the automobile, truck or power machinery garages has eliminated the "Farmers Sheds" of "horse and buggy days". The blacksmith shops, wheelwright shops, lumber or sawmills, and harness shops are no longer needed. Instead, now we have several thriving garages and auto sales businesses in our town.

Education has shown a marked advancement since 1900. The one-room school no longer exists. In 1925-26 strife was rampant over the centralizing of school districts. However, those wishing to progress won out.

Madrid school district was centralized with outlying school districts and the new Madrid-Waddington Central School district was formed. The two-story brick building on Church Street soon could not accommodate the number of pupils, so in 1930 a new school was built on the hill overlooking the Grasse river. At that time it was considered a beautiful building and a suitable place to educate the children of perhaps several generations. But in 1959 this building was considered in adequate and overcrowded, due to the rise in population. In 1959 the centralized school district voted to build a \$1,500,000 modern building, three miles out of Madrid, on the scenic modern state highway between Madrid and Waddington, to be used for a junior-senior high school. The brick building on the hill is used for grade pupils. Young men and women who graduate from Madrid-Waddington Central can compete with those of city schools.

New offices for the Co-operative Board of Education for the Second Supervisory district, which includes St. Lawrence Central, Madrid-Waddington Central and Lisbon Central under the supervision of District Supervisor Wesley Ehle, were refinished in one of the apartments over Madrid Bank.

The old two-story brick school building has been torn down. Playgrounds were formed, which make an ideal location or grounds where barbecue dinners are often served in summer. This was the work of the village improvement club.

(Continued on Page Sixteen)



Return to Co.

1 Admiral Foote.	33 Gen'l Hunter.	67 Gen'l Burnside.
2 Gen'l McClernand	34 " Ranson.	68 " W. F. Smith.
3 " Halleck.	35 Admiral Davis.	69 " Gordon.
4 " Berdan.	36 Gen'l Averill.	70 " Thomas.
5 " Sigel.	37 " Howard.	71 " J. Beaufort.
6 " Scofield.	38 " Hancock.	72 " Sykes.
7 " M. Beaufort.	39 " Garfield.	73 " Lew Wallace.
8 " Geo. Thomas.	40 " Hayes.	74 " Blenker.
9 " James, <i>Rifle</i>	41 " Grover.	75 " Warren.
<i>Cannon.</i>	42 " Franklin.	76 " Sickles.
10 " Schenck.	43 " Augur.	77 " C. M. Clay.
11 Com. Cadwallader	44 " Talcott.	78 " Seymour.
Ringold.	45 Com. Kelly.	79 " Zook.
12 Gen'l Barry.	46 Gen'l Scott.	80 " Carter.
13 " J. Cochrane.	47 " Wool.	81 " Totten.
14 " Asboth.	48 " Dix.	82 Admiral Porter.
15 " Shlelds.	49 " Anderson.	83 Gen'l Martindale.
16 " Dwight.	50 " C. P. Stone.	84 " Kilpatrick.
17 " Bayard.	51 " Boyle.	85 " Butler.
18 " French.	52 " Banks.	86 " Pleasanton.
19 " A. Hamilton.	53 " McClellan.	87 " Duryee.
20 " Crawford.	54 " Meade.	88 " Mulligan.
21 Admiral Wilkes.	55 " Doubleday.	89 Adm. Dahlgreen.
22 Gen'l Nell.	56 " Ward.	90 Gen. Richardson.
23 " Mitchell.	57 " Jim Lane.	91 Admiral Dupont.
24 " Smith.	58 " Neglee.	92 Gen. Heintzleman
25 " Rosecrans.	59 " W. Powell.	93 " Casey.
26 " T. F. Meagher.	60 " Fremont.	94 " Pope.
27 " Burnside.	61 " Harsh.	95 " Kearney.
28 " Sedgwick.	62 Gen'l Graham.	96 " Sumner.
29 " Ullman.	63 " Sweeney.	97 " Weitzel.
30 " M. Corcoran.	64 Lieut. Worden.	98 Com. Stringham.
31 " Hartsoff.	65 Gen'l Frank Blair.	99 Gen'l Grant.
32 " Gilmore.	66 " Sprague.	100 " Keyes.

ST. LAWRENCE COUNTY HISTORIANS OFFICE

Roll Call of Scott's 900

By R. B. Nichol

This poem and the accompanying composite photograph were discovered by Mrs. Nina W. Smithers, St. Lawrence county historian, in a scrapbook at the History Center in Canton. The names in the poem are the men of Scott's 900. The photograph (enlarged here) appeared on one side of a 2 1/2" x 4" card, the reverse side of which listed the names of the officers.

The first thing in the morning we hear "Reveille"
When the sun has climbed up to the top of the tree,
Then our Orderly Sergeant sings out to us all,
"Fall in! Company I and attend to Roll Call."

Then each one arises and hauls on his clothes
And down to the Orderly's quarters he goes.
We form in two ranks in front of his tent
And answer our names when called by this gent.

"Sergeant Brombur, George Dewey" and James Patterson
Ferguson, Jordan" they answer each one

"Corp'l Roberts and Hubert and Cyrus E. Barns
And Scott" the famed hero for spinning great yarns

The sadley "Doyle" and the Bugler "Cole"
And "Williams" the wagoner, a clever old soul.
And last "Root", the Blacksmith, who keeps the nags shod
And then comes the privates a fine merry squad,
with Courtley, Devarney and Daniel DeLong.

Then Edgar and Elmerich, Finch Forward we call,
Gilbride and Gaspar, Hurd, Holland and Hall,
Johnson and Kenneth, Dan Kelly, Ladoo
Loudres and Martin and Maxiner too

Marshall and Nicol, O'Donnell
Prince, Santhany, Shippee, Van Auken also
It winds up with "Wallace" the best man of all
"Right face! And break ranks!" So ends the roll call.

Then each one to the stable to attend to his steed
He must be groomed and have water and feed,
But I've sung you the roll call, so don't think me wrong,
If I reserve the next call till I sing my next song.

One Screwball I Wish I Could Have Met

By DR. WILLIAM R. CARSON

(Reprinted from March 1, 1964
New York State Journal of Medicine with the author's permission)

Insofar as human resources are concerned, each generation has the same potential, and so it is that each generation always has and, it can be expected, always will produce its own quota of geniuses and eccentrics. Curiously enough it has been a fallacy common to the past that the two are synonymous; as a result, many a genius has bloomed unrecognized and unsung, camouflaged in the anonymity of conformity. Conversely, many an individual of average intelligence has been elevated to the pedestal of genius in his own time and the illusion perpetuated in history because of his eccentricity, either natural or contrived.

The true eccentric, more expressively described in modern phraseology as a "screwball" or "oddball", must be differentiated from the comic, the satirist, and the conforming non-conformist such as the bewhiskered beatnik. Not that some of these groups as well as some geniuses and some of every occupation and intelligence level might not also deserve such designation. In brief, the screwball is one who does the usual in an unusual manner or perhaps the unusual in a usual way; they are mental left handers in a right-handed world, and rather than complain or try to adjust they seem to like it that way. It is to one of this ilk, my favorite character in this galaxy of perpetrators of the unexpected, to whom you will be introduced.

To set the scene properly, it is necessary to realize the dependency, either direct or indirect, that every resident and community has on any major waterway if they happen to live contiguous to it. This is best illustrated by the definite indefinite reference to this central aspect of their lives and economy. Thus, in some areas the term "the river" refers to the Mississippi, in another area to the Hudson, and to the inhabitants of northern New York State and southern Ontario it is the designation of the St. Lawrence.

To the original Indian settlers, the early French and English colonists, and through to the present the St. Lawrence has meant sustenance, transportation, and recreation. It carries the commerce of the world past their doors, provides them with electric power, and gives them food and water; they ski on it in summer, skate on it in winter, fish in it throughout the year, and sad to relate too often use it as a natural sewer. It has been a perfect servant that has never failed, never flooded, and as a result they have never lost confidence in it: even today many of its familiars insist one can drink directly from its waters without fear of contamination.

Arising in and draining the Great Lakes it flows along a well-worn and stable course in an east-northeasterly direction; and as it wends its way, it first serves as a setting for one of nature's most spectacular and capricious upheavals known as the Thousand Islands, then widens at times to present a deceptive lakelike placidity, and then narrows at sites of previous but now harnessed rapids. Before turning north to the Island of Montreal, past the Plains of Abraham, to empty finally into its own great gulf, it is fed by four main streams draining the northern slopes of the Adirondacks, names respectively the Oswegatchie, the Grass, the Racquette, and the St. Regis rivers.

As one might imagine, all these names except Oswegatchie are relicts memorializing the time when all this area was part of the extensive French Empire in North America. But why, you will ask, did the Oswegatchie escape? The answer is, it didn't. It, as well as the others, was rechristened by the French, and it was called La Presentation.

However, the new name was commonly ignored, and the Indian name remained the one of general usage. The settlement, founded by Abbe Picquet and called Fort La Presentation, was of major strategic significance because it was located at the mouth of the river at the point at the head of the rapids where the St. Lawrence is narrow, and so it controlled and protected the route from Quebec and Montreal to the Great Lakes and the all-important fur trade. It also protected the only threat to the rear through the river Oswegatchie; and further, where the river emptied into the St. Lawrence, it formed a natural harbor that could always be entered regardless of wind direction.

This fortification protected French America for years, and if it had not been for the eventual indifference of the mother country and the general deterioration of local rule in Quebec that resulted in its abandonment, this post might well have prevented the passage of Amherst's army because its situation is such that a comparatively small number of defenders aided by geography and the perilous rapids to the east could have withstood the assault of a much larger force almost indefinitely.

Despite this evident importance, the character of the Oswegatchie River was such that it was an object of general contempt, for the river water was black and murky in appearance, and where it emptied into the St. Lawrence it presented then, as it does now, a dirty black blotch standing out starkly against the clear blue waters of the St. Lawrence. It is reported by early settlers to have had a foul appearance and a brackish taste. So it is easy to understand that when the settlement replacing the old Fort La Presentation and named Ogdensburg decided in 1867 to establish a central town water supply, it was taken for granted the source would be the respected and beloved St. Lawrence. However when the president of the village (his name was Averill, an ancestor of one of our recent governors) decided the time had come to carry out the proposed program, he appointed a committee of four prominent citizens to study the best source and have available water supplies tested for purity. This committee was made up of a Doctor Morris, Doctor Sherman, Judge James, and Judge Brown.

One can imagine the general consternation when at the town meeting, the committee rendered its report favoring the despised Oswegatchie as the purest source for town water, at the expense of the reverend St. Lawrence; but the evidence guiding their recommendation came from an impeccable and respected authority. At this point in the proceedings, a local character and veteran of the recent war, by name Gen. Roscius W. Judson, rose and facing his townsmen made the following unforgettable speech.

When neighbors and fellow citizens of a small community such as ours gather together in mass meeting as we are here tonight we are very apt to learn some things which we did not know before and this occasion has proved no exception to the rule. We have learned that the St. Lawrence River, the river we have been taught to venerate from our youth, is played out, is no good. Looks clean, but it ain't clean; smells pure, but it ain't pure; tastes good, but it ain't good. Judge James says so, Judge Brown says so, Dr. Sherman says so, Dr. Morris says so, and so Gentlemen, it must be so.

At this point, he turned his back on his audience, his face to the River, and addressed it thus:

Flow on magnificent stream, flow on down to the rapids that thousands of people come here to see, flow on to Montreal and clog up their pipes, you cares? You are played out, no good. Judge James says so, Judge Brown says so, Dr. Morris says so, and it must be so.

Flow on to Quebec and poison all the Frenchmen there.

(Continued on Page Twelve)

Buck's Bridge on The Grasse

By NINA W. SMITHERS

A saw mill town in the early days of the history of the county, Buck's Bridge has, like many another village, become a mere hamlet. Its people commute to their work in neighboring towns. Gone are the saw mills, the stores, the post office and the several small shops.

Buck's Bridge, in common with others, owes its location to the falls on the Grasse river which afforded power to run saw mills and grist mills. The history of this village located in the northwest corner of the town of Potsdam begins with the arrival of Isaac Buck, a veteran of the American Revolution, from Shoreham, Vermont in 1807. Other settlers came to the settlement where in 1809 Buck built a bridge across the river and a saw mill. The virgin forest stood before the eyes of the settlers, a challenge. Sawmills were being constructed along the rivers in St. Lawrence county and Buck's mill got its fair share of custom work. At one time there were two saw mills in operation.

Isaac Buck died in 1841 at the age of 78 years. His son Alfred G. Buck, born in 1828, took over the saw mills and built a new one. Then followed a period of great activity. The mills passed through the hands of others, and in 1874 were operated by James Spears who also was postmaster.

The village of Buck's Bridge had two churches in the course of its history. The Methodist people erected a frame building in 1837, where it is reported as many as seventy persons attended the worship service. The churches were served by a circuit rider, a clergyman who traveled on horseback, to the several churches to which he was assigned. Before the church was built the people met in homes for study and worship.

The attractive little white church located near the bridge on Route 345, with its white exterior and old fashioned bell-fry, stands as a memorial to those early pioneers who came, risking so much as they carved a home in the wilderness. In 1951 and again in 1962, there were homecoming days when the church was opened and the old timers and their families returned to worship in the church of their forefathers.

When the church was incorporated, the trustees were: A.G. Buck, John Kelly, John Westaway, M.P. Wilcox and H. Moncreif. Records of the early days in the history of the church have become lost.

The Methodist church was not the only church organization in Buck's Bridge. The Adventists who worshipped on Saturday rather than Sunday, erected a small frame building opposite the Methodist church about the year 1853. Tradition says that the church was the first in New York state.

It is also claimed that there were several of the Mormon faith in the area, and it is a known fact John Smith, who came very early, was an uncle of the celebrated Joseph Smith.

Smith. Another well-known pioneer who came in the early days was Warren Wright. Harold J. Wright of Fairmount, Minn., his grandson, has written an interesting account of Buck's Bridge as he recalls it in his childhood.

"I am the son of Judson Wright whose father was Warren Wright (my grandfather). He owned a large farm across the Grasse River from the hamlet of Buck's Bridge, and in connection with the farm owned and operated two sawmills, one on each side of the river, with a dam crossing the river below the dam. I believe Warren Wright's farm was about two hundred acres, a pretty good sized one at that. He built a large home for his family, sawed the lumber there in his own mill, material which he picked out, and I recall it was wonderfully sturdy. It long ago burned. My grandfather was a justice

of the peace and I have heard some of the old timers refer to him as "Squire Wright". When my grandfather Wright died he left the mill on the side of the river adjacent to the village to his son William Wright, and on the other side to my father, Judson Wright. My father operated a mill at one time as a broom handle factory and at another time as a shingle mill.

"While I think of it, I might say that the bridge mentioned had a rather checkered history. Spring thaws caused the ice in the river to pile up under the bridge and the force of the current would carry it off. This happened on several occasions.

"In the course of time, the ownership of the mills passed into other hands, but always continued in operation. The larger one was on the Buck's Bridge side of the river. It had a circular saw and a set of gang saws. At one time in the 90's they had electric lights in the larger mill. I don't think they had them in the other one. The lights were quite a thing at that time.

"In the course of time, the larger mill burned and was never restored. The other mill operated for awhile. It had a circular saw, edger machine, trimmer machine and a slab saw. I worked there two or three summers. My job was tailing the circular -- that is, taking the slabs, boards and planks as they were sawed off by the circular saw and carrying them to the appropriate places. I worked at this job ten and a half hours for the sum of 11 shillings (\$1.-37 1/2).

"Fire destroyed the remaining mill and was never rebuilt.

"There was time when Buck's Bridge was quite a baseball town for a place of its size. About the turn of the century there were three baseball nines, the first, the second and the third. The first was made up of grown men, probably in their twenties. I think their captain was George Henry. The second nine was made up of fellows in their teens. The third group included the young men. The baseball we saw in those days was not what we see today by any means. However, there were just as entertaining."

Mr. Wright adds that his grandfather, Warren Wright,

was a cousin of Gov. Silas Wright, who often visited in Buck's Bridge.

Many stories are told of life in the new neighborhood of Buck's Bridge. Numbered among the newcomers were Allen Howe and his bride, Susan Eddy, who drove a buckboard all the way from their home in Vermont. They built a log cabin and a barn. Being a cabinet maker, Allen made most of the furniture for the new home. He also was an ironworker and made hinges and presumably iron pots and pans for use in the homes.

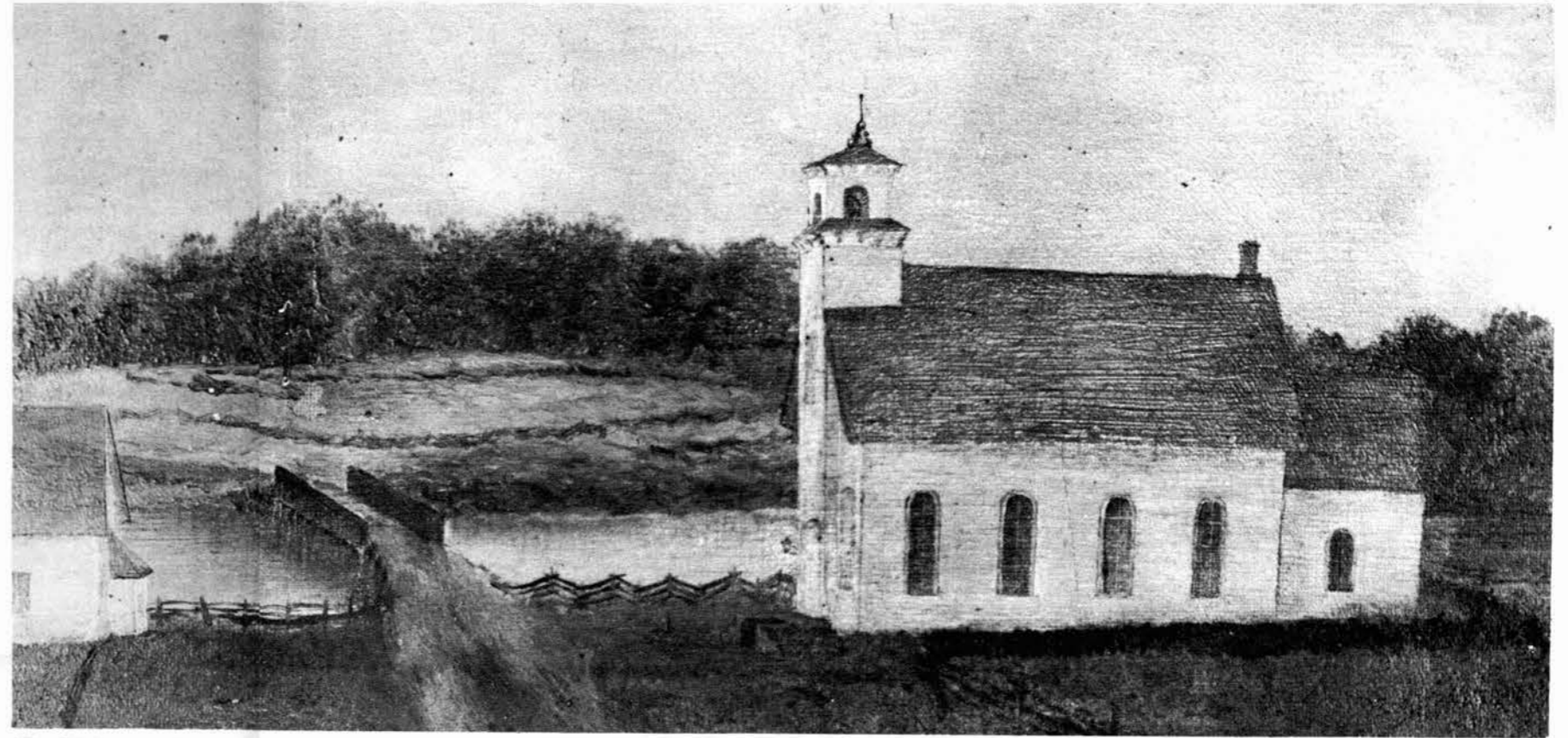
An old map dates 1865 gives a record of the heads of families. They were J. Westaway, A. McEwen, M. Lockwood, J. Joice, E. Dalygreen, Rev. Whitney, Methodist church, H. Joyce, A.B. Hens, Mrs. Blackman, A.F. Haley, W.G. Wright; crossing the road, and beginning at the schoolhouse on the hill A.G.H., Mrs. Wilcox, A.G. Buck, Seventh Adventist church, W.H. Wilcox, L. Bannister, Blacksmith shop, A. Thew.

At this period in its history there was much activity. The neighboring farmers brought their produce of milk to the cheese factory operated by Maurice Spear. The children of the district attended the school on the hill known as district number eleven, town of Potsdam.

Miss Allie Wright gave music lessons to the young, while G. Fenton made furniture for the families; antique lovers would be happy to purchase some of this today.

Kate Hall was a weaver and turned out many yards of carpet and rugs. Perhaps this procedure should be explained. When clothing had become worn it was cut or torn in strips of one inch or less, sewed end to end, and wound into balls. These balls would vary in color and the weaver would make a design pleasing to the housewife, for which she received a small sum per yard. The housewife was proud of the new floor covering as it was placed in the "parlor".

Another family prominent in life of the community were the Westaways. John Westaway, Sr. was the pioneer who cleared the forest and kept expanding the operation until he had over 1000 acres. Judson Westaway, a descendant, occupies the farmhouse which is over 125 years old.



The Methodist church at Buck's Bridge, the bridge and at the extreme left, the Adventist church. Oil Painting by Miss Winnie Wright hangs in the church.

The Westaways were of English descent; the father, Simon, was a preacher, who traveled a circuit in the area.

Buck's Bridge was a thriving community when members of the 15 piece band posed for the accompanying picture at a Memorial Day observance at the Canton fair grounds in 1884. At that time, two saw mills were converting the timbers which floated down the Grasse river, into lumber. Eighty men worked at a shift. The Todd brothers, John and William came from Vermont. They were remembered for having driven their turkeys on foot to the market at Boston. It is reported that when the turkeys grew tired they would fly into the trees along the highway and spend the night.

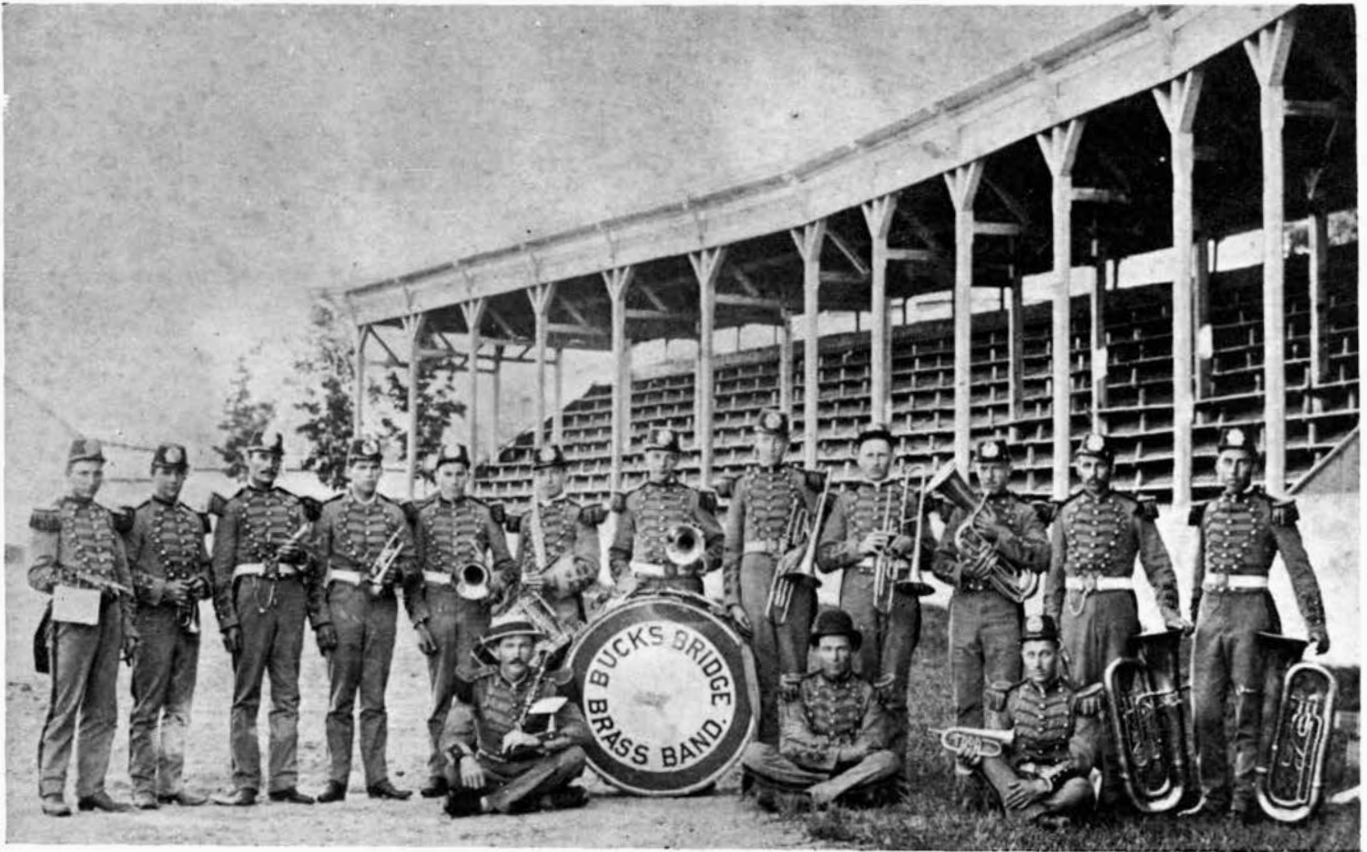
Harold J. Wright whose letter was used previously, writes "There was a time when a stage, horse-drawn, made trips between Madrid Springs and Canton passing Buck's Bridge and carrying the mail. It must have been in the early 1900's when R.F.D. came through, and Charles Gibbons was the first mail carrier."

The days of the gold rush to California are recalled by the tragedy which befell John Westaway. He was 101 days on board ship, was successful in his search for gold, only to be robbed on his return by land.

Country villages with their homes and business places have become a part of our vanishing Americana. John Beswick, native son of Buck's Bridge, who operates an auction house on his farm nearby, has spent many hours reminiscing with older people, writing letters to former residents and reading the available county histories. Dear to him is the Methodist church. His plans for the summer include another Old Home Day when the church will be opened for worship and a get-together.

Did you know that the Oswegatchie river was known in Indian language as "Swagatchie" meaning the "River that runs around and through the hill?"

That "Punch Lock" was an early name for DePeyster village, all because Punch Lock guns were made there in the early 1840's.



Buck's Bridge was a thriving community when members of its 15-piece band posed for this picture at a Memorial Day observance held at the Canton fair grounds in 1884. Harlow Philpot, seated at the right, was leader of the band. Others seated left to right were Will Robinson

and Will Purvis. Standing left to right are: Tommy Scruton, Wallace Purvis, Charles Gibbons, Theron Place, Will Joyce, Alva G. Nickerson, Fred Beckwith, Gary Kelly, Robert Veitch, Frederick Philpot, George Henry and Will Bird.

SCREWBALL

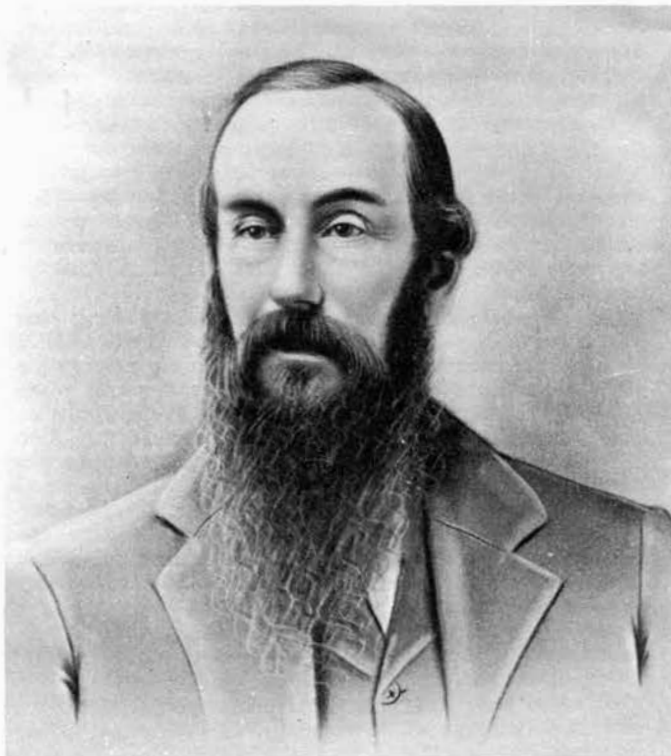
(Continued from Page Nine)

Who cares? Flow on to the grand old gulf that bears the name, that opens wide its arms to the commerce of the world, and poison all the codfish and mackerel there. Who cares? You are played out. Judge James says so, Judge Brown says so, Dr. Sherman says so, Dr. Morris says so, and it must be so. But, thanks to the mercy of divine Providence we are not left without succor in this time of our dire necessity. We turn as the Mussulman turns to Mecca, to the sparkling Oswegatchie; it looks dirty, but it ain't dirty; smells nasty, but it ain't nasty; tastes filthy, but it ain't filthy. Judge James says so, Judge Brown says so; Dr. Morris says so, Dr. Sherman says so, and so it must be so.

To be sure the Oswegatchie flows over the dead Injuns of Black Lake, and washes the shores of yon cemetery where many of our beloved dead are buried. But, if you object to drinking down the Injuns of Black Lake, all you have to do is put a filter in your cellar and catch the Injun, and some morning you may go down to your cellar and find a great buck Injun sitting on the filter with a tomahawk in one hand and a scalping knife in the other. But never mind, it is all right. Judge James says so, Judge Brown says so, Dr. Sherman says so, and Dr. Morris says so, and so Gentlemen, it must be so.

This copy came from a newspaper article in a scrap book in the Ogdensburg Public Library, vol. 1, p. 26.

I wish it were possible to report that this speech carried the day, but accuracy forces me to report that science was the victor and the town meeting accepted the report of what Judge James, Judge Brown, Dr. Sherman, and Dr. Morris had said.



A. G. Buck, son of Isaac Buck, pioneer settler, for whom Buck's Bridge was named, and who was prominent in its history.



In the accompanying photograph taken in 1930, the following men appear, left to right: Back row, William Masters, David Thomas, Hazen Whitmarsh, Albert Flint, Archie Chemoti, William Cook, Leo Blow, Leslie Kerr, Menzo Wilson, William Rathburn, Bemie Burnett, second row: Frank Landosky, Martin Generaux, Donald Leary, Ernest Tressider, Lawrence Tressider, Doc Seymour, Raymond Russell, Mike Kane, Paul Mereado, Frank Martos, Dick Ward, Clarence Rice; third row: Harry Williamson, Art

Todd, Didley Dane, Bill Shore, Emery Griffin, Bill Facey, William Generaux, Gordon Shore, Frank Typhair, Melvin Hendricks, Ed Henry; bottom row: W.G. Brown, Harold Whitmarsh, Clye Flint, Tony Nichols, Merio Contegni, Buck Whitmarsh, John Gengler, Mat Shore, Albert Nicholson, Shift Foreman, William Lennox, Shift foreman, and Bob Mitchell, Mine Captain.

(Note carbide miner lights)

EDWARDS MINE DATES FROM 1903

By ALAN HILLIS

In two small hamlets of northern New York lie the two mines of the St. Joseph Lead Company, one at Balmat, the other at Edwards. St. Joe has been successfully mining metal ore for 95 years and is now the largest producer of lead in the United States. St. Joe also holds interests in mines in Argentina, Peru and North Africa. The northern New York operations of the company are conducted through its Edwards division.

St. Joseph Lead Company is the only company mining zinc in New York State, and accounts for about 10 per cent of the total yearly United States mine production.

It is learned that in 1903 during a road repair job in Edwards a workman uncovered a dark brown mineral. This was later identified as spalerite, the zinc sulfide which is the principal primary source of metallic zinc.

St. Joe did not enter the picture for another 23 years, and during this period the Northern Ore Company was incorporated. The company's prospecting at Edwards resulted in finding several veins of zinc ore within the dolomite country rock. However, the overcoming of legal and

metallurgical difficulties were time-consuming, and it was not until 1915 that shipments of concentrates began on a regular basis as the first mill burned after six days of operation.

The New York Zinc Company took over the facilities of Northern Ore in 1923, and in 1926 St. Joe purchased the Edwards property which had already produced one half million tons of high grade ore.

Mining is complicated by the highly irregular courses of the plunging folds, and much diamond drilling is required to outline areas in advance of mining. The district has been a tremendous challenge to geologists and has attracted visitors from as far away as Australia and Africa, although its importance and even its existence is unknown to most residents of northern New York.

The Edwards mine is now one of the deepest mines in the eastern United States. The vertical shaft goes down 1500 feet and the horizontal shaft continues to 3100 feet which is 2500 feet below sea level.

The method of mining is sub-level stoping. Main

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THE VILLAGE BLACKSMITH

By WILLIS E. KITTLE
(Historian, Town of Macomb)

What thoughts do these words bring to the mind of the older generation? We are all familiar with "The village Smithy, a mighty man was he, and under the spreading chestnut tree," and others that come to mind.

But let us look inside. After coming from the bright sunshine outside, it is hard to distinguish anything plainly at first in the dim interior; the ordinary shop would not be supplied with an overabundance of windows, and the black soot from the forge which covered everything only added to the dimness. This dim interior was an aid to the smith, as will be explained later. After a few minutes our eyes become accustomed to the light, and we see over in the far corner a rectangular pile of masonry some 30 inches high and perhaps four feet square, in the center of which glows a bright little fire.

Behind the forge is a large bellows, its outlet connected by a passage-way through which the air is forced to feed the fire. A long lever, one end of which is fastened to the movable part of the bellows, extends to a distance convenient for the smith to reach. It is near the center and hung from above.

The blacksmith's anvil, fastened to a block of wood of convenient height, stands nearby, as does also the slac tub usually a round wooden tub of several gallons capacity filled with water and used for tempering steel-edged tools and cooling hot iron.

Now let's see about that bright little fire in the forge. Don't let its size deceive you -- it can be made hot enough to melt iron. The correct temperature to heat iron so that it will work properly is probably the most important point in the smithy's art, and each different kind of iron or steel has a different degree of "critical heat". Here our blacksmith friend showed the highest form of his ancient art. He must be able to judge the temperature of the metal he is working by its color.

In hardening or "tempering" steel-edged tools, the cutting edge was heated to certain shade of red, then dipped in the slac tub and quickly withdrawn. The colors were watched very closely as the heat flowed back to the edge of the tool; then at a certain point, it was plunged into the coolant until it was cool enough to hold in the hand. This is an art, and very nearly lost at present; here, too, the dim interior of the shop aided the smith, as the colors of the metal were much easier to distinguish. Today metals are heated in electric furnaces, controlled by thermostats, science not art.

The building used as a blacksmith shop might be almost any conveniently located building, and after a short period of use was -- as in 1890 -- the forerunner of the present day auto graveyard. An entrance way was kept free of broken articles, as was also a certain part of the interior, which was used for tying horses while being shod.

On either side of the entrance might be found a broken part of a wagon or sleigh or other farm implement. In those days almost every tool or implement used by the farmer or his household was brought to the blacksmith to be repaired, and a little searching generally would disclose a sample of most of them. Perhaps Junior's skate had a broken blade or the good housewife had broken her only pair of scissors. The blacksmith repaired all as a matter of course.

The outrageously high prices charged by the blacksmiths at the turn of the century (1900), as they appeared to the user of his services, Why! they were exorbitant -- the earliest, as I recall them, 15 cents for setting a horse-shoe, or 2 for 25 cents; one new shoe 25 cents or four for 75 cents. Then about 1908 or 1910 the price was raised to 30 cents each. This was a subject for discussion wherever men met, as everyone drove horses in those days. Wagon tires were set at 50 cents each. A new one cost 75

(Continued on Page Sixteen)

EDWARDS MINE

(Continued from Page Thirteen)

haulage levels are spaced 200 feet vertically. Production topes take the form of large chambers opened from intermediate drifts, where miners slab out the sulfide to the wall rock limits. Ore is either dropped by gravity or scraped by hoist operated machines (scraper hoists), to central drawpoints known as "grizzlies". From the grizzlies the ore is passed through chutes to mine cars and thence hauled by battery locomotives to the hoisting shaft.

In the summer of 1930, the Edwards mine set a safety record by working 104 days without a lost time accident. At the Edwards mine, safety is everybody's business, and as it is common practice for one man to warn another about certain conditions that look unsafe and could cause an accident. These men all pull together, and under the leadership of their foreman and safety committees have come to realize that the saying "in union there is strength" also applies to safety. Suffice it to say that safety pays and that the reward for effort in preventing accidents cannot be measured in dollars and cents.

Last year this mine was awarded a plaque and a fine dinner for twelve months of no lost time accidents and this year up to January it completed another twelve months -- a fine record for such a hazardous occupation. January 1st to June 1st, 1930, the Edwards mine with W. Lennox as mine captain had 8.1 shifts per 1000 worked, while surface plants with Carlson, Hansen, Tod, W.H. Brown, C.F. Brown, and A.M. McGarry had a 0.0 shift lost per 1000 worked.

The Edwards mine is now under an expansion program with a new hoist to be placed on the 1300 level, a shaft sinking from the 3100 to 3500 level.

did you know?

That Gouverneur was known as Cambray in the early years of its history?

That there never was a fort at Fort Jackson in the town of Hopkinton?

That the first match was a friction match invented and patented October 10, 1836?

That the American flag, until 1917, could be used as a background on which to place advertising for political campaigns, etc.?

The Town of Hermon was originally called DePeu? The new post office caused confusion with DePeaville in Jefferson County? Result was a new name.

That wood ashes brought three cents per bushel in exchange at the country store?

That some names used by the merchant in working his merchandise were "Black Horse", "So Friendly", "White Sugar", "Now be sarp" and other ten letter combinations?

That fire destroyed the United States Patent office in 1836?

That a reminder of the Civil War days when a Liberty pole was erected towns vied with each other as each tried to have the tallest pole?

That the Ogdensburg area has been under three flags? The French Flag, the English flag and the American flag.



PIERREPONT CENTER CHURCH

By IVA R. TUPPER

The Union Free Church at Pierrepont Center dates back to 1884, when a dedicated group of people set out to raise funds for its construction, and many volunteers assisted in the building.

It was in that year that a meeting was called to discuss the building problem. A subscription was taken up to which all citizens contributed, and work began that year, mostly volunteer. The bell was hung in 1885. The Clarkson Family of Potsdam made a donation of a Vestry Room which was built at the rear of the church.

The first service was held March 13, 1887 by Elder Whitfield, a Baptist minister who had previously been holding services in the town hall. Since then ministers of many denominations have held services.

Rev. Frank Loan lived at Pierrepont Center and held services for several years. Rev. Charles MacVey preached here several years, and Rev. Northrup of Morley served us three or four years. More recently students have been sent to us by the Presbytery. No services are being held at present, although the church was fully repaired this year.

In August 1935 we held an Old Home Day which was well attended.

These facts were supplied by Nathan Judd, former Town Clerk, who worked on the building of the church.

BLACKSMITH

(Continued from Page Fourteen)

cents to \$1, depending on the size. One could have a wagon wheel taken apart and a new spoke inserted for 50 cents, two new spokes in the same wheel 60 cents, many small welding jobs and minor repairs 5 and 10 cents. In the fall of the year, there were many plow coulters to be sharpened, usually 10 cents, and if very badly worn a short piece of a worn rasp could be laid (welded) on the cutting edge. This would cost at least 25 cents, and in this event the coulters were, for all practical purposes as good as new.

Most smiths made their own horse nails. I very clearly remember one old grey-haired blacksmith making them -- it was fascinating to watch him. In those days every farmer used a hand scythe, and this smith would ask for and get worn out or broken blades, as they were made of the very best steel. The smith would cut off the thick cutting edge and use the thick rib along the back of the tool. He would insert about two inches of this rib in the fire and heat it to a bright cherry red, then hammer (forge) it to the desired size and shape. Horse nails have not changed much in shape in over 450 years; they are very different in shape than the nails used in construction work.

Making nails by hand might seem like a very slow process; it was, compared with today's modern ways, but a good smith could produce enough nails in an hour's time to last for several days, and it was surprising the number he could make from the back of one scythe. Worn out files and rasp were eagerly sought by these old blacksmiths, and many of the best butcher knives were made by them from old files. Many of the housewife's paring and kitchen knives were also the product of his handiwork. He also made practically all of the hunting knives of that period.

Until the mid-1800's, the blacksmith bought his iron in rough irregular size bars (before the days of the rolling mill). They were forged that shape in the ancient forges. In the early settlement of this country, this iron had to be brought from across the sea. The smith would cut a piece off one of these bars, of sufficient size for the job at hand, then proceed to heat and hammer it into the shape required. Properly heated metal can be easily hammered to any desired shape.

For centuries, the workers of iron were called "smiths", and the places they worked were called forges, or to use old English, smythies".

Just when the word "black" was prefixed to "smith", I have been unable to learn, certainly very long ago. During the reign of King Henry II of England, he licensed a blacksmith to open a shop in London for a yearly fee of six horse shoes and forty-eight horse nails. The Pilgrims brought a blacksmith with them in 1620. He was indispensable, to keep the implements and tools of the Pioneers in repair.

While not pertaining specifically to the blacksmith, a little information on the art of ancient iron-making might be appropriate at this time. In early iron-making, the furnace was filled with a mixture of charcoal and iron ore placed in layers until the top was reached. It was then ignited from the bottom, and as the mass burned, it settled, and was constantly replenished by adding layers of charcoal and iron ore. These early furnaces were plagued with insufficient heat to melt the iron contained in the ore. Then someone discovered that by forcing air from the bottom up through the mass, a much higher degree of heat could be obtained. This improved the process greatly. Much later it was found that by preheating this air, and increasing the air pressure, the output could be speeded up and greatly increased. Thus was born the "blast furnace".

The forests immediately surrounding these early furnaces were quickly denuded of hardwood timber, from which the settlers made charcoal to sell to the furnace operators. This provided some needed cash and also helped clear the land. This all happened before the discovery of coal in the Colonies, after which the industry gradually moved to the region of the coal fields.

The Beginning of the Iron Industry

Sometime about 1700, iron ore was discovered near

where Providence, Rhode Island is now located. A furnace was built, and after much labor and experimentation, iron was produced. This venture having proved successful it started prospecting all over the new country, and forges were built wherever iron ore in abundance was found.

Institute of America located and purchased the place where this first iron furnace was built, and erected a marker, commemorating this as one of the great "American Firsts".

MADRID

(Continued from Page Seven)

As to banking facilities, the first Madrid Bank was established in 1896, but did not have a permanent home until about 1925. The John C. Gage General store was purchased then for banking facilities. This is now a branch of the St. Lawrence National Bank of Canton, with offices in Madrid village.

A Red Cross unit was established in 1917. Dr. James W. Aitchison was instrumental in its organization, as an auxiliary branch of the Ogdensburg Red Cross. In 1943 it became a branch of the East St. Lawrence chapter of Massena. Dr. Aitchison resigned as chairman in 1937 and Dr. Coleman took over as chairman. He, too, resigned on account of ill health in 1943. Glen Rourke is now the chairman of Madrid Red Cross.

In 1917 the library was built by donations from A. Barton Hepburn and bequests from interested people have helped make improvements. The interior of the library was redecorated and new fluorescent lights installed by bequeath from Mary Robinson Dawley some three years past; the kitchen and community room by the service and hospitality committee of Madrid Grange.

In 1927 a cemetery vault was built, a gift of Webb Griffith. In 1946 the GLF was organized in Madrid and a store was built in 1951, stocking almost every commodity needed by the farmers. In 1957 the old sawmill, built in 1802, was torn down at the suggestion of the town board, and a parking lot built on the site. In March of 1961, a rescue squad was incorporated, the equipment at first being housed in the old Rutland railroad station. During the past year the equipment was moved to the vacated milk plant at Madrid depot.

A new fire hall started in 1951, was finished by contractor Curtis Creekmore, in 1952. The Hall is spacious, constructed of cement blocks, and accommodates all fire fighting equipment. The second floor is used for firemen's meeting and recreational purposes.

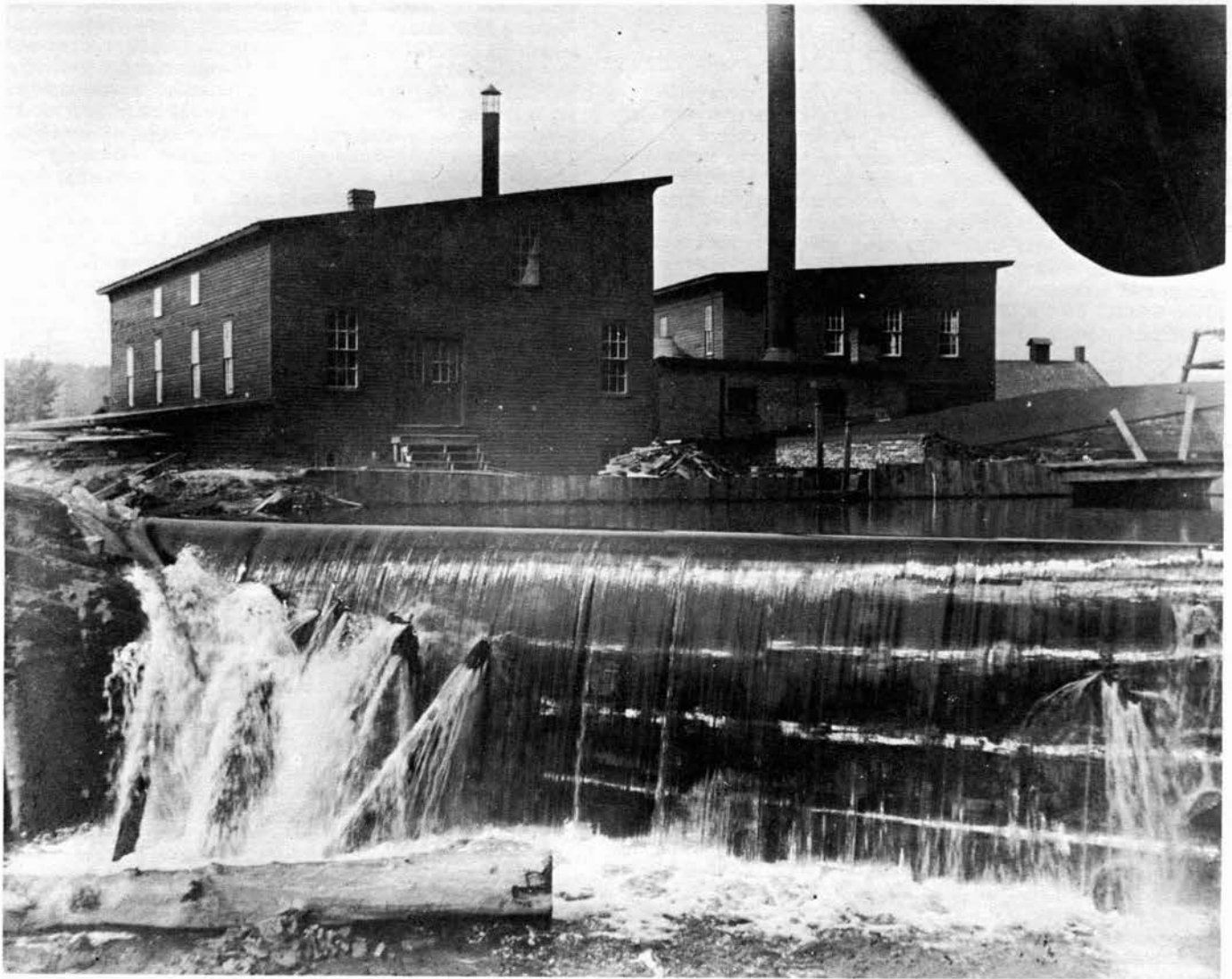
There are two well-kept cemeteries on the north side of the Grasse River, the old cemetery where the six men who lost their lives in the log jam of 1818 were the first to be buried there; and where the first settlers of Madrid were laid to rest; the new cemetery is across the river where Dr. Pierce, the first doctor who came to Madrid was buried in 1882.

The new post office was built by Dr. Samuel Livingston in 1962 with Ronald Cote as contractor. It was dedicated January 15, 1965 and is a marked improvement from the buildings formerly used for the purpose.

New mercury-vapor lights were installed in Madrid village during the winter of 1964. I might mention a few other improvements: The first telephone service was brought to Madrid in 1900; the first rural free delivery was established in 1903 by one of Madrid's older citizens who has been deceased several years. Electric power came in 1898.

The old cannon of Civil War days was taken away from the Central Square of the village during World War II.

Guy Horsford and George Constine suggested construction of an octagonal park in the central square. The plan was drawn, and an octagonal shaped form of cement about one foot high was filled in with earth and grass seed was sown, a flag pole raised and an evergreen tree planted. This adds much to the appearance of the village. In summer the grass is kept mowed. At Christmas time, the tree is lighted.



POWER & PROGRESS

Water power was an important factor in the early development of the North Country.

Seventy-five years ago the power dam shown above, located on the Grass River down-stream from Canton's West Main Street bridge, impounded water for the generating plant of the Canton Electric Light and Power Company (stone building at lower right), for the Judd W. Rushton sash, door and blind mill (upper center), and the McDermott-Munger Condensed Milk Company plant (upper left). Other nearby dams provided power for lumber and feed mills.

The Canton Electric Light and Power Company was organized in 1887, the same year as the First National, and the Bank and its officers have had a part in the company's progress to become one of the most efficient independent power and light distributors in the State, with electricity sales of over \$400,000 a year.

The First National Bank of Canton

BETTER LIVING AND BETTER BUSINESS THRU BETTER BANKING

MEMBER FEDERAL DEPOSIT INSURANCE CORPORATION

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.) **CANTON:** (Edward F. Heim) During this quarter a number of valuable items have been given to the town historian. The Members of AXO, Sorority of ATI, have continued to clip old and new newspapers for pasting in scrapbooks later. During the month of May some time was spent with both the Legion and VFW in efforts to locate unmarked graves of Veterans of former wars. Metal plaques were ordered and on the Sunday before Memorial Day flags were placed on graves of Veterans. Work on the Olin Cemetery continues and more on this will be reported later. Several Workshops with Town Historians were attended under the help and guidance of County Historian, Mrs. Smithers. Plans for the Summer Tours of the St. Lawrence County Historical Association were also part of my job as president. Three meetings were planned and attended and due to the efforts and planning of Mrs. Doris Planty, chairman, this work is in order for 1964. Recently a meeting was held with members of the County Fair committee of the County Historical Assoc., and plans were made for this year's exhibit. Mrs. Catherine Rowland of DeKalb Junction has gathered the material for an old time blacksmith shop, properly supervised for the exhibit this year. Construction has started on our new Community building here at Canton, and we hope to be able to move into our own office and museum this fall. We are grateful to Mr. Chisholm of the Canton Electric Light and Power Co., for the use of space in his office building since the town hall fire two years ago. **RENSSELAER FALLS VILLAGE:** (Mrs. Nina Wilson) **CLARE:** (Mrs. Iris J. Fry) **CLIFTON:** (Mrs. Clara McKenny) Arthur L. Owens, 86, resident for more than 40 years, long prominent in the operation of the Emporium Forestry Co. died recently in Wilmington Delaware hospital. Born in North Rose, Mr. Owen entered the employ of the Emporium Co. in Pennsylvania as a young man. He had charge of the lumber mill during the 10 years operation, 1917-27, continued there after in an executive sales capacity at the Conifer office where Heywood Wakefield Co. bought out the plant in 1949. He retired in 1952. His wife Mrs. Elizabeth Owen survives. **COLTON:** (Mrs. Lorena Reed) **DEKALB:** (F.F.E. Walrath) busy on the picture project and scrapbook material. **DEPEYSTER:** (Mrs. Emery Smithers) is busy taking pictures of the "Vanishing Landscape in DePeyster", including pictures of windmills, corncribs, farm teams of horses, ice houses, pumps, weather vanes, potash kettles, rail fences. This is the project for 1964. **EDWARDS:** (Miss Leah Noble) finally has finished Band and Music article and now the coast is clear for concentration on Edwardiana. **FINE:** (Mrs. Catherine Brownell) **FOWLER:** (Mrs. Robert Yerdon) **GOUVERNEUR:** (Harold Storie) **HAMMOND:** (Mrs. Maxine B. Rutherford) attended workshop at Canton in April. Completed the Hammond Fire Dept. calendar. Searching for more information on early bands. Carried on interesting correspondence with Miss Margaret Lambie, Washington, D.C. whose ancestors lived in So. Hammond area. She sent me a copy of her book, "Verdun Experiences" for our files. Gave material to some 7th graders who are writing the history of Hammond. Working on 1964 project, Vanishing American, and find it most interesting. **HERMON:** (Mrs. Harriet Jenne) **HOPKINTON:** (Mrs. Vaughn Day) **LAWRENCE:** (Mrs. Gordon Cole) has most of the photography done for the "Vanishing Americana" project. **LISBON:** (Lee Martin) Having become interested by their work in Miss Rachel Dandy's Yorker club and further stimulated by the three prizes which I have given each year, the students of Lisbon Central school have been writing good essays on historical subjects. **LOUISVILLE:** (Mrs. Lorraine Bandy) an operation in April curtailed activities for a while, however I have done work at schools and placed flags on veterans graves. **MACOMB:** (Willis Kittle) has started working the year's project, Vanishing Americana and arranging material for the History of the

Town. **MADRID:** (Mrs. Florence Fisher) **MASSENA:** (Anthony Romeo) Now that we have a place to display objects we are receiving more of them every few days. This is proof enough that a display center is essential in collecting for posterity. **MORRISTOWN:** (Mrs. Doris Planty) attended workshop meeting of historians at Canton. Working on summer tours for St. Lawrence County Historical Assn. **NORFOLK:** (Mrs. Edith Van Kennen) through the winter and spring has had several students from SLU, PSUC, also H.S. in her home for notes from historical material on Norfolk for their term papers. It is an inspiration to see the interest they show along this line. **OSWEGATCHIE HEUVELTON VILLAGE:** (Mrs. Ida Downing) **PARISHVILLE:** (Mrs. Elsie F. Bresee) My work has been mostly scrapbook work and making plans for the summer project. I visited the "Canal Museum" in the old Weighlock Building on Erie Boulevard in Syracuse. It is very interesting. **PIERCEFIELD:** (Mrs. Beulah Dorothy) is in the process of moving the Paul Revere Bell from the Childwold school house to Blue Mountain Lake Museum. **PIERREPONT:** (Mrs. Iva Tupper) is working on a record of the old CCC camps and a picture of one building left on the Bower Powers farm in Pierrepont. Also getting pictures old school houses left in the town. **PITCAIRN:** (no historian) **POTSDAM:** (Dr. Charles Lahey) **ROSSIE:** (Mrs. Virgie B. Simons) is cutting and filing newspapers and looking up material for the June 27th St. Lawrence Historical Assn. tour. **RUSSELL:** (Mrs. Jeanette D. Barnes) am taking pictures and working on the Vanishing Americana project for the 1964 assignment. **STOCKHOLM:** (Mrs. Hazel Chapman) The Rutland Railroad which was built in 1848 has been strike bound since 1961. It is to be torn up and abandoned unless each town it passes through reduces the taxes by 80 percent. Stockholm will comply if it will sell its line so it may be used again. Longer life to the Rutland. We miss the whistle of the train. **WADDINGTON:** (Mrs. Ethel C. Olds).

Yorker Cracker Barrel

CANTON: Foote's Followers: We are planning to give our junior high scrapbooks to Mr. Heim after school is out; that is if he will accept them. The 7th and 8th grades visited the St. Lawrence University center May 8. Mrs. R. Avers, sponsor. (Mrs. Ayers is retiring June '64, after 46 years of teaching.) Senior division--Cheryl Miller, Brian Lee and Liz Rexford, members of our club who are officers of the Adirondack District Yorkers, attended the Yorker convention in Rochester in May. Essays written by our members on village histories, occupation, etc., of St. Lawrence county have been completed and are on file in our school. Carl Knauerhase, sponsor. **GOUVERNEUR:** The Marble Village Yorkers took a trip to Cooperstown in May with the Junior High Yorkers. It was an interesting, informative trip. Both clubs also attended the Jamboree at Upper Canada Village. Our last project was getting eight prints of pictures painted by Remington framed and hung in the hallway of our school. Georgiana Wranesh, sponsor. **LISBON:** Twenty-eight members of St. Lawrence chapter visited Fort Wellington and monument of battle of Ft. Levis in Canada May 29, accompanied by Mrs. Marian Mullen and R. Dandy. Forty-five of Yorker members from LCS attended Adirondack Jamboree at Upper Canada in April. Alta Carr won outstanding Yorker award for Senior High. Steven Jemison, a citation; Carol Marshall and Garry Wallace won outstanding award in Junior High. C. Marshall was elected historian and Pam Bennett, executive assistant. Many fine projects were turned in for Yorker contest at LCS. Mr. Logan's Senior High group is planning trip to Ottawa. This is second year that sponsors who have served for 20 years were presented pins. R. Dandy received hers at State Convention in Rochester. Alta Carr received Honorable Mention in Who's Who Among Yorkers. A second achievement award was presented to Lisbon Yorkers, 1964 (1st award, 1957). Rachel Dandy, sponsor. **MASSENA:** Yorker club of Senior High at Massena had a successful and enjoyable trip to Rochester convention and stayed at the Sheraton;

toured the Museum of Arts and Sciences, University of Rochester and the lilacs. Senior Judy Forbes won a Who's Who award. Barbara Calipari, sponsor. POTSDAM: Main activities this spring were involved with selling stationery to defray expenses to Rochester convention. Much larger group was able to go to convention this year and had a very successful trip. The 9th grade club members already have plans for starting a Senior High Yorker club and Mr. Bautaw has agreed to be their sponsor. Benjamin Raymond Yorkers, Mrs. Eleanor McGill, sponsor.

LOCAL HISTORICAL

Associations

CANTON: Grass River association, Frank Cray, secretary, held a successful canoe race on Grass river. GOUVERNEUR: Harold A. Storie, president, held its last meeting for the season in May. Mrs. Nina Smithers, County Historian, spoke on Museums. Miss Blanche Hodgkin gave a report on the progress made in obtaining a building for a museum. MASSENA: No news. NORWOOD: Susan C. Lyman, co-chairman. We have furnished information and reference to many grade, high school and college students for use in their study of local history. I have had several inquiries from people working on their family genealogy, some of which I have been able to answer and some I have referred to historians in other towns. I did research on the Indian village on the banks of the Racquette river for Howard M. Smith, now living in Arizona. I interviewed 84-year-old Mrs. Leslie Haggett on whose farm lands the Indian village was located. Our program chairman, Miss Carol Lyman received her MS in Ed. June 7. PARISHVILLE: The Parishville Historical association held its annual meeting and election of officers on April 1 with the same officers selected for the coming year: Mrs. Elsie Bresee, president; Mrs. Hilda Bassett, secretary; Mrs. Bessie Duffy, treasurer. Two directors, Guy Planty and Malcom Wilcox will succeed themselves. Plans are underway for the redecorating of the "Clark" home for our museum. Mrs. Norene Forrest was named chairman with Mrs. Ruth Bisnett assistant of the museum. It is hoped that the house will be ready for occupancy later this summer.--Hilda Bassett.

The President's Message

Our twenty-four page April 1964 Quarterly was the best issue by far. This standard of reporting St. Lawrence County history can only be continued, if everyone interested will send suitable stories and pictures to Mr. Smith at Gouverneur New York immediately.

Edward F. Hein

LOCAL HISTORICAL MUSEUMS

POTSDAM: The Potsdam Museum has had a busy quarter. Many pieces of furniture have been repaired and refinished. This gave the museum quite a "face lifting". The bulletin board which has long been an eye sore has been replaced by a new one due in part to the generosity of the Deacons of the Presbyterian Church who donated their old one and Harold Kendall, who repaired it, and set it up. On May 4, the Museum Board was host at a coffee klatch at 6:30 for the village board and their wives. It was really a gala occasion. Mrs. Keller has had many classes as usual from the schools.--Marguerite Chapman.

Historical tours

By DORIS PLANTY

The first tour of the summer season visited Rossie and Oxbow on June 25. This included a guided tour of Rossie's historical buildings and other landmarks. Cars then proceeded on the former plank road to Oxbow, an old village with its stone church, brick homes and famous cemetery where Caroline Bonaparte Benton is buried; then to Pulpit Rock, long told about in county histories.

On July 25 a bus tour will take us to Watertown's Jefferson County Historical Museum, Sackets Harbor museum and battlefield, and to Historic Rail City, with a ride on a train.

On September 12 there will be a police-escorted tour of the city of Ogdensburg, its historic and picturesque homes and buildings, exhibits and program.

old roads

By ANNA MATTHEWS COLE

The roads we used to travel,
The roads we used to know
Were hard and steep and stony,
Rough corduroy and slow
But still we took real pleasure
And too a certain pride
And hitching up the turnout
To take a country ride;
The buckboard then was painted,
The harness all was new,
Those days there was no finer
Horse than Little Prince to view
And folks throughout the districts,
Throughout the towns as well
Were never then too busy
To sit and talk a spell.

The roads we used to travel,
The roads of long ago
Were narrow, dark and dusty
Or heaping high with snow;
And bird on bough or braken
And mist on hill or moat
Were things of worth and beauty
To meditate and note;
Long thoughts were our companions
Hewn out of hardihood
As rugged trails wandered
Through marsh and mead and wood;
Ill fate was oft our portion
And a more kindred heart
Those years when nearest neighbors
Were always far apart.

The miles have lost their distance
Since roads have lost their sand
And speed has fast invaded
The highways of the land,
And years once crude and cordial
And sturdy in ascent
Have by perverse mutation
Become expedient;
And an old traveler tired
Of routes from sea to sea
Oft journeys down the byways
Of shining memory
To find the lost enchantment
Which clings in after-glow
Round folks and farms and friendships
Down roads we used to know.

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CONDENSED STATEMENT OF CONDITION

<u>ASSETS</u>	<u>March 31, 1963</u>	<u>March 31, 1964</u>
Cash and Due from Banks	\$ 1,630,383.12	\$ 1,237,508.75
Loans and Discounts	5,846,832.67	7,898,711.43
U. S. Government Securities	2,730,873.50	3,701,796.91
State and Municipal Securities	1,319,547.23	1,381,577.28
Other Bonds and Securities	597,883.67	289,394.92
Banking House and Fixtures	99,835.53	300,321.62
Other Assets	15,580.59	15,667.45
	<u>\$12,240,936.31</u>	<u>\$14,824,978.36</u>
<u>LIABILITIES</u>		
Capital (Par Value \$12.50 Per Share)	\$ 250,000.00	\$ 300,000.00
Surplus	750,000.00	800,000.00
Undivided Profits	179,679.01	293,988.69
Total Capital Accounts	<u>\$ 1,179,679.01</u>	<u>\$ 1,393,988.69</u>
Allocated Reserves	\$ 83,739.60	\$ 81,186.81
Reserve for Income Taxes	- 0 -	25,866.74
Deposits	10,825,556.46	13,089,206.58
Discount Collected but Unearned	137,107.74	198,373.38
Other Liabilities	14,853.50	36,356.16
	<u>\$12,240,936.31</u>	<u>\$14,824,978.36</u>

United States Government Obligations and other Securities at \$2,098,036.33 are pledged to secure public and trust deposits and for other purposes required by law.

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