

The Quarterly

OFFICIAL PUBLICATION OF THE ST. LAWRENCE COUNTY HISTORICAL ASSOCIATION



Man On the Move

July 1970

The Quarterly

Official Publication of The St. Lawrence County Historical Assn.

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Cover Photo:

New white 1909 Buick owned and driven by Matt Stevenson on Main St. in Brier Hill, accompanied by Mrs. Stevenson and Lana Sayer. Following is the new EMF (Flanders) with Dr. F. E. Graves and daughter Doris. Watching behind are Glendon Giffin, Evelyn Ackerman and Perry Hadlock and one unidentified boy.

Four in to One

RIVER STEAMERS

By DAN C. McCORMICK
THE CLINES

The four rivers which empty into the St. Lawrence in that corner of New York State formed by the river and the forty-fifth parallel have seen little in the way of steamboat traffic since the end of World War I. Until that time these waterways offered the residents of this little corner of the state a tie with markets of the outside world.

None of the streams were navigable for any great portion of their respective lengths but communities near their mouths did find them indispensable.

Easternmost of the four, beginning like the other three, in the northern slope of the Adirondacks, is the Salmon. Hardly more than a creek for much of its length, it broadens between Fort Covington and the St. Lawrence, thereby placing most of its navigable portion within the Province of Quebec.

The next stream is the St. Regis, so-named for the Saint and the tribe of the Mohawks through whose reservation it passes. This particular river was navigable only through the town of Hogansburg, immediately south of the international boundary.

The Raquette (sometimes seen as Racket or Racquette), the longest of the four, is rapids-ridden over much of its length but, from a point perhaps 20 miles south of the point at which it joins the St. Lawrence, runs a calm course. From the village of Massena (Massena Springs) it was navigable until the construction of hydro stations and control dams upstream cut its flow.

The last, the Grass, provided the village of Massena with a more direct route to the St. Lawrence for the northern section of the rapidly developing town. Its navigable portion extends from the village to the St. Lawrence, the result of extensive dredging by Alcoa to accommodate the flow from its power canal.

Because of the location of the villages on these rivers, and their early reliance on river transport, it can be readily seen that they tended, in their formative years, to be Canada-oriented. This fact remained so for several generations, notwithstanding the fact that most of the early settlers were of New England stock. In seeking outlets for their produce--timber, grain, potash, cheese, apples--they looked for profit. Such did not lie within their own nation, but, rather, down the river highway at their doors to the metropolises of Lower Canada--Montreal and Quebec City.

Many vestiges of river-oriented economy remained when, in 1856, the Cline family of Barnhart Island built their first boat, the LONG SAULT. Described as a 65-foot sailing vessel, she heralded the arrival of a goodly number of homeowned, and often homemade, boats capable of making runs between the local ports and connecting with bigger ships at Cornwall and Ogdensburg.

First steamer built by the Clines was the ENTERPRISE I, turned out on Long Sault Island by John and William in 1866-67. Dimensions of this modest boat were given as 75 feet by 30 feet and she is said to have been a square-stemmed, single-screw vessel whose engine and boiler had been purchased in Buffalo. ENTERPRISE I served the residents of the area faithfully, operating from Barnhart or Dodge's Landing westward to Louisville Landing, Waddington and the 'burg and to Cornwall, Hogansburg, Dundee and other eastern points. A complete trip, either east or west, could usually be made in twelve hours. It was said that a typical cargo for the ENTERPRISE I consisted of 250 bushels of grain in her single hold, five tons of deck cargo, and as many passengers as might await her at the landings. John Cline served as captain while his brother Willis was engineer. Later sold to Guy Bridges and Albert Waite of Massena, ENTERPRISE I continued in this service until she burned at Dodge's Bay in 1875. Cut loose and allowed to drift down the south channel, she grounded on Long Sault Island and burned to the water's edge.

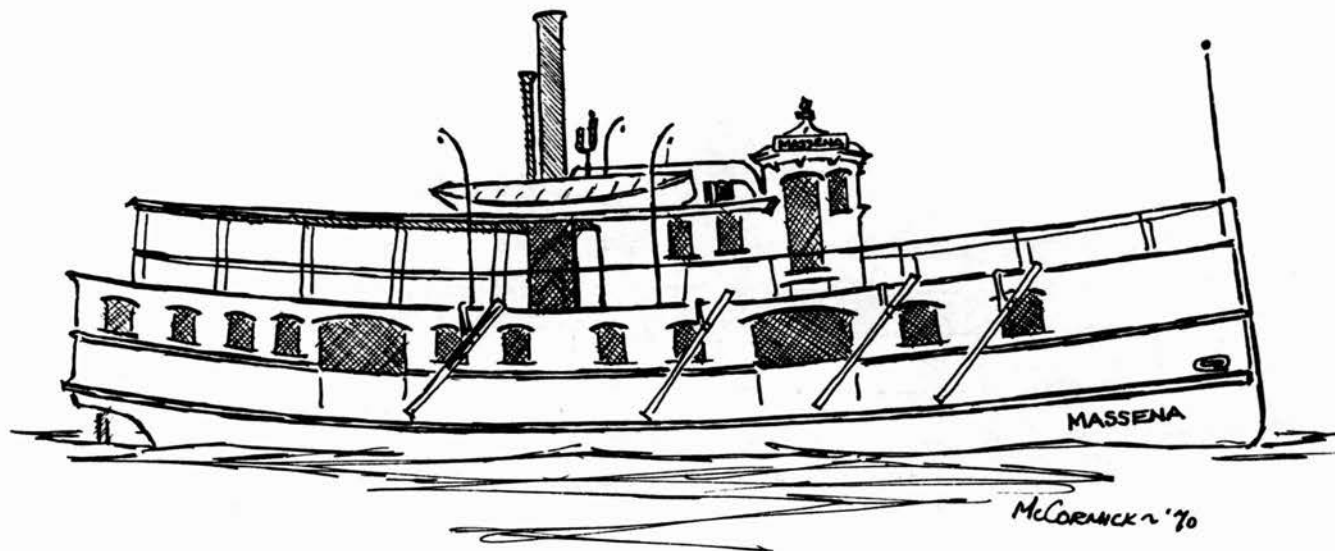
When the ISLAND DOVE was built to replace ENTERPRISE I, the latter boat's engine was salvaged and installed in the new vessel. Somewhat larger and more elaborate than her predecessor, ISLAND DOVE was also built on the island by the Clines. Unlike ENTERPRISE I, ISLAND DOVE spent most of her career on the Waddington-Ogdensburg run, captained by Sid Cline.

Other boats built or operated by the Clines during the late 19th and early 20th centuries were the YORK, built at Tracy's Landing; RHODA; IDA MAY; THE GUIDE, timbers for which were cut and squared in the mill on Barnhart Island; and the VENUS, the last boat constructed by this river family.

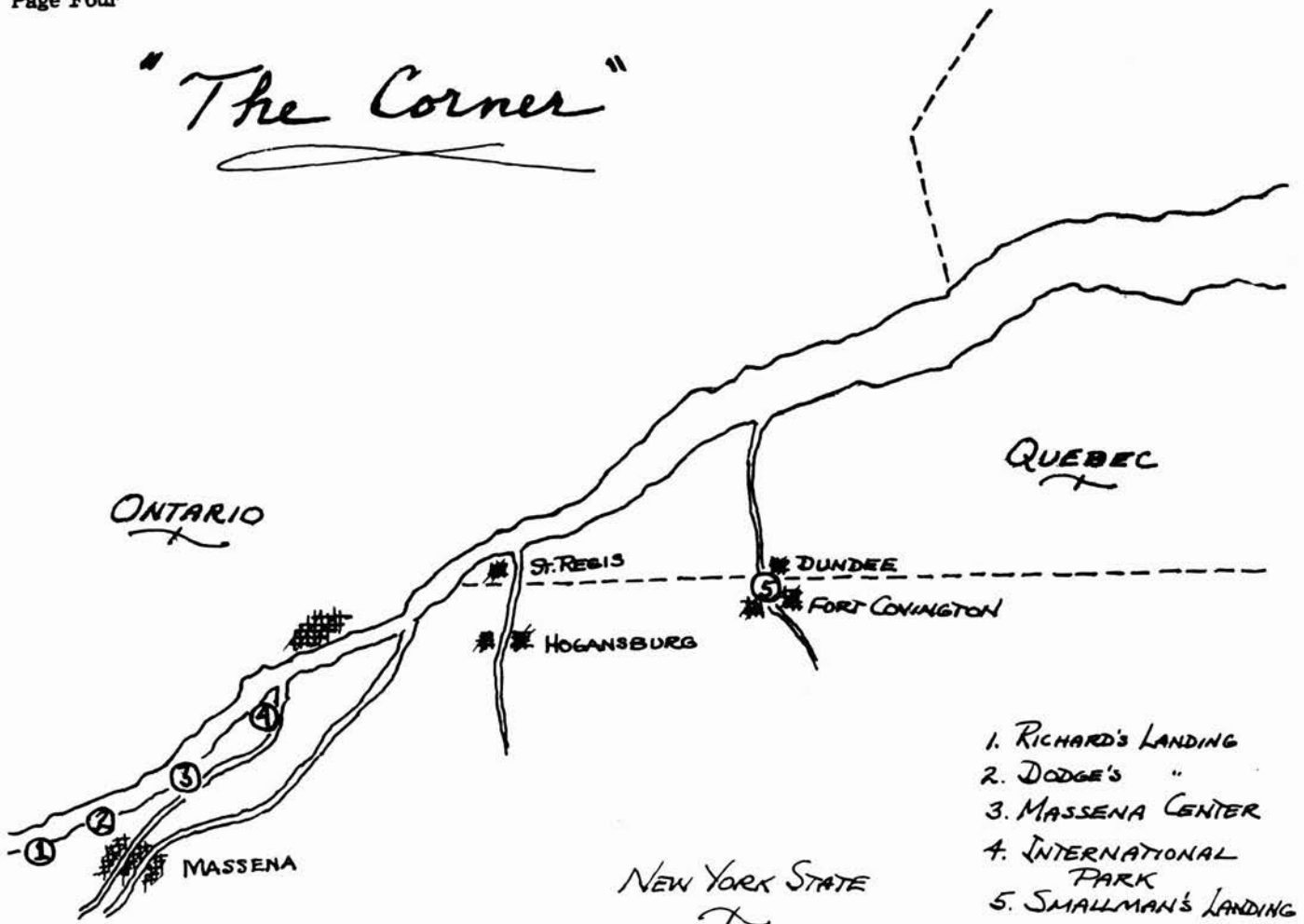
COMBINATION CARRIERS

All of these little combination carriers, whether operated by the Clines or others, were intended to give service to the riverfront landholders who were dependent on them to carry their products out and bring the few purchased necessities in. Most of the steamers, in addition to providing more or less scheduled passenger service, gave the residents of the townships a means by which they might ship commodities to Ogdensburg or Cornwall, for transshipment to more urban centers.

As the population of the area grew, the boats required to handle their needs became too much for the limited facilities of the river bank "shipyards." Therefore local buyers went farther abroad seeking suitable new or used tonnage to meet their particular needs. Thus, several of the boats observed



"The Corner"



1. RICHARD'S LANDING
2. DODGE'S "
3. MASSENA CENTER
4. INTERNATIONAL PARK
5. SMALLMAN'S LANDING

on these rivers hailed from Ogdensburg, Detroit, Buffalo, Clayton or other ports.

One steamer in this latter category was the MASSENA, owned and operated by Capt. James Fox who, besides the Clines, was the best known of the area's shipowners and masters. Built in Buffalo for Mr. Fox et al., by J. T. Hingston, MASSENA had, by 1883, become the sole property of Fox under the corporate name "Massena Steamboat Company." Fox sold MASSENA to Capt. Frank Dana of Chippewa Bay in Hammond in 1888 and he subsequently operated her between Ogdensburg, Hammond and the Islands. It was while she was owned by Dana that she was lengthened. In August 1903 MASSENA was totally destroyed by fire at Ogdensburg after having been struck by lightning.

ALGONA II, built in Buffalo for the Clines, Bridges and Fox, had a more checkered career than most. After being operated on the four-river run she was sold and later brought

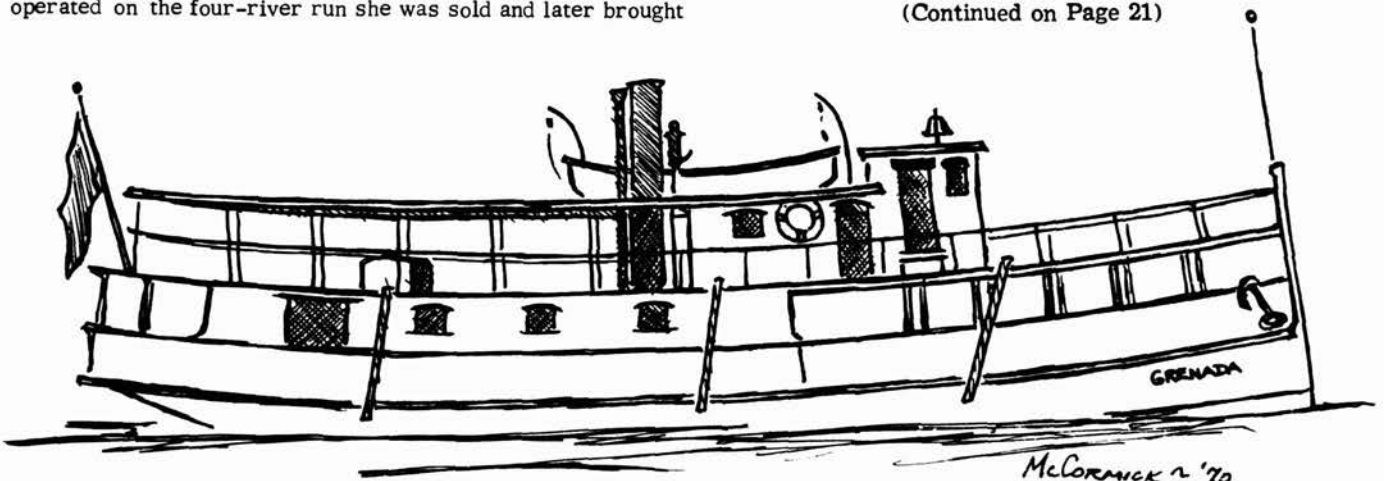
back to Massena by the afore-mentioned Capt. Fox and Alden Silmser. Her next move was to Great Sodus Bay in a sale to the Rochester-Ontario Lake and Bay Steamboat Company of Charlotte. The transaction took place in April, 1905 for a consideration of \$4000. ALGONA II went to Auguste Lecompte of Valleyfield in 1921 and it was he who converted her to a barge, the last guise she bore.

From newspapers of the period:
 "Sept. 12, 1895. . . . "The str. ALGONA has had hard luck in trying to get up the Salmon River. . . ."

On another occasion that same season she ran into similar trouble -- "Oct. 3, 1895. . . . "Capt. Fox of the ALGONA was unable to come up to Hogansburg on the 18th inst."

The scions of the Salmon River were the Smallman family. Pride of their fleet was the GRENADA, operated by Capt. Alexander Smallman. Built in Prescott in 1883, the 87-foot steamer

(Continued on Page 21)



McCormick ~ '70

Transported!

To Van Diemen's Land by Mary H. Biondi

A phrase to strike terror to many a heart a hundred and thirty or forty years ago Van Diemen's Land, an island off Australia, began to be settled in 1804 and by 1840 there were over 40,000 inhabitants of whom about one third were convicts. The practice of transporting convicts continued until 1853.

The remote island was discovered by Abel Janszoon Tasman (1603-1659) the greatest of Dutch navigators, who also discovered New Zealand, Tonga and Fiji as well as first circumnavigating Australia. In 1642 he named this "Anthonij van Diemen's landt" after the Governor General of the Dutch East Indies who had sent him in quest of "islands of gold and silver" in 1639. It is now Tasmania.

Here in our Northern States following the War of 1812, a group of agitators had been gathering together in secret calling themselves Hunters Lodges. Their purpose was insurgent and they persuaded many along the border to assist in taking over the British Government in Canada. As such causes do, it excited the young men who had been born following our own wars for independence from Britain, and included some men from Europe, Ireland, New England and downstate counties.

The Patriots War (or in Canada McKenzie's Rebellion) of 1837-38 was reported badly. The same "week of infamy" (or four days in November) was reported a few years later as occurring in 1837, and also as 1838 by first hand witnesses.

Ogdensburg's Preston King was certainly a controversial figure--he has been called instigator of the War--has been called a coward--has been reported as not having any part in the expedition. His suicide just 27 years after the "infamous week" did nothing to quiet the controversy.

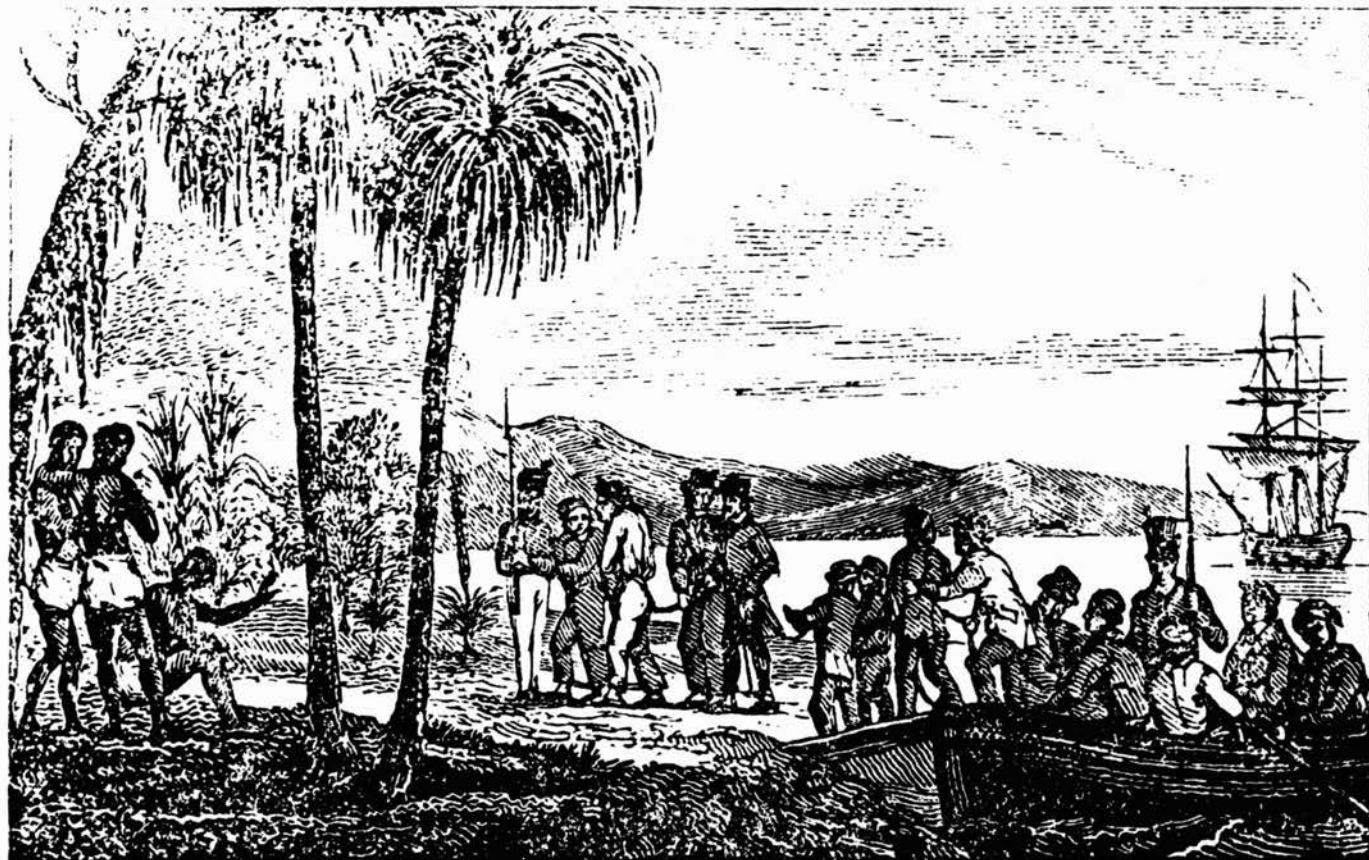
Following the execution of ten "patriots" captured and hanged by the British, fifty-seven were transported to Van Diemen's Land. (There were at least two others jailed, four died of wounds and 72 were released.) Hough in his history lists many of these, but says that is an incomplete listing.

One of the reasons the reporting was so bad was that nearly all the officers were among the above. Most of the pardoned men did not want to discuss it. The cowards and the brave were all ashamed--or would rather forget it. One Stephen S. Wright of Denmark, Lewis County, who was released in 1843 wrote an account, which won wide readership after publication.

Among the men listed as released without trial were Levi Chipman (July 29) and Samuel Livingston of Lisbon. Pardoned were Hiram W. Barlow, Truman Chipman (or Shipman) of Morristown; Andrew Richardson (Rossie) and John Thompson. The Sweet brothers (Dennis pleaded not guilty and was transported; Sylvanus was hung Dec. 22) whose trial record is in the History Center archives were from Alexandria, Jefferson County. John Thomas of Madrid, Robert G. Collins and Lysander Curtis of Ogdensburg were transported, and Curtis who had been wounded died of his wounds while in Van Diemen's Land. The leader General Nils Szoltereky vonSchultz was tried at Kingston and hung on Dec. 18 at Fort Henry.

Also listed, another source: John Holmes, Madrid (27) and Edward A. Wilson (26) Ogdensburg were captured at Prescott; listed as captured and held prisoner also were Jacob Herrold and John Monisette (20), Robert G. Collins (32), Lysander Curtis (35), Paul LaMear, James Phillips (33), Alexander Wright (21), all of Ogdensburg; Benjamin (18) and Oliver Obrey (21), John Thompson (27), Madrid; Joseph Morris (26), Adam Empy (40), Samuel Laraby (35), Andrew Richardson (28) of Rossie; Hiram Barlow, Morristown; Calvin S. Clark, Fort Covington, and the last known survivor Nelson Truax of Antwerp.

(Continued on Page 20)



MY NICHOLVILLE'S WORTH

by Anna M. Cole

Among my early recollections of various means of transportation I find baby carriages, sleds, bicycles, wagons, farm wagons, surreys, fringed canopy tops, yellow gears, cutters, sleighs, one-two-and three seaters. Some of the latter were made by Fulton Fisk who lived on the Port Kent Road above Mound Hill Cemetery and who was the grandfather of Curtis Benham.

The gig which was a light, two wheeled open carriage drawn by one horse was not too commonly used in my time. However, in June 1887 my father and mother started on their honeymoon in a gig, driving as far as North Lawrence to take a train for Burlington, Vt.

EARLY COMMUTERS

Matt Kimpton, stage driver, possessed a perpetually glowing countenance even on that near zero night of November 1907 or 1908 when the front axle of his vehicle broke. The stage was filled with students trying to get home for Thanksgiving from points east and west together with their luggage, extra mail bags, an oyster keg, etc.

the buffalo robe well tucked in around us, not a worry in our minds, no apprehension in the world.

The second ride, some years later, was in Mr. C. S. Olmstead's Cadillac when his chauffeur, George Labrake, invited my brother and me for a ride and we took off in an easterly direction. The Cadillac with its top down was indeed a majestic appearing machine. I was very doubtful about this undertaking but was assured by the boys that all would be well.

Again recall if you can the condition of the old Military Turnpike over which we traveled before a State Road was thought of with stones, bumps, mud, stray animals, loads of hay, lumber and shingles. However, we escaped them all on this short trip.

I do not know how modern Cadillacs are geared for speed but our chauffeur reported a ninety-mile-an-hour speed. This speed must of course been erroneous for I am currently advised that top speed for cars of that era was forty-five



Recall if you are old enough the roads at that time - full of holes, with mud up to the wheel hubs, all passengers half frozen and with no telephone along the sodden route. Even in this situation our driver was imperturbable and hopeful.

Of course even this predicament was preferable to going on foot the seven miles from the Rutland Railroad station to Nicholville one Friday night near spring when the train from Brushton pulled in late and Matt and his conveyance had left. Self transportation was a slow and tedious means of travel albeit uplifting for in the new season there was an aura of anticipation in the slowly greening countryside about me.

Of all the rides of that era two stand out in memory. The first was a ride in my Uncle Sile Merrill's pung, a very low built small green box-like sleigh drawn by a huge sleek black horse by the name of Tommy so full of good oats he could scarcely ambulate.

To my child mind this ride represented the acme of joy as we rode over the hills, the deep sheepskin under our feet,

miles an hour. At any rate I was truly grateful to the powers that to be again alight in front of the Olmstead Store for a second lease on life.

BLACK DEMON

As the Rutland Railroad came through North Lawrence in the northern part of our town in 1850 I was brought up with the familiar distant sounds incident to trains although I seldom saw one in my early life. In fact the first time I ever glimpsed one coming down the tracks I was standing on the North Lawrence station platform. I was almost petrified. My mind had simply never conjured the terrific terror of the Black Monster which ominously, relentlessly approached with demonic speed. It struck terror to my being.

I was perhaps seven years old when I was invited to spend the Easter weekend with a cousin in Malone. I remember being put in the care of a doctor who happened to be traveling from North Lawrence to North Bangor.

(Continued on Page 19)

Letter Home From The West

Saint Louis, July 24th

My Dear And much esteemed Friends I hope you Will excuse my long neglect in not writing to you as circumstances we have being since that we left Ogdensburgh. We enjoyed good health since that we left you thank god for it But as we have now determined to make our home in this city It may be interesting to you to get a sketch of our travels and What induced us to settle here which when you have heard I am quite satisfied you will excuse our apparent indifference In not writing to you,when that I arrived at Buffalo I Found Thomas without any difficulty and could have got Work in it at a Dollar and quarter a day but as I was determined on going on to South Bend, Indiana, I only stopt 2 days when Thomas and I took our passage on a boat to Detroit,when that We landed there we took the rail road cars to Jackson a distance of 80 miles where it terminated. Here we had to remain 4 days To that we got the chance of a return wagon that brought us to near south bend. We had to go about 100 miles by Waggon as the stages could not take our chests, We arrived in south bend October 11th in faull hopes that convenient to That was going to be our home. We immediately went to the college and altho the letter that the superiour caused to be published in the truth teller in May said that it was then in the course of erection, we found that it was only about a month before that we arrived that it had commenced. We went to the superiour and introduced ourselves, to him and...(let) him know that we were Mecanicks And had seen his letter published in the truth teller and that it had induced (us) to come to that part of the country. He received us very kindly and seemed very much pleased that we were Irish men and catholicks. This community is principally all french men except a Few irish who the(y) use as hewers of wood and Drawers of Water. We told him that if he Required work done we would take land as fast as money. He told us that he would give us 10 Dollars a month each and board and to use his own Words he would wash us and mend us and pay us that in

Land in an other part of the state at 6 Dollars an Acre for. The Land there he said he could not take less than 15 dollars an acre for. This wages we thought too small so we went into the town to sleep on it that night. We were Now we thought in a pretty bad fix winter near setting In on us and without the prospect of much todo if that We would not bind ourselves to work to Mr. Sovin for 2 years for this farm which we had never seen and Which was 200 miles distant. We finally concluded not to Go to work to him for any such wages but to take chance and go on to Chicago. When that we went to him The next day to let him know of our determination to Go ahed he said that perhaps the contractor would require Men so as he could speak no english he went and spoke To him in french and he said that he would give us 18 Dollars a month and board. This, situated as we ware, we Thought best to take. We worked at the collage to the 22nd of January when that it was completed. The man that We ware then working to and (no?) came to an agreement for us to work to him for 12 months at 20 Dollars a month and all our Expences to be paidmoving from one Job to an other to take The one half of our (pay) in Land and the other half in cash. This we thought would do very well. The land was to be at 3 Dollars an acre. On these conditions we started with this man from south Bend for Vincenes about 200 miles. We had a Waggon and one of the brothers of Saint Joseph as our Driver. We came within 69 miles of our Destination when he had a catholick Church to finish which he left us to work on. He was to pay us all cash for what we would do here if that we did not like the land that we seen it he was to have returned to us in 3 or 4 weeks but we did not see him for 3 months and we learned That he was a bad stake for our money so when that he came We wanted some money of him as he was due (us) near 100 Dollars And he had none. So we Demanded a settlement and told him That we would have to be paid every month which he did not seem Willing to do and after some trouble we got our money from him. I got a Job in Terra Haut and Thomas came on to see

(Contents of letter sent to Mr. Matthew Leonard, Ogdensburgh, St. Lawrence Co., State of New York from James Nugent, "direct your letter to Saint Louis, Mo, Cor/// of 9th and St. Charles St." (See also Page 15)

this city And wrote me a favourable account of it so as soon as I had done with the Job that I was then in I came on here. I arrived Here on the 9th of May. Thomas was here about 4 weeks before me and had got the building of a frame house so I commenced to work the next morning after that I arrived. We got that house finished some time ago and could have got 2 more since but the prices we thought to low so we did not take them, on the 8th of the present month we rented a lot at \$2 Dollars a foot. It is a corner lot and 40 feet Front is what we are to pay for. It runs back to an alley 70 feet. Credit we can raise. We intend putting 3 houses on which we Expect will rent at 10 Dollars a month each, this is a pleasant part of the city and the next block to the Jesuite college, corner of 9th and St. Charles St. I believe I have not give you all the principle occurences That happened since we left you. The country through which we passed some of it was fine land but I believe that the northern Part of Indiana an Mischigan is as cold or very near it as Ogdensburgh. At all events the winter before last there was hundreds of Their cattle died for want. The land there however is very easy cleared besides what it is about Ogdensburgh. The(y) can plough up close to the roots of the trees in some places without being (being) annoyed at all by the roots. We have had a pretty wet spring and part of the summer here. The river here has never Being knowing in the remembrance of the oldest inhabitants to have risen to such a (h)eight. It put great numbers out of their houses (overscript) In

this city and when that it was at its height it was quite common to see 2 and 3 houses coming down the river steering direct for Orleans. It has however now nearly fallen to its usual level leaving vast quantities of mud after it which smell pretty offensive and occasions health to be pretty Bad at present here. I believe that I told you that I thought that a man that had a farm there was foolish for leaving it. I believe now that I then Thought right and I would say to my friends one and all be sur that you Have an other before that you part with the one you have got. I think now that it is near time for me to commence to inquire about my cousins And I will commence as near as I can (guess) accordant to their ages.... (so?) If I like any of ...better than the rest, the(y) can not tell. I hope this will find them all in good health Mary Kelly and Nancy Boronet as they are married I was nearly going to count them out and substitute the names of their heirs in the(i)r stead if I but knowed them. Then Elien Serah Magoen and my owen Catherine than all the little ones I believe It would be more than I can Do for to name them. Catherine Delaney and her sister give my bes(t) respects to them all and if ever they get on horse back I hope they will have more sense than to let any person see the(i)r agility. Then my old aunts if the(y) come in last They are nothing the less thought of. Give my love to them as for my cousin Joseph and James. I think long to know how they are Doing. My Uncle Ferdinand Nugent I would wish to know if that he intend doing anything for his daughter if he has the spirit of a man it is time that he would see and do something for his first born. We intend to have my sister Mary ought(out) here next spring with the// assistance of God. I received a letter from my father in March which was the only one that I received from him. He let me know of the Death of my Brother Owen. He Departed this life July 13th, 1843. Then as to my uncle Thomas I can not advise him to leave there yet to That I get a little better acquainted here I would wish him to write to us now and then. I expect that it will not be long to that I will be able to get a place that will suit him. I wish you to take my excuse to Daniel Magoen for sure (?) for not calling in to see him before that I left Ogdensburgh. This letter I send by hand to buffalo. I send you 2 newspapers with it. I wish you to remember me to Martin and John Delaney and the Delaneys boys. Tell young Daniel Magoen that I would wish him to wright to me. I expect you will wright to me as soon as you recieve this. We both join in sending our best respects to all Inquiring friends. trusting you(will)excuse this long letter. I remain yours, Faithfully, James Nugent.



Returning from the Depot with Auntie's trunk in Massena. She's here to stay awhile! (Courtesy Massena Historian)

Heuvelton, March 16, 1869

A gentlemen 73 years of age took his first ride on the cars from this place to DeKalb Junction, and return today. He came to this county when he was five years of age and has lived here ever since. He road on the first schooner on its first trip down the St. Lawrence River and passed through the War of 1812 acting as a spy on several occasions. At one time while acting in this capacity, he was arrested by a party of soldiers but by good management succeeded in convincing them it was a false arrest. The soldiers were then so enraged at their informant that he had to intercede to keep them from doing him violence.

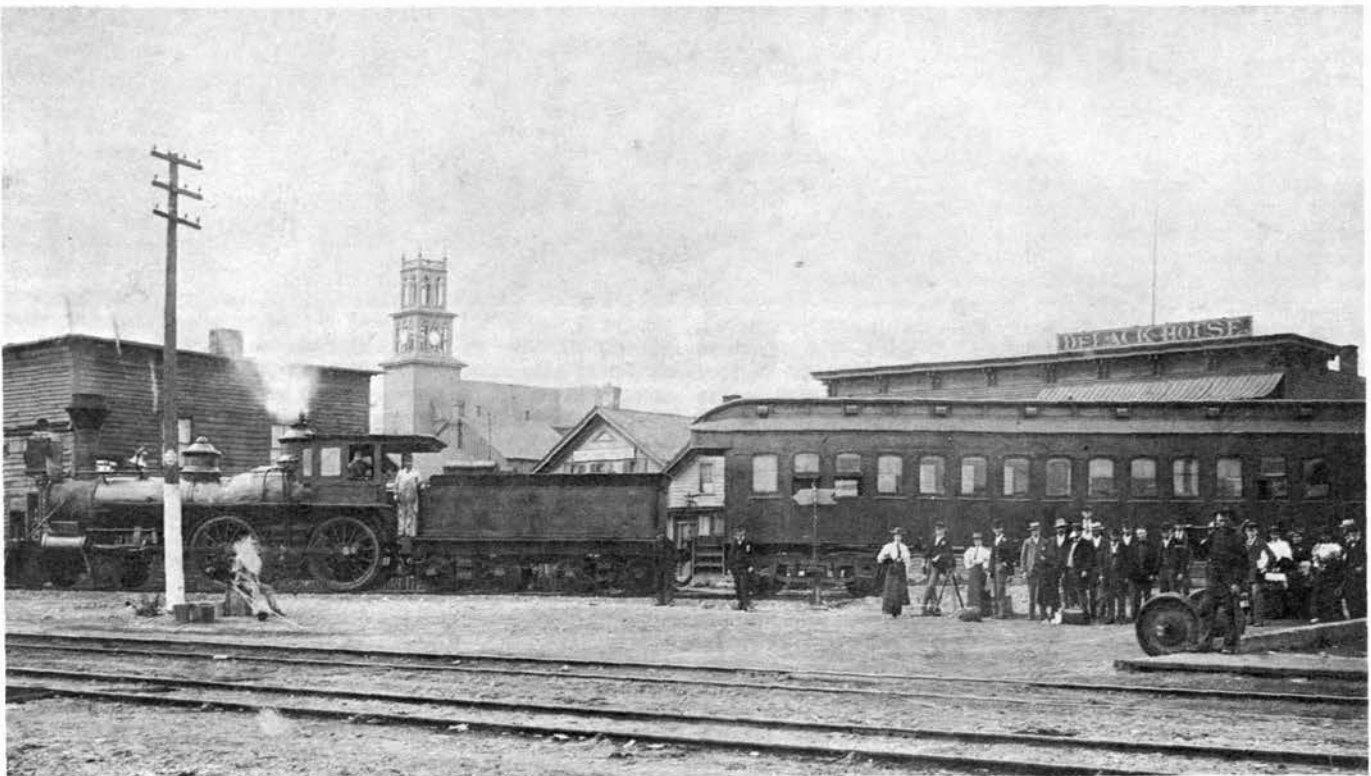
He thinks that if the cars would only run up to Brier Hill, he would enjoy that way of riding home a little better than going through the pitch holes.

(Daily Journal, Ogdensburg, N.Y.)



A favorite means of transportation for the young fry--the "Wabash Express," especially if older sister could be per suaded to pull.

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



Excursion ready to leave Railroad Station in Ogdensburg.

(History Center Archives)

At the Annual Meeting of the legal voters of School District No. 9 in the Town of Oswegatchie held pursuant to adjournment on the thirteenth day of October 1863 at 6 o'clock P.M.

The following officers were elected
 Peter C. Rosgrant was called to the chair. John Sharp was elected ^{trustee} for the term of two years to fill the place of Franklin Rosgrant. removed. John Begg was elected Trustee for the term of three years W. Shields was chosen clerk for this term of one year
 C. S. Shields was chosen Librarian for the term of one year John Lammond was elected collector for the term of one year a tax of two dollars was voted for necessary expenses
 Motions that the meeting adjourn till the second Tuesday of October next at 6 o'clock P.M.

Peter C. Rosgrant } Chairman
 W. J. Shields } Clerk

By HARRIET DOREN SMITH

A well preserved school record book, nearly 150 years old, its fly leaf entitled "Minutes of the Proceedings of School District No. 9, Township of Oswegatchie," begins with this entry: "At a meeting of the inhabitants of School District No. 9, Town of Oswegatchie held pursuant to adjournment, at the School House, Oct. 17, 1827, Peter Hay was chosen Moderator, and Robert McCall was present (ex-officio) Clerk of the District, Henry W. Beard, Alexander McCall and Peter Hay were elected Trustees, (signed) John McArthur, Collector."

We then read of how these hardy pioneers managed their heating and financial problems: "Resolved that each scholar attending School will deliver a quarter of a cord of fire-wood at the School-house, by the 15th day of January next, or in failure thereof, to pay fifty cents for every quarter of a cord. Adjourned until Oct. 18, 1828."

Reading on, we find "Copy of Receipt - \$25.00 rec'd of Lincoln Morris, one of the Commissioners of Common Schools, in

publick money for School District No. 9, Ogdensburgh, April 10, 1928. Signed by Trustees: Peter Hay, H. W. Beard, Alexander McCall.

At a later time, when space permits, other excerpts of the old school record book will be submitted to the Quarterly, along with other more recent pictures which might interest many. Some belong to the era of games like "Pom-Pom-Pull Away," Kings' Base" and "Tug-of-War." that filled in time at recess and noon hour. What a far cry from some of our present-day riots and protests-but which, we must remember, do not include all our young students of today. But many of us can think back to those earlier, simpler times with a certain nostalgia because they were peaceful, happy and wholesome.

The Post Office will not forward Quarterly free, even if you move just across the street.

We WALKED to District School #9 Town of Oswegatchie

By HARRIET DOREN SMITH ©

A well preserved little school record book, nearly 150 years old, its fly leaf entitled "Minutes of the Proceedings of School District No. 9, Township of Oswegatchie," begins with this entry: "At a meeting of the inhabitants of School District No. 9, Town of Oswegatchie held pursuant to adjournment, at the School House, Oct. 17, 1827. Peter Hay was chosen Moderator, and Robert McCall was present ex-officio Clerk of the District.

Henry W. Beard, Alexander McCall and Peter Hay were elected Trustees. (Signed) John McArthur, Collector."

elected Trustees. (Signed) John McArthur, Collector"

We then read of how these hardy pioneers managed their heating and financial problems: "Resolved that each scholar attending School will deliver a quarter of a cord of firewood at the School-house, by the 15th day of January next, or in failure thereof, to pay fifty cents for every quarter of a cord. Adjourned until Oct. 18, 1828."

Reading on, we find "Copy of Receipt - \$25.00 rec'd of Lincoln Morris, one of the Commissioners of Common Schools, in publick money for School District No. 9, Ogdensburg. April 10, 1828. Signed by Trustees: Peter Hay, W. W. Beard, Alexander McCall."

The reports continue in their various writers' fine script, until 1866, the approximate date of the group picture. Many names still familiar around the area are found, such as Lammond, Dubois, McCormick, Dunham, Doren, Barker, Newland, Volans, Russell, McArthur, Rosegrant, McBean, Gil-

mour, Witherhead, and Shields. Many of these people have living descendants in this area and nearby. In the picture, the older lady wearing a white cap was "Aunt Mary Jane" Anderson, who had been a Gilmour. This lovable and jolly "Aunt" to all children, went often to visit the school and play games. Mrs. Lydia Gilmour Thurston, Riverside Drive, Ogdensburg, has told me a story which came from her Mother (Eliza McCormick Gilmour, in the picture). Aunt Mary Jane requested especially to be allowed to have her picture taken with the school children, as she had so often taken part in the school activities.

Benjamin Pope, whose name also appears in the book, was one of the Pope family which donated land both for the school and the near-by Presbyterian Stone Church. One or more members of the Pope family are buried in the old Stone Church Cemetery. Pope's Mills, near Black Lake, derives its name from the same family.

The Oswegatchie School was originally called the Alger School, and later, Volans School, District No. 9. About twenty-two years ago, Volans School became centralized with many others, and thus became a part of the present Morristown Central School. A few years later, the former Volans School was demolished and removed. It could not be moved by truck because the walls were found to be lined with bricks. All the contents were sold. I bought the old "library" a set of solidly built wall shelves. Out of pride and sentiment, I suppose, I have them on the pantry wall of our old stone home.



First row (front) from left to right: Ida Green, John Beggs, Will Lammond, Hugh McColl, Charlie Sharp, Robert Beggs, John McCormick and Jennie Beggs. Second row: Will Doren, Candace Atkinson, Ellen Doren, Mary J. Lammond, Mary J. Gilmour Anderson, Cassie Driscoll, Electa Paul, Sarah Volans, and Emma Hobbly. Third row: Will Paul, Cassie Doren, George Volans, John Lammond, William Rodger (teacher), Eliza McCormick, Tom Beggs, Sarah Witherhead and Hattie Sharp. Fourth Row: Robert Lammond, Hattie Doren, George Beggs, Hattie Dubois, Eliza Ann McColl, Robert Dubois, Minnie Paul, Julia Sharp and Mary Ann Paul.



This historical milk wagon was owned by the late Major William H. Daniels, owner of Woodford Farms Ogdensburg and driven by Gilbert L. Northrup when he was a young man. He was Supervisor of the 3rd Ward of Ogdensburg for over

20 years. The woodwork of the milk wagon was made by the late Frank Gedbaw, brother of Levi. It was ironed by Levi Gedbaw before he was Supervisor of the 1st Ward.

(History Center Archives)



Main Street, Parishville, N. Y.

(History Center Archives)

VELOCIPED EXHIBITION AT HEUVELTON

The show brought scores of riders to Snyders Hall. During two hours between the exhibition and the arrival of the train, many attempted to conquer "the critter" and three succeeded, one being John Snyder, the proprietor.

The Velocipede has reached Canton and all classes of the male portion of the population have been seized with the mania to ride it. Chamberlain & Co. have fitted up the Town Hall and from 9 a.m. til 11 p.m. the gyrations of the "Critter" furnish the greatest amusement to spectators. (The Daily Journal, Ogdensburg, N.Y. Mar. 20, 1869.)

"Horse Power" Then and Now

By Lorraine Bandy, Louisville Town Historian

The "pass word" now is "Horse Power,"
whether high or low.
In yesteryear, "two horsepower"
was mighty high--you know!

If you had "two horsepower"
and took your girl for a ride--
that "horsepower," would drive itself,
while you cuddled by her side!

Today, we must have a "383"
or a "Hemi" -- "426" --
fasten our seat belts -- hang on tight --
and pray that the engine "clicks"!

With our eyes on the road
and our hands on the wheel,
we burn up the rubber --
while "aiming" that steell

No time for cuddling
or showing that gal --
"SHE'S" what you want --
not the car -- for a pall

She sits there and thinks --
oh, for the days --
of the "low" horsepower
and slow moving ways!

Yes, Grandma and Gramp
had horses that raced --
and he'd show off -- to her --
at a fast moving pace;

but that was just so --
she's hang onto him --
"scared -- to -- death,"
while he sat there with a grin!

The horsepower then
was easy to feed.
Oats and hay
were the biggest need.

Today it's regular
or super supreme
Two hundred or 260
and it must be clean!

When Gramp fell asleep
coming home from a date --
HIS HORSEPOWER ALWAYS
found the gate!

Asleep at the wheel today?
"It's the end!"
We just don't make it,
round the bend!

I guess their horsepower
then was O. K.
BUT YOU JUST DIDN'T GET
VERY FAR-IN A DAY!

We must remember that,
THEY changed the power.
THEY wanted more speed --
MORE MILES PER HOUR!



Necessity is
the Mother of Invention --
and bless their hearts --
they had good intentions!

But they never thought
we would go as far --
Now faster than sound --
in "planes" -- not a car!

Yes -- we're all for it
and progress must come.
Each generation thinks
the last one was dumb!

But "Manpower", "Horsepower"
"Turbine" or "fuel"
whatever develops
is by GOD'S RULE!



Poetical Portraits

Wild Blackberries

By ABIGAIL S. COLE

We rode three on the buckboard seat -
Mama and Papa and I -
When we went to pick blackberries
To make a blackberry pie.

Quiet Maude was the horse to take us;
Then stand hitched to one of the trees;
While Mama and Papa picked and picked
Those luscious sweet blackberries.

Mama wore a big sunbonnet,
I wore a little one to match.
I was told to keep out of the bushes -
Worse than a kitten's, a sharp thorn scratch!

A few big ripe berries hung outside,
I thought them meant just for me.
The flowers were for the butterflies;
There was nectar for a bumblebee.

A big pail was left with me
When I lay down on the grass.
A happy bird sang a lullaby
To a very tired little lass.

So they picked a lot of blackberries,
To can, and to make blackberry pie.
I can just smell that red - stained crust!
For that wild blackberry taste I sigh.



Summer Roadside

By GENE HATCH

The trees loom high. Full chested, in small groups clustered
They stand, their feet close to the dusty roadway.
Like roadside idlers, passing time away.
Heads close, each nods or whispers to his neighbor
Sharing the guileless woodland gossip.

One murmurs, "Reynard Fox passed by me yesterday."
The beech tree tells of furnishing
A pair of squirrels their winter provender
The tall ash says that she last night
Gave shelter to an old disdainful owl
Who kept her wide awake all hours
Sitting and asking endless questions about "Who?"
The birches, shivering, lisp that lately in the hollow
They glimpsed the ghost gray shadow of a wolf.



Ages ago, a woodsman, axe in hand
Casually paused before these trees of slender grace
Perhaps some hidden sense of beauty stirring him
He said to them, "Stay on and grow, if you want to,
I'll cut my winter firewood somewhere else."

And since that day the long gone axeman granted
The little forest life, such is the gratefulness
Of these old trees, when any person passes
Friendly they greet him, waving their green arms
Holding shade over him, fanning him with coolness.
He halts refreshed before he enters
Into the stifling heat that shimmers o'er the valley
From misty hills that with long arms enfold it.

Pencil sketch by author

ODE TO AN OIL CAN

By Leonard H. Prince

Ten thousand years from now, somebody--like Mortimer Copeland--may start one of those digs like they have in the buried cities of the Holy Land.

And they will unearth an oil can.

The people in that far off day will never be able to figure out what it is.

Many of today's generation would not recognize an oil can if they saw one. But senior citizens can remember when an oil can was a most important item. The housewife had an oil can all her own, with three-in-one oil in it. (Some other senior citizens can give us an explanation of the three-in-one business, I can't.) And this oil was used for making the old treadle sewing machine run easier, or for oiling squeaky hinges on the doors, or to make any other piece of apparatus work more smoothly.

It was just great for oiling the wheelbarrow, the lawn-mower or any of the garden tools--but most women did not allow that oil can to leave the house. Too many times, thoughtless boys would never bring it back. A squirt of oil in the oil hole of the balance wheel of the sewing machine made it treadle much easier.

Every farmer had several different grades of oil in five gallon cans. Heavy oil was used in summer; light oil in the winter.

DO IT YOURSELF

In those early years, many motorists lubricated their own cars. There were not many service stations. You were apt to get gas from a pump outside a general store. Most oil came in 5-gallon cans. That quart can business came later.

The motorist tried to select the best lubricant for his car. He changed from heavy oil to light oil in the fall, and then from light oil to heavy oil in the spring. Sometimes, a cold spell came early and the heavy oil in the crankcase would have to be diluted with kerosene in order to be able to crank the engine. And if he used the light oil in summer, he ran the risk of burning out the bearings.

All cars used oil--they were supposed to.

Folks are finicky about air pollution today--they should have seen those early cars leaving a blue vapor trail. Heavy grease was put in the transmission and differential cases. When the weather was extremely cold and you had not thinned

out the transmission case with a pint or so of kerosene you would not be able to shift gears.

Those early cars never had very good grease retaining rings. Heavy grease would spew out around the brakes in the back wheels--this was before front wheel brakes were common. With the brakes greased, the car did not have much stopping power.

Most cars had an oil can bracket under the hood. There were a lot of things that needed a squirt of oil now and then.

Cup grease was used to lubricate the front wheels. Today, cars run thousands and thousands of miles before anybody thinks of lubricating the front wheels.

WAGONS, TOO

Heavy mica grease was used to lubricate the buggies and surreys and farm wagons. This was a Monday morning job--nearly every week. Neighbors made caustic remarks about any farmer who would allow a wheel to squeak for lack of grease.

Keeping the windmill from squeaking was difficult. The windmills used cup grease. These cups would be filled, then screwed down a few turns every so often to force the grease into the gears.

One of the big inventions of this century was the windmill with gears encased in oil. This tank needed to be filled only a few times a year. There was no more of this climbing a 40-foot tower to screw down those grease cups.

In this new day, most car owners have no idea of what to lubricate and what not to lubricate. Everything is sealed. The oil can is no longer a part of the automobile equipment, any more than the tire patching cement kit.

Most cars use the same oil in the summer as in winter, for the oil has been refined to work that way. No more No. 50 or 69 oil in the summer and No. 10 or 20 in the winter. Most engines do not require any added oil between normal changes.

COLLECTORS BE WARNED

Oil cans came in different shapes and sizes. Most common types would hold about a pint of oil, and by applying pressure on the bottom of the can it would click and the oil would ooze out the spout. There were more expensive oil cans that had a pressure plunger.

The oil cans made for those old-fashioned steam locomotives and threshing machine engines had spouts a foot or two long. The brakeman with the long spouted oil can would walk alongside the locomotive and squirt oil into the various oil holes. That man had a career--a real career that excited every boy who looked forward to working for the railroad.

But if there's an oil can around the house today it is apt to be a plastic bottle with a spout on it.

The quart plastic square containers are handy to have for mixing oil with gasoline for some garden tractors, lawnmowers, snowblowers, outboard motors and snowmobiles.

But more and more appliances and equipment are now built with bearings sealed in oil for life.

Maybe, the artistic woman who is growing a plant in an oil can shaped container is putting some outdated equipment to the best use possible in this new day.

* * * * *

The world's first drive-in gasoline station opened Dec. 1, 1913. Prior to its appearance in Pittsburgh, Pennsylvania, gasoline for automobiles and trucks had been sold at livery stables and garages. The practice was to hand-pump fuel into cans of either one- or five-gallon capacity, provided by the motorist. He, in turn, would pour the gasoline into his car's tank by filtering it through a chamois or other heavy cloth. That first gasoline sold for 25 cents a gallon and 27 cents (two grades) with no state or Federal taxes. The first day a mere 30 gallons were sold; by the end of a week 350 gallons in one day were pumped into car tanks.



Shaggy winter-coated horse poses with ice-racing cutter.

It just seems as if they had been there forever, but parking meters have only been around for 35 years. It was in July of 1935 that the first meters were installed in Oklahoma City. Many persons were resentful. Carl Magee, the newspaper editor who played a major role in uncovering the Teapot Dome Scandal in the 1920's, was responsible for pushing for legislation for the meters. Their installation was followed by outrage, than lawsuits. It took court battles to claim victory over the collecting-a-fee-for-policing-traffic battle, but it has been working ever since.



LETTER FROM THE EDITOR

From the time our ancestors -- yours and mine -- first trundled across Vermont and the Chateaugay Trail by covered oxcarts with their spinning wheels, household treasures and infants and toddlers, as well as sailing up from Montreal or down the St. Lawrence from Oswego aboard open Durham boats toward what became Ogdensburgh, the story of transportation has been an important one to our County.

More recently the news media have tried to whip up interest in saving our airports, in planning and building bigger roadways and bridges for access, and in bringing tourists by car to tour shores and hills.

Within one man's lifetime the railroads came, served and went. Even the tracks were pulled up so that we might forget. Bus service is now negligible.

The ups and downs of various means of transport, the varied methods of travel, to and from our county have been subjects for economic swings and much political oratory. Gathering the stories of some of the fads as well as the inventions and pride of ownership, has been a project of the local historians for some time. Here, in this issue, we offer a potpurri of travel, Man (and Women) on the Move. How about YOUR favorite travel tale???



name study

Can you describe the following: cale'che, stage, coach, sledge, pung, stoneboat, surrey, buckboard, buggy, bobsled, sleigh, whiffletree, hames, snowroller, four-in-hand, farm wagon, Concord coach, scow, oxcart, omnibus, Tally-ho, hansom, horsecar, Iron Horse, propeller, puffer. If you know all these 25, you are eligible!

Museums

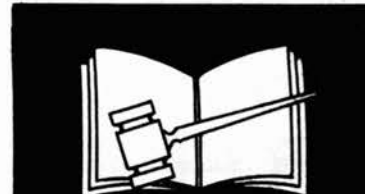
EDWARDS - Leah Noble reports that the Lions Club is making fine progress in the museum, where the Edwards Album is gradually being filled.

POTSDAM - Mrs. Little, the curator, announces two special events for the Potsdam Museum in August:

On Thursday, August 6, an art exhibit of the paintings of Annie Lenney will open at the Potsdam Public Museum and at the Potsdam office of the St. Lawrence County National Bank. Miss Lenney is a native of Potsdam and one of the best known landscape artists of the east. Her work is widely exhibited throughout the United States and she has won many prizes. The exhibit will be on view in both places August 6 to 21.

On Saturday, August 15, there will be an architectural tour of Potsdam under the direction of H.J. Swinney of the Adirondack Museum. The morning meeting will be followed by a luncheon and the tour, by bus and on foot.

RICHVILLE - Georgiana Wranesh reports that the Historical Association's Museum at Richville will have an open house July 26 and on August 1, details of which will be published later in local newspapers. A committee has been organized to clean the building and arrange exhibits for the Open House.



PRESIDENT'S MESSAGE

The response to the reprint of Hough's "History of St. Lawrence and Franklin Counties" has been very gratifying. Our association undertook this, of course, in cooperation with the Franklin County Society. Libraries in and out of the state have ordered numerous volumes, and the sales to individual purchasers run up to several hundred so far.

Price now is \$15 -- not too much for a fine reprint of the most important single book of our regional history. Antique copies of the original edition of 1853 go for as much as \$50 and more.

This issue with a theme of transportation rouses memories of the influx into our region by the first settlers. They came out of Vermont and Canada and the Mohawk valley. First there was the blazing and "brushing" of a trail, then the driving of ox-teams along resulting stump roads. Ice or rafts supplied a crossing for rivers. As taverns began to appear, corduroy roads with logs laid crosswise of the trail helped out over swampy portions.

Turnpikes, built by private companies, came with the taverns. Every so many miles, a "pike" or pole barricaded the way till the toll was paid, then it was turned back permitting the traveler to go on. The 1830's to 1850's marked the heyday of turnpike and stagecoach travel. After that, the railroads began to take over.

Water routes had been a chief means of travel with Indians, and continued so, where convenient, with "paleface" journeyers. The artificial waterways known as canals became a kind of state industry in the days of Silas Wright. Of course, the Erie Canal, carrying New England migrants past the North Country rather than to it, spoiled the land-settlement ambitions of our proprietors like the Parishes and Harisons and so on. But eventually the railroads defeated even the canals.

Taverns like the Half-way House (the French homestead, which is still standing and still attractive) between Potsdam and Canton followed an architectural pattern. They were set back from the road for an impressive "swing-in." French's tavern had a ballroom on the second floor, the entire east end of the house, and a barroom under it. At hostleries like this, the stage halted to change horses and to leave mail. In Canton's Treadway Inn today there hangs the splendid old Foote Tavern sign from those days. It belongs to the Ellsworth Museum of St. Lawrence University.

Speaking of early transportation, have you heard these theories in explanation of covered bridges? --

1. Because the bridge resembled a barn, it enabled farmers to drive stock into it without the fears often accompanying a passage over open water.

2. It provided shelter from the fury of a sudden rainstorm or blizzard.

3. "It prevented a traveler from knowing what kind of town he was approaching until it was too late to turn back." (That one comes from Indiana..)

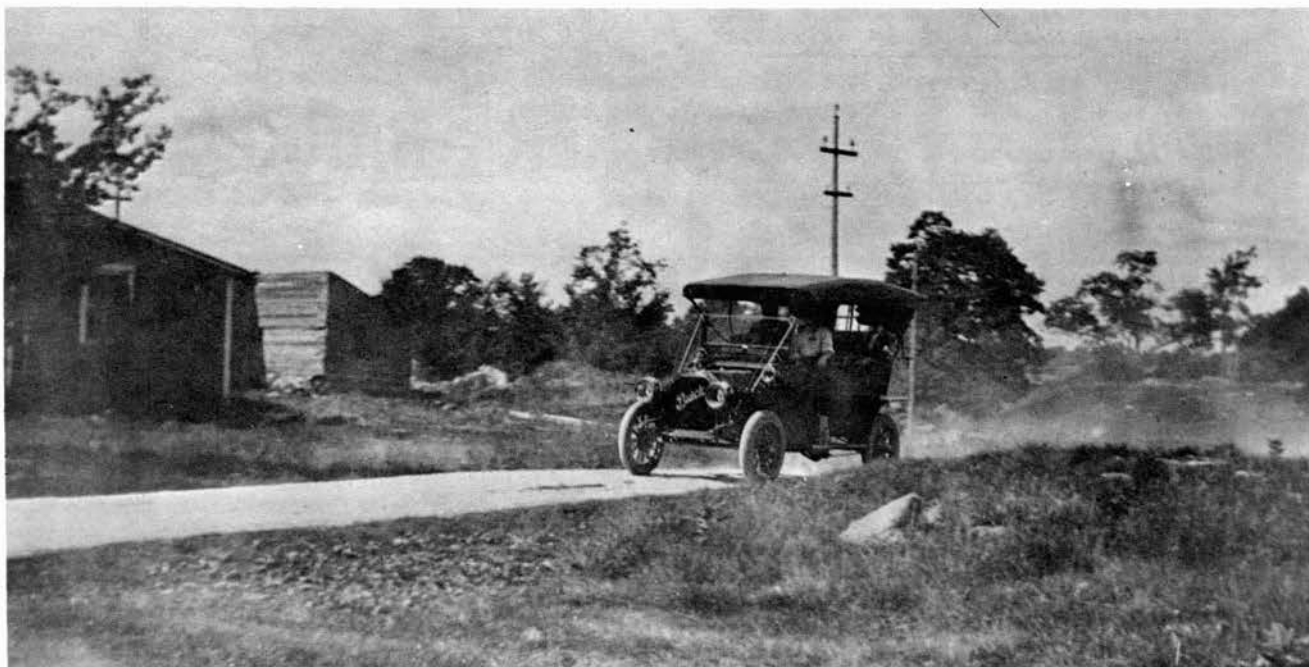
4. It provided a place in which for lovers could do their spooning. (Everybody's heard this.)

5. The most likely explanation was phrased by a New Hampshireman like this: "Bridges were covered for the same reason women wore petticoats -- to protect their underpinning."

Engineers, who know how well dry timbers can last and how quickly weather-exposed timbers can rot, support this last. So the romantic sparking theory appears shot. Oh well, there was a lot of traffic through the bridges, and interruptions would have been frequent.

Taking advantage of our tours and at homes this summer? You'll find them described in this issue.

Edward J. Blackburn



The new 1908 Buick with gleaming brass "speeding" up hill to Bishop's Corners from Bigelow for a Sunday afternoon visit. F. Asbury (or Berry) LaLone of Red Mills (where Russell's Bluetop Motel stands) owned this vehicle.

In a Watertown newspaper in 1882, under the title "Rum-maging in the Past," is a fascinating bit of travel lore. Judge C. P. Scovil of Lowville tells of the culmination of the legislators session in Albany in 1842: A journey to Albany from Northern New York was a totally different affair. Legislators, when there were fewer railroads and no riding upon free passes, were accustomed to meet for the transaction of business the first Monday in January and remain at the state capital until their work was concluded. There was no adjourning over from Friday noon to the Monday evening following, but the legislature remained in session from Monday a. m. to Saturday p.m. and "performed its duties with far greater assiduity, fidelity and intelligence than in our day. Legislation was diligent attention to the public business forty and fifty years ago; now it is a good deal of a farce."

PERILS OF TRAVEL

Mr. William Ruger was in the Senate and in the fall of 1842 I (Judge Scovil) was elected to the senate. Mr. Ruger's wife was with him in Albany during the winter of 1843 and on our return at the close of the session, we left Utica about 3 p.m. in the old mud wagon of those days. Mr. Ruger and his wife occupied the back seat, Amos Buck, member from Lewis County, his niece and myself had the middle seat, while Preston King and George Redington of St. Lawrence County, mounted the front seat with the driver. The roads were alternately snowdrift and mud, and we were out some half dozen times hunting up rails with which to pry up the wagon; sometimes going twenty or thirty rods to find them, there being a board fence on each side of the wagon road. Just before we arrived at the Black River House, we turned over, injuring Mr. Buck badly, and at sunrise in the morning (for we traveled all night) as we were turning up to the old Boonville House, four miles from Boonville, we went over again, breaking Redington's arm and injuring Buck and Mrs. Ruger so that when we got into the house, Mrs. Ruger and Buck both fainted away, and we sent to Boonville for a physician."

(Ruger died before the senate met in special session in May. Judge Scovil says of him that "he was a safe legislator, a man of very decided ideas of right and wrong, and when his mind was once made up, there was not much use trying to change his views. He was a democrat, and belonged to the 'barnburner' wing of the party, and was decidedly radical on the subject.")

Our members write



Houghs History Received and...

"Simply delighted with the book---" Mary Mackenzie.

"Thank you. The book is excellent. I appreciate the time and trouble your association has gone to to make its reissue possible." Marion McIntosh.

"I am very much pleased with my copies of the history---" Bessie Peacock.

"The reprint is lovely and I shall enjoy it no end." Loretta K. Betters.

"Delighted with my copy. Would like to see a bound reprint of all articles---in Quarterly. Would it be profitable?" Robert J. Murray.

"We are delighted with this wonderful book. Thanks to all who helped obtain it for us." Charles and Ruth Covell.

"Think the history is a beautiful job," Junia Stanton.
"You are to be congratulated for having this work done" Varick Sanford.

"If you have any other books or regularly published bulletins, please let me know." Gerald F. Wiley.

"My great grandfather's book was well worth the price, not only for its sentimental value to me, but for the quality of its workmanship." Leonard M. Halpin. (Mr. Halpin's grandmother, Dr. Hough's daughter married Benjamin Bailey, son of Lucius Bailey of Canton. He spent much of his youth with his great uncle Leonard Bailey in West Potsdam. mh)

FROM THE COUNTY'S**CRACKER BARREL**

SUMMER HIGHLIGHTS, 1970

BRASHER (Mae Murray) Negotiations are under way for the construction of a recreation center, including a large picnic area, possible camping facilities, beaches with bath houses, more playground equipment, a covered ice rink and the installation of artificial ice. There may be snowmobile trails for the winter months.

August 7, 8, and 9 are Chamber of Commerce Days at Brasher Falls. A parade and Field Day will be held at Helena at 12:00 noon August 9.

CANTON (Edith L. Costa) A Horse Show and Bar-B-Que are slated for Morley August 9 at 11:30 A.M.

Pyrites will hold a Field Day September 6 with a parade at noon.

Rensselaer Falls has scheduled a similar program for June 14 at noon.

CLARE (Iris Fry) DeGrasse will celebrate Old Home Day for the United Methodist Church Saturday, June 27, at 11:00 A.M. with a parade at Firemen's Field, an antique display and a ham dinner at noon followed by an auction at 1:00 P.M.

On Sunday, July 26, DeGrasse, Clare and South Russell (DCSR) will hold a Firemen's Field Day and parade at DeGrasse.

CLIFTON (Clara McKenney) Newton Falls will hold an all-day Field Day, with fire-works, July 14.

COLTON (Lorena Reed) Colton will have a Field Day with parade at 10:00 A.M. September 7.

DEKALB (F.F.E. Walrath) DeKalb is proud of its new Fire Station, located near the village post office on route 11, with a membership of 31. Firemen and Auxiliary members are planning the annual field day for Sunday, June 28. A chicken barbecue will be served at 11:00 A.M. and a parade will follow at noon.

DEPEYSTER (Adelaide Steele)

EDWARDS (Leah Noble) A Firemen's Night, with parade, will be held July 25 at 7:00 P.M.

FINE (Catherine Brownell) The Lion's Club will hold their auction the last of July.

There will be a Firemen's Field Day August 1, with a parade at 7:00 P.M.

GOVERNEUR (Harold Storie) The Gouverneur and St. Lawrence County Fair will be held August 10-15. The Annual parade of volunteer fire departments and their auxiliaries of northern New York will take place August 11 at 7:00 P.M.

On August 22 and 23 rock hounds will meet at the Fair Grounds for the Northeast Rock and Mineral Swap. This event will include representatives from all the northeastern states.

FOWLER (Isabelle Hance) Sailboat races will be held at Sylvia Lake every Sunday. Two trophy races are scheduled for July 4--all open class. September 6 there will be a major class Labor Day cup race, while races for the children will occur on Wednesdays.

July 11 will be Sylvia Lake Day.

The Gouverneur Country Club is open to golfers throughout the summer.

HAMMOND (Maxine Rutherford) Hammond will have a summer Youth Program, including swimming, baseball and music.

There will be a dance on July 31 at 9:00 P.M. to be followed the next day, August 1, by a Field Day ending in Firemen's Night, with a parade at 7:00 P.M.

The Hammond 4-H and FFA Fair, September 4 and 5 will feature an historical exhibit, "Aunt Harriet's Quilting Party."

The annual library food sale will be held in August.

HERMON (Helen LeBlanc) Hermon will hold a Firemen's Field Day, Sunday, July 19. A chicken Bar-B-Que at noon

will be followed by a parade "at one o'clock sharp." There will be a horse pulling contest at 2:00 and a Donation Auction at 7:00 P.M. Firemen's Mobile Rides will be available from six to eleven P.M. Saturday night and Sunday, as well as a midway and "Kids' Games."

HOPKINTON (Neva Day) The Chittenden Gift Shop and Country Store opened May 30 for the season.

Firemen's Field Day will be August 15, 10 A.M.

LAWRENCE (Anna Cole) Firemen's Field Day will be held at Nicholville June 28 with a parade at 10:00 A.M.

There will be a chicken barbecue at Lawrenceville August 16 and one at North Lawrence in September.

LISBON (Doreen Martin)

LOUISVILLE (Lorraine Bandy) on Sunday, September 5, the Firemen's Field Day, our biggest summer event, will occur. There will be a chicken barbecue all day, Firematic Drills (car races), ball games, rides, etc. at the new Fire Station.

The Louisville History Center will also be open. If you are traveling through this summer call me and I will open it for you.

MACOMB (Willis Kittle)

MADRID (Florence Fisher) A Bar-B-Que will be held by the Fire Department July 19 at noon.

On September 13 there will be a Field Day with a horse show and Bar-B-Que at noon.

MASSENA (Marie Eldon-Browne) St. Joseph's Bazaar will be held evenings, June 25 to July 2 at St. Joseph's School Yard.

MORRISTOWN (Ella Mae Phillips) The annual Field Day will be held at Morristown July 4, with a parade at 10:00 A.M. Brier Hill will hold a Field Day August 16, the main events beginning at noon.

NORFOLK (Edith VanKennen) There will be a Tournament Drill at Norfolk September 6 at 1:00 P.M.

OGDENSBURG (Elizabeth Baxter) The Seaway Festival will be celebrated July 23, 24, and 25 with a parade at 1:30 P.M. and Pageant of the Drums at 7:00 P.M. on the final day.

OSWEGATCHIE (Persis Boyesen) The Heuvelton Fire Department will hold their annual Labor Day celebration and parade September 7, with the parade scheduled for 10:00 A.M. and Drill at 1:00 P.M.

PARISHVILLE (Norene Forrest) There will be a Fire Department dance July 25 at 9:00 P.M. July 26 will be Firemen's Field Day with the parade at noon.

The Parishville Historical Association's annual event will be held August 22. All are welcome.

PIERCEFIELD (Beulah Dorothy)

PIERREPONT (Millard Hundley) Firemen's Field Day will take place July 12 with the parade at noon.

Hannawa Falls will hold a Firemen's dance August 1 at 9:00 P.M. August 2 they will celebrate a Field Day with a parade at noon.

PITCAIRN (Edna Hosmer) Old Home Day at Geer Corners will be observed August 30, with a dinner at noon. Bring covered dish and table service.

The County Memorial picnic area on route 3, as well as the Greenwood Falls area, route 3, with tables, fireplace and rest rooms, are open to the public free of charge.

POTSDAM (Susan Lyman) July 4: annual Norwood Firemen's Celebration, firematic drills, games, rides, dinner and fire-works at dark--a full day for all the family.

Mid-August: the annual St. Philip's Church chicken barbecue. **ROSSIE** (Frances Gardner) St. Patrick's Church will conduct food sales July 5 and August 30.

The Presbyterian Church food sales will take place July 4 and August 29.

The Somerville Beavers 4-H, with Mrs. Connie Smith as leader, will hold their annual ice-cream social July 18 at 6:00 P.M.

RUSSELL (Jan Barnes) The Russell Volunteer Firemen will hold their thirteenth annual Field Day July 11 at the Russell parade grounds with a parade at 11:00 A.M. followed by a chicken barbecue.

The DeGrasse Firemen's Field Day will take place on July 26 at the field next to the new Fire Hall, with a parade at 11:00 A.M.

STOCKHOLM (Hazel Chapman) Firemen's Field Day at West Stockholm will be July 5, beginning at noon.

WADDINGTON (Dorothy Hill) The Waddington Firemen will have their annual Blue Water Regatta on Lake St. Lawrence Sunday, July 19.

An antique show, sponsored by St. Paul's Church, will be held August 12 from 10:00 A.M. to 10:00 P.M. in the elementary school.

(Continued from Page 6)

The trip was a marvelous experience especially in that I was able, after the doctor reached his destination, to complete the short remainder of my journey alone where my cousin met me at the station in Malone.

"THE CRITTER"

The coming of the bicycle to our vicinity while not of course in competition with other major means of transportation heralded a peculiarly joyous era, especially for the young folks although as I recall it a few housewives at first felt it had a place in their lives also.

Several of the latter used to creep from bed at the dawn's early beams in order to practice cycling before the neighbors arose, and one, while trying to stop the bicycle, careened into a huge mercantile barrel of fine crockery with disastrous results. The abrasions were not only of the flesh but of the spirit and of choice china as well.

Truly, no means of transportation in my lifetime so revolutionized the way of life of both city and country alike as the coming of the automobile.

The rides were jolty at first, the tires were unreliable, the inner workings of the machine were not too well understood by local carpenters and grave diggers and farmers. There were no gas stations, no garages along the way to relieve the distress of unfortunate breakdown or accident.

But ah! the charming pictures which artist Charles Dana Gibson created of the glorious haughty Gibson Girl in a car, in a duster, broad-brimmed hat, and flowing scarf, her young swain-chauffeur at her side, was so utterly beguiling that the female of the species, at least, forsook all parental admonition to the contrary, to risk life and limb in the pursuit of romance.

Disillusionments there were, such as the hot July night when my family and I, having nearly completed an unprecedented two days' journey through the Adirondacks, came to the old Parishville Dugway enroute home. Halfway up this long historic sandy climb the engine of our Ford, being as exhausted as we with the trip's uncertainties, died completely. It was a night to remember.

The invention of the airplane while almost incomprehensible to the country mind made no such impact upon the lives of our town, as had the automobile. It was so wonderful, so remote, we could not envision that it would ever touch our lives very intimately. Too, by the time of its advent into commercial use, it may be we were becoming used to miracles which in a way is sad to contemplate for "Without a vision the people perish."

However, during World War II, by bringing over from Hopkinton a small building formerly a cobbler's shop, we established an Observation Post above Nicholville village on the St. Regis Falls road on the Bill Fisk farm. Here, airplane spotters from Nicholville and Hopkinton faithfully watched the skies on schedule around the clock, summer and winter for many months.

The span of time of which I have written has been a miraculous age in which to live. The years preceding my generation were often grueling and difficult for our forebears who lacked the comforts to say nothing of the luxuries of our present day lives and means of transportation and communication. I often marvel at our complacent acceptance of our times.

Once in awhile, however, a spontaneous burst of appreciation is refreshingly voiced-the old gentleman gazing through the showroom's plate glass window at the latest model car is heard to ejaculate "What in tarnation would my grandpa say to this?"



(Continued from Page 5)

All those transported who lived were pardoned after several years (about 1843) and most returned. They had all suffered incredible hardships and many died there. Most who returned came back impaired in mind of constitution from the terrible privations and hard labor. So it is no wonder "transporting"

struck terror to the ears of many, and they wished to forget the events leading to it.

Capt. Amaziah B. James of Ogdensburg commanded an independent artillery regiment, later called "the bloody 133rd." Why is unknown. They had a blue uniform trimmed with yellow, tapering caps and yellow pompon. They performed "creditably" during the Windmill Battle, it is said. Later, the company was reorganized and christened the Ogdens-



Windmill at Prescott

burg Guards, when their swords were changed for muskets and uniforms trimmed with red. Their great bearskin caps lent a ferocity to their appearance (and were mighty uncomfortable on parade!) They became a crack company of Northern New York, spectacular on parade and at drill and the annual muster. This organization came nearest to military perfection of any organization of citizen soldiers

in the country.

Has anyone a sketch, picture, a part or whole uniform from this war? Any further description of uniforms or battles to add to our archives? Our growing reference collection on the Patriots War would welcome information about whereabouts of relics, etc.

Louisville's Horse-Drawn Ferry

By LORRAINE BANDY
LOUISVILLE TOWN HISTORIAN

In 1898 you could take a leisurely ride across the St. Lawrence River from Louisville Landing to Aultsville, Ontario, Canada on the Horse Treadmill Ferry. You had plenty of time to enjoy the beauty of the river and its surroundings.

Today --72 years later, we zip across the Massena-Cornwall International or Ogdensburg Skyway or Thousand Islands Bridges and barely have time to look down at the water.

The Horse Drawn Ferry was owned by Robert Donnelly, who resided on the Canadian side of the river. His wife was a Robertson from Croils Island.

The operation of the ferry was very simple. Two horses walked on a continually moving platform. The wheels beneath turned, thus moving the paddles and carrying the ferry across the river.

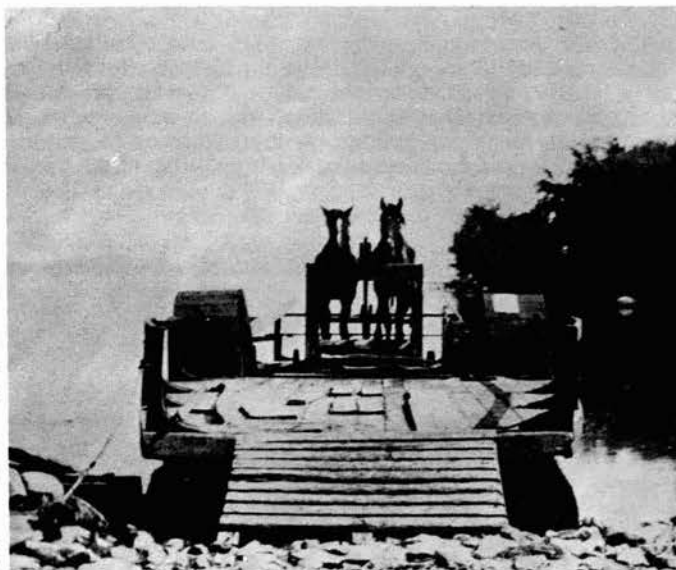
Mr. Donnelly's ferry could transport two horse and buggy rigs and two cars. He also transported cattle in the spring of the year to the islands where they remained until fall. Then he would bring them back before the big freezeup.

The fee to cross to Canada was fifty cents but later being raised to seventy-five cents, local people charged twenty five cents to row you across in their row boats and earned extra money in this manner.

In 1898 this was the only ferry between Morrisburg and the Cornwall area. If you wanted to cross the river, you raised the white flag on the flag pole. Mr. Donnelly would see it from the Canadian shore and would come across and pick you up.

The distance across was about one mile. The ferry would land at the foot of Max Island, called Empey's Landing, which was about one mile from Aultsville and one-fourth mile from Ferrans Point Canal. The area where the ferry operated and where the customs house was located is completely under water since the St. Lawrence Seaway flooding.

Miss Jessie Gibson of Maple St. in Massena lived at Louisville Landing where her father Eugene Gibson was collector



of customs in 1917. She recalls that, at that time, the Horse Drawn Ferry ceased to operate because of the competition of the motor boats. Miss Gibson's brother was the late Edgar Gibson of Louisville Landing and his daughter is Mrs. Walter (Jean Gibson) Lewis of Massena.

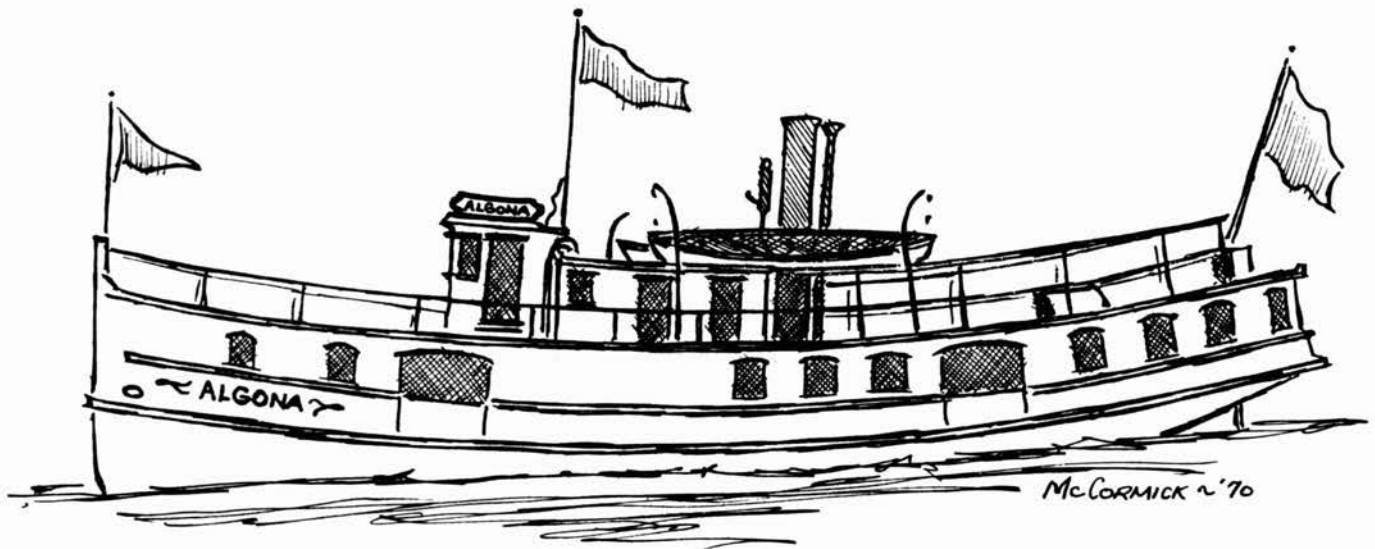


had a normal capacity of 175 passengers but was known to carry as many as 300 on special excursion runs. When her run was discontinued in 1911 GRENADA was broken up at Fort Covington.

DECLINE

Troubles were theirs, not entirely based on innumerable monetary difficulties, but also on the basis of navigation

problems engendered by nature's cycles and man's capacity. We mentioned earlier that these streams running into the St. Lawrence were, at best, difficult to navigate. As the effluent of a growing society was poured into them, these small rivers often became shallow, week-choked versions of what they had once been. Yet they had served while most needed -- before the railroads and highways effectively penetrated this little corner of the state.



Claude and Kitty (Jacot) Colton of Oswegatchie (Town of Fine) pictured on Oct. 29, 1898 with their new "wheels." (History Center archives)



It's very handsome, but where am I supposed to sit?



(History Center Archives)

The 'modern' bicycle was born in 1839 in Scotland when a Scot fitted treadle-driven levers to rear wheel cranks on a hobby horse. Thirty-two years later a Frenchman fitted cranks and pedals to the front wheel of a hobby horse. Samples crossed to England and in 1869 a sewing machine manufacturer began to make commercial models. The early 'boneshakers' were called 'penny-farthings' in England (after the largest and smallest English copper coins -- like the large and small wheels) and required a strong, tall and clever man. Some of the wheels ranged in diameter from 30 inches up to 72 inches. They were made of solid rubber and were very heavy. Strong muscles and legs were needed to drive them.

Cycling clubs sprang up all over the world. Then the 'safety' bicycle, or low-wheeler, was invented in 1885. By 1889 it was fitted with pneumatic tires, and the new style bicycle won favor quickly. It has been virtually unchanged since 1904. Our newspapers tell of ladies bicycle clubs that took their 'wheels' over on the ferry to Canada and toured that side of the river, too. Races for men were held from Ogdensburg to Syracuse, and soon bike-ways were made where cyclists could wheel in safety. Special costumes were made for lady cyclists, and added to her wardrobe, skirts, blouses, bloomers, sailor hats and a waist purse.



FRANKLIN HOUSE

Franklin House was built on the bank of the Oswegatchie River below the bridge in Fullerville in 1830 by Hezekiah Hodgkins. It changed hands at least twenty-four times and was owned by Sidney Brown in 1905. It was sold to James Scanlon who was living there at the time it burned during

Fair week in the summer of 1909. Franklin House had a small store, dance hall and rooms to rent. Because of its nearness to the Russell Turnpike it was a good place to break a journey. (Loaned by Grant Austin, who married Sidney Brown's daughter.)

researchers

A museum depicting Early Woodworking and natural Ice Harvesting is being opened. If you have any ice tools, written materials or photos on the days of the iceman, please let the County Historian of your county know.



HOUGHS HISTORY RECEIVED

Over six hundred copies of Hough's History of St. Lawrence & Franklin Counties! That is how many copies the committee of both Associations unpacked, put into mailers, addressed, billed, and carried to the post office for you. We still have plenty of copies on hand for those who neglected to make advance reservations for this basic History book. If you still wish copies, send \$15.00 check or money order to HOUGH'S HISTORY, Box 8, Canton, N.Y. 13617 and we will mail you one. Be sure to include your zip code. Several libraries ordered 10 copies EACH, so that all pupils might now borrow this reference work. This project of your historical association will perhaps provide enough funds soon to publish a name and subject index being planned to accompany this book. It will hopefully be printed same size as the History to make it more useful.

Remember check or money order for \$15.00 should be made and sent to HOUGH'S HISTORY.



Back issues needed to complete files or sets of the Quarterly for libraries are: Apr. '56; Jan. '58; Oct. '61; Jan., Oct., '62; Apr. '63; Apr., Oct., '65; Jan. '59; Jan. '60. Any and all of 1965 are in short supply. We'll gladly accept your extra copies for this purpose.



Before leaving town -- leave forwarding money with Post Master.

SUMMER TOURS

July

This is the only notice you will receive of tours in July. Please try to be on hand on July 11 for the first tour.

Time: Saturday, July 11, 10 a.m. at Upper Canada Village gate. (If you wish to ride with someone to combine on cars and bridge tolls, meet at Bridge and Port Authority building in Ogdensburg by 9:30 a.m. or at the customs building near Massena to cross Cornwall Bridge, whichever is closest.)

Cost: \$2.25 for group members paid at gate to UCV.

Lunch: Food available on grounds or picnic area open for picnic.

Details: UCV is 27 miles from the Bridge. Hours are from 9:30 to 6 p.m. Many new exhibits since our first visit, ten years ago.

MARK YOUR CALENDARS

July 26: Open House at Richville, Old Home Day with church services at United Church, dinner precedes open house. (Member volunteer hostesses also needed. Call Mrs. Wranesh, Richville, or your town historian.)

August

Aug. 15: Potsdam Architecture Tour. H. J. Swinney of Adirondack Museum will brief us on what to watch for, luncheon will follow, with a village tour of Potsdam's lovely homes. Potsdam Museum is co-sponsoring this tour, with cooperation of the NYS Council on the Arts.

September

Sept. 12 or 19: Tour of Hogsansburgh, lacrosse stick factory, Indian village, crafts, costumes, dancing.

notice!

ANNUAL MEETING

Oct. 10: Annual Meeting. Town of Fowler will be host. Every member bring a new member!

POTSDAM MUSEUM

CIVIC CENTER

Regular Museum Hours:

Monday 7 - 9 p.m.
Saturday 1 - 3 p.m.

Tuesday 10 - 12; 2 - 4 p.m.
Thursday 1 - 5 p.m.

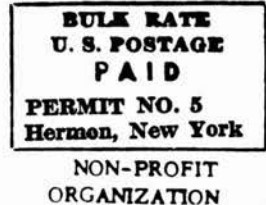
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