

The Quarterly

OFFICIAL PUBLICATION OF THE ST. LAWRENCE COUNTY HISTORICAL ASSOCIATION



Our Ladies

July 1969

The Quarterly

Official Publication of The St. Lawrence County Historical Assn.

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ON COVER

Lakeside mementos, for details see "Paddlers Paradise" on Page 16.

Music Ma'am

Julia E. Crane

By HELEN M. HOSMER

Julia Ettie Crane, who was destined to make a major and permanent contribution to American culture, was born in Hewittville, New York on May 19, 1855 and died in Potsdam in 1923. She was one of several children born to Samuel Coggshall Crane and Harriet Bissel Crane. Her father, a native of Maine, had taken part in the gold rush of 1849 and then returned east. Settling in Potsdam, he cleared a farm, operated a sawmill at Hewittville near Potsdam, later a chair factory and served as a justice of the peace.

Miss Crane attended Potsdam schools. She entered Potsdam Normal School, now State University College at Potsdam the day it opened in May 1869. She was graduated from the Normal department in 1874 and taught school in District 8, Potsdam, from 1874 to 1877. She attended music schools in Boston during the summers for several years. From 1877-1880 she taught mathematics, calisthenics and vocal music in the Shippensburg, Penna. schools. She returned to Potsdam for a year and gave private lessons. The next year she went to London to study with Signor Manuel Garcia, the teacher of Jenny Lind. She gave several recitals in England and critics acclaimed her voice for its sweetness and purity.

Returning to Potsdam she spent two more years giving private lessons and then in 1884, she joined the faculty of Potsdam Normal. She continued her music studies, however, with Cappiani, Frank Dossert and Oscar Saenger in New York and Harry Wheeler in Boston, as well as with many others. She made a special study of music methods with H. E. Holt and Luther Whiting Mason of Boston.

FIRST SCHOOL

When Miss Crane first joined the faculty of the Normal School at the invitation of Henry Watkins, president of the Local Board, Mr. Watkins' first suggestion was that she teach one music class per day, conduct the daily chapel singing and prepare the music for Commencement and other school exhibitions. This was to be in exchange for a studio and piano for her use and that of her voice pupils in The Normal building. Miss Crane told Mr. Watkins that one class period per day was not sufficient time in which to do the work in music that ought to be done in a Normal School. She also told him that the only thing that would tempt her to take the position would be the privilege of working out a plan which had been in her mind from the time she had completed her Normal course. Her instructors had made her enthusiastic over methods of teaching and she wished to apply these methods to music. The outcome was that Mr. Watkins accepted her suggestion and she became the "Director of The Normal Conservatory of Music" at a salary of \$300 annually and began work in 1884. Thus began the first school in the U.S. in connection with a teacher training institution to train public school music teachers.

CRANE INSTITUTE

In 1886 she organized The Crane Normal Institute of Music with rooms in the Normal building. In 1896 she bought a residence adjacent to The Normal, continuing classes in The Normal school but giving all vocal instruction in the new building.

A class of 7 was graduated in 1888, but by 1905 the school had graduated 227 music teachers. In the late 1960's the graduating classes at the Crane Department run from 85 to 100. In 1886 there were 4 instructors, some of them part-time. In 1969 there are 61 instructors, 9 clerical and technical staff and 515 students.

From 12 to 25 teachers of music were graduated from



The Institute in the early years and they easily found positions in all parts of the United States. In the early days of the Institute pupils came from many states of the union especially from California and the Middle West.

Miss Crane was ever the pioneer. She led the way in music education for the entire country. She served as an instructor of music methods at summer sessions at the University of California, the University of Wisconsin, lectured at Chautauqua and in several music schools in Boston and vicinity.

She became an influential figure in professional organizations enlisted in the cause of extending music education and general education. She held many high offices in state and national education associations and organizations. In a day when only men were elected to a presidency, Miss Crane was vice president of many important groups. She was at one time 1st vice president of the Music Supervisors National Conference - now called the Music Educators National Conference. Prior to that she served as national secretary of the same organization. She was vice president of the music section of NEA as early as 1896. She was head of the Public School Music Chautauqua Summer Institute in 1901. She took a most active part in these educational conferences as speaker or leader of discussions. Her addresses appear in various reports of educational proceedings.



JULIA ETTIE CRANE

(1855 - 1923)

She was asked by the State Education Department of New York to help formulate a high school course in Music in 1910 and she revised the New York State course of public school music in 1914. Earlier she had served with Frank Damrosch in preparing a complete report on public school music for the National Music Teachers Association. Miss Crane's papers, articles, addresses, published books and published articles make a formidable list and prove her wide sphere of activities. Probably the most important was her "Music Teachers' Manual" which first appeared in 1899 and went through many printings and revisions, the last one being done after her death by Marie A. Schuette. This manual was always in great demand throughout the entire country.

MODEST PIONEER

Miss Crane was a remarkable woman. Her inspired vision,

talents and industry improved education in particular. Potsdam's Crane Department is fortunate to have had such an illustrious founder. Illustrious seems a big word to apply to tiny, gentle and kindly Julia Ettie Crane. Her early photos show her as a beautiful young woman and she was always lovely to look at with her beautiful high color, clear blue eyes, graciousness and innate dignity. Her speaking voice was very musical, and she looked at one with a sincere directness. Her generosity was well known by all her students and there are many instances when she made it financially possible for students to remain in school and finish their course. She had many lovable qualities; her spirit was radiant, emanating from a heart made happy by doing for others, her enduring friendship, her sense of humor, her progressiveness, entire lack of self-ambition, self-pride or self-glory. All who knew her had great admiration and respect for the principles on which she founded her school, her clear vision as to her goal, her zeal in advancing towards her goal and her ability to maintain a stand against opposition when she knew she was in the right.

Miss Crane was impatient with insincerity; she would never compromise with inferior standards; neither would she support ambitious claims as to educational achievements when she knew they were impossible of being fulfilled. As for standards in musical performance, public or private, only the best was acceptable.

She gave her students a rich legacy--the desire to experience and realize the joy of successful achievement.

(Dr. Hosmer was Director of the Crane Department of Music of State University College at Potsdam from 1929 until her retirement in 1966. Marie A. Schuette was second Director of the Crane Department from 1923-1929. Ed.)



OF INTEREST NEARBY:

June 15 -- Opening Adirondack Museum

June 29-July 12--Seminars on American Culture, Coopers-town.

July 4-5--Saranac Lake--Guide Boat and War Canoe races 10 a.m.-6 p.m.

July 11 -- Fairgrounds, Watertown and all summer Centennial celebrations

-- Saranac Lake, Antique Show, town hall.

Aug. 10-- Auction, Art Center, Blue Mountain Lake 10 a.m.



Crane Normal Institute of Music, Potsdam, N. Y.

“Miss Libby’s Coming!”

By FLORA H. GARNER

I recall, most vividly, the visits which Miss Rose M. Libby made to the Daniels school in West Pierrepont, which I attended as a child.

Her visits were frequent and lengthy. She drove her spirited horse “Victor” in all kinds of weather --undaunted by rain, snow or unplowed country roads. When she arrived at the schoolhouse, one of the older boys would stable her horse in a nearby farm barn.

She not only keenly observed the classroom activities, but also made suggestions and often conducted classes herself, giving freely of her time and talent for individual instruction if necessary.

As the years passed along, I became a teacher in her district; and again looked forward to, and enjoyed, her visits now made by car (a Dodge, I believe).

COLTON NATIVE

Rose M. Libby was born March 23, 1870, in Colton, the daughter of George E. and Mahala Mills Libby.

She attended Colton schools and was graduated from St. Lawrence University in Canton in 1901. While teaching and being a school administrator she continued her education and earned her Master’s degree from Columbia University in 1926.

After teaching school in New York State, Wisconsin and Minnesota, she became superintendent of schools of the 5th

supervisory district in St. Lawrence County serving in this position from 1911 until her retirement in 1936.

For many years after the death of her parents, Miss Libby continued to live at the family home on Hull St. in Colton. After her retirement she drove alone to Florida, where she spent several winters.

ENTHUSUASM PLUS

Miss Libby was a strict disciplinarian--her presence in any group commanded silence and respect. She was dedicated to her work, always had great patience and a real sense of humor as she helped her teachers with their many problems.

Her enthusiasm for education was an inspiration to many young people. She was a hard working woman and EXPECTED her teachers to be likewise. Her finger was literally “on the pulse” of the proceedings in all of the schools in her district.

Several years later I was living in Colton when she retired and returned here to her old home. It was, indeed, a sad experience for me to watch the infirmities of old age creep over this once alert and vibrant lady.

After months of illness she was brought home again in October 1962 at the age of 92 to be laid to rest in the family plot at Pleasant Mound Cemetery. She had died in the Peterson Nursing Home, Canton, where she had been a patient for years. Those who were privileged to know her and work with her have many happy and pleasant memories. Her personality and life of service was a challenge and inspiration to all.



Reception Hall, Crane Normal Institute of Music, Potsdam, N.Y.

** “Of all vices, an unlawful freedom with the female sex is the most predominant; and of all sins, it hath the most powerful temptations, and many allurements to draw and betray men into this folly. The inducements of the fair sex are so prevailing (a propensity in nature so forcible,) that it is hard to stand unmoved when tempted forward by the charms of a subtle woman, and drove by frail desires of an uncounded lust,

** There is no passion too strong to be conquered, nor temptation to be resisted...”

** He is no man, but a beast, who is not courteous and kind to his wife,

** Choose not a wife too rich, she will prove insulting

and proud. Therefore, choose a young wife, well educated, reasonably rich, an indifferent beauty, and of a good capacity. Observe the honesty of her parents...It is seldom if ever a man married a widow for her beauty or person, but only for her riches. If she be rich and beautiful, then thou matchest thyself to a she-devil; for she will go like a peacock, and thou like a woodcock...”

** From “Female Policy Detected, or the Arts of De-signing Women, Laid Open” by Edward Ward, “together with Nuptial Dialogues; (1831) a book to be found on the shelves of the History Center.

Emma Turnbull Elliott from Gouverneur became an opera star who sang with the Chicago Opera Company.

a grand old name

The Wilson Family of Black Lake

By PAUL A. RUSSELL



Abraham Wilson 1803-1878, son of Jacob & Ann Schenk Wilson, came to St. Lawrence Co. 1826, b. Fonda, N.Y.

The period between 1820 and 1840 can be classified as a period of general restlessness in the history of the United States. It was an era of restless statesmen, reformers, preparing the way for a coming storm that rocked the U.S., a storm from which it has not yet recovered. The common man did not escape this age of restlessness, but became the core of it.

This spirit was evident in the Mohawk Valley of New York State. The Anglo-Saxon race has often coveted this urge to leave the old behind in a sometimes "haphazard" search for fortune. Many young men left their families and ancestral homes behind to seek the new, in a wilderness far North of the Mohawk. This area surrounded a lake called Oswegatchie, now known as Black Lake. Abraham Wilson was one such man, certainly not the most prosperous or virtuous of these young men, but quite typical in lineage, methods, and fortunes of these pioneering families.

Abraham was born March 16, 1803, son of Jacob and Ann Schenk Wilson. He was born on a farm and tavern, not far from Fonda, New York, which his Great-grandfather, James Willson had settled in 1737. The house had been standing since 1800. It was left untouched during the raids of Sir John Johnson of 1780, as a result of a kindness paid one of the Indian leaders, who had at one time been injured in the forest and nursed back to life by the Wilsons. When, having burned the adjacent Sammons farm and taken their sons captive, they arrived at the Wilson farm, the Indian ordered that their farm should not be touched.

Abraham married in 1824 Maria M. Wert, daughter of Michael and Hannah Miller Wert of Palatine lineage. Maria was born September 13, 1803. Though both were baptised in the Dutch Reformed Church in Fonda, they were married in St. Paul's Lutheran Church, Johnstown, N.Y. On May 24, 1825, their first son Jacob was born in Johnstown. In 1826 Abraham caught the restless fever and left his home; he

took his family and two others, the Zollers and the Bloodough Families, north to the shores of Black Lake. The area had become known to them through various families from the area who had settled there previously; namely, the Bellingers, Hays, and Bogardus's. Bellingers had bought a large tract of land along the lake above present day Edwardsville. Abraham chose a

Abraham chose a spot on a road parallel to the present "lake road," not far from the Scotch Bush Road. He cleared the land and built his cabin. The travel North was done by canal boat and oxcart, using the canals, north to the Carthage-Lowville area and the famous Oswegatchie Road, the path of an old Indian trail, overland to Black Lake. The fertile soil supported the growth of hops well. Hops had been a main staple of the families in the Mohawk Valley, and became a part of the subsistence along Black Lake as late as the 1880's.

The next year Abraham's half sister Rachel and her husband John Dorn moved to the area, sell

John Dorn moved to the area, settling not far from the Wilson cabin. Rachel had been born March 1, 1797, daughter of Jacob Wilson and Lydia Sammons. John Dorn died December 23, 1835, ae. 38 yrs., and Rachel W. Dorn died April 7, 1873. They were the ancestors of many of the Gilmour, Beggs, and Dorn Families in the area today.

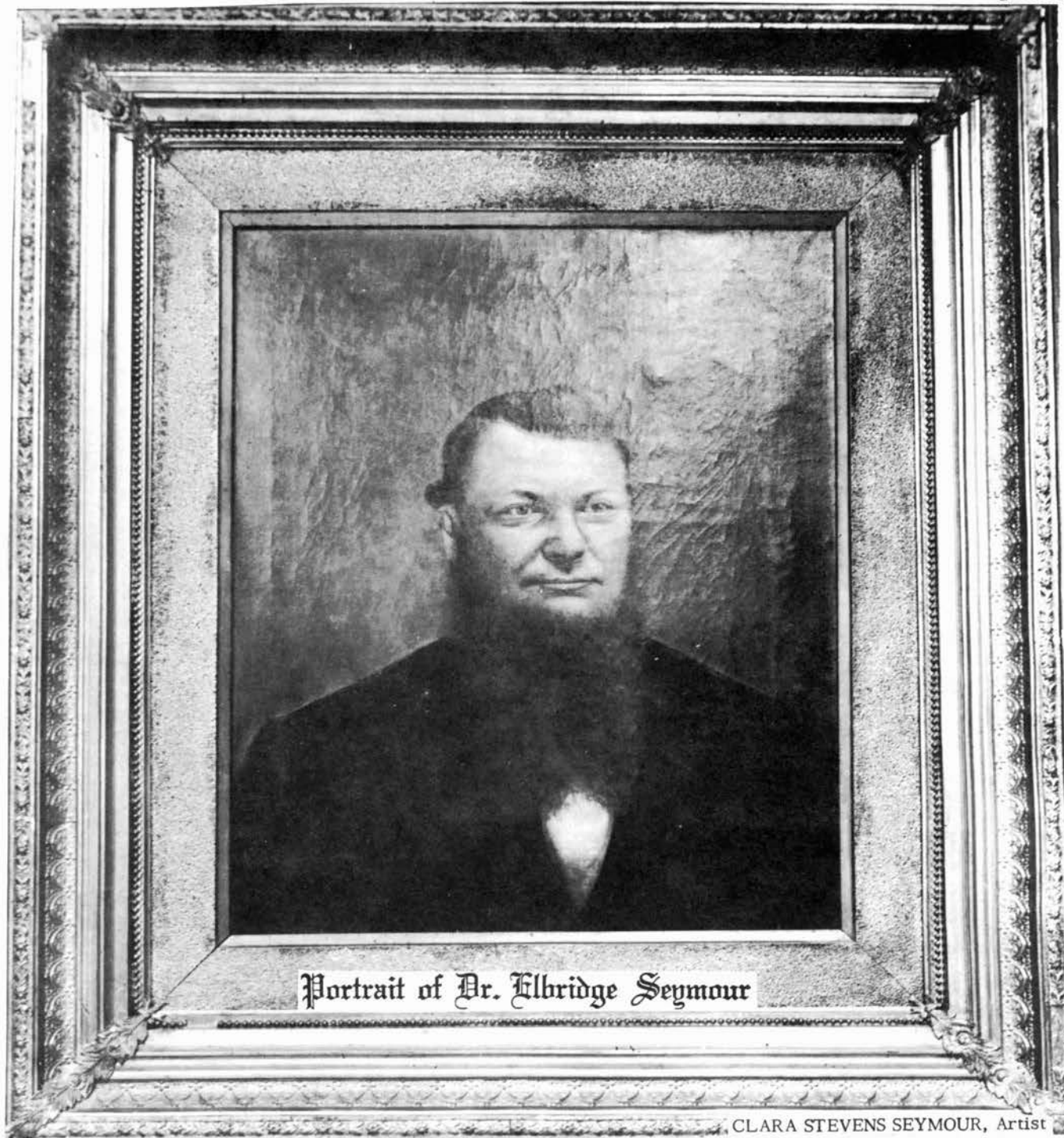
FAMILY AND FARM GROW

Abraham and Mary's second son (and first born in the wilderness) was John Wilson, born December 31, 1828. Their first daughter was Mary Ann born in 1831, and a daughter Margaret was born in 1833. By 1834, the cabin had already become too small. Abraham purchased that year a large plot of land on the bank of the lake for \$2,080 from Josephus Bellinger. The main portion of this land is still in family hands. On the land was an old cemetery, but with only one headstone, that of Abraham Bellinger, d. 1822. The other graves were marked by small cairns. Abraham built a larger house, which was painted red, a barn, and a hop house. Another child William was born in 1838, and a son Charles Hendrick was born May 26, 1842. Their last child Rachel Elizabeth was born April 10, 1850. She is still remembered by older residents. In 1850, Abraham built two more houses, for each of his sons John and Jacob. John married Esther Sopor, daughter of Sidney Sopor of Vermont and Louise Sopor of Canada, about 1860. They had one child William John, born in 1877. He married Lucia Susan Morris, and had two children, Arthur John, and William Bruce. Their home is still in the Wilson family.

The Wilson household was however not without sorrow. Margaret Wilson married Clinton Taplin about 1859. A son John Abraham was born in 1860 and a daughter Margaret Ann was born Sept. 23, 1863. Margaret died at childbirth, and Margaret Ann nine days later. Clinton came back for Mary Ann, Margaret's sister, and they were married about 1865. She and Clinton Taplin lived in a log house on the Scotch-Bush Road adjacent to the present day Grange Hall. Mary Ann Wilson Taplin died childless, Oct. 30, 1870. Then Taplin returned for Rachel, but she wouldn't have him. Instead he married a girl named Emily from Edwardsville. Young John Abraham Taplin, his only son, died of consumption, Sept. 27, 1883.

William and Charles H. Wilson fought in the Civil War. William enlisted in the 2nd Reg. N.Y. Vol. Veteran Cavalry Nov. 10, 1863. He was wounded in the Battle of Mansfield, La. Apr. 9, 1864. His leg was amputated in St. James Hospital in New Orleans, and he died April 28th of the same year. Charles Hendrick was a wanderer. After the war he worked as a painter in Ogdensburg, and later lived in Wisconsin.

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By HELEN C. LeBLANC, HERMON TOWN HISTORIAN

At the close of the Civil War, a young doctor, Dr. Elbridge G. Seymour, came to the town of Hermon with his young bride, Clara Stevens Seymour, the daughter of Mr. and Mrs. Osmond Stevens of Redwood.

In 1877, Dr. Seymour built a beautiful three-story brick house on Main Street in Hermon. It was in this house that Mrs. Seymour, a talented artist, painted numerous pictures in oils. One of these, a portrait of Dr. Seymour in elaborate gold frame, now hangs in the History Center at the County Court House in Canton.

Mrs. Seymour had her studios on the second floor of her home. They were located at the back of the house, overlooking a wide, spacious lawn.

Dr. Elbridge Seymour was born in Antwerp on Oct. 30, 1835. He was graduated in 1860 from the New York City College of Surgeons and Physicians. He set up his first practice

in the town of Redwood and shortly thereafter Dr. Seymour enlisted in the 94th N. Y. Volunteers, and entered the Civil War.

After he returned from the war, he was married and came to Hermon. In 1876, he built a large, impressive drug store at the corner of Main and Church Streets. It was in the back of this store that Dr. Seymour located his doctor's office.

He was called upon to perform many different operations, and his counsel was sought by the best physicians in the county.

During his early days in Hermon, James Robinson began working for Dr. Seymour as a "chore boy." At 12 years of age he became an apprentice in the drug store.

Dr. Seymour was soon over-worked by his large practice. It began to affect his health while he was still in his prime of life. On May 4, 1892, Dr. Seymour died and was buried in Antwerp. Dr. Seymour's estimable wife was untiring in

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ladylike summer education

REDPATH, TRAVELING CHAUTAUQUA

By DAVE DICKINSON

In the early part of the twentieth century, America was crisscrossed by culture, culture under a big brown tent. Chautauqua furnished that brown tent and under that tent thousands of people gazed in fascination as lecturers told of distant lands, strange scientific discoveries such as putting out fires by the use of sound waves, and gave speeches like the Rev. Conwell's famous "Acres of Diamonds" oration. The crowd was led to fits of laughter by comedians and forced to indignation as the villain cheated the poor young girl out of her home, the plot of one of the many plays performed by Chautauqua actors.

Like a traveling drummer, the Chautauqua circuits brought the outside world to dusty little American towns and their surrounding rural areas. Chautauqua would come to a town, set up the brown tent, stay for three days or a week and leave the people talking about the wonderful programs for a year, until the next Chautauqua came to visit. Chautauqua was not only an event, it was a part of the American mystique in a new century. Chautauqua occurred at a time when America was personified by the small town with grand old houses, Model A's, cigar store Indians and band concerts every night in the summer.

But what was Chautauqua? Perhaps the best way to answer that question is by quoting a Redpath program that was passed out to and preserved by some unknown person attending a Chautauqua at Gouverneur, New York, in the year 1920.



REDPATH CHAUTAUQUA

(In History Center Archives, Canton)

"A Chautauqua differs from the customary entertainment course in two important particulars -- first in a Chautauqua a number of towns have exactly the same program; that is, one community working in co-operation and on the same plan with several other communities, thus cutting down railroad and advertising expenses and also reducing other costs. This makes it possible for a community to have a wonderful program consisting of a number of events and making the season ticket available for a small sum. This could not be done in any other way except upon the system upon which Chautauquas are arranged.

Second, the Chautauqua program is built each season with a definite purpose in view. The constant aim is always to include messages of optimism and good cheer, to inspire higher thinking, and also by good entertainment to furnish relaxation. But more than all this each rightly constructed program includes a discussion of some of the great problems about which people are thinking. These discussions are by specialists who have given deep thought to the problems to be discussed and are intended to help in their solution."

TRAVELING EDUCATION

The traveling Chautauqua was a variation of the original Chautauqua located on Lake Chautauqua in western New York. Chautauqua was an eight-weeks program of courses and lectures in the arts, sciences, humanities and religion, held every summer. Although Chautauqua was non-denominational, it had its roots in a Methodist camp meeting ground at what was at that time Fair Point, New York on Lake Chautauqua.

During the summer, farmers would load their buggies with family and food and spend three or four days at the camp meeting to get a little salvation liberally sprinkled with a good deal of swimming.

After twelve or so years (circa 1870) attendance had dwindled to almost nothing, and the site, with a large pavilion, cooking house and dining hall, was placed under the trusteeship of Lewis Miller of Akron, Ohio. Miller, a devout Methodist interested in improving Sunday school teachers, met with the Rev. Dr. John Vincent who was also very much interested in educating Sunday school teachers. Vincent had been quoted as saying that there should be a place... "where we could give our teachers a short course in Biblical history and geography, in interpretation of the Scriptures and in moral philosophy." The result was the Sunday School Assembly which first opened at the site of the old Methodist camping ground on Lake Chautauqua in the year 1874.

At the Sunday School Assembly, religious classes during the day were supplemented by entertainment at night to prevent any possible scandals in the beautifully sylvan atmosphere of the camping ground. The entertainment was expanded as the years went by and soon not only religious programs but arts and crafts, physical education, and courses in literature and science were taught. Soon the name of the school was changed, and one didn't attend the Sunday School Assembly, one was simply at "Chautauqua."

Then Vincent had a brain storm. Why should such teaching be confined to a scant three months in summer? Why not expand the educational capacities to encompass more people and so do a more worthy job? Thereupon, Vincent started the Chautauqua Literary and Scientific Circle, a home reading program and correspondence school. Books were needed, so the Chautauqua Press was formed, printing books three inches by five inches, at about 70-100 pages per book. Such subjects as astronomy, the life of Socrates, the educational theories of Horace Mann, the history of arts and classics as well as poems of William Cullen Bryant were treated in the books

(Continued on Page 17)

Sally James Farnham

Remembered

By EDITH L. COSTA

Although many women born in the North Country, women of fierce determination and great capabilities, have become well-known in many fields of endeavor, none has achieved greater stature than Sarah James Farnham, who preferred to be called "Sally."



Best remembered locally for her Soldiers and Sailors monument, which stands in Library Park in Ogdensburg, Sally Farnham first achieved world acclaim for her statue of Simon Bolivar, which stands in Central Park. Later, there was the bust of Marshal Foch, said to have been his favorite, the exquisite figure entitled "End of the Day," in Woodlawn Cemetery, a memorial to Vernon Castle, and many more.

Sally was born in Ogdensburg, the daughter of Colonel Edward C. James, a Civil War veteran and well-known lawyer of St. Lawrence County and New York, and Sara Welles Perkins James. She lived first in the structure at the corner of Greene and Crescent Streets later known as the Crescent Hotel, ravaged by fire in 1967. This was an unusually fine house.

Later, the family lived in the palatial Caroline Street home subsequently occupied by Dr. and Mrs. Grant C. Madill. Louisa Madill was Sally's sister.

ART IN YOUTH

Sally traveled abroad extensively with her father during her childhood, becoming familiar with the great art galleries of the continent, their artists and sculptors of all the ages.

Although her education was otherwise a most conventional one, she was allowed to indulge her love of horses, and became an excellent horsewoman. This concession granted by father to a young lady of great spirit and beauty was to have much influence on her later success as a sculptor. He must have early realized the inherent sensitivity of the lovely child.

Following her marriage to Paulding Farnham, Sally made her residence in New York. One day, while convalescing in a New York hospital room her husband brought her some plasticene, suggesting that perhaps she could amuse herself by fashioning objects to pass the time. She molded endless figures of her beloved horses, then a figure called "Spanish Dancer," and realized her medium had been decided. Without any formal instruction, she set out to become a sculptress.

She was teased by friends at first, but encouragement and advice were always forthcoming from her friends, Frederic Remington, who remarked that the Spanish figure was 'all-fired ugly but very much alive,' and Harry Shradly, both great sculptors and her constant critics. The negative praise by Remington plus the acceptance of the Spanish Dancer and her horses left no doubt in her mind that sculpture was to be her means of expression.

Her love of animals, especially horses and dogs, and her sense of their love of freedom and motion is conveyed so convincingly in her work that one finds an intensely breathless quality of the unity of man and animal.

Following the unveiling of the Simon Bolivar statue in New York in 1921 and the bust of Marshal Foch, international acclaim was accorded Sally Farnham.

In an interview she was once asked what her personal credo was. She said, "To live, to love, and in time to let go."

She was never without a major project until September of 1941, when she was injured in an auto accident while returning to New York from Ogdensburg, where she had attended the funeral of her sister, Louise. Her health began to fail from that point, and she died in April, 1943, at age 70. Her husband, a vice president of Tiffany and Company, had died in 1927.

Sally James Farnham's talents were boundless. She had done friezes, portraits of many presidents, many soldiers and sailors monuments, memorials and fountains and a monument to General Chaffee in Arlington cemetery.

Another memorial, of special interest, is the figure of a young man in a flying suit, helmeted, standing above symbolic wings, looking down with amusement at the thing called death.

Her statue of St. Joan pictures a slender figure leaning against her horse, listening to the "voices," but holding her charge's reins in her gauntleted hand as if seeking strength for the task ahead. This Maid of Orleans is a much more believable one than history brings to us.

An equestrian figure of Will Rogers, one of her last works, completed in 1939, once again brought her international recognition.

According to Miss Hattie C. Fell, principal of Washington School and well known in the 'Burg, in a paper read before the Martha Palmer University Extension Club of Ogdensburg in 1929, Mr. Parish gave to the ladies of Ogdensburg that portion of the bank of the Oswegatchie extending from a point above the bridge (now Lake Street) to the dam, to be held in perpetuity by them as a park, to be known as "Crescent Park" and the street adjacent to it was henceforth known as "The Crescent."

(Continued from Page 6)



Mary Wert Wilson 1813-1875, dau. of Michael & Hannah Miller Wert, wife of Abraham md. c. 1824, b. Johnstown, New York

Michigan, Iowa, Kansas, and died Feb. 23, 1917 in a soldiers home in Calexico, California. He married twice, divorced both. He married Maria Louisa Stansberg in Iowa, and had a son George Abraham Wilson. He married Eleanore F. Nor in Wisconsin; had a son Lee Arthur Wilson. He reportedly founded a bank, but whatever gain he made was lost when his

OTHER SETTLERS

son took over the management. His brother John had always wanted to visit him after he had left, and as an old man, Anna Kring took him with her on a trip to the West.

That left only one child at home, Jacob. When he hadn't married by 1865, the family gave up, tore down their red house, and moved into the big white house, which is today the Wilson Homestead. By 1865, however, many other families had moved up from the Mohawk: Eyseman, McVean, McCall, McArthur, Sitts, Snyder, Vrooman, Dillenbeck, Ackerman, Bellinger, Charlesworth, Davis, Ehle, Gilmour, Kring, Krake, Klock, Miller, McNeal, Pauter, Reese, Sharp, Keller, Livingston, Collins, Walrath, McGregor, Wheeler and Rosengrant, just to mention a few. Wilson, as many others of Palatine lineage, attended the Black Lake Lutheran Church, until the early 1900's when the "Stone Church" seemed to glean a large portion for their congregation. Records of the Black Lake Lutheran Church are scanty, no records before 1899 surviving.

PROSPERITY

Abraham made a yearly trip back to his home near Fonda in an oxcart. The trip took three weeks, one week down, one week there, and one week coming back. The Wilson farm on Black Lake had become prosperous. A large quantity of maple sugar, butter, pork, potatoes, peas, corn, apples linen, fullled cloth, wool, and cider were produced. A tenant house was added and a hired servant from Ireland, Elizabeth Hunter was employed in 1865.

Mary Wert Wilson died Jan. 26, 1875. The next year Jacob, age 52, married Alice Patience Dixon, daughter of Samuel and Elizabeth Ann Gill Dixon, originally from Ireland. Alice was born in Upper Canada in 1851. She was a dressmaker and kept her shop which she'd opened when 18 in her parents' home on Isabella Street, Ogdensburg, which stood where the Hasbrouck Building now stands. Alice and Rachel Wilson cared for Abraham until his death Feb. 16, 1878.

Jacob and Alice had a daughter, Mary Elizabeth, born

(Continued on Page 15)



Wilson Homestead & Farm bought from Josephus Bellinger by Abraham Wilson, 1834. Homestead in center was built by Abraham c. 1850. Original house site was to right of present house. Building in lower right, now containing a saw mill, was the hop house. Bar at left was built 1920-1930. Present owner, John Jacob Wilson. Photo taken in winter of 1959, Black Lake Road, town of Morristown.

WOODEN RAILS IN THE WILDERNESS

Part II -- The Railroad

Compiled by Richard F. Palmer and John Thomas



Another view of the old Clifton Railroad bed, abandoned since about 1870, looking southwest on the Winifred Thomas farm. Photo by Jack Thomas.



In 1864, the "Clifton Iron Company" was formed to open the mines and manufacture iron and steel. A large tract of land was purchased. Soon, several buildings and a blast furnace were built. Roads were cut through the forest.

One of these was the "Huftle Hill" road, which was built from Clarksboro to the mines, a distance of about a mile and a half. Before the Clifton Railroad was built, iron ore was hauled out on it in wagons pulled by horses and oxen. It also was used by workmen who commuted from the village to the mines.

When one considers what tools and equipment the old-timers had to work with, he cannot help but marvel at this engineering achievement of more than a century ago. The roadway deftly winds around high slopes, avoiding low ground, the grades being very gradual; with long sweeping curves. The road bed is about 15 feet wide, terraced with field-stone walls above and below it where it winds around the midslopes of the hills.

The long rows of tall maple trees along the highway testify to the builders' faith in its permanency. There were at least two farms along the road as evidenced by foundations and planted shrubbery. The farm near Clarksboro was the "Huftle Farm," after which the road was named.

In 1867, the Clifton Iron Co issued bonds for the purpose of building the railroad. More than \$200,000 was raised by this means for that purpose.

The survey for the railroad, which was to be built of wood, was believed to have been made during the summer and winter of 1866. Dodge said "I distinctly remember seeing the surveyors wading in the snow, and the construction work began the following spring and was carried on during that summer."

Construction of the 23 1/2-mile pike was carried out by 300 to 400 men under the supervision of Jerome B. Hulbert of Boonville, a civil engineer and son of Richard Hulbert, for whom the Hulbert House in Boonville is named. Various accounts say Hulbert set the date of Jan. 1, 1868 as the time of completion.

Iron rails were scarce and expensive after the Civil War so wood was employed as a substitute for rails. Edward C. Hyland of Canton, who worked on the construction of the line, said years later:

"We used 14-foot maple, straight-grained timbers which were held in place in grooves in the ties with two wedges. They held perfectly tight, and with the sand used for traction, they acquired a surface almost like iron.

"I worked for Captain J. D. Crawford, who was a foreman for Mr. Hulbert and we worked long hours in those days, from sun-up to dark, for \$1.25, and there were some mighty cold days along in November toward the end of the job."

Mr. Hyland said that in many places, wooden trestles were substituted for fills as an expedient. "The forests, in fact, played a large part in the road's construction and operations, furnishing wood for rails, trestles and fuel."

Stations (in some cases just a name) on the line were East DeKalb, Marshville, Stalbird, Grant's Crossing (fuel stop and siding for passing), Silverhill, DeGrasse and Clarksboro. Enginehouses are said to have existed at Marshville and DeGrasse.

Although iron "straps" were not generally used, a few have been found along the right of way where the wooden rails apparently had started to fail. It is believed that they were used at crossings.

"INDIAN" ENGINES

Motive power was furnished by three locomotives of unknown origin. At least two had names -- "Red Jacket" and "Massasoit." Mr. Hyland described them as being "almost as odd as the railroad itself."

He said they resembled the old fashioned "dummy" street cars like those used in the early days of the New York Elevated Railway. He said two were painted a bright red. "The first one was drawn up to the woods by horses, and was used in laying the track down from the woods, instead of beginning at East DeKalb and working up as would have been done had they have been laying iron rails. The third engine was painted grey and carried a horizontal tender."

About 16 miles of the railroad had been completed by May 22, 1867, according to an undated article from the Watertown Reformer. The article said:

"This wooden track is very strongly built, being formed of maple scantling six by four inches wedged in four inches deep into heavy ties about three feet apart. The top of the rail, which is four inches in width and well sprinkled with fine sand from locomotive box, soon forms a hard and gritty surface, which does not wear and which facilitates greatly the traction. The rims of the car wheels are all five inches in width. Mr. Hulbert told us that he had taken up an old track which had been six years in use, and that the only defect in the rail was it had commenced decaying, the surface being sound and so hard as to resist an edged tool."

The article continued: "The distance from the mine to the R.W.&O. railroad is 22 miles, with a descent of about 700 feet, and no up-grades to overcome. Sixteen miles of the road are now nearly completed, and the balance is expected to be in running condition before January next. The cost of the wooden railroad does not exceed \$4,000." This last statement is a matter for conjecture.

An interesting sidelight of the construction of this railroad is that promoters from Carthage and vicinity, about this time, proposed to build a railroad from that village to the town of Russell, where it was to intersect the Clifton Railroad. This line, also built of wood, was called the "Black River & St. Lawrence" and was completed to Natural Bridge in 1870.

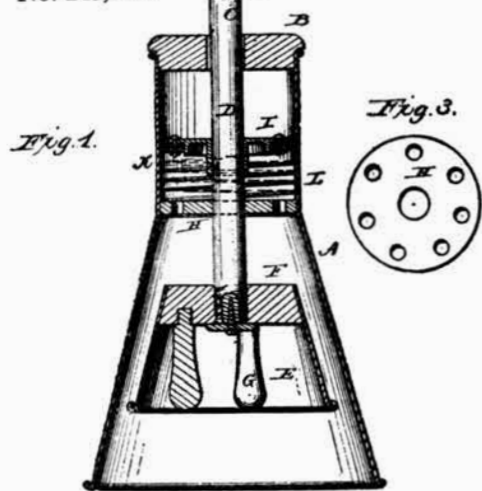
(Continued on Page 14)

woman and her LSD*

This modern clothes washer was actually patented in 1881.

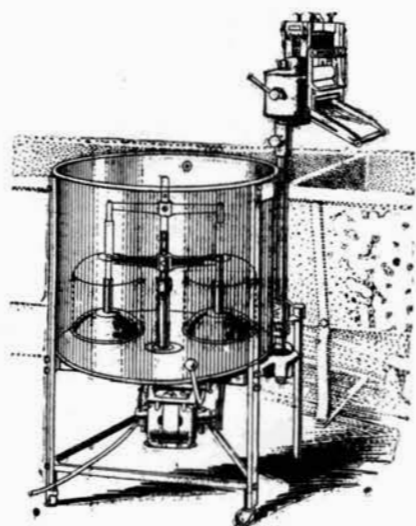
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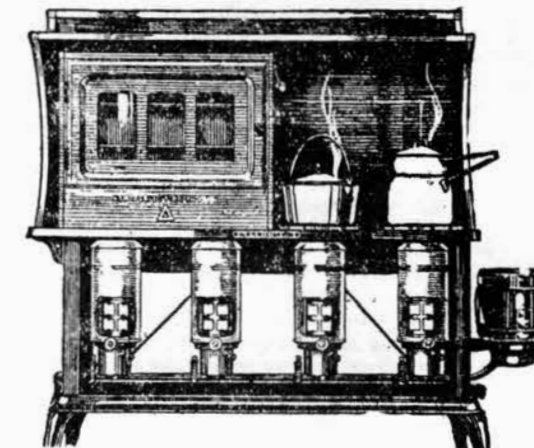


Vac Cups

Formerly "EASY" Vacuum Washer



The old, built-in-the-wall ovens our ancestors used were crude and clumsy compared to those we have today. The modern types of stoves and ovens have made cooking and baking vastly easier.



"Makes Cooking Easy"
You Can't Help Liking This Range



Farewell To the "Home-Made" Age
SAYERS SPLENDID BREAD

1900 CATARACT ELECTRIC WASHER



ELECTRIC WRINGER at no extra cost.
ONLY 1 TO 2 CENTS PER HOUR FOR ELECTRICITY



**"Say-Mother
That's Going to Save Us
Both Lots of Work"
Western Electric
POWER & LIGHT**



Sanitary plumbing



(Labor Saving Devices)

WOMEN

I always thought (but never knew just why) that women have an advantage over men. Now I know: it's because they can get along without us very well, but we can't get along at all without them!



See our collection of
Labor Saving Devices
in Richville on
Open House dates.

CLIFTON RAILROAD

(Continued from Page 11)

That railroad was only in operation a year or so and was abandoned. Part of its right-of-way was later used by the Carthage & Adirondack Railroad to Benson Mines.

The Holdridge and Gilbert Foundry of Boonville early in 1867 received an order from the Clifton Iron Co. to construct 40 ore cars.

FOLKLORE

Many interesting anecdotes were handed down by the old timers. Mr. Hyland recalled an incident when two southerners both destitute so far as money was concerned, came to work on the railroad. The bitterness between the North and the South was still fresh, for the Civil War had just ended.

One day the two southerners were riding in the rear ore car of the train. "Some skunk pulled the coupling pin," Hyland related, "and the car shot backwards down a steep grade. By a miracle it held the tracks and the southerners escaped with their lives. The car came to a stop two miles down the track."

Another story is related of how a boy, hired to tend a locomotive overnight at Grant's Crossing (in railroad lingo, a "hostler") accidentally bumped against the throttle, shot out the siding and down the tracks toward Marshville. Fortunately, the engine didn't have a full head of steam and it soon came to a stop. It has been reported that the train had a faithful mascot -- a small white bulldog who was often seen riding, or trotting along behind the last ore car.

The area had developed so that on April 21, 1868, the town of Clifton was set apart from Pierrepont by a Legislative Act. Probably the most vivid account of the "goings on" at Clifton and Clarksboro is contained in an article in the New York Times, Aug. 6, 1868, which follows.

Clifton Iron Company - Clifton Iron Estate
(From the Ogdensburgh, N. Y. Advance)

We awoke this morning at 4:30, dressed and went to the front door of Bishop's Hotel, a neat and well-kept house, built of logs, three stories high and forty feet square, situated in the village of Clarksboro, (named after L. C. Clark, of New York,) St. Lawrence County, N.Y. Many of our readers may know the position of the town of Clifton, and yet not be aware of the existence of a village of this name at all. And yet it has as fair a prospect as any village we know of in this country -- more money has been spent for its benefit within the past two years than we would like to say, if we knew -- and although some disappointments have been met with by its projectors we feel bound to say that nowhere does there seem less chance than here of any failure to make a most profitable return for the money invested.

Sitting here, writing, while all nature seems hushed, except in the falls of the Grass River, which a little to the right of our view breaks over a pile of irregular rocks about 40 feet high -- we find ourselves surrounded by hills (we might almost say mountains) varying in altitude from 50 to 200 feet. No outlet meets the eye, except on two sides, where the hills become a little less exalted, which has been taken advantage of to construct a railroad to connect this place, with nature's richness, with the outer world. The

Clifton Railroad, to the right, extends to DeKalb Junction; to the left it winds around the base of the highest peak visible, to the mines of the Clifton Iron Company. Of this railroad we have before spoken, but yesterday is the first time we have ever seen it, and yesterday we rode over its entire length to this village; reserving until this morning a visit to the mines which is constructed to aid in developing. We shall allude to it again.

The village at present consists of the extensive works of the Myers Furnace Company, which are intended to smelt the ore from the mine into the pig-iron of commerce. These works give employment to a vast number of men, both at the works and in the adjacent mountains, in burning charcoal for the use of the furnace in smelting. Beside these works there is a sawmill, a good hotel, store, blacksmith shop, and about fifty families. Immediately in rear of the furnace stand a couple of coal-houses, with a capacity for over 200,000 bushels, one of which is now full and the other soon will be so.

Now that we have seen and traveled over the wooden railroad, as here constructed, we do not hesitate to pronounce it one of the most valuable improvements we have lately seen. For opening up new sections of country, where the expense of iron rails make an ordinary railroad quite out of the question, this new road will be invaluable; and but few years will elapse before the importance of the wooden rail will be acknowledged generally. As we have said, the rails are of hard maple, scantling, 4x6 inches; the four-inch surface being one uppermost. The ties are not flattened as in the ordinary railroad, but the rails are let into them some four inches, and are firmly secured there by wedges tightly driven in. The rate of speed is not at all uniform, on this road at least; most of the way coming here being up grade, our average running speed was not more than eight miles an hour, while on short sections at the rate of at least twenty miles an hour was made. The road has been an expensive one to construct, owing to the numerous ravines and streams to be crossed, which have always been done by trestlework. The timber being taken in the rough, sometimes these trestles present a rough though substantial appearance. The engines at present in use are what are known as traction engines, but are not nearly powerful enough for the work required of them. However, the contractor, Mr. J. B. Hulbert, informs us that a new and much more powerful engine has been contracted for and is expected in another week, when much heavier loads than at present will be taken toward market. The conveniences for travel are not very great yet, passenger trains not yet being run; and those who pass over the road being obliged to content themselves with a seat upon a load of ore, supplemented perhaps by the soft side of a board. However, all the employes are accommodating, and some inconveniences must be expected at the opening of every new enterprise. Mr. Hulbert tells us that his experience has suggested many im-

Portion of the abandoned grade of old Clifton Railroad, looking north on the Tom Grant farm near Russell Turnpike. (Photo by Jack Thomas.)



(Continued on Page 22)

ORE TICKET.	
Clifton Iron Co.'s Mine.	
<i>Car No.</i>	Weight
<i>From Opening No.</i>	
..... 18	lbs.
.....	
Contractor.	Weigh Master.



Alice Patience Dixon Wilson 1851-1916, dau. of Samuel & Elizabeth Ann Gill Dixon, wife of Jacob Wilson, M. Oct. 24, 1876, b. Upper Canada

(Continued from Page 10)

Oct. 18, 1877. A son John George Wilson was born May 4, 1880 and died October 18th of the same year.

The Wilson name, which was originally spelled Willson, was recorded in the family Bible as: Jacob Willson married Alice P. Dixon, Oct. 24, 1876 in the Presbyterian Church of Ogdensburg, by the Rev. Pease." Their son Charles Jacob was born Feb. 11, 1884. Mary, or Mamie as she was better known, married Jesse Perrin, a hired man and lived until



Jacob Wilson 1825-1901, son of Abraham and Mary, came in 1826 to St. Lawrence County, b. Johnstown

her death in 1950 on a farm at Kendrew Corners. Charles Jacob married Katherine H. Countryman, daughter of Richard and Ella H. Sullivan Countryman; he of Johnstown, Canada, she of Ogdensburg. Jacob Wilson died March 26, 1901. Alice Dixon Wilson died Jan. 17, 1916. Charles Jacob Wilson died March 23, 1933 leaving his widow and eight children surviving.

Rachel Elizabeth Wilson lived and helped with the succeeding generations until her death on April 8, 1927. Their son John Jacob still owns the Wilson Homestead which has been in the family since 1834. His son John H. owns the other Wilson residence before mentioned. Other children are scattered about New York State.

FIRST SAW MILL

The Wilson farm was the first in the area to have a steam driven saw mill. The saw mill is still in operation. It was originally near the lake, but since has been moved to the hop house, adjacent to the road. The homestead still stands. It was remodeled in 1876 when Jacob Wilson married. Pictures of the original settlers still hang in the parlor. The John Wilson residence remains unchanged. The design for all Wilson residences, including the one in Fonda are basically the same. Among the inhabitants at the Wilson homestead were Samuel Dixon, Alice Wilson's brother, who first sailed the Great Lakes (with frequent memories of being de-loused after his many sailing adventures) and was later a policeman in Ogdensburg, and the fateful George Diefendorf, who crashed through the lake ice with his car one winter's eve.

It is interesting to note that here, as in the Mohawk, many of the residences are still owned by the original families. Other cousins and relatives of the Wilsons moved to St. Lawrence County. Elizabeth Gross Wilson, widow of Henry Wilson, lived here in 1865 near Brier Hill with her children James Abraham, Jacob H. a Civil War Soldier, and her daughter Hannah W. McWilliams. James Wilson, born Mar. 30, 1795, son of Jacob Wilson and Lydia Sammons, moved here with his children to live with his sister Rachel Dorn. He died Nov. 21, 1868. A brief genealogy is given below.

10 James Willson, born Renfrewshire Scotland, (1620-1680)

9 John Willson, born Renfrewshire Scotland, 1669, emigrated to County Antrim, Ireland 1700, emigrated to America 1737, died in New York City 1749, married Mary ?.

8 James Willson, b. Scotland 1685, d. Fonda, N.Y. 1774, settled in 1737-8, married Catherine?.

7 John Wilson b. Carrickfergus, Antrim, Ireland, 1722, m. Barbara Diefendorf (1727-1792), d. Fonda, N.Y. 1789. Served in the Tryon County Militia, and American Revolution.

6 Jacob Willson, b. Fonda, N.Y. 1803, m. 1. Lydia Sammons (1768-1799). 2. Ann Schenk, (1783-1876), d. Fonda, N.Y. 1838. Served in the American Revolution.

5 Abraham Wilson b. Fonda, N.Y. 1803, m. Maria Wert (1803-1875), d. Black Lake, Feb. 16, 1876.

4 Jacob Wilson, b. Johnstown, N.Y. 1825, m. Alice P. Dixon (1851-1916), d. Black Lake, 1901.

3 Charles Jacob Wilson, b. Black Lake, Feb. 11, 1882, m. Katherine H. Countryman (1895-1966), d. 1933, Black Lake.

2 Alice H. Wilson, b. Black Lake, 1919, m. Albert Russell (1920-).

1 Paul A. Russell, b. Ogdensburg, N.Y. 1949.

(This is a condensation of the St. Lawrence Co. portion of "A History of the James Willson Family 1620-1968." Researched and written by Paul A. Russell.)

The National Association of Army Nurses of The Civil War



Mrs. Maria O. Eldred.

Although the Army Nurse Corps is said to be only 68 years old, St. Lawrence County had an Army Nurse in battle in the Civil War. By whom, and the exact date, she was enlisted are unknown, but Maria Olmstead of Pierrepont served nine months at Falls Church, Va. In a brochure prepared for the G.A.R. Encampment of 1910, Mrs. Maria Olmstead Eldred, was pictured and her scanty record is given. It is believed here that her maiden name was Eastman, and that Olmstead was a first married name, but her record says that she enlisted under her ("maiden name Olmstead." No one knows when she married Holden Eldred who was apparently many years her senior.

The National Association of Army Nurses of the Civil War honored the "nerve and patriotic devotion it took for the young women of the sixties to brave public opinion and enlist for hospital and field service."

Dorothy Dix, "Angel of Mercy" was appointed by the Government to enroll women for hospital nurses, but as she would take none under thirty, scores of young matrons and maidens who had seen loved ones march to the front, offered their services independently. They served without pay and rendered heroic service. The history of these Civil War nurses is almost unknown. It is thought that Maria went to Virginia to nurse her Olmstead soldier.

In 1881 Miss Dix invited all nurses to meet her in Washington. An organization called Ex-Nurses Association of Dist. of Columbia with Miss Dix as president until her death in 1887 met annually. At the G.A.R. Encampment in 1892, other nurses than the District Association were there. There they formed the National Association of Army Nurses of the Late War to meet at each encampment.

Women's organizations were unusual and to travel to meet was more so. However, under strong leadership it was reorganized and met each year at the Encampments with their stated "object...to keep green the memory of those days of civil strife, to keep in touch with the Grand Army of the Republic in its efforts to perpetuate the grand principles for which the boys in blue fought and died, to seek out and aid unfortunate and needy nurses and assist in procuring pensions." Maria Eldred drew \$12 monthly pension.

Those admitted to membership had also to be women of "good moral character," who had served at least 3 months as a regular or volunteer nurse. Applications had to be endorsed by the nearest G.A.R. post.

A wife brought home by Mrs. Eldred, presumably belonging to her husband George W. Olmstead, is in the possession of her great-granddaughter Mrs. Ben Ware of Canton, who was Wanda Nichols. Ken Giffin, Frances Stone and Edson Martin are also related to Maria whose husband is buried in Cooks Corners cemetery, Pierrepont. He was in CO. D., 13th N.Y. Cavalry and died Mar. 30, 1866 at age 25. Their son Frankie G. died at age 4 in 1868. MHB)



PADDLERS' PARADISE

On the cover of this issue is a spirited sketch for which the artist did not find it necessary to draw upon his imagination, but discovered his material in scenes that may be almost daily witnessed on any of the quieter waters in the vicinity of New York and other parts of the country. A few years ago the word canoeist could only be applied to men but today many women and girls not only own and paddle canoes, but they often undertake long cruises in their little craft in company with their husbands or brothers.

So began the article in the Oct. 17, 1885, Harper's Bazar on the latest for women. It told of the New York lady and her husband who cruised down the entire eastern coast of Florida in three months. They used only the shelter of their canoe and cooked meals over wood fires or an alcohol lamp. At the end of the trip, the lady was tanned, in good health and had gained 10 pounds!

In 1884, on an island in the St. Lawrence near the encampment of the American Canoe Association Association, "was seen the modest little blue and white striped tent of two married canoeists from Connecticut." They had reached this point by cruising from the upper end of Lake George, and from it through Lake Champlain, down the Richelieu River and up the St. Lawrence to the Thousands Islands. In both these instances the husbands were active and wives were honorary members of the American Canoe Association, which received only practical canoeists into its ranks.

"About half a mile from the main encampment of the Canoe

Association was a beautifully wooded point that has from time immemorial borne the name Squaw Point and here was pitched ladies' camp, in which for two weeks they lived (wives and families of the members)." Many of the ladies had carpeted their tent floors, and had hidden rudely constructed tables under fanciful covers.

"The costume to be worn by the feminine canoeist," the article continues, "should be of lightweight, dark-colored flannel, loosely belted at the waist, and so made as to allow absolute freedom of motion to every part of the body. The hat should be broad-brimmed, and of coarse straw, trimmed with a scarf of Turkey red or some other bit of color. The feet should be encased in strong walking boots, laced or buttoned high enough to afford ample support to the ankles. Hands should be left bare. ..In the canoe the dress may be protected from spray or paddle drips by a light waterproof apron; but this should never be fastened down in more than one place, as in case of an upset a fatal entanglement might result from an apron so closely fastened as to hold the occupant in the canoe."

The article gives directions for the double-bladed paddle use, and the proper way to exercise. It concludes:

"All women, as well as all men, should learn to swim, and certainly no woman should undertake to become an independent canoeist or even to cruise in a canoe in company with an expert swimmer, who has not mastered this simple but most important accomplishment." (With all that flannel and buttoned shoes?)

(Continued from Page 8)

VICTIM OF PROGRESS

that sold for ten cents apiece.

These Literary and Scientific Circles spread throughout the U.S. By 1900, about two hundred imitators of the summer Chautauqua were in existence all over the country. Each offered its own summer program of lectures and entertainment drawn from Lyceum Bureaus. These Chautauquas were the Independent Chautauquas, loosely organized and very wasteful of time and money due to the haphazard booking of talent.

It is here that the destiny of the Independent Chautauquas ran across the path of an organization that was to make Chautauqua a household word to millions of people, the Redpath Bureau.

THE REDPATH BUREAU

James Redpath founded the Boston Lyceum Bureau to aid and welcome men and women of literary renown who were coming to the United States. Soon the "Boston Lyceum Bureau" was shortened to the "Redpath Bureau" and was setting up lecture tours with great success. Redpath booked established talent as well as new, not-so-famous names to the lecture circuit. His organization proved to be of great benefit to the lecturers as Redpath facilitated arrangements for speaking engagements, lodging, and travel at an established fee previously agreed upon. Although Redpath's success was great, he did not get rich from his famous lecture tours. However, Redpath achieved his goal in that public education was much enhanced by his bureau. In 1880, Redpath left the Bureau to go to Ireland as a correspondent for the New York Tribune.

The Redpath Bureau was then divided among three men, Hathaway, Vawter, and Pond. Of the three Vawter paved the way for the brief but glorious traveling Chautauqua, the Redpath Chautauqua System. Vawter had been given charge of the Chicago office of the Redpath Bureau. The Redpath Bureau was a chief source of lecturers for many organizations, among them the Independent Chautauquas held during the summer in towns scattered across the nation. Vawter wanted to try an experiment; he wanted to provide a traveling program of Redpath talent going from town to town to utilize lecturers who usually only spoke during the winter months, thereby increasing business for himself and the Redpath Bureau. Prior to this time, each independent Chautauqua had put on its own program and lecturers ran hither and thither all over the country, at much waste of time and money. Vawter planned to line up the towns in an orderly sequence and thus save those precious commodities, time and the almighty dollar.

In the summer of 1904, he started on his first show route. Although he was head of the Chicago Redpath Bureau, Vawter operated under the title "Standard Chautauqua Bureau." This was done as Vawter was fearful that, if the traveling show failed while under the name of a Redpath Organization, the Redpath reputation would be injured. Therefore, Vawter, using his own money, ran a circuit of fourteen towns, starting in Marshalltown, Iowa. The back tracking that Vawter had wished to avoid trapped him as well as he traveled over the same roads many times, first going north then retracing his steps south, only to use the same road to get to another point to the north again. The first year Vawter lost \$7000 but he rebounded, made changes and in 1907 went on the road again. This time he was a success in every way and the traveling Chautauqua system became a going concern under the management of the Redpath Bureau. The first programs contained singers, lectures, magicians, jugglers and other specialty acts.

Vawter was the pioneer. Soon the Redpath Bureau had three other systems besides Redpath-Vawter. There was Redpath-New England under the leadership of Crawford Peffer, Redpath-Chicago under Harry Harrison, and Redpath-Horner under Charles Horner. In the peak year of 1924, 10,000 communities with a total of forty million persons were visited by the traveling Chautauqua as a whole.

I should say here that the Redpath system was not the only one. Many systems such as the Ellison-White system were successful also. However, the Redpath system was first and foremost among traveling Chautauqua systems.

The traveling Chautauqua is now nothing but history. Yet many people here can still remember the exciting days when Chautauqua was in town, often on the vacant lots just outside the town and city limits. The reasons that the traveling Chautauqua came to an end are many. Perhaps one cause alone would not have stopped the Chautauqua as early as the late twenties and early thirties. The fates spun a web, as it were, that sealed the doom of the traveling Chautauqua.

Motion pictures and radio gave much competition to the brown-tented Chautauqua. When floods and other elements of Mother Nature would cancel the performances under the canvas, radio still carried many of the same style programs bringing the pleasure of the entertainment to the comfort of the home.

The automobile allowed families to travel to the larger cultural centers to see live entertainment whenever they chose instead of having to wait for Chautauqua to come.

Some believe that the formation of service and luncheon clubs took away some of the interest that had previously been given to the Chautauqua. It was the active leaders of social groups that had often set in motion the works that had finally brought Chautauqua to their village. That these people later became too involved in clubs to take an active role in Chautauqua is very possible.

Perhaps last and most devastating was the Great Depression. Traveling Chautauquas cost money; there had to be a good attendance to insure a small profit so that the show could continue. Attendance slumped as money became scarce and radio became popular, leaving Chautauqua to become a money-losing venture in an era when money was too important to be gambled away. In 1932 there were only three hundred communities that held a traveling Chautauqua and one can easily conjecture that the tents were far from full.

So, a great tradition came to an end. The traveling Chautauqua had offered culture to our rural and slightly urban America; St. Lawrence County and America had partaken of it. But the era had come to an end, like so many other fine American institutions, amidst the snort of the gas engine, the voice on the radio, and the stars of the talkies. The short but spectacular life of the Redpath Chautauqua was over.

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- Richmond, Rebecca, "Chautauqua, An American Place," New York, Duell, Sloan and Pearce, 1943.



From the "Malone Farmer" June 14, 1911

This is the third time at the interscholastic track meet at Canton, N.Y., that the Brushton High School students have carried off the honors by winning the first and second prizes awarded those who have the best essays. Last year it will be remembered that Miss Anna Matthews won the \$10.00 in gold as first prize and this year she has won \$5.00 in gold as second prize. We feel proud of our young people from Nicholville. Five essays of a graduating class of 26 have been chosen to be read this year at the exercises and two out of the five are Nicholville students, Miss Matthews is one of these and also Miss Julia Farrisee.

(Note: Miss Matthews is now Anna Matthews Cole, historian for town of Lawrence, and contributor of poems for our "Poetical Portraits.")



LETTER FROM THE EDITOR

To put into print the saga of our illustrious ladies has been a revelation. In sheer numbers our country is probably unsurpassed in teachers and nurses. With outstanding nurses such as Linda Richards and Maria Eldred, and the likes of Rose Libby and Julia Ettie Crane, the sheer numbers have produced fame as well.

Artists and authors are with us, but in less profusion as to fame and fortune. We tried hard (in vain) to discover a familiar former woman athlete, to join our politician, artist, sculptor, nurse, teacher, musician and housewife stories in this issue. We've had a well-known feminine pastor, missionary and author as well, but their tales shall have to wait to be told.

Our Ladies of the past did not much run to being inventors, athletes, business tycoons, lawyers, doctors or architects. A few unusual professions were indulged in, however, even in the days when it was only genteel to be a music teacher, milliner, dressmaker or schoolteacher. Some of their memories will be published in future issues as you members reveal your storehouses of distaff talent.

Putting all our fascinating women into one issue proved we'd "bust a gusset" in doing so, so we've saved the story by her son of the most well known of all, Rhoda Fox Graves, for a future issue to do her story justice. We look forward to the appearance of this article, and others our historians will bring to light AFTER they read this issue.



Seymour

(Continued from Page 7)

her devotion to him, and during his fatal illness, she cared for him constantly.

After his death at the newly opened St. Lawrence State Hospital, Clara Seymour still continued to live in their lovely brick home in Hermon. The house still stands there today; a commemoration in its own way to the successful life and domestic culture and qualities of one of the best, most devoted and ablest men of our country and his helpmeet.

Miss Ellen Bixby, who later became Mrs. Charles Henry Carpenter, and the mother of John, Forest and Fred Carpenter of Hermon, worked for Mrs. Seymour. Many times she told her son, Fred Carpenter (who at 86 years of age, still lives in Marshville), of the pleasant days working for Mrs. Seymour and of the time spent in watching Mrs. Seymour paint.

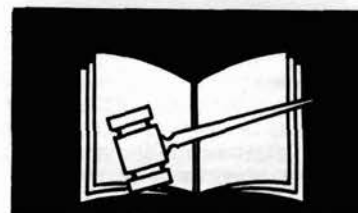


(Anecdote told to Eugene Hatch by William Fanning)

Like many druggists of the period, Dr. Seymour carried a stock of liquor, and a barrel sat in the cellar. Several citizens knew of its whereabouts and sometimes dropped in, went down cellar and helped themselves. It was noticed by a clerk that one man came so frequently that he was getting to be a nuisance and he reported this to the doctor. Dr. Seymour replied, "I'll fix him."

On the man's next visit, he started down the cellar stairs. Glancing ahead in the darkness he faced a human skull. Its face was lighted by a fiery grin. The scared man turned and beat a hasty retreat and never returned.

The doctor had taken the skull from his medical equipment and had placed it, with a lighted candle inside, on a ledge opposite the stairs.



PRESIDENT'S MESSAGE

Ladies' Day...That's how I think of this issue, devoted as it is to eminent women of St. Lawrence County. In this particular space today I'd like to pay tribute to eleven ladies who achieved eminence within the county, especially by helpfulness extended to our Association.

Marguerite Gurley Chapman ("History of the Clarkson Family of Potsdam") has always been a guiding force. Elsie Bresee of Parishville and Ella Lahey of Massena helped put the Association on its feet in the early years. Mrs. Lahey supplied materials generously to the Quarterly.

Doris Planty of Morristown was our leader of tours for many seasons. Virgie Simons in Rossie was a valuable contributor to our archives. Mrs. Adaline Bloch was an organizational leader in Canton, and Betty Mayhew, as well as being Canton's town historian, did a good deal of editing.

Ethel Olds, with her husband Carlton, gave strength to the Association. Indian artifacts, Seaway materials, books, etc. have come from that family in Waddington. India Murton of Macomb helped build and organize the archives. Many items within our files have come from Doris Rowland, historian of Parishville. Last but by no means least, Mrs. Nina Smithers of DePeyster was for many years our beloved historian, always helpful and gracious.

Some of these eleven ladies are deceased, some are very active today. They are far from being all that should be mentioned in this Quarterly. But they are representative of unselfish devotion given to their area of the state and nation, and our total Association salutes them. To them--and to ALL ladies who have helped us in whatever way--a thank you from our collective, St. Lawrence--big heart.

Eugene J. Blankman

"Those Starving Armenians"

Remember the days of our youth when we were admonished to clean our plates and "remember the starving Armenians?"

Two Ogdensburg young ladies became well known for their work with Near East Relief in Turkey. A letter to the editor of a local paper from an orphan Armenian girl, tells of the "angels" Cora Louise Beach and Elsie Jameson who were stationed at Harpoot, Turkey in the orphanages and soup kitchens.

"My poor people are literally stretching out their skeleton hands to your people of America as their one hope. American aid is the only hope for thousands and thousands."

Following World War I, these young ladies devoted much time and money to this cause. Local people gave funds for the Armenians, and club groups put on benefits for aid. Who recalls those days?

Notice

History Center open 12-4 Mondays through Thursdays during July and August this year.

Poetical Portraits

Grandmother's Day

Grandmother, on a winter's day,
 Milked the cows and fed them hay,
 Slopped the hogs, saddled the mule,
 And got the children off to school.
 Did a washing, mopped the floor,
 Washed the windows and did some chores.
 Cooked a dish of homegrown fruit,
 Pressed her husband's Sunday suit.
 Swept the parlor, made the bed,
 Baked a dozen loaves of bread,
 Split some firewood and lugged it in,
 Enough to fill the kitchen bin.
 Cleaned the lamps and put in oil,
 Stewed some apples she thought might spoil.
 Churned the butter, baked a cake,
 Then exclaimed, "For Goodness Sake"
 Then exclaimed, "For Goodness Sake
 The calves have got out of the pen,"
 Went out and chased them in again.
 Gathered the eggs and closed the stable,
 Went back to the house and set the table.
 Cooked a supper that was delicious
 And afterward washed up all the dishes.
 Fed the cat and sprinkled the clothes,
 Mended a basketful of hose.
 Then opened the organ and began to play
 "When You Come To The End Of A Perfect Day."

(AUTHOR UNKNOWN)



This America

By ANNA MATTHEWS COLE

Oh sing your song for America
 Whose flag floats broad and free,
 Your surging song for America,
 The heart of liberty,
 For half a world goes waging
 The wars of greed and hate,
 Oh sing your song for America
 And America's estate.

Oh build your dream for America
 Whose pulse is strong and young,
 Whose speech rings utter fearless
 In freedom's sacred tongue;
 Let no event befog you,
 No dust from foreign soil
 Blind your gaze to America
 And your own good field of toil.

Oh do your deed for America
 Nor lightly hold her gift,
 A hope fulfilled by decades
 Of sacrifice and thrift,
 And let your life be quickened
 To the glory of its own,
 All you for whom America
 Means heritage and home.

Most bountiful and charming
 Beyond all human ken
 Most equitably gracious
 To creed and race of men,
 Diminish not her stature
 And pass less fair and true
 This challenge to posterity
 Than it was passed to you.

Would character be constant
 As in our fathers' line,
 Unfeignedly devoted
 To patriotic sign?
 Re-arm a saner vision
 In spiritual power
 And walk with resolution
 Down this demented hour.

Oh keep your faith with America,
 Your voice is needed here,
 Your prayer for peace and justice,
 Your action calm and clear;
 Oh keep your faith with America
 And your crusade shall be
 "AMERICA FOREVER -
 GOD'S GREAT DEMOCRACY."

FROM THE COUNTY'S



CRACKER BARREL

Summer Highlights of 1969 in the towns and villages.

BRASHER (Mae Murray) In Helena a Firemen's Field Day at noon on Sept. 7. Parade. Swim at Brasher Falls all summer.

CANTON (Edward F. Heim) The town museum is open each Tuesday and Thursday mornings. Many gifts have been received and displays are changed regularly. (Mr. Heim has found regretfully that he must retire and we will surely miss his newsy and important contributions. New Historian will be named in July, MHB)

Morley: Aug. 10 a horseshow and Firemen's Chicken barbecue, 11:30 a.m.

Pyrites: Sept. 1 a Firemen's Field day and Parade at 12 noon.

Rensselaer Falls: See village item.

CLARE: (Iris Fry)

CLIFTON (Clara McKenney) At noon Memorial Day the American Legion held a service in front of the school dedi-



cated to the memory of those who gave their lives in the service of their country.

Newton Falls: July 4 and all day Firemen's Field Day and Fireworks.

COLTON (Lorena Reed) Sept. 1-Firemen's Field Day, Parade 10, a.m.

DeKalb (F.F.E. Walrath) Don't forget the Old Home Day to be held in Richville on the last Sunday in July.

Dekalb Jct: June 29 Firemen's Field Day and Parade, 12 noon.

DePEYSTER (Adelaide Steele) Has been sorting mountains of material left by her predecessor, Nina W. Smithers. Town of DePeyster expects to dedicate the new Town Barn early in the summer (on the Heuvelton Road).

EDWARDS (Leah Noble) Look for "Fun Time" now ready for the library and museum. July 26, Firemen's Night 7 p.m. Parade.

FINE (Catherine Brownell) Star Lake Fire Department will hold a chicken barbecue in July, date not fixed. Northern New York Fire Chiefs Association will have a dinner Sunday, July 20, at Twin Lakes Hotel. It is also Ladies Day, with a fashion show in the afternoon.

Fine: Aug. 2, Firemen's field day and parade at 7 p.m.

FOWLER (Isabelle Hance) Recording progress of new Route 58 going through Fowler. Data on post offices being collected.

GOUVERNEUR (Harold Storie) To aid in genealogy searches, etc. is making up a map showing where first families built first homes.

(see village item for Fair dates)

HAMMOND (Maxine Rutherford) Hammond will be host to the St. Lawrence County Historical Association July 12 for the unveiling of two historical markers on scenic Route 12. Other summer events include the school recreation program; children's story hour at the Public Library on July 2, 9, 16, 23 and 30. Aug 1, dance, 9 p.m. and Aug 2, Firemen's Field Day, Parade 7 p.m., Library Food and Bake Sale in August, and the 30th Annual Hammond 4-H and FFA Fair, Sept. 5 and 6.

HERMON (Helen LeBlanc) Since appointment have assessed and organized files and brought them up to date. (See article on Mrs. Seymour) July 20: Firemen's Field Day and Parade, 12 noon.

HOPKINTON (Neva B. Day) Watch for opening of Chittenden's General Store in the village where country crafts will be for sale. Aug. 16, Hopkinton-Ft. Jackson Firemen's Field Day and Parade 10 a.m. Oct. 11-St. Lawrence County Historical Ass'n ANNUAL MEETING.

LAWRENCE (Anna Cole) Have recorded the entire history of the new Nicholville bridge, the view from which the Scenic Roads committee recorded for the Natural Beauty Commission.

Nicholville: June 28 Firemen's Field Day and Parade 10 a.m. North Lawrence: Firemen's Bar-B-Que at 12 noon on Aug. 17.

LISBON (Doreen Martin) Still searching old cemeteries (including Franklin County) for grave of Alexander Turner, first supervisor of town.

LOUISVILLE (Lorraine Bandy) On July 6 Firemen's Field Day and Tournament at 1 p.m.

MACOMB (Willis E. Kittle) Genealogical research more and more important. Keeping up to date on research, and spend much time with Historical Association matters. Willing to take interested guests to the Museum. (See news of Historical Associations)

MADRID (Florence Fisher) Sept. 7 will see the Field Day and Firemen's Bar-B-Que from Noon. Also a horseshow. Everyone welcome.

MASSENA (Marie Eldon-Browne) June 26 - July 6 Celebration of the Tenth Anniversary of St. Lawrence Seaway. Concerts, Fireworks, visiting dignitaries (including the PRESIDENT OF THE UNITED STATES), Jamboree, Dancing, Parade, Air and Parachute Show, Tent Show, Bazaar at the Harte-Haven shopping center.
July 4 - Soap Box Derby

MORRISTOWN (Ella Mae Phillips) Summer calendar includes a Firemen's Field Day and Parade July 4 at 10 a.m., and band concerts at the Central School during the summer. Dr. Morse Indian Root Pill Company continues to fascinate collectors, researchers and authors. Will have a display in

local store window some time during summer.

Historian's room in the town hall is open Tuesdays from 1 - 4 p.m. and on Thursdays from 10 a.m. until 3 p.m.
July 26, Dance 9 p.m.
July 27, Firemen's Field Day, Parade, 12 noon
Aug. 2, Alumni Day

NORFOLK (Edith Van Kernen) Norfolk Volunteer Fire Dept., in uniform, led by the Norwood-Norfolk Central School band, held its annual pre-convention inspection parade on June 3, 7 p.m. Special feature was public inspection of the new Fire Station recently completed. Fire Department deserves great deal of credit for its splendid work in saving lives and property.
Aug. 31 in the village, Tournament and Firematic Drill, 1 p.m.
Sept. 1, Parade, 2 p.m.

OSWEGATCHIE (Persis Boyesen) All are invited to visit the local history center in the Heuvelton Allen Library during library hours. Exhibits were arranged in the Carlos Blood room for an open house during Library Week.

PARISHVILLE (Myrtle Waite) Until further notice, the Town
PIERCEFIELD (Beulah Dorothy) Is working on projects and the post office story.

PIERREPONT (Millard Hundley) Placed two flags on graves of the War of 1812 soldiers who lie buried in the woods off The Russell Turnpike in our town.
June 8, County Rock & Mineral Club meets at Bower Powers farm.
Weekend of Aug. 2, the Club invites the northeastern clubs to a Rock Swap overnight at the Farm. (Just off the Brick Schoolhouse Road)
July 13, Firemen's Field Day and Parade, 12 noon.

PITCAIRN (Edna Hosmer) Many building projects are under way in Pitcairn. Parents and visitors are welcome each Wednesday evening at 9 for ceremonies at Camp Portaferry. Parking is free.

POTSDAM (Susan Lyman) Cemetery census records are being made.
West Potsdam; Firemen's Bar-B-Que on May 30 at 12 noon.
Hannawa Falls: Aug. 2 Dance and Aug. 3, Firemen's Field Day and Parade at 12 noon.
West Potsdam; Field Day and Parade of Firemen at 12 noon. (See also village item)

ROSSIE (Frances Gardner) Searching through town minutes (1813-1969) for names of law enforcement officers and other project information. Ruins continue to attract artists.

RUSSELL (Jan Barnes) In Russell village on July 12 Firemen's Field Day and Parade at 11 a.m.
At DeGrasse the Firemen's Field Day and Parade at 12 noon on July 27.

STOCKHOLM (Hazel Chapman) Loss of two well-known women in town, Mrs. Grace Castle (teacher 40 years) and Agnes Murray, town clerk for 24 years, and Red Cross chairman, being felt.

WADDINGTON (Ethel Olds) Summer calendar includes: July 25 at 8 p.m. and July 27 at 11 a.m. 150th Anniversary of Founding of the Scotch Presbyterian Church.
July 27, Blue Water Regatta, sponsored by the Waddington Fire Dept. under direction of St. Lawrence Valley Boating and Racing Association, all day.
Aug. 13, Antique Show, one day only, from 10 a.m. to 10 p.m., sponsored by St. Paul's Church, Waddington, in the elementary school building.
Sept. 7, Chipman Barbeque.

* * *

OGDENSBURG (Elizabeth Baxter) International Seaway Festival, July 24-26. Parade July 26, 1:30 p.m. Pageant of Drums, 7 p.m.

* * *

GOUVERNEUR village (Nelson Winters) Gouverneur & St. Lawrence County Fairs, Aug. 4-9. Parade, Aug. 5, 7 p.m.

HEUVELTON village (Persis Boyesen) Labor Day, Sept. 1: Annual Field Day of Volunteer Fire Dept. Parade at 10 a.m. and Tournament and Firematic Drill at 1 p.m.

NORWOOD village (Susan Lyman) Firemen's Annual Field Day, with parade, races and fireworks, July 4, Tournament and Drill, 9 a.m. Parade 1 p.m.
The new Seaway Area Technology Center just south of the entrance to Norwood is rapidly reaching completion. An early opening date is expected and a tour of the facilities should be interesting to all. (Date just announced-Aug. 19)
(Also see Norwood Historical Association item)

POTSDAM village (Dee Little) Curator Dee Little of the Potsdam Museum says that special summer exhibits include "Gifts from our Friends," June 2- July 19 and "Art by Eleanor Uffer," July 20 - Aug. 16. Museum has been given a table and two chairs which belonged to Linda Richards, America's first trained nurse, who was born in Potsdam. Donor was the New England Hospital of Boston, Mass., of which Miss Richards was the first graduate nurse in 1873.

RENSELAER FALLS village (awaiting appointment) Firemen's Field Day and Parade at 12 noon, June 15, preceded June 14 by a dance at 9 p.m.

RICHVILLE village (Georgiana Wranesh) July 27, Richville will celebrate annual Old Home Day with the following program:
10 a.m. Church
12 noon - dinner at the church
1 p.m. to 4 p.m. Open House at the Richville Historical building of the St. Lawrence County Historical Association.

HISTORICAL ASSOCIATIONS

GOUVERNEUR HISTORICAL ASSOCIATION. Bill Eichorn was host to the group at the annual meeting and picnic. Several guests were present, and a full house.

MACOMB HISTORICAL ASSOCIATION. Regular meetings of the Association are held the second Thursday of each month at 8 p.m. at the Museum. The Museum, located at Brasie Corners and now open by appointment, will schedule regular openings, to be announced later.

NORWOOD HISTORICAL ASSOCIATION. Norwood Museum committee is receiving many interesting artifacts, including an 1859 Robertson's map of St. Lawrence County, pictures, books, and other Americana. The date of the official opening has not been set, but we trust that all will watch for this date and be our guests.

PARISHVILLE HISTORICAL ASSOCIATION. Norene Forrest is the new president of this hard-working group. On August 23 the annual historical event, including a memorial service for the late Elsie F. Bresee, a noon luncheon and sale of food and candies will be held. Visit the Museum during the summer.

ST. LAWRENCE COUNTY HISTORICAL ASSOCIATION. Calendar for summer: July 12, dedication of two historical markers on Route 12, and first tour of the season. July 27, open house at Richville building, (volunteers needed!); Sept. 13, tour to LeRay Mansion on Camp Drum; Oct. 11, annual meeting at Hopkinton. Mark your calendars now.

JULY TOUR

The first tour of the season will be to dedicate two large historic markers on scenic route 12 in the town of Hammond. Saturday July 12 will see state, county and local personages here for this event at 11 a.m. We will then have a picnic lunch nearby, and visit the 1000 Islands Museum at Clayton in the afternoon. Be on hand at the first rest area south of Morristown, at 11 a.m. Bring family style picnic basket, and we will go on from there, or combine cars as you wish. All are welcome.

Our members write

I would like to correct a few mistakes in the April issue of the Quarterly. My article on Woodbridge Corner's school said "90 degrees" that the building was moved, not feet, from its original position. (A proof readers error, "degree" mark and "feet" mark appeared similar in hand-written copy. MHB.)

Also, the cheese factory pictured as having been located in Rensselaer Falls is actually Beech Grove factory located not far from Hermon village. (We had several readers correct this one, MHB)

Much more could have been written about the Rensselaer Falls box factory. I recall an interesting article, with pictures, which appeared in one of the Syracuse Sunday papers fifty or more years ago in which was the statement that when operating at full capacity, this was the largest cheesebox factory in the World! Quite a record for little old Rensselaer Falls.

Susan K. Race
RD, Rensselaer Falls, N.Y.

* * *

In regard to the Hepburn story, you may be interested to know that a few weeks after it, I succeeded in buying the double-barrelled rifle used for the illustration from Mr. Griffin down in Glens Falls. It has now been very carefully cleaned up and reposes in state in our collection. One of these days I'll do a follow-up story for you on the rest of the gunmakers of St. Lawrence County, whose names were legion.

Most cordially,
H. J. Swinney, Director
Adirondack Museum
Blue Mountain Lake

* * *

I have written a 5,500-word article entitled "The Early Years of Leland Stanford, New Yorker Who Built the Central Pacific Railroad." Would your journal be interested in publishing this article in this centennial year of the first trans-continental railroad?

Sincerely yours,
Norman E. Tutorow
Assistant Professor of History
University of Santa Clara, Calif.

(Our prestige grows! Unfortunately, Stanford was not a St. Lawrence County native, therefore not eligible for inclusion in this Quarterly -- especially to the tune of 5500 words!) MHB

* * *

My father and mother, Arthur and Millie Shipman, and I cooked at Newbridge Camp the winter of 1913. There were some pictures taken then. These are the names of the bosses of the camp: Pat Patterson, superintendent; Edd Johns; and these men--William Alford, Jack Huse, Hubbard Hunkins, chore boy of Clare, Johnson Carvel, chore boy of Hogansburg, Silas Reynolds who drove my father's team drawing logs, Doc Bean, George Fred Sawyer, saw filer, and a man by name of Raycraft from DeGrasse. Mr. Edd Johns' son runs a garage in Massena. He was a boy about my age (who is 71 years young.)

Myrtle Shipman Allen
93 Webster Street
Malone, N.Y. 12953

(The photo very happily came to us because someone in settling an estate remembered us with some scrapbooks and photo albums. As we recall, it was Dolly (Mrs. Guy) Post's estate. MHB)

I have two blue and white woven coverlets over 100 years old. They are in good shape, one in a flower pattern and the other a geometric one. They came from the old King Hotel in South Hammond. If anyone is interested in purchasing these coverlets, would they contact Mrs. F. C. Dygert, Hammond, N.Y. 13646.

* * *



Many will remember radio and TV personality, Star Lake's Dorothy Paar who had attended school in Gouverneur. Dorothy was killed in an airplane accident nearly a decade ago while on assignment.



Clifton Railroad

(Continued from Page 14)

improvements, which could be carried out without much additional expense, in building another road; one of which is to cover the face of the rail with a hard substance which would prevent the rain and snow from soaking into them, causing the wheels to slip.

Starting after breakfast we took the line of railroad, and walked up to the iron mines, visiting their openings from which the ore is being taken. So many contradictory stories have been circulated about the productiveness of these mines that we were totally unprepared to find them either so rich or extensive as they proved upon examination. Operations here are conducted under the superintendence of Capt. Harvey, an experienced Cornish miner, who has also aided in developing minerals for the last twenty years in different parts of the United States. He considers these mines more extensive and richer than any he has hitherto seen in the world; and while he may be too sanguine as to the vast depths to which the veins can be followed, the ledges already laid bare are sufficient to occupy many years in their exhaustion. The ore, in some openings is very easily mined; a single blast being sufficient sometimes to detach large masses of many tons weight, which are reduced to sizes suitable for handling by picks, crowbars and huge sledges. Tons and tons of this ore are already piled in the vicinity of the openings, and awaits the arrival of stronger engines to be drawn away. The ore is said to average a yield of fully sixty per cent of pig iron to the ton, showing a richness not often found.

Contiguous to the mines a New-York Company are erecting extensive steel works, for the purpose of manufacturing steel directly from the native ore. At present the works are not sufficiently advanced for us to attempt any description; but we can only hope that the enterprise which invested so large an amount of money in this heavy machinery, these massive chimneys and extensive fire brick vaults may find an abundant reward; and we cannot doubt it. Certainly no one deserves to succeed and reap his reward more than he who devotes his money to the development of the hidden resources of the country, and all should be rejoined when such results are attained. In the present instance we are glad to be firmly convinced that the owners of the Clifton property must in the end reap an abundant harvest from the untold wealth which their money and enterprise is but now beginning to develop.

Some accounts mention the use of burning charcoal in locomotives. However, it is questionable if such material would sustain sufficient amounts of steam in the boilers.

(A discarded wheel, iron straps, spikes and a reconstructed set of rail and ties are on display at the History Center.)

researchers

March 18, 1969

Dear Editor:

Enclosed is a contribution for a future Quarterly.

Barbara Allen born in Woburn, Massachusetts in 1800, daughter of John Allen and his wife, Lavinia Wyman. The Allen family was part of the group of settlers who accompanied Philomen Wright from Woburn to the present city of Hull, Quebec in 1800. Mrs. Allen was sister to Mrs. Philomen Wright (Abigail Wyman). Barbara Allen, or Barbary as she was sometimes called, married about 1819, John Snow, who had come from Devonshire in England in 1816. He may have been related to the Snows in Massena or Massena Point. They had two children, one of whom, John Allen Snow, became a Provincial and Dominion Land Surveyor. John Snow is believed to have drowned at the Chat's Falls while working for Philomen Wright about 1825 to 1827.

Barbara Snow then married a Mr. Relyea, by whom she had a son, William Henry Relyea, born Jan. 21, 1828 in Massena, N.Y. William Henry's father is said to have been an exhorter. The Relyea family probably came there, from the Albany area. We are seeking the name of William Henry's father. It was only a few years after William's birth when his father died, leaving Barbara a widow again.

By 1838 she had married Massenan Philip Kezar, presumably there by whom she had three sons, Philip Jr., Eben and George Allen Kezar. One can reach out and touch, while walking on West Orvis Street in Massena, the tombstone of Philip and Barbara and their son, Eben. Barbara died at 82 years in 1882.

If any of the readers are able to furnish information about the Relyea family please contact Egbert H. Relyea, 2719 Kelly Ave., Ottawa 14, Ontario, Canada.

(William Henry Relyea married Margaret Isabella Gillespie in 1855. They were both school teachers and William taught in Osnabruck and also in Leeds and Stormont Counties, Ontario. He died in 1889. In later years his widow and sons lived in Cornwall, Prescott, Morrisburg and Perth, Ontario. One son, Egbert, became a doctor and practiced for a short time in Cornwall, Ont., then moved to New York City where he practices until his death in 1936.)

Yours truly,
Dorothy A. Relyea
2719 Kelly Ave.
Ottawa 14, Ont., Canada

July Tour

Our first scheduled tour of the season will be an in-and-out-of-the-County day. Starting at 11 a.m. with the dedication of two large historic markers on the new Scenic Route 12 in the town of Hammond near Oak Point, we will meet first at the one just over the line from Morristown, at the overlook. From there up river to the one closest to Chippewa Bay, and then on to a state park for picnic lunch. Following that we shall go to the 1000 Islands Museum at Clayton to see what they have wrought. We will try to combine carloads, in Hammond for those who do not wish to drive themselves the entire distance. Please try to be there and bring a guest.

Cape Vincent Chamber of Commerce invites us to attend their First Annual French Festival as an extension of our July 12 tour to Clayton. Program at 2 p.m. with French foods, guests from Canada and a display of artifacts. Let's all go to Cape Vincent, too!

The actual printing contract for Houghs' County History reprint may soon be under way. Reservations are still being taken for copies at advance price of \$12.50. After publication price is expected to be more. All those who reserved will be notified when delivery is to be made and billing will be at that time. For additional reservations write Box 43, Canton, N.Y. 13617

Mr. and Mrs. Elbert E. Risley, furniture dealer and undertaker in DeKalb Junction for years had a fine black hearse (1912-13). An auction of items was held about 1962. If anyone knowing the whereabouts of the hearse, or who bought it then, would let the editor know, it would be appreciated.

To the Editor:

The Massena Public Library now has on microfilm the St. Lawrence County census records from 1840 to 1880. Please mention this in The Quarterly so that people interested in genealogy and local history will know it is available in this area.

Thank you.

Alice Bero, Acting Librarian
Warren Memorial Library

The historic marker placed by the Education Department on Rt. 72, two to two and a half miles from the village of Parishville, directly across from Chapel Hill cemetery has been stolen. This marked the "First Church in the town of Parishville..built here in 1828, moved to Parishville village 1846." If anyone knows the whereabouts or hiding place of this sign, please get in touch with the Parishville Historical Association or the supervisor, Floyd Fenner. The thieves kindly left the post standing.

Anyone knowing of or hearing of historic signs or others of value which have been stolen, please let your editor know. The plaque on the bridge at Kendrew is also among the missing.

NOTICE

Formal opening of the new Agricultural Museum at Stone Mills, Jefferson County, has been set for July 1, after which a schedule of visiting days on Wednesdays, Saturdays and Sundays in the summer will be followed. Some of our county's artifacts have been donated to this Museum, and a lively group is guiding the new Northern New York Agricultural Historical Society. Drop down and visit them, then come home and volunteer to keep our own collection open some days during the summer.

NEEDED -- Volunteers to help prepare and host at Open House in Richville. Call Mrs. Wranesh or Mrs. Biondi.

Please check the address label on the back cover of this issue of the Quarterly — NOW — to determine when your membership expires. If it HAS expired, or if it will expire soon, be sure to compute the amount of unpaid dues at \$3.00 per year — and MAIL YOUR CHECK TODAY!

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FOR YOUR PROTECTION

LIFE INSURANCE TRUSTS

There is not sufficient space to discuss life insurance trusts in detail.

However, some of their principal advantages and salient features should be mentioned.

Life insurance proceeds payable to a trust can be collected very soon after the insured's death and made available for the family or to supply cash to the decedent's estate. Thus the trustee can pay the widow sums she needs while the estate is being settled and at the same time the trustee can buy assets from the estate to provide cash to pay debts, etc.

Unlike insurance company settlement options mentioned above, life insurance trusts can be made very flexible. Trustees can be given broad powers of investment so as to permit the use of common stocks, bonds, mortgages, real estate, etc., as future market and economic conditions may indicate to be in the best interests of the beneficiaries and the trust funds.

Equally important are the trust provisions regarding payments to beneficiaries. Usually they are quite flexible such as giving the trustee permission to make payments according to the needs and circumstances of beneficiaries. Within reason the trustee can be given as much or as little discretion in making payments and managing the trust fund as the creator of the trust desires.

It is very difficult for a policyholder to anticipate the future needs and circumstances of his beneficiaries in case of his death. Will his wife remarry or remain a widow? What will be the needs of his children for their education and after they marry?

How may births, divorces and deaths affect the situations of the children and grandchildren? These and many other questions call for flexibility in arranging life insurance. A trust is likely to be the answer.

POUR-OVERS

Another advantage of a life insurance trust is that it can be designated to receive additional assets from other sources. For example, many estate owners have "pour-over" provisions in their wills by which they add various kinds of property to their life insurance trusts or to trusts created by others. This avoids having a trust in the will. Similarly, death benefits payable under pension and profit sharing plans can be made payable to employees' life insurance trusts and thus they become a part of the life insurance trust funds.

CONCLUSION

Life insurance is vitally important to the future welfare of a great many families. Frequently, it is the primary source of support in case of the death of the breadwinner and in many cases it provides the necessary cash required to settle decedents' estates. To waste such a valuable asset by reason of inadequate planning is little short of tragic.

Officers in our Trust Department welcome joining your attorney and your life underwriter in assisting you with your estate plans, including making the most effective use of your life insurance. We hope you will call us soon.

The St. Lawrence County National Bank

CANTON, NEW YORK

Walter M. Wilmshurst,
President and Trust Officer

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Assistant Trust Officer

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