

The Quarterly

OFFICIAL PUBLICATION OF THE ST. LAWRENCE COUNTY HISTORICAL ASSOCIATION



woodbridge corners school

April 1969

The Quarterly

Official Publication of The St. Lawrence County Historical Assn.

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ON THE COVER

Woodbridge Corners School, Spring 1909. L. to R.: 1st row - Harold Reidell, Allen Newman, Harry Norton, Leland Place, George Kenny, Charles Cunningham, Orville Clemmons, Floyd Cunningham, Hattie Smithers, Mildred Place, Florence Smithers, Valdora Fields, Susan Kenny, Helen Sinclair, Lillian Clemmons. 2nd row - Leon Cunningham, Earl Place, Frank Newman, Marion Lavine, Mildred Forbes, Anna Gaffney, Iola Fields, Marjorie Place, and Blanche Martin, teacher. Absent - Earl Norton, Charles Gaffney. Dist. 7, Canton, N. Y.

WOODEN RAILS IN THE WILDERNESS

Compiled by Richard F. Palmer and John Thomas

Part 1-Clarksboro and Environs, 1864-1870

For more than a century, legends and tales have been handed down, generation to generation, concerning Clifton iron mines in southern St. Lawrence County. But except for an occasional newspaper article, no one has attempted to set down the whole story of how the mine came to be developed and why it was an ill-fated venture.

Going to the abandoned settlement of Clarksboro, where the miners lived, one can hardly believe it was once a thriving boom town with a population reaching the 700 mark.

The mine, now abandoned, is located about five miles south of the village of DeGrasse (formerly Monterey) among densely wooded hills which abound with second-growth maple, birch and evergreen. It is drained by the Grass River, that flows northward to the St. Lawrence.

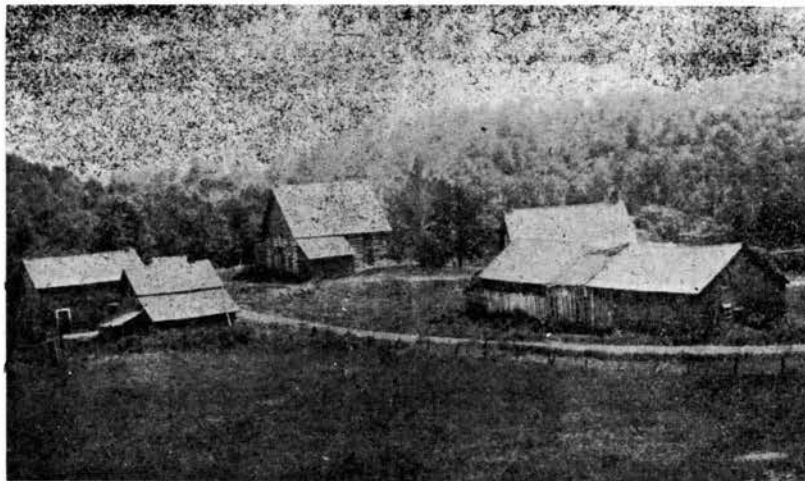
Although it is not known exactly when the ore bed was first discovered, we are told that at least 1,500 tons of

Records show that the company spent \$1 million on "the purchase of mines and mining lands." The Clifton Estate encompassed an area of between 23,000 and 25,000 acres, or one-third of the then town of Pierrepont.

CLARKSBORO GROWS

The Clifton Iron Co. is credited with bringing the first white settlers into the territory to work the mines in 1866. Soon, Clarksboro (named for Lucian C. Clark of New York City, one of the promoters and "money men") became a boom town. Several stores, a hotel and a blacksmith shop as well as residences seemingly sprang up overnight.

Another firm, called the "Myers Steel and Iron Wire Co.," was incorporated on Dec. 31, 1864 "to build furnaces, forges and other machinery" for the production of steel. Ruins of this early operation are still visible near High



Abandoned village of Clarksboro (from a clipping in Ogdensburg Advance in History Center)

magnetite ore were mined there prior to 1860. But, because of its remoteness, Clifton was not exploited to its full extent until some years later. The first real action towards developing the mine commercially occurred on Dec. 12, 1863 with the incorporation of the Clifton Iron Co. by promoters. They were Zebulon T. Benton, John B. Morgan, Samuel B. Smith and Charles G. Myers.

The capital stock of the company was set at \$250,000 in 2,500 shares of \$100 each. Mr. Smith was president. These men, plus Reuben S. Denny, were named trustees by the charter.

The St. Lawrence Plaindealer of Canton, Oct. 31, 1867, credited John Worden, a surveyor, with first discovering the ore deposit. We do know that Mr. Worden laid out the village of Clarksboro, which would be located adjacent to the High Falls on the Grass River, three miles east of the ore bed.

The map, preserved in the St. Lawrence County Clerk's office, is very elaborately done. Eight lots were allotted to each block. Streets, parks and buildings would turn the wilderness into a city and make it "blossom like a rose."

Clarksboro did develop, but not quite to the grandiose expectations of Mr. Worden.

On April 20, 1864 the State Legislature passed an act allowing the company to "build and own a railroad, tram road, turnpike or macadamized road from their mines in Pierrepont (later Clifton) to the Rome, Watertown and Ogdensburg Railroad" at East DeKalb.

Falls. Beneath the trees and underbrush, one can find piles of iron ore that was never smelted. Layers of moss and decayed leaves and twigs hide evidences of long days of sweat and toil by miners with forgotten names.

At this location, ore from the mine was refined into pig iron and trans-shipped. Some is said to have been refined at Hermon and East DeKalb mills. An oldtimer William E. Dodge, in recounting the old days (Jan. 1963 QUARTERLY) said, "I remember seeing men burning charcoal; they built great conical piles of wood and covered these tight with earth and fired them on the inside, and whenever the fire began to break out at any point they threw dirt and rode upon it to smother out there, thus charring it without burning it up." The ore, before smelting, was roasted in open heaps, with wood and charcoal dust.

This company also built the first blacksmith shop in the village of Clarksboro. A sawmill was built in 1866 and stores were kept by Hugh M. Gordon, Hubbard & Snell, and Charles R. Thompson & Co. Indeed, it must have been thought there was money to be made by serving the wants of the miners. Guy Dunham reportedly was the first hotel proprietor.

SUPER THRUWAY

Before the construction of the Clifton Railroad to East DeKalb, the ore from the mine was hauled by horse and

(Continued on Page 11)

note by a Damsite

By Clarence Gardner, 82 years young

This is a true story my dear mother told me many years ago. There were three fatal drownings and one near-fatality, as well as a grist mill accident at the water dam, located at the north end of the Main St. bridge in Gouverneur.

The story starts with my maternal grandmother, who was born in a small hamlet in Cook County, Ireland in the year of 1832. Her name was Kathern Command, of a rather large family, and at the age of 15 she had to find work to help her father make a living for the family. She worked at house-keeping until she was 18, when someone advised her to go to the U. S. They said it was a very nice country and she would get better wages for her work. Finally, after thinking it all over, she told her family she was going to leave. They were very much opposed to her leaving, but she was determined and left her family in Ireland in 1850.

She landed safely in New York, and finally settled down here in Gouverneur. She soon found work among well-to-do families and at the age of 21 she met a young man, William Newcomb, a cabinetmaker by trade, and they were married in December 1853. He was employed by the S. B. Vanduzee Mfg. Co. This building was located where the village lighting plant is located today. The dam at that time separated the Vanduzee shop and the Graves Grist Mill.

ST. PATRICKS DAY TRIP

My grandfather and two of his shopmates made a row boat, and on St. Patricks Day, March 17, 1854, they decided to try it out. They put it into the River back of Samuel Merritt's blacksmith shop and shoved off. Not sensing the risk they were taking, they were soon in midstream. People on the bridge witnessed the scene, helpless as the young men tried in vain to cross the current, losing all the time and all three remained in the boat as they were swept over the dam. My grandfather's and Mr. Brodie's bodies were found. The third man, a Mr. Hill's body was never found. They said that Mr. Hill always carried a large amount of cash on his person, and someone found Mr. Hill and took care of him, his cash and his gold watch. They thought that is really what must have happened as a drowning victim's body was known to come to the surface in 9 days.

This was tragic indeed for my grandmother, a bride of only 3 months. On Dec. 8th, 1854, my mother was born and when she was 3, her mother remarried.

My mother received a common school education and at 16 years was working for families in Gouverneur. Anna Newcomb at 19 married my father Joseph Gardner who was 21, at the Methodist church on Nov. 13, 1873 by Rev. Mr. Conklin. They had nine of us children--5 girls and 4 boys.

My father worked in the grist mill which I mentioned before. My brother Charles wandered around the yard, and my mother didn't miss him until it was time for my father to be coming home for dinner. She asked if he had seen Charles down the lane, and when he said he hadn't, a search was started. Three weeks passed before Mr. Lawrence, in inspecting the water wheel at the dam, found my brother Charles who had been in the wheel for 3 weeks. Nothing was left but his kid boots, and it was discovered that Mr. Lawrence had forgotten to close the trap door, and when the six-year old went to the mill to find his dad, he backed or fell into the opening.

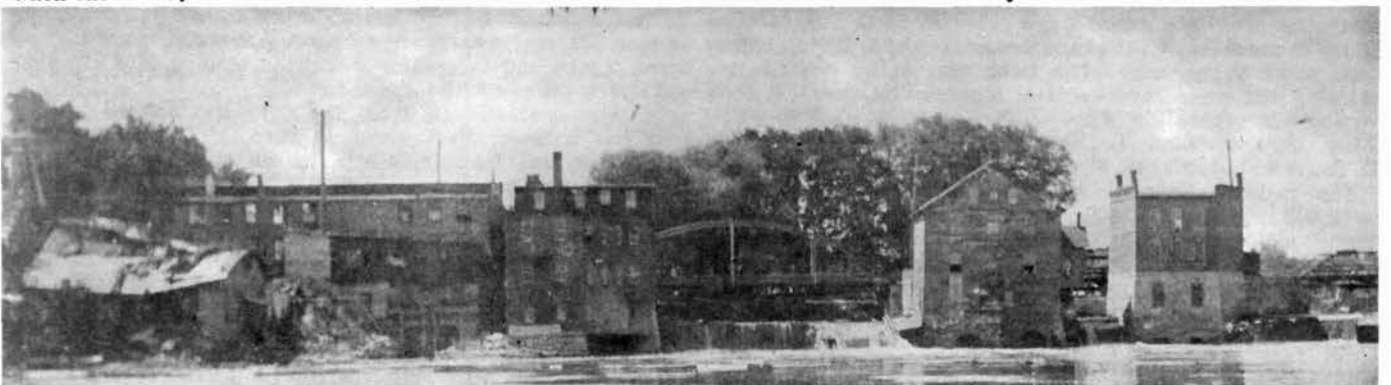
ANOTHER DROWNING-ALMOST

One more near drowning happened to our family. My uncle, Henry Pair, my father's half brother, was helping repair a leak in the Dam, in mid-winter and slipped off the span connecting the two buildings. He drifted along for a few feet, then threw his arms on the ice. My father got a long piece of rope, ran across the bridge and went down back of the Vanduzee shop, starting across the ice as someone shouted, "Joe, don't take the risk!" My father replied, "I can't see my brother drown."

He went as far as he dared, threw the rope, and my uncle was conscious enough to grab it. My father pulled him out on safe ice and across to safe landing.

In later years I recall an incident very well when I was about 15. Mr. Silas Ackerman was a millwright by trade and his son Frank was his main helper. They were doing repair work on the dam, in mid-July 1901. Frank was standing on the long span and all of a sudden he toppled off the span. His father watched helplessly for him to come to the surface. He was a man of great power and nerves of steel, and when his son didn't surface he took his long pike pole and brought him to the surface on dry landing. Unfortunately, he was too late to save his life. He left a sister Estella, who was for years secretary to Harry C. Rogers and Fred, a printer for the Northern Tribune.

This damsite has certainly taken its toll of our fine citizens.



View in 1898 on the Oswegatchie River about 500 ft. below the West Main St. Bridge. The long brick building (1) at left was the Jay S. & Amasa Corbin harrow works. Original plant was started by O. S. Hill about 1845, torn down in 1940. Directly to the rear is foundry and smokestack of the Corbin plant (2), originally built in 1862 by Rockwell Barnes as woodworking shop. Razed when Corbins was razed. Just to the right (3) is the Van Duzee Mfg. Co. furniture works, first the Keyes tooling business. The Van Duzee plant ran from 1850 to about 1912, damaged by fire in 1921 and torn

down. Seen almost in the center of the picture is the gable end of the Graves Grist Mill (5). This was original site of first carding and fulling mill built in 1814 by W. H. Downs. It collapsed into the Oswegatchie in March 1920. The long span (4) of the 1876 iron bridge may be seen between the Van Duzee and Graves mills. Next to the right (6) is the Anthony power which was started about 1840 as a thill and wagon shop.

The story concerns the Van Duzee building, the bridge and the Graves Grist Mill.

things I remember

"A REMINISCENCE"

(Which covers a period of 64 years of employment with the New York Central Railroad from April 1893 to September 1st, 1967 as Telegraph Operator AND Agent-Telegrapher.)

My first employment was as TELEGRAPH OPERATOR in charge of the Gouverneur Station at night, Date was April 1893.

SO: This particular commencement date seems to carry us back to "HORSE AND BUGGY DAYS," when all our people were dependent on the RAILROADS FOR PASSENGER AND Freight Service, THE CARRYING OF UNITED STATES MAIL AND EXPRESS, BUT in those days Gouverneur Station was of great service to the PUBLIC, as well as highly REMUNERATIVE to the NEW YORK CENTRAL RAILROAD, BOTH FREIGHT AND PASSENGER BUSINESS WAS AT ITS HEIGHT.

At the particular time that I started work there as Night Operator, the DAY FORCE, consisted of the following employees: Beala Stone, Station Agent; Harry Rodgers, Billing Clerk; Miss Ella Bixby, Cashier; Bert Finch, Day Telegraph Operator; Mr. X?, Baggage Man (I do not remember name); James Murphy, in Freight House; assisted by the baggage man, when not needed in Baggage Room.

We had three passenger trains during the night for which I sold tickets and checked baggage. One passenger Train, No. 3, going North at 10:30 P.M.; one going south at 12:20 A.M. Carrying Sleeping cars for Buffalo on account of Pan-American Exposition, which train the Gouverneur people used in attending the EXPOSITION. It was at that Pan-American Exposition at Buffalo that our President William McKinley was shot.

The 4:30 A.M. Train going North and East carried 6 sleeping cars -- destination, White Mountains via Norwood, the Rutland Railroad, AND Central Vermont Railroad.

Freight train No. 25, North Bound, brought Car Load freight into Gouverneur on the night run ALSO North & South Bound Extra freight trains picked up loaded cars. There were so many different commodities of inbound carload freight I am not naming all commodities, except we received many carloads of COAL for H. H. Noble, AND about a similar amount of coal for Amasa Corbin, with carloads of FEED for J. E. McAllaster.

The outbound carload freight consisted of marble from Gouverneur Marble Quarries, AND marble from St. Lawrence Marble Quarries, ground talc from International Talc Co.; lumber from Starbuck & McCarty, kindlewood from a Kindling Wood Factory, AND many other miscellaneous commodities.

COINCIDENT

One particular incident while I was night Operator at Gouverneur I recall especially, as I've often thought of

it, I shall mention at this time.

"Very late one night I received a "TRAIN ORDER for Engineer and Fireman of Engine 147 to RUN EXTRA, GOUVERNEUR to PHILADELPHIA," signed E G R, Superintendent. (That is E. G. RUSSELL). The Train Despatcher asked me to immediately call the Engineer & Fireman to the Station. They were staying at the KINNEY HOUSE. SO I ran over there AND pounded on the door for sometime, but finally roused the HOUSE AND got word to the Engineer & Fireman to come to the Station at once, which they did, I had them sign the Train Order AND after repeating it back to the despatcher with their names, I handed the Order over to them. For some reason the FIREMAN said "IT JUST SEEMS TO ME AS IF I SHOULD NOT GO."

WELL here is what happened. When I came to work the next night, I learned that Engine 147 jumped the track below Antwerp, AND THE FIREMAN WAS KILLED, I often re-call that incident to mind.

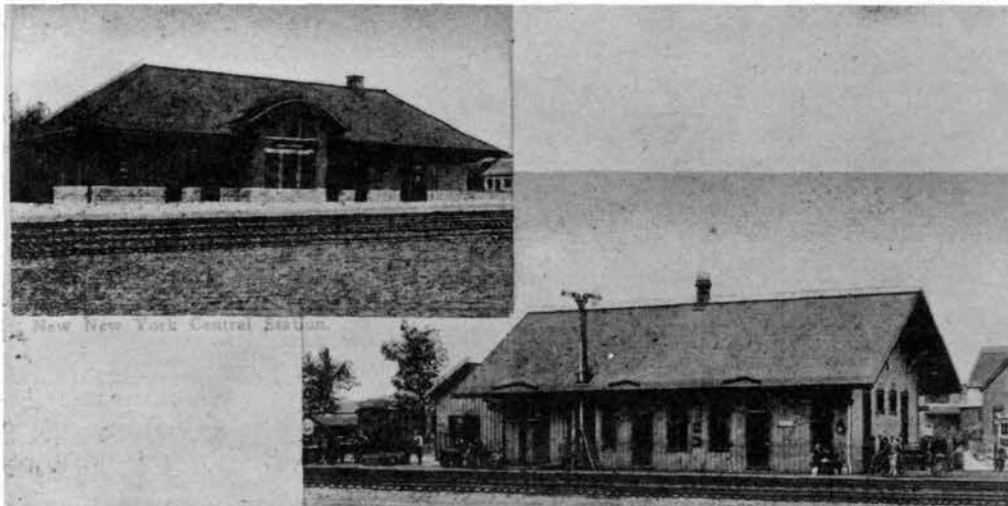


The building of the Gouverneur & Oswegatchie Branch Railroad, (known as the G&O) was nearing completion in July 1893. The main objective of this BRANCH terminating at Talcville was to handle carloads of TALC ORE from the International Talc Co. mines to their MILLS, at Hailesboro, N.Y. AND to Haul the loaded box cars of GROUND TALC to Gouverneur for further transportation. The people at Edwards were very anxious to have Edwards the Terminal point instead of Talcville, BUT in coming on to Edwards it would be necessary to build a bridge over the Oswegatchie River. As an inducement to the New York Central Railroad to extend the road to Edwards, one of the elderly and upright citizens of Edwards, Mr. Thomas Todd, who owned all the land from the proposed bridge to the river bank in Edwards (a distance of one mile) agreed with Mr. E. G. Russell, Superintendent of the N.Y.C.R.R. at Watertown, to donate to the Railroad the full right-of-way from the bridge PLUS, "SEVEN ACRES OF GROUND," for a Railroad Station AND RAILROAD YARD. His offer was accepted AND THOMAS TODD DEEDED THIS LAND TO THE RAILROAD as above outlined. Sometime later Thomas Todd sold his farm, subject to land donated to the RAILROAD, to Jason Woodcock.

SO the people of Edwards owe a debt of gratitude to our late AND worthy citizen THOMAS TODD.

Personally, I came to Edwards with my wife at the end of our HONEYMOON, June 25, 1896, AND soon after became acquainted with THOMAS TODD, who at that time lived nearby. A very nice old gentleman, one of the BEST. He really expected that in return for his gift of land he could ride on the passenger train free. BUT sorry to say his request for a PASS was turned down as the LAW would not allow the Railroad to grant him a pass.

(Continued on Page 21)



Railroad Stations - old and new at Gouverneur. (From History Center collection)

Cheese and Cheesebox Factories

Compiled By Doris Planty



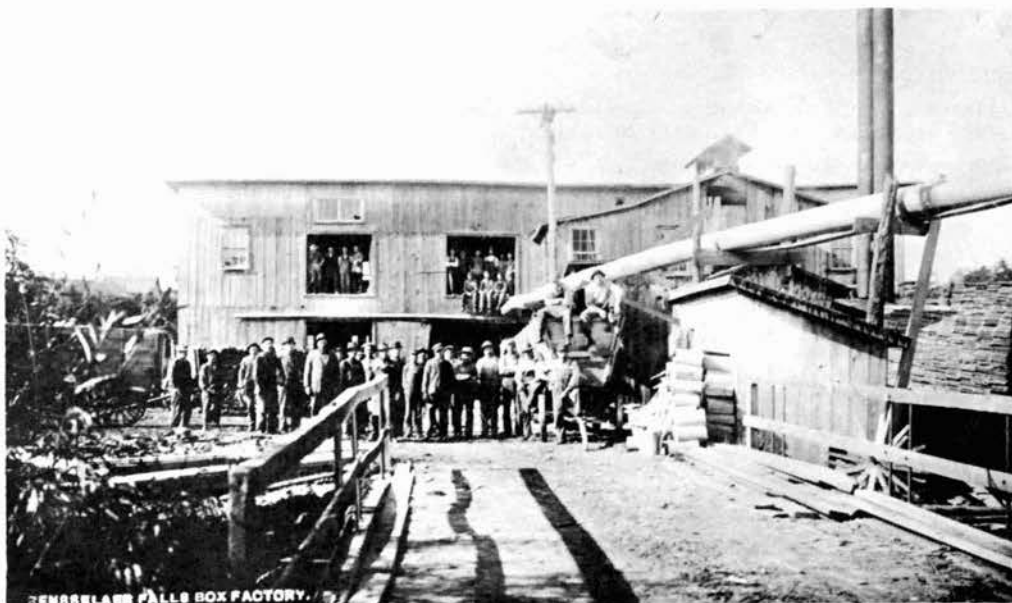
Beech Grove Cheese Factory, Rensselaer Falls about 1918. From left; Gilbert Cunningham, carpenter; Albert Banford, cheesemaker; Josie Banford, Fay Smith, Elta Banford, George La Faver, Mrs. Albert Banford, Laura Banford. (Loaned by George La Faver)

It wasn't long ago that each town had several cheese factories located where there were dairy cattle farms. A group of farmers would build a cheese factory and hire a cheesemaker who usually did all the work with the help of his wife.

After hand milking the cows, the milk was put into 40 or

50-gal milk cans. These would be ladled to cool the milk or dipped to rid it of the animal heat of the milk. The mornings milk was taken on the milk wagon to the local cheese factory.

The horses and wagons drove up to the front of the factory where the weigh station was. The cans were drawn up by a windlass and emptied into the weigh tank. The empty



RENSSELAER FALLS BOX FACTORY.

Rensselaer Falls Box Factory with 37 workmen and officers. Works stood on the site before 1878. That factory was destroyed by fire in 1902 and replaced by Mr. Morrison as a box factory. This building was torn down in 1949.

(Continued on Page 19)

a grand old name

the Richardsons of Black Lake

The day of the self-made man, the locally-educated doctor and lawyer may be over, but we always enjoy reading about a successful person born, brought up and living in our midst.

Charles Richardson was such a person. Altho he had been born in Fairfax, Vt. at the end of the War of 1812, he soon came with his parents to be brought up on the shores of Black Lake, in the town of Morristown.

Charles married Susannah Raught in 1837, and his brother, Aaron married her sister Amanda. Susannah had also been born in 1814 and their marriage of 55 years ended with her death in 1892.

The boy attended local school, after arriving at Black Lake in 1822 and later Ives Seminary in Antwerp. He became an extensive reader acquiring a great variety of knowledge. He was a genuine observer and studied all his lifetime.

In early years he taught in the common schools for seven years, and in 1844 he was elected town superintendent of schools, an office he held for eight years. He was justice of peace a dozen or so years and became a lawyer, self-taught, trying cases, preparing wills, deeds, etc.

He was elected town supervisor from 1857-1860 when he was elected to the State Assembly. After his two terms there, he returned to become supervisor once more, until 1881. He also held office of Internal Revenue Assessor for some years following the Civil War.

In speaking of his character the Rev. Dr. J. Stebbins Lee of St. Lawrence University, a close friend, said: "In all his dealings with his fellowmen, he was a man of sterling integrity. As a servant of the public, he was conscientious and faithful. He could never be bought or bribed. He set his face sternly against all corrupt practices and extravagant expenditures. If all our officials would follow his example today, there would be less corruption in politics and less wasteful expenditure of the people's money.

"He was often independent even to obstinacy, and thus he sometimes made enemies, but these were few. He was respected, even by those who differed from him in opinion, because they regarded him as expressing his honest views. I always felt I could rely on his word."

In writing to his cousin Mary (Taylor) Laurence in 1893, Mr. Richardson wishing to tell of the family background explained:

"Now I will go back to Grandfather James Taylor. He was an orphan boy, bound out to someone in Vermont, was used very badly and ran away when 18 or 19 years old and enlisted in the army in 1775 and went to Quebec with General Arnold, and was in the battle there that Fall. Arnold was wounded, the army encamped there at Quebec through the winter of 1775-6. Grandfather and five others ran away from the army in the Fall, took their guns and started through the wilderness for Lake Champlain, nothing with them to eat. They killed one squirrel and divided it, the head falling to Grandfather, which he crunched down with a relish. This was all they had to eat while tramping through the woods for six days, they got so weak that they had to throw away their guns, were cross at each other, stubbed their toes, fell down, but made their way through the woods and came to Lake Champlain. On the sixth day, went into a house, no one there but a woman and her children. They told her their story. She gave them to eat bread and butter, one slice apiece and they begged for more. She put it away but after awhile gave them another slice, and so on as often as she thought they could stand it. They stayed there overnight, then crossed the lake to their homes in Vermont, where they stayed until the next spring, when they went back to Quebec, went into Camp expecting to be punished but nothing was ever said to them about punishment. They returned with the army and Grandfather after that was all through the Revolutionary War, and died on Sand Hill near Bangor, N. Y.

(He died on July 19, 1817 at the age of 62 and is buried in the Bangor Cemetery, Franklin County)

Charles Richardson was 78 years of age when he wrote the above which, along with the different style of writing in those days accounts for the grammatical structure used. He was grandfather of Arnold and Leslie (both deceased), A. Perry and Susan Richardson both now living along Black Lake near Edwardsville. James Taylor was our great-great grandfather.

Submitted by A. Perry Richardson

Know Your Historian

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gone, but not forgotten----



This building was built by Thomas M. Craig, 1862-3, and operated by him as a general store for a few years. Next W. A. Miller took over until about 1887 when Messrs. E. M. Cole & Co. moved in Oct. 1887 as a drugstore. Dr. Edwin M. Cole ran the drug store and soda fountain until his death in the summer of 1927. This landmark was destroyed by the State Highway relocation during the summer of 1968.



This brick store was built about 1879 by Geo. Gibbons on the four corners in the village of DeKalb Junction. Geo. Gibbons and Thomas ran it as a general merchandise store; later Marian Westcott operated it until his death. Carol Folsom, then Archie M. Kentfield took it over. Later the DeKalb Junction Fire Department purchased the building for their equipment. The State Highway department destroyed the building in May 1968.



This gas station built by Tom C. Williams, Hermon, stood beside the old State Road 11 between DeKalb Junction and Canton. Moved across the NY Central railroad tracks in 1935, this stretch of concrete was laid 1935-6. Charles Wood and wife operated this Gulf station until 1940, Levi Hemenway, then Leo Woodward operated it until it was purchased by Harold Benson and his wife in 1945. In Oct. 1968 they gave up the business to the State Highway department which destroyed the station a few days later.

All photos and captions by DeKalb Historian F. F. E. Walrath.



norfolk loses A Barn, Maples and Fences

By MILDRED JENKINS

A large wooden frame barn of historic value, located in the country on the Ridge Road, near Brookdale, in the Town of Norfolk, St. Lawrence County, and owned by Mr. and Mrs. Glenwood Kingsley, has been torn down.

The barn was approximately 30 feet by 40 feet in structure and still had the original nails and some of the original clapboards. It was torn down almost five years ago in October 1963 by Francis and Carlton Stickney of Brookdale.

This barn was built approximately 150 years ago in the early 1820's by Glenwood Kingsley's great-grandfather, Sylvester Kingsley, who came from Vermont and cleared the land and built a house and this barn on the lot, now known as the "Kingsley Homestead." It was used to house cattle, horses, and mules. It contained wooden stanchions, and a wooden floor.

Glenwood Kingsley is the fourth generation of the family who have lived on this Kingsley Homestead. Following his great-grandfather, Sylvester came his grandfather Harmon Kingsley; and his father Morris Kingsley. Mr. and Mrs. Glenwood Kingsley moved to the Homestead 32 years ago, on April 1, 1936. The house has been re-built.

In a map of the Town of Norfolk of 1823, there were five families of Kingsleys living in this area. The Town of Norfolk is rebuilding Ridge Road, and this spring the large maple trees which have so long fringed this road are all being cut in order to widen the road. Also, the lovely pictureque stone walls and rail fences which ran parallel to the road have been removed.

archives highlights

Algona

BY DANIEL McCORMICK

The ALGONA was one of a number of middle-sized steamers which plied the St. Lawrence and prowled the waters of its tributaries in the latter decades of the 19th Century and on into the early part of the present century. Like so many of her peers, the ALGONA performed a dual function, transporting both passengers and freight from point to point along the River. The casualness of operation and "seat of the pants" expertness of the officers and crews of these river boats is still well remembered by many county residents.

until she was sold to new owners in the Thousand Islands in 1909.

By 1921 she was in the hands of Auguste LeCompte, Valleyfield, Que., and had been transferred from American to Canadian registry.

Under LeCompte's ownership she was renamed ROYAUNE and converted to a barge. Last mention of her is found in the Canadian shipping registers of 1923.

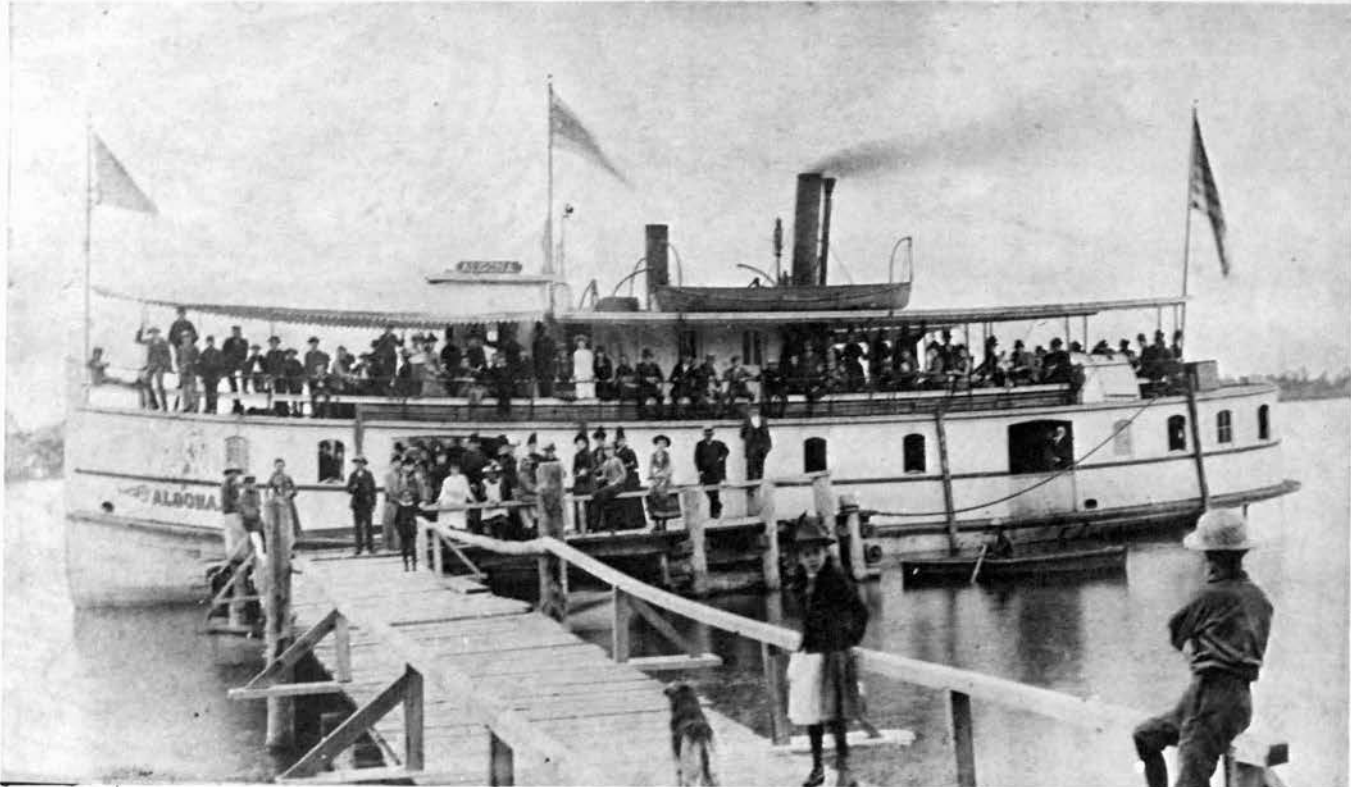
ALGONA was turned out by the Empire Shipbuilding Company, Buffalo, in 1880 for Capt. Willis Cline, Massena, and was operated by him between Massena and Ogdensburg and Massena and Fort Covington. Capt. Cline was the father of the late Mrs. Marion Brickey, who served Massena and Ogdensburg as City Librarian.

(Vital statistics: Length (between perpendiculars) 95.0 feet/ (overall) 89.7 feet; beam 18.5 feet; draft 5.5 feet; gross tonnage 92, net tonnage 63; engine, compound two cylinder.)



Sold by Capt. Cline to Capt. James Fox, Massena, the ALGONA carried on in the same service until sold in 1905 to the Rochester-Ontario Lake and Bay Steamboat Company of Charlotte, Vt., for \$4,000. Her new owner, J. D. Scott, operated her in the Western Lake Ontario excursion trade

The accompanying photo of the ALGONA was taken at Corrigan's (DRY) Island east of Waddington in 1884 and is reprinted through the courtesy of Mrs. Ella R. Lahey, former Massena Town Historian, and the Massena Historical Association. Unfortunately not enough of the boat lying out-board of the ALGONA is visible to make a positive identification possible.



On the History Center shelves is the Str. ALGONA Ledger from 1878 to about 1909. Goods delivered to merchants in Massena, Ogdensburg and Fort Covington, passengers carried and goods picked up along the way are listed together with personal data. One of his apple customers was "Aunt Kate Cline." Some of the apple varieties listed are: Greenings, Bendavis (Ben Davis), Nonsuch, (prob. Red Canada), Snows (Fameuse), Spy (Northern Spy), 20 ounce (Twenty Ounce

Pippin), Bells and Y. Bells (Bellflowers), Weltha (Wealthy), Spits (Esopus Spitzenburgs), Kings (Tompkins King), Baley's Sweet (Baileys), Hass (Haas), Pewaukee (Pewaukee), Russets, S. Rus (probably Sweet Russet), Blue P (Blue Pearmain), P. Sweets (Pound Sweets), Seeks (Westfield Seek-no-further), Tallmans or T. Sweets (Tolman Sweets), Persian Beauty, Norway, Red Blush (probably Maiden Blush). The last three are unknown varieties.

woodbridge corners school

By Susan K. Race

Woodbridge Corners School had a nice large playground of one acre, ceded to the district by Emery Woodbridge, when the school was built in 1881 on the corner of the Canton-Ogdensburg Road and Morley (Slick St.) Road.

Much more could be written of the history of this school than space will allow. Over the years a long list of exceptionally good teachers taught the children from surrounding farms, but this article will deal only with the four years, 1907-1911, when Miss Blanche D. Martin, a local girl, was the teacher.

I have often wondered if we full appreciated those district school teachers. With twenty-five or more pupils from six to sixteen years of age. How did they maintain discipline and at the same time teach all the required subjects to all eight grades? But they did!

This schoolroom was larger than many, with a seating capacity of thirty or more pupils.

Nails and hooks were provided on the side walls for hanging coats and jackets. In the back of the room was a tall cupboard (the library) built beneath the chimney. A small table held the huge and well-worn Webster's Dictionary.

Across the front of the room was a raised platform on which stood the organ, and teacher's desk and chair. The never-to-be forgotten shelf held the water pail and long handled dipper. Some of the girls carried individual collapsible drinking cups, and these were just fine if they didn't accidentally collapse while in use.

Heat was provided by a huge box stove in the center of the room.

OUR TEACHER.

Blanche was a tall, large, jolly young woman who had attended Rensselaer Falls High School and graduated from Ogdensburg Free Academy Training Class. That was considered a very good preparation for a district school teacher in those days.

Incidentally, Blanche was a student in Rensselaer Falls High School when that building burned in February, 1902. Several girls were trapped in a second floor classroom,

and with both front and back stairways full of smoke and flames, no fire escapes, no firemen at the scene, they had no way of escape but to jump from the windows. Some landed on the woodpile, suffering slight injuries, but the more fortunate landed in snowdrifts. (But that is another story.)

After school was called to order at 9 a.m. the next fifteen minutes were for morning devotions, --with Bible readings, the Lord's Prayer in unison followed by singing with the teacher playing the organ.

I recall that Blanche was an exceptionally good spelling teacher, telling us we should be able to correctly spell and define any word we used. How I did enjoy those Friday afternoon spelldowns.

She taught us Scott's "Lady of the Lake" by reading it to us, and how we thrilled to Roderick Dhu and James Fitz-James and their Highland clans and tartans!

Mr. Forrest Gibbons of Russell, was school commissioner at that time and visited our schoolroom at least twice a year. Later Miss Rose M. Libby held that office for several years.

RECESS FUN

We were allowed one hour at noon, with fifteen minute recesses in mid-morning and afternoon. In the winter when sliding was good we had only five minute recesses with twenty minutes added to our noon hour and we were permitted to spend that time, after a hurried lunch from our dinner pails, in sliding down Woodbridge hill. In those days there was no winter automobile traffic to worry about.

Blanche joined in our fun, and how we would zoom down that long steep hill at a speed that would carry us almost to the top of the next one.

It was always pleasant to return to the classroom and be warmed by the old box stove with its roaring fire of hard maple chunks.

In the spring Blanche joined the boys on their baseball diamond. She was their coach and manager, and could hit and run with the best of them.

Rev. John Erickson was then a student at St. Lawrence

(Continued on Page 18)



Woodbridge Corners 8th grade. Spring 1911. Seated: Marion Lavine and teacher Blanche D. Martin. Standing: Harry Norton, Millard Sizeland, Leon Cunningham, Harold Reidell and George Kenny. (Pictures loaned by Susan Kenny Race)

"Wooden Rails in the Wilderness" Continued from Page 3)

wagon over the old "Huftle Hill Road" to Clarksboro. The remains of this super-highway can still be plainly seen and fire the imagination with visions of the construction task. The river was bridged about a quarter-mile south of the falls.

Accounts of the smelting operation at Clarksboro are very scant. Professor B. Silliman, a mining engineer, who visited the site in 1873 after the operation had been abandoned, said "A charcoal furnace situated at Great Falls, on the Grass River, about two and a half miles from the Dodge opening, was run for some time" from the ore obtained from the Dodge vein at the mine. An analysis of the ore showed that it was remarkably pure and clean of impurities.

It is believed, from what scant evidences still exist, that the ore at Clarksboro was refined into pig iron by the then new "Bessemer Process." Here, the iron was cast into bars called "pigs" and thence trans-shipped. Molten iron ran into small sand molds arranged around a main channel.

Mr. Dodge described the operation as clearly as possible, including a word picture of the workmen feeding the furnace with baskets of crushed iron ore and charcoal, alternately. The huge stack of firebrick was tapped at the base allowing



The old log school house at Clarksboro.



The famous Clifton Mines Chimney, as it appeared in 1938. It bore the date "1868" on four sides.

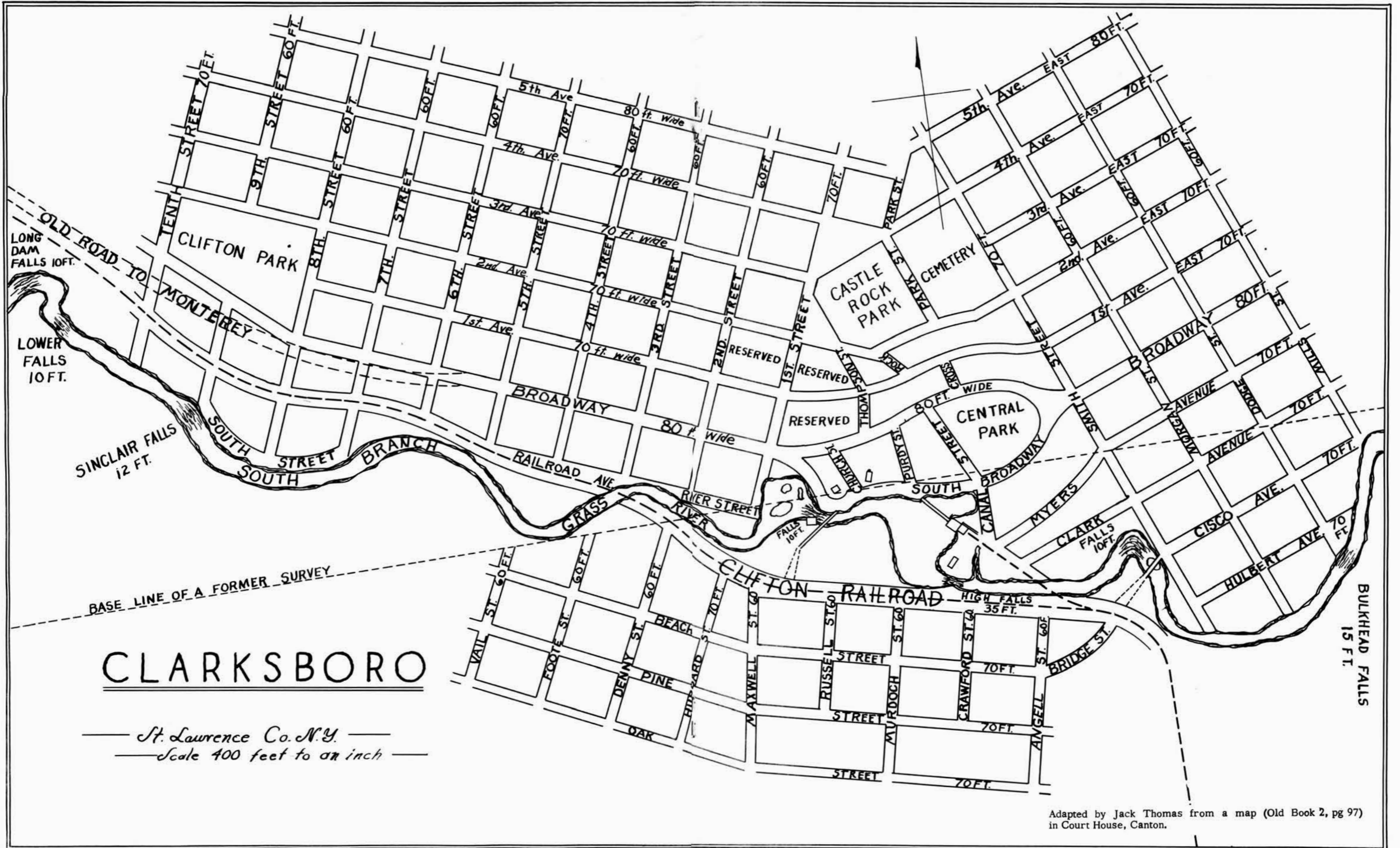


The "new" school house at Clarksboro (probably about 1889). Photos from the History Center.



The Old Hotel at Clarksboro.

(Continued on Page 14)



"Wooden Rails in the Wilderness" (Continued from Page 11)

the melted iron to channel into the sand. Cross channels at right angles to the main channel filled with the molten mass and the firemen, using flat fire shovels, stuck them in at equal distances. This separated it into "pigs" which when cold would come apart without breaking.

Huge bellows operated by waterpower from the nearby sluiceway, still in evidence, kept the fire burning fiercely.

Above the falls, a railroad spur crossed the river and cars loaded with iron were pushed across by a locomotive. However, it is believed that the furnace was used prior to the building of the railroad.

(To be continued) Part II - The Railroad



The old log Hotel at Clarksboro called Block Hotel.



Ruins of the old Myers Steel Works at the abandoned village of Clarksboro, where ore was smelted into pig iron, thence shipped to East DeKalb over the old wooden railroad, (Jack Thomas Photo)

Our members write

To the Editor:

I have just been reading The Quarterly and I was very much impressed with the range of material that you cover in this journal. I also enjoyed Jerry Swinney's article. With sincere best wishes,

Respectfully,
Louis L. Tucker
State Historian
Albany, N. Y. 12224

To the Editor:

As noted in the TOLLER TRADER, your October 1968 issue has an article on St. Lawrence County Decoy makers.

I will appreciate it if you will mail me a copy of the above noted issue. Enclosed is 75¢.

Sincerely,
Tom E. Roberts
Elmira Colonial Theatres, Inc.
P.O. Box 571
Elmira, N. Y. 14902

(NOTE: As a result we have sent out dozens of October Quarterlies. Ed.)

To the Editor:

Further historical information with reference to the Hepburn Gun article in the January Quarterly.

This Hepburn Gun was made for A. M. Griffin, Browns Falls Road, Town of Fine as a gift from his sister Kate, J. Driscoll Griffin, of Glens Falls, a nephew of A. M. Griffin obtained this gun from the A. M. Griffin estate sometime ago and recently donated it to the Blue Mountain Museum together with an old single barrel, large caliber, muzzle loader made by Jos. S. Tooker of Carthage, N. Y.

The picture depicted with Mr. Swinney's article was taken at the J. D. Griffin home at Glens Falls.

Catherine Brownell
Town of Fine Historian

OUR MEMBERS

Two members have especially distinguished themselves recently: Marie Eldon - Browne (Massena Historian) was chosen VFW Distinguished Citizen for 1968. Susan Lyman (Norwood and Potsdam Historian) was awarded a plaque for her excellent regular Norwood page in the Potsdam Courier - Freeman by the N Y Press Assoc.

Wm. J. Eichorn
President, Gouverneur
Historical Society

December 23, 1968

To the Editor:

Recently Dr. L.L. Tucker, State Historian, appealed to historians to help remedy the lack of a memorial monument to the soldiers who served with general Washington at Valley Forge. New York is the ONLY state without such a monument there. The cost is a mere \$3000.

I have been in touch with Sen. Barclay and Assemblyman Keenan. Both are in favor of this being corrected. I have interested the VFW and the American Legion in the matter and they are petitioning (Statewide) to their state officials to try to get necessary legislation enacted authorizing the State Education Commissioner to proceed.

Would you please let your QUARTERLY readers read Sen. Barclay's reply, and encourage groups to show their legislators desire to back such legislation.

Mr. W. J. Eichorn
Box 12 A
Gouverneur, New York

Dear Mr. Eichorn:

I have checked further in regard to the commemorative monument at the National Park. I find that there was a bill introduced in 1966-67 by Senator Marchi. I have checked with him, and he tells me he did not reintroduce it in 1968 because he found that the patriotic groups, such as the D.A.R., S.A.R., American Legion etc. did not show sufficient interest to get the bill out of the Finance Committee.

In the event that you think that you can interest more groups to work actively for this, I am sure Senator Marchi would be delighted to carry it. In the event he would not, I will do it.

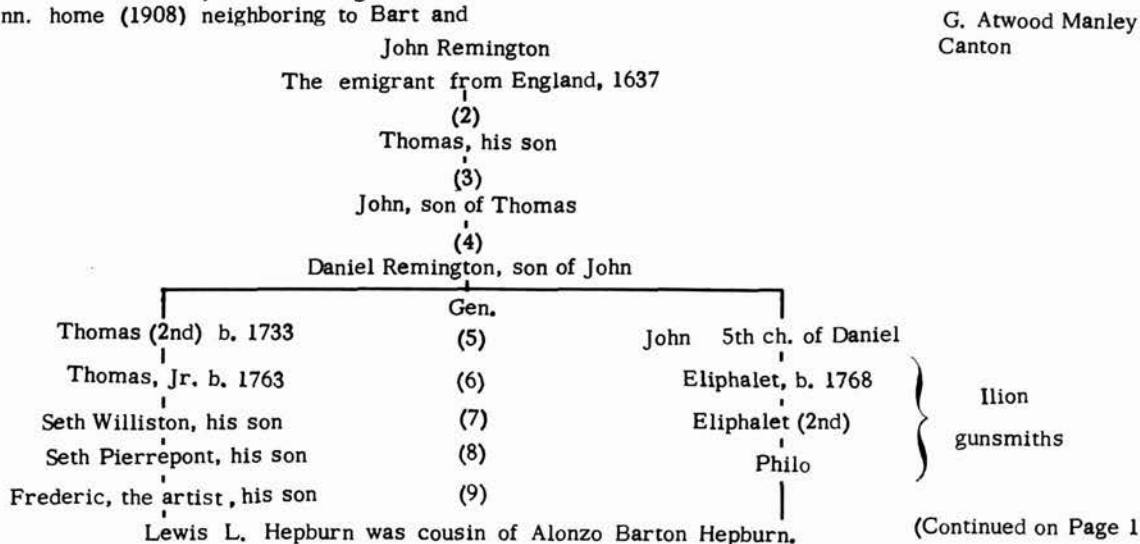
I look forward to hearing from you.

Sincerely,
Douglas Barclay

(NOTE: NYS Education Dept. tells us as of Mar. 1, that plans are moving forward for the monument as a result of historians and patriotic group response. MHB)

REMINGTON FAMILY TREE

Thought you might like this chart for your records. A. B. Emily Hepburn. A. B. and Fred lie in adjoining lots in Ever-Hepburn, though 15 years older, became one of Frederic green Cemetery, Canton, N. Y. by Hepburn wish. He bought Remington's most intimate friends, and Remington built his lot after Fred died and was buried there.



(Continued on Page 18)

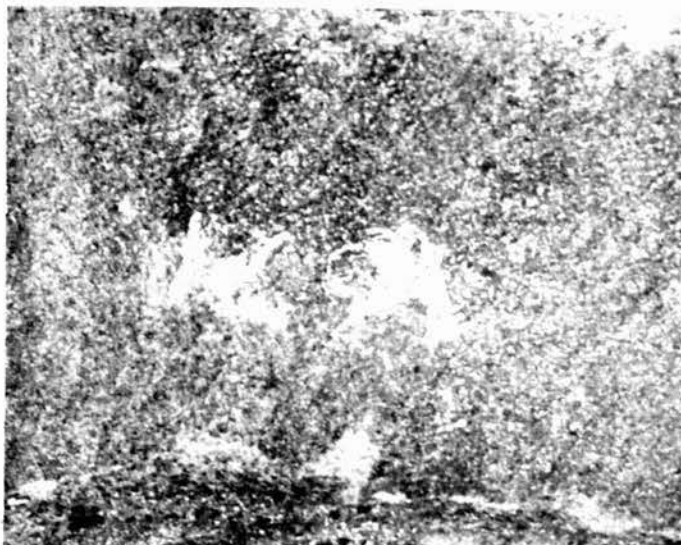
Mystery Date

By Harold A. Storie, Gouverneur Town Historian

Why and by whom was the date 1671 cut in a rock on the Stammer farm in the Town of Gouverneur near Spragueville? A few weeks ago, Mr. Elwin Bigelow, who had seen the date recently, told me about it. The next day we went up and I took a photo of it. Later I went back and took another photo of some markings that intrigued me. There are other markings on rocks near by, some so worn by the weather, that they cannot be made out. These markings are on the north side of a large rocky knoll which is on the north side of the road. It is possible that the road or trail passed by these markings at one time. On the eastern end of this knoll are some diggings where someone had prospected.

The following, relating to this date, is taken from the record of this discovery by someone in the 1820's in Gates Curtis' History of St. Lawrence County:-

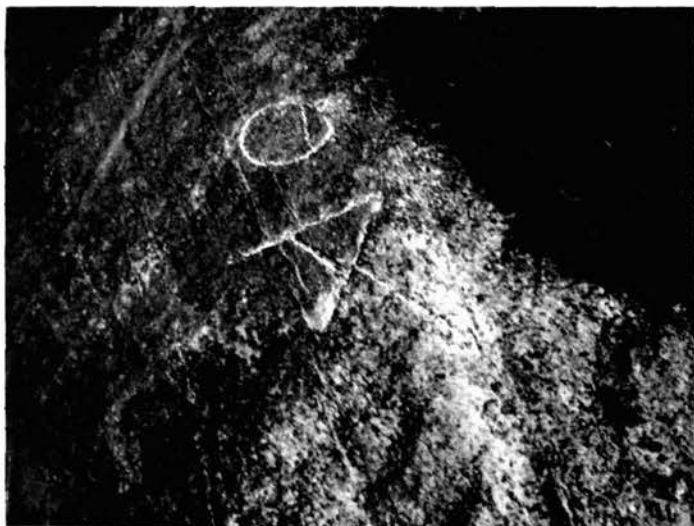
The Oswegatchie River was the highway by which the natives of this section reached their hunting grounds and the Mohawk river. The Oswegatchie, turning to the left a short distance above its mouth, was termed the East Branch, and turning to the right, including Black Lake and Indian River, was called the West Branch. The two branches near by the Oxbow run close to each other, and the Indians had there a carrying place from one to the other.



On the West Branch, above Black Lake, are found lead, iron and pyrites. In some of the ravines, little water courses issue from the iron ore hills, carrying off oxide or iron or red ochre, which has been gathered for ages by the Indians and used for war paint. In this locality, the early settlers found holes dug or blasted in the hills, which had the appearance of age and the workmanship of intelligent people.

On a farm now owned by Lyman Merriman, in the southerly part of Gouverneur, near the Indian portage, is a high rocky bluff. On its westerly slope, there crops out a large smooth surface of the limestone rock, on which is cut the date - 1671. The figures are well formed, about five inches long, properly spread, and the grooves are sunk about an inch in depth. The bottom and sides of the grooves were as weather beaten as any of the rock surface around them, when first discovered by the pioneers seventy-five or eighty years ago. This landmark having endured the storms and frosts without any apparent change upwards of two hundred years, will stand for centuries to come if no violence is used to deface it.

In the Woodland which has never been cleared, about a quarter of a mile north of this historic rock, is a large hole excavated some twelve feet deep and a ditch leading from it, which partially drains off the water coming into it. The mound which was formed by the earth thrown out of the pit, has large trees growing on its surface. It is said that the pioneers, shortly after the discovery of the hole, pumped out the water, expecting to find treasure, but found only fresh cut blocks of wood at the bottom, beneath stone and debris that had accumulated above them. The supposition is that the same party who engraved the date on the rock, was prospecting for gold or silver, but found only pyrites, which crops out at that point. This date engraved on the rock corresponds with the date when the fort at Frontenac (now Kingston) was commenced, and the engineers who built the Fort may have been connected with this exploring party.



SOME PAY THEIR DUES
WHEN DUE—
SOME,
WHEN OVERDUE—
SOME NEVER DO,
HOW DO YOU
DO
?



School
Oswegatchie N.Y. 6

Poetical Portraits

Stockholm Depot

Well my brain is nearly splitting,
 Wracking it for things to say - write;
 And before my work is finished
 Sunshine will have turned into night;
 Please don't think hard of Stockholm;
 'Tis a pleasant town in deed:
 But there's little here to write of,
 Other towns would care to read.
 Our mail comes twelve times a week only;
 How is that for news?

Where the folks are mostly honest,
 And their neighbors don't abuse;
 We have four large stores, so we surely do not have to go
 To Norwood very often through the rain and snow.
 We have one minister to Bless us
 And one Doctor to distress us;
 Not a lawyer to redress us
 But that is just as well;

Should any harm befall us
 (How that thought appalls us);
 We can send to Brasher and get one -
 Guess they keep them there to sell.
 Johnnie Shaw is sick with croup;
 Dr. Smith attends.
 Lizzie Hubbard is sick
 All have sympathy of friends.
 Old Shackleback has hurt himself,
 And now is lame;
 Soon we hope, with careful tending,
 He will be alright again.

Mr. Jenkins has gone to Madrid,
 The funeral of an aunt to attend,
 Our dressmaker has gone home
 The holidays to spend.

Mr. Brewster, the celebrated artist from Whitehall
 Has established himself here for awhile,
 He takes nice cabinet photographs
 For two Dollars a dozen. That's all

"Cosmopolitan"
 (Author unknown.)

In a scrapbook loaned to me by Mrs. Glenford Griswold of Winthrop I found this poem written about "Stockholm Depot" Jan. 6, 1888 by an author unknown. Stockholm Depot name was changed to Winthrop, April 1, 1891. Winthrop has increased in population in the 80 years but still has one church and one doctor and no lawyer and one less store.

By Hazel Chapman
 (Stockholm Historian)

Fort Jackson

By Blake Bigelow, May 1895

St. Lawrence Valley, fair and wide,
 Stretches away on either side;
 St. Regis, from its mountain quest,
 Flows swiftly to its ocean rest
 Through rock-bound gorge and meadow brown
 Nor pauses in our sleepy town.

O sylvan hamlet, fair and sweet,
 Far from the great world's throbbing heat,
 Casting about this wayside dell
 The dream-life of some fairy spell --
 Safe in thy bosom, day and night,
 Life ebbs and flows in calm delight!

Too small thy village is to feel
 Ambition's noisy trumpet peal,
 Thy walls heed not the voice of Fame,
 But calmly bear thy warlike name;
 The stranger finds within thy gates --
 No fortress frowns, no cannon waits.

Bear on the hero-ruler's name,
 That holds the clash of arms and fame,
 While Joy looks on in smiling mood,
 And Plenty blesses field and wood;
 Where Industry can know no fears,
 And smiling Peace shall crown the years.

The far-off mountains looking down
 On plots of green and fields of brown
 And placid river, lend their charm
 To vale and village home and farm;
 Go on, through changing years the same,
 Sharp contrast with thy warlike name!

Appreciation

I think of all the living things
 Which stirred and breathed and were
 Which once upon this greening globe
 Could grow and swim and whirr;
 I think of lovely common things
 So carelessly passed by,
 The graceful majesty of elms
 Against a summer sky.

I pause to muse on singing things
 Which wing before our sight,
 For ample spreading leafy shade,
 For flowers fresh delight;
 I feel a surging gratitude
 That man might fare his mile
 Upon this great and glorious earth
 A little little while.

Anna Matthews Cole

WOODBIDGE CORNERS SCHOOL. (Continued from Page 10)

University, and being active with the Canton village boys, before the days of Boy Scouts, he organized a baseball team. Two games were played between the Corners boys and the Canton boys in the spring of 1910, one in Newman's meadow, the other at Canton Fair Grounds. The Woodbridge Corners boys won both games, with scores of 14 to 5 and 10 to 7.

ENCOURAGEMENT

In a time when most country boys and girls dropped out of school at fifteen or sixteen years of age, Blanche encouraged many of us to go to Canton or Rensselaer Falls to take our Regents Preliminary exams and then go on to High School.

It gave her great satisfaction a few years later to know that, at one time, four of "her boys" were attending St.

Lawrence University, riding their bicycles from home to college when weather permitted. They were Roy Foster, who graduated in 1917, and Earl Norton, George Kenny and Frank Newman, all of whom were graduated in 1919.

The first year Blanche taught the Corners school her weekly salary was nine dollars, but by her last year, 1910-1911, this had been raised to eleven dollars.

Woodbridge Corners school was permanently closed in June 1945 when it became a part of Canton Central District. Several years ago the school property was sold. The school-house was moved 90 feet from its original position and placed on a new foundation so that it now faces the Canton-Ogdensburg Road.

Remodeled and modernized it is now the attractive home of Mr. and Mrs. Charles Alexander and family.

Our members write (Continued from Page 15)

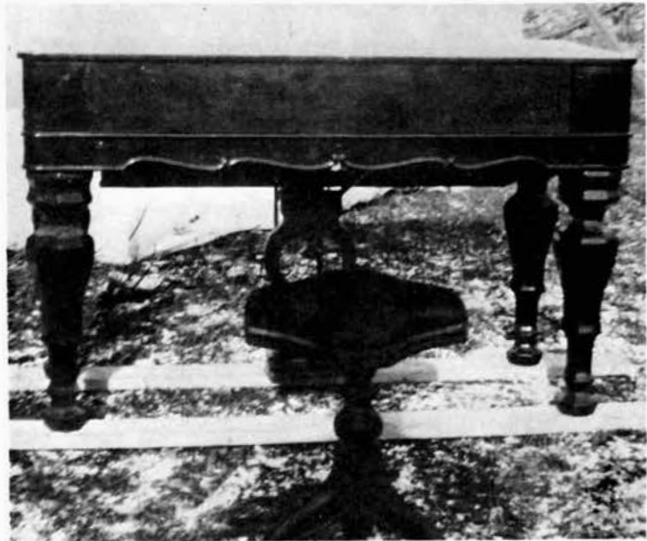
To the Editor:

I am enclosing pictures of an Estey Melodeon (4 legs) patented July 1862 and a cottage organ fully as old, I have four melodeons all in nice playing condition as well as three cottage organs. One of the melodeons is equipped with pedals, also a crank at one end that can be pumped by hand.

I wonder if there are any similar instruments still in existence?

I read the Quarterly secondhand and find it very interesting.

Herbert K. Hastings
Dickinson Town Historian
Dickinson Center, N.Y. 1930





Cheese factory (Continued on Page 6)

cans were then drawn up and let down onto the wagon again. Price was paid per hundredweight and was 70¢ per cwt in 1930.

From the tank the milk was released by a big faucet and it ran into huge vats. It was heated to 82-86 degrees depending on the milk. The cheesemaker then added the right amount of rennet to the batch and it was heated to temperature to form curd. The whey was drawn off and run into a big wooden vat. It was collected later by the farmers who took it home in their big cans to feed hogs and hens,

NEED FOR BOXES

When the curd had stood awhile the cheesemaker cut the curd lengthways and crossways with a big knife. He would salt it and work it getting out excess moisture. He would cut it again and pack it into prepared cheeseboxes.

These had been arranged and lined with loose woven cheesecloth by the cheesemakers wife. After the boxes were packed and covers on, they were placed in a cheese press and stored to be cured. They were then drawn to market on cheese day. In 1904 cheese sold for 6¢ a pound.

Cecil Chambers who was 85 in 1966 drew cheese boxes all year of 1912 and later at odd times. His route included Edwards, Brier Hill, Heuvelton, Cream of the Valley and Ham-

mond as well as many more. Sometimes it took two days for a load to be delivered. His three-horse team handled a load of 400 12" boxes, or 600 6" boxes. The wagons had high racks on the sides.

The sides of the boxes were made from elm lumber cut thin, put on rollers and steamed. The heads (tops and bottoms) were made from basswood.

The Rensselaer Falls box factory kept two 3-horse teams busy.



DeGrasse Cheese Factory about 1925-6



A load of cheese boxes heading from factory to cheese plant with three-horse team. (Photo property of Cecil Chambers)



**LETTER FROM
THE EDITOR**

The joys and satisfactions of editing this Quarterly are many. The variety of material coming across this desk from here to California is astounding.

From students, professors, historians, the clergy and "just folks" have come exciting bits of county lore. We share with you in this issue a varied menu of reminiscence, nostalgia, poetry, pictorial records and memory.

We have started an idea to share a highlight from the Archives in the History Center in Canton. In July we hope to start a corner to share an artifact highlight from the Richville collection. That issue will be devoted to our illustrious ladies.

Our mail has been heartwarming and we are grateful for it.

Our new officers and trustees are planning a banner year of tours and programs and we hope many can attend. They will welcome ideas for either at any time, as we do for Quarterly material suggestions.

Let's make '69 a topnotch year for History in St. Lawrence County.



-- WE FLEW WITH THE FLU --

In putting together the January Quarterly with flu-ridden crew, a number of omissions or commissions of error crept in -- Please correct your issues --

Contents PAGE 2 -- Jan. 1969 should be Vol. 14 No. 1.
PAGE 4 -- A line omitted in paragraph 4. It should read: His father had married a Miss Rushton of the town and he had two good farms.

PAGE 5 -- Col. 1 Para. 7, We were a little dubious as we sized up the crowds.

Captions on annual meeting pictured (pg. 20) are reversed.

Flu was not responsible for errors in Oct. 1968 article on Duck Decoys. Two lines of type dropped by the wayside just above the photo on Pg. 3. Add to: Louis decoys, with an inset head, "but without the hump in the back. Bert Martin, a cheesebox maker of Heuvelton, also made some decoys with an inset head."

PAGE 3 -- Para 6, Mr. Louis died in 1963 not 1936.

TOUR NOTICE

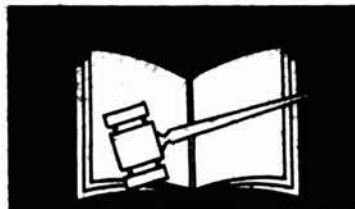
Watch your papers for notice of date of dedication of State Education Department Historic Markers on Scenic Route 12. Our first 1969 outing will probably be for this purpose, with State Historian Dr. Tucker coming to visit.

Our early summer tour will be a picnic tour so get your picnic gear ready and watch for notice.

A generous gift of \$500 was recently made by a lovely lady in Massena. This bolsters our Special Gift Fund considerably. Memory Fund gifts for the late Nina Smithers and Dave Cleland have also helped. We do appreciate them all.

The trustees have voted to build some protection over our colored windows in Richville, and now we may be able to at least start that project. Have YOU contributed toward the Building Fund THIS year?

We have all sorts of interesting articles coming up: Our ladies in July, dowsing, apples, railroading, folklore, communications and oyster suppers. Ideas still welcome, too!



PRESIDENT'S MESSAGE

I'd like to introduce you to the officers who appear newly on our roster. Personally and geographically, they are valued additions to the working force of our association.

Howard H. Smith, our second vice president, is from Potsdam and is connected with Niagara Mohawk. He is a rocks-and -minerals buff. He and his good wife have been restoring an old Potsdam house, and it is becoming a home tasteful and beautiful.

Our new treasurer succeeding the late David Cleland is young Donald A. Blount. He is a native of Canton, member of a several-generations-old St. Lawrence County family. Don comes naturally to the treasurer's office by virtue of his post in Canton's First National Bank where he is assistant cashier and security officer.

Assisting Don is John Mentley, who has served both St. Lawrence University and Canton Agricultural and Technical College. At S.L.U. he was plant superintendent for twenty years. He's acting as liaison for the treasurer and the financial secretary, our Mrs. Fleetham. He fills in at the History Center occasionally when Mary Biondi has to be away. John is versatile and faithful, a good man to have around.

Our corresponding secretary is Marianne Richardson Savino, an S.L.U. senior native to Heuvelton. (Her mother, Mrs. Mason Steele, has just become DePeyster's historian.) Marianne is good at minute-keeping and notices, and, like the others, she is the pleasantest kind of person to work with. With Donald Blount and Varick Chittenden (first vice president and program chairman), she brings youth to the association. This well supplements what Howard Smith and John Mentley, bring, experience.

As meetings and tours come along, you'll be meeting these officers if you don't already know them. You'll like them.

Our December meeting - exhibit on Remington was interfered with by one of the winter's heaviest snows. But we had upward of thirty there, including Walter Smallman of the Franklin County Society, and George Bowditch all the way from the Adirondack Museum. Coy Ludwig of the Remington Memorial gave a fine talk.

Stuart Ludlum of the North Country Museums Resources Center, Elizabethtown, spoke to us at the Potsdam Museum on March 17. A fine turnout assures us of more programs to come.

Edward J. Blackburn



Nina Willard Smithers

1895-1969

A Tribute

January 11 marked the death of our beloved former County Historian, Nina Willard Smithers. For 15 years she had ably guided the local historical activities of our county.

Nina was a native Laurentian, born in a farm home near Hermon, a daughter of Leonard and Emma Blandin Willard. Her mother's family, the Blandins, came from New England. With true patriotic fervor seven Blandin brothers fought in the American Revolution and one was in Gen. Arnold's ill-fated Quebec campaign. Nina's great-grandfather, James Norman Blandin was a soldier under Gen. Wilkinson in the War of 1812. It is related that during a march from Plattsburgh, the Americans encamped in Gouverneur on the site of the fair grounds and the young soldier was so impressed with the promising location of the town he later, in 1825, moved to Gouverneur with his family from Putney, Vermont.

When Nina was appointed to the post of County Historian in 1950 she brought to the office a rich experience of activities with records and with people.

She had been a teacher of rural schools for three years beginning at the Podunk district in Hermon. She was a local news writer for the Gouverneur weekly newspaper from 1914. After she was married to Emery Smithers and they made their home in DePeyster, she became correspondent from that town to the Gouverneur Tribune Press. She was elected Town Clerk of DePeyster in 1943, keeping the town records until 1953. In 1945 Otto Hamele became the first County Historian and Nina was appointed town historian of DePeyster.

When Nina began her work in 1950 as County Historian, the position was still a new one. Death had taken Mr. Hamele after he had been only two years in office. Charles Cameron, the next appointment left in a few months to take a post on the County Election Board. There was an infant County Historical

"A REMINISCENCE" (Continued from Page 5)

The N.Y.C.R.R. Station at Edwards was a very busy place in the early days, handling inbound and outbound carload freight, with a heavy EXPRESS business, AND good PASSENGER business with two passenger trains AND A Freight & Accommodation. The Edwards Hotel had a BUS meeting all trains. Most people now will remember JOHN DENIO, the HOTEL BUS DRIVER. Samuel J. Rushton drove the STAGE to Fine AND met both the morning and evening passenger trains.

ZINC AND CHEESE

The Ackerman Hotel at Trout Lake put on a bus during the Summer Season that met all Passenger Trains. ZINC ORE was discovered at Edwards by T. M. Williams, a geologist traveling for PILLING & CRANE, of Philadelphia, Pa. While riding on a Trout Lake Bus, he noticed a projecting rock that the wagon wheel hubs were scrubbing against, got a sample of the rock, and, found a small percentage of ZINC ORE. On the chance of a REAL STRIKE he was authorized to sink a 125-foot shaft, which showed a small percentage of ZINC.

After a few years Mr. Williams was out of it, AND there was formed a company, known as "THE NORTHERN ORE COMPANY." A new shaft was sunk in a better location, with plenty of rich ore in sight. A mill was built crushing and separating the ZINC CONCENTRATES, which were at that time teamed to Edwards and loaded into box cars for shipment. The mining and milling have been continually improved AND now under the Management of "THE ST. JOSEPH LEAD COMPANY, who also own and operate a larger mine and mill at BALMAT, nine miles from Edwards where under CONTRACT, they are sinking a "FIVE MILLION DOLLAR SHAFT."

Years ago there were SIX CHEESE FACTORIES shipping cheese from Edwards Station every Monday during cheese season.

Association founded by the late Carleton Olds and Mr. Hamele and a group of local history fans numbering about 50 persons. Nina was to see the Association grow to almost a thousand members, due in no small measure to her own inspiration and enthusiasm.

The History Center was moved to its present location in the Court House annex and our valuable reference library was started. Coming here, you were greeted by Nina with quiet cordiality that at once put you at ease. When the talk turned to historical matters, you soon sensed her dynamic enthusiasm and understanding. It was catching and you felt you could do any history project that you had in mind.

The Quarterly had been started under the able editorial direction of Atwood Manley followed by Mason R. Smith. Nina encouraged the writing of articles by "on the spot" writers of local "grass roots" history and our publication is now one of the best county history periodicals in the country.

Nina's energy sparked the town historians into a loyal working group who are active promoters in interesting our towns people in local history.

Space does not permit an enumeration of the many activities she promoted during her term of office. One could, for instance mention the Yorker Clubs she assisted and advised with her characteristic vision and energy.

Upon her retirement in 1965 she was honored at a testimonial dinner at the Canton Club where a large crowd listened appreciatively to tributes from County and State officials and there were telegrams of thanks from Governor Rockefeller and Congressman McEwen. Since then, despite failing health, she kept a keen interest in the Association and each annual meeting found her present.

Nina rests from her labors leaving us a splendid heritage of accomplishments and growth, ours to keep and carry forward.

Eugene Hatch

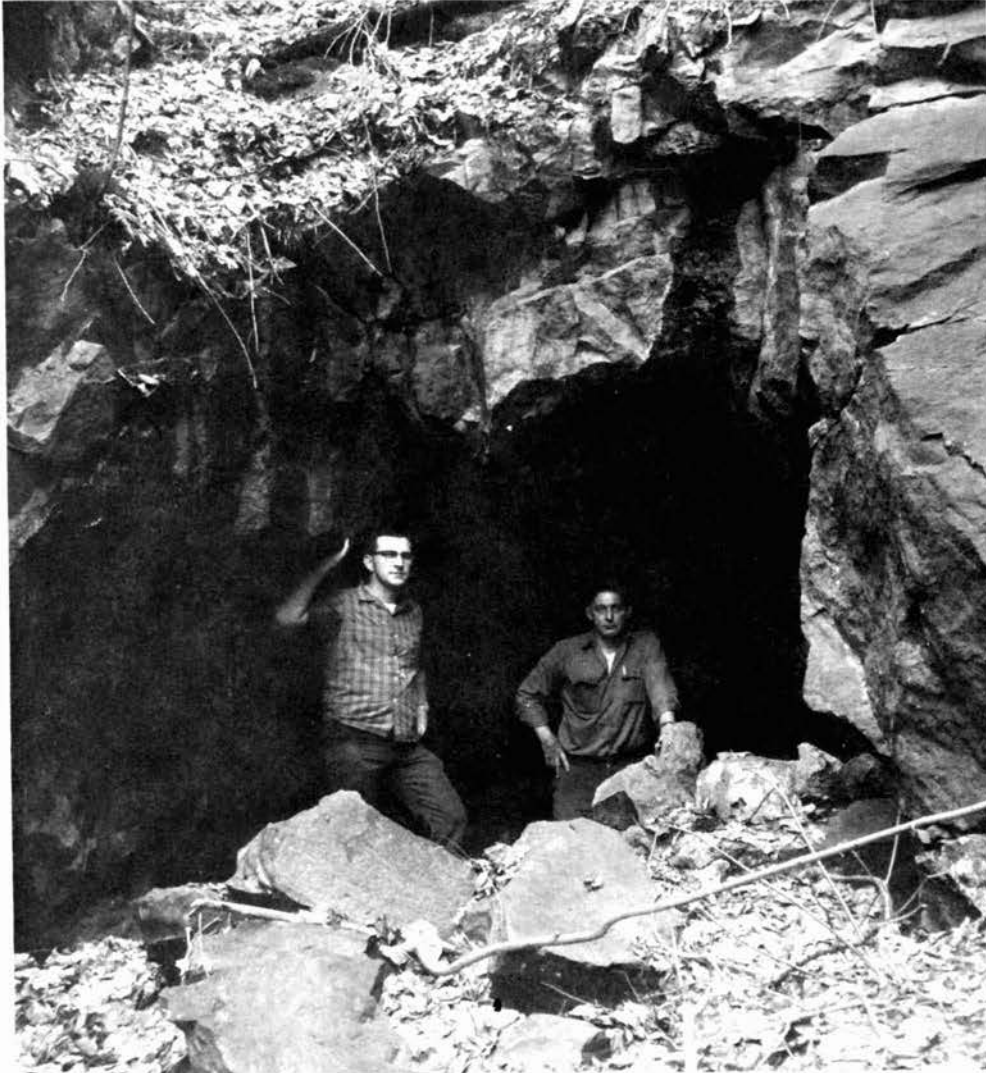
PERSONNEL

I really cannot pass up in this "REMINISCENCE," mention of my friend AND everybody's friend VAN C. BOCKUS, who was the first engineer of the G&O Branch when it opened for traffic August 1st, 1893. VAN always did a good job. SO I am reminded of my first meeting with him. It happened one night on arrival of Passenger Train No. 1 due at Gouverneur at 10:30 P.M. A gentleman came into my office and introduced himself as VAN C. BOCKUS, and said he was taking over Engine 316. SO we had some visit over the situation. "VAN" was Engineer of the G&O for many, many long years, with W. A. Dixon as CONDUCTOR.

The day before the opening of the G&O, The Superintendent's Special loaded with RAILROAD OFFICIALS, and equipment for the four stations, picked up four men for Station Agents on the G&O: L. D. Fenner, Agent at Hailesboro; Mott Meldrim, Agent at Emeryville; Mr. Booth, Agent at Talcville, & S. E. Bowler, Agent at Edwards. Mr. Theodore Butterfield, Gen'l. Passenger Agent at Syracuse furnished tickets and blanks for Passenger business. Mr. F. J. Wolfe of Albany furnished baggage checks and equipment. Manager Car Service Dept., furnished everything in that line. Also, we had the Railroad Auditor Mr. Adams, and the American Express Auditor T. J. Garvey who gave instructions in their line.

WELL, to tell the truth no person with sixty-four years of RAILROADING can write much of their experience on five sheets of paper. SO knowing that statement to be a fact, I'm GOING TO "SAW OFF" MOST AWFUL QUICK!

Being now ONE OF THE OLD, OLD TIMERS,
Mott Meldrim
Age 95
Edwards, N. Y.



James Rider, left, and Fred Gotham demonstrate the immense size of one of the original open mining caves at Clifton Mines. (Photo by Jack Thomas)



DINING ROOM AT THE LUMBER CAMP - NEW BRIDGE, N.Y.

HISTORICAL ASSOCIATIONS
AND MUSEUMS

POTSDAM: The special art exhibit of Robert Plumb's watercolors was held from March 9 to the 29th. Bob, a native of Potsdam and resident now of Hannawa Falls, is a member of the American Watercolor Society and art teacher at Norwood-Norfolk Central School. Many items on exhibit were for sale. Other exhibits and activities are being planned for spring and summer.

PARISHVILLE: Missing enthusiastic Elsie Bresee, Parishville is making plans for their annual Day in Parishville in mid-summer and special open hours thruout the season.

MASSENA: Massena Museum is having the miseries of dislocation, stashing and rearrangement. Historian Marie Eldon-Browne has some wonderful youngsters interested in the museum and history thru her fing hospitality. Supervisor Abrams trying hard to find a new home for the museum.

CANTON: Ed Heim has had some fine gifts and fine displays all winter. He invites you to come see them any Tuesday or Thursday morning from 10 to noon, or to see the special case in the lobby of the Canton Municipal building any day.

Norwood Historical Ass'n

The sunny rooms on the second floor of the Norwood Library give every indication of being an ideal location for a village museum. Two large front rooms and a smaller side room are being readied for a gala opening later this spring according to Museum co-chairmen E. D. Stowell and Robert R. Parr.

Operating on the proverbial shoe string, and entirely with volunteer help, the gathering and cataloging of artifacts is progressing very slowly. Display cases, files and even chairs are desperately needed along with more items for display.

It is planned to have a railroad room-if sufficient railroad memorabilia are donated-and other displays relating to the former mills and businesses in the prosperous days of Norwood in the early 1900's. Churches, schools, amusements, etc. and everyday life will be the subjects of other displays from time to time.

The New York State Historical Association has announced that its Seminars on American Culture in 1969 will be held from June 29 through July 12. This is the twenty-second year this study program has been sponsored by the Association in Cooperstown.

Quite different from anything offered by university summer schools, or graduate workshops, Seminars are designed for interested amateurs as well as spirited professionals. The curriculum will include courses in history, folk culture, art, and technology; museum techniques; and a workshop in early American spinning techniques. The faculty, top professionals from all over the United States, is chosen for its ability to translate its scholarship into terms which can excite and enlighten. Courses are not taught in a cut-and-dried manner but through discussion, demonstration, field trips, and actual participation. Each year about 300 students from coast to coast attend these unusual courses of study.

Registration fees and cost of room and board are moderate. Twelve courses will be offered; six each week. For further information write Seminars on American Culture, Cooperstown, New York 13326; a brochure describing the program in detail will be sent out in March.

History Center Hours
9-4
Mondays and Thursdays
Court House in Canton

researchers

We never had such response as we did to our request for information on the Hart pottery in Ogdensburg. A dozen or so members told us about collections of this pottery they had. We sent answers on to author William Ketchum, Jr. in New York City.

He replies that several got in touch with him. "I think the Quarterly is excellent, so does my editor. Also, it is full of old friends like H. J. Swinney. Someday he will write a great book on New York State gunsmiths," says Mr. Ketchum.

I have recently purchased a sword, long packed away, which belonged to Capt. Rollin C. Jackson who was at one time (1851-54) supervisor of Russell. I am anxious to know anything of the Captain or his wife Cornelia Smith Jackson, daughter of Benjamin Smith, a surveyor, and also a supervisor (1843-46). The sword was presented at Ogdensburg by D. C. Judson, G. D. Seymour, H. G. Foote, J. F. Rosseel, J. C. Sprague, M. C. Loomis. It is engraved as a presentation sabre.

Vincent C. De Clue
38 Country Shire Drive
Rochester, N. Y. 14626

The Seventh-Day Adventist Church is anxious to document the EXACT date in 1855 of the dedication of the church at Buck's Bridge. If anyone has information on this subject, please get in touch with the County Historian at the History Center.

Wanted: Items from the cigar-making industry in Ogdensburg for the History Center collections.

HOUGH'S HISTORY REPRINT

We apologize for not having the reprints on hand yet. We soon will be advertising to the general public. Franklin County Historical Society is making final arrangements and is probably tired of our prodding them for publication date. Printers are notoriously slow-do it when they are ready! We're still taking RESERVATIONS. Do NOT send money as we'll include billing in shipment to those reserving ahead. Mail to Reservation Box 43, Canton, N.Y. 13617 for Pre-publication, price \$12.50.



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