

# THE QUARTERLY

Official Publication of the St. Lawrence County Historical Association

July 1985



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Cover: A World War I era Fourth of July in Massena. (Photograph courtesy of Eleanor Dumas, Town of Massena Historian)



*A World War I Fourth of July probably differed only slightly from those Robert T. Danforth remembered from his boyhood. (Photograph courtesy of Eleanor Dumas, Town of Massena Historian)*

## Fourth of July Celebrations in Massena in the Gay Nineties

*by Robert T. Danforth*

*In recent times, especially since the impact of the automotive revolution, major holidays such as the Fourth of July have tended to disperse people across the landscape. Only after dark do crowds congregate to watch fireworks displays; at least that aspect of Independence Day Celebrations would remain completely familiar to Robert T. Danforth.*

Of all the fond recollections of my boyhood days, the most delightful of all were the Fourth of July celebrations of the late eighties and early nineties. The entire day's festivities were under the management of Chandler Richards, commonly called "Jig."

As kids, we began to prepare for this gala day as soon as school was out in June, by amassing a stake, doing all sorts of jobs such as running errands, dipping the mineral spring water from

the Spring House for the summer visitors, washing carriages, driving cows from the pastures in the outskirts of the village to the owners' barns for milking, delivering groceries in a hand cart, or any other job that cropped up.

When the advertising was put up announcing to the surrounding country a full day of entertainment, including several bands of music, lacrosse, baseball, parade of horrors, oration at Town Hall, picnic and dance at Clary's Grove

and . . . a magnificent display of Fireworks, we were in a frenzy of expectancy and eagerly counted the days until the great event took place.

Excursions were run from Huntington and Ormstown on the Grand Trunk, from Cornwall on the Steamboat "Princess Louise," and from Potsdam on the Rome, Watertown and Ogdensburg, each crowd bringing its own Band.

The celebration was ushered in exact-

ly at midnight with the simultaneous ringing of all church and school bells and the discharge of the community cannon. This cannon had been purchased from Brasher Iron Works by public subscription and was in charge of Nick and Sol Carbino, local characters who were generally pretty well oiled up by sunrise. One morning there was a little powder left over from the night's activities which Nick proceeded to pour on a newspaper and lit the edge of the sheet. He saved his eyes, but was badly burned, and thereafter Nick had a strong aversion against black powder. The noise was so augmented with the constant explosions of giant fire-crackers and tooting of horns, that there was little sleep for anyone.

The bars closed at midnight and opened up at 5:00 A.M., but the boys prepared for oasis period by purchasing a half pint of alcohol, called hynines or cologne spirits, in a pint flask which they reduced to a palatable drink at the Livery Barn Pump or the Town Pump located at the middle of the intersection of Main and Phillips Streets.

I had permission from my parents to get up at 4:00 A.M. but jumped the gun and was on the streets by 3 o'clock. Sidewalk stands had sprung up all over the village, dispensing fire-crackers with Chinese punk for lighting same, candies, Sweet Caporal Cigarettes, cigars, soda pop, ice cream, oranges and, of all things, bananas which were a great rarity at that time. With that array of goods, I was flat broke by 10:00 A.M. and took time out to hit my grandmother for another stake.

Flags and bunting were displayed from the various business places and an immense flag with foot wide stripes (a relic of Civil War days) was suspended over Main Street from White's Hotel to the Kirkbride store.

Shortly after seven the Massena Band assembled and gave a concert on the Village Green at Andrews and Main with the Russell boys doubling at brass and Henry Shambo and Joe Bayley on the snare and bass drums. Joe was a protege of Jabez Bayley and was employed at the Cubley Undertaking and Furniture Factory. He was a short, stout man, and happy was the boy who was selected to help him with the drum as it meant marching in the parade and securing a free dinner at noon.

The farmers and their families began to drift in, some in their carriages and some arriving in lumber wagons with hard board seats nailed across the wagon box, he in his Sunday-go-to-meeting clothes, his missus in her best bib and tucker, his grown daughter all in white with sunbonnet, his

small girls also in white but with shorter dresses and the pantaloons showing beneath, the small boys in short pants and — of all things — shoes and stockings, and finally the hired girl in her brightest calico with high buttoned shoes and striped stockings all ready for fun or frolic.

The excursion crowds soon arrived, and the streets became alive with people, and the sidewalk stands, bars and street hawkers began to do a thriving business. A lacrosse game got under way on Paddock's Field, a grassy meadow surrounded by a stump fence and located in the neighborhood of Forest Place and Cornell Avenue.

The various Bands soon gathered on Bridges Hill on Maple Street, and the event of the day for us youngsters, the Parade, got under way. In it were the bands, the boys in blue, 100 strong in their trim blue uniforms and natty hats with the gold braid, the Woman's Relief Corps, many local citizens displaying their snappy turnouts, and [finally] were the Horribles. These Horribles or Terribles consisted of a bunch of men and women, dressed in outlandish costumes, wearing false faces, and dancing, cavorting and singing on platform wagons. These always created a great sensation, especially among the city-bred summer visitors vacationing at the Springs.

Next came the oration at the Town Hall at which some prominent speaker extolled the glories of America and boasted the United States could lick any country in the world, especially England. The crowd then adjourned to Clary's Grove, where Grove Street now is, and on long pine tables partook of a sumptuous meal consisting of meat, potatoes, baked beans, pickles, pie, cake and coffee, served by some woman's organization at a cost of twenty-five cents; if you only wanted pie and coffee, you got by for ten cents.

Also at the Grove, Promotor "Jig" Richards had erected a dance pavilion, roofed with green boughs to protect it from the elements, and here you could trip the light fantastic to the fiddling of Henry Shambo and Adam Revier, at five cents per dance or an all-day ticket for a dollar: The floor was always crowded.

After dinner a baseball game was played on Paddock Field between picked American and Canadian teams, and about 5:00 P.M., the crowd gathered on Andrews Street for foot races, which consisted of potato, egg, barrel, three-legged and sack races, ending up with the greased pig at the greased pole. The first prize was one dollar, the second, fifty cents, and the third a quarter, and one of our playmates, Clifford Shambo, got his share of the prizes.

The greased pig was a young animal, well greased and turned loose, and, to qualify for the prize, which was the pig itself, you had to capture and hold him with bare hands which was something of a task and very ruinous to the clothes. The greased pole was a six inch stick about fifteen feet long cantilevered over the Grasse River at the Village Park with a flag on the end of it, and to win this one, you had to walk the pole and reclaim the flag, and many were the duckings — much to the delight of the crowd.

After supper, the excursionists having departed, there was a lull, the only activity being Jig's dance. As soon as it got dark there was a gorgeous display of fireworks from Bridges Hill, thus ending a glorious day in Massena. We kids who had been on the streets since 3:00 A.M. quickly sought our beds and dropped off to sleep dreaming of the fun we would have at the next celebration, one year hence.

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#### About the Author:

Robert T. Danforth died at age 85 in 1966. His Fourth of July reminiscences were dated 1948. Born in Massena, Mr. Danforth was a member of Clarkson College of Technology's second graduating class in 1901; two years later he went to work for Alcoa and remained there for fifty years. Described as "a natural historian," Mr. Danforth kept his records in notebooks presently in the care of the town of Massena Historian, Eleanor L. Dumas, to whom *The Quarterly* is indebted for supplying this material.

#### CAN YOU HELP?

The St. Lawrence County Historical Association has received a grant from the New York State Council on the Arts to research and plan in 1985 an exhibit on the county's various agricultural expositions from about 1850 to about 1930. Fairs were held in Potsdam, Oswegatchie (Ogdensburg), Hammond, Gouverneur and Canton. The SLCHA is seeking to locate all kinds of materials relating to these fairs, including written records, to establish an accurate history of the agricultural expositions held in this county. If you have or know of any written records (for example, letters or diaries detailing visits to a fair as well as any official minute books or other records) or artifacts, including prize-winning items, connected with any of the fairs, please contact John Baule or Judith B. Ranlett at the SLCHA in Canton. Please help us!



*George and Lil Bartholomew getting ready to go for a drive in the Bartholomew at their home in Russell, New York. (Photograph courtesy of Carol R. Ihrie)*

## The Bartholomew: A Man and His Car

*by Donna Earle Seymour*

*The Gay Nineties were barely over when the automobiles that would so change holiday celebrations—and so many other aspects of American life—began to be sighted frequently on American roads. Donna Earle Seymour tells the story of one St. Lawrence County automobile and its maker, and one can almost drift back to the turn of the century and hear “In My Merry Oldsmobile” and “A Bicycle Built for Two” tinkling on a player piano in accompaniment to this account.*

Detroit, Michigan, is the acknowledged American home of the automobile. However, there are many other cities and towns around the country which are noted for the motor cars which were designed and manufactured there. Some in New York State include Syracuse, home of the Franklin Car, and Buffalo, home of the Pierce Arrow

luxury car manufactured by the George N. Pierce Company, which began with bicycles and expanded into motor car manufacture.

In the early years of the 20th century the automobile was in its infancy and literally hundreds of back yard mechanics were tinkering in garages and sheds all across the country to develop proto-

type self-propelled vehicles. Some, like Henry Ford, David Dunbar Buick and the Chevrolet brothers, Louis and Gaston, founded companies to produce automobiles for on-the-road-use which sold to the public and are still in production today. Others, like George Bartholomew, produced only one-of-a-kind models which never left the local



*George Bartholomew's photo and jewelry shop in Russell. The carriage house in the back right stored the Bartholomew. (Photograph courtesy of Carol R. Ihrle)*

area they were built in.

George Edison Bartholomew was a practical mechanic, a sort of inventor-jack-of-all-trades who, like that other Edison, invented and tinkered with a surprising array of devices, although his motor car was probably the one which most astounded his fellow Russell villagers. George built his horseless carriage in 1902 at his workshop which was the fourth place from the main corner in Russell on the road to Canton, just below his home.

According to George's adopted daughter, Carol R. Ihrle, "... he told us he was in Gouverneur and saw one on the street. They let him look it over and he came back to Russell and began building one." Further inspiration on technical, how-to information was provided by the popular magazines of the day, like *Scientific American*, *Outing* and *Motor Age*, which were filled with descriptions of cars and the mechanical apparatus designed to propel them, as well as advertisements on where to buy component parts.

Not everyone welcomed the introductory years of what would become the Age of the Automobile. Much of the popular press warned the populace of the danger to life and limb presented by the automobile. "Early car enthusiasts met with a great deal of opposition and antagonism. The first automobiles terrorized horses, spattered pedestrians with grease and oil, and shook with their vibrations. Whether rightly or

wrongly, Mr. Average Conservative in the first decade of the twentieth century was inclined to think that horseless carriages belong[ed] on race tracks where the drivers could only kill each

other and not innocent bystanders."<sup>1</sup>

In Russell, however, the Bartholomew was seen less as a menace than a fascinating novelty which threatened no one and intrigued many. Many residents of that community recall with fondness any opportunity they had to sit in the car, even when it was not running. Carol spent many hours playing in the car with her young friends in the carriage house.

The Bartholomew was very much a horseless carriage: a buggy with a motor to drive it. The man who restored it in the 1950's, Frank E. Thomas, thought George had taken a regular wooden buggy frame with full elliptical springs and modified it to take an engine. With its double springing, the car was probably fairly comfortable to ride in, even considering the conditions of the roads at the turn of the century.

The engine was a Fairfield Stationary Engine, a one cylinder engine patented in 1889. The gasoline-powered engine was water cooled, but the "radiator" consisted only of a number of short lengths of tubing within the engine compartment which did not receive much ventilation. This primitive arrangement was inefficient, which meant that the car had to be halted periodically to cool down if there were too many hills or rough spots in the road. The engine also had a one-quart oil capacity and a two gallon fuel tank, and was started with a crank.

The Lunkenheimer Generator Valve



*George and Lil Bartholomew on their fiftieth wedding anniversary, 9 May 1939. They celebrated with an early morning ride on their bicycle-built-for-two. (Photograph courtesy of Carol R. Ihrle)*

which served in the place of a carburetor on the Fairfield engine which powered the Bartholomew was manufactured by the Lunkenheimer Company of Cincinnati, Ohio. These units were multi-purpose mixing valves which controlled the gasoline-oxygen mixture fed to the engine and were made to adapt to a wide variety of engine sizes and configurations, making them ideal for use by the backyard mechanic. Such mixing valves were less expensive than a true carburetor and were less complicated to use.

The car had a steering wheel, an unusual feature for that era, when most automobiles were guided by a tiller. The steering wheel was a small cart wheel attached to a pivotable rod which could be raised or lowered, much like a modern tilt steering wheel, to allow the driver to get beneath the wheel and lock it into position.

The Bartholomew was chain-driven, a common method of propulsion in early vehicles, and a direct result of the bicycle-to-motorcar evolution taking place in the early 1900's. The engine drove a jack or cross shaft connected to two bicycle sprockets which directly drove the rear wheels. A lever, located next to the seat frame underneath the driver's legs, controlled the forward and reverse gear sprockets. The Bartholomew had an internal contracting brake which was pedal operated, but it was not located at each wheel as in more modern vehicles, but at the center of the differential on the rear axle.

The Bartholomew was no race car. It generally ran at speeds of ten to fifteen miles per hour, which was plenty fast enough on the rough dirt tracks of the



*The Bartholomew being carried to Canton, New York, in 1949, behind a 1936 Packard 12. (Photograph courtesy of Frank Thomas)*

day. Harvey Price, who lived in Russell from his birth in 1899 until 1943, remembers the car well. On one of the few trips the car made out of the immediate area, George drove Harvey's mother to Canton. Harvey rode along behind the car on his bicycle for a time and was able to keep up with it with no difficulty.

The Bartholomew made very few long trips. George preferred to take it out only for local rides of short duration. This was a sensible precaution on his part, considering what might happen on a long trip. Take the case of Louis W. Moore of Watertown, who ". . . made what was probably the first extended

trip in an automobile of any Northern New Yorker, going to the Pan-American Exposition in Buffalo in his car. Later he drove to Saratoga. It took him six weeks to make this trip, during three of which his automobile was in blacksmith shops along the way for repairs." As if this were not bad enough, "The car frightened a horse and suit was brought against Mr. Moore based on the old law that required engines moving along the highway to be preceded by a man carrying a red flag by day and a red lantern by night. Mr. Moore paid \$200."<sup>2</sup>

Although George always owned an automobile, his main form of wheeled transportation was his bicycle. To George, a car was a gadget, good for out-of-town trips and bad weather. When he was not walking, he relied on his bicycle to get around. He rarely drove the Bartholomew, except as a novelty. One Russell villager remembers ". . . he drove a black Model T [Ford], long after they were a usual sight on the highway. He used to let the kids ride on the running board."

When the car was purchased from the Bartholomew family in 1949, it still had ". . . the license plate of 1906 on the side of the vehicle which was the last year it was licensed. The license plate [was] a round metal tag two and a half inches across which [was] tacked onto the vehicle."<sup>3</sup>

George Bartholomew was born on 12 August 1863 in Roger's Hollow, in the town of Unadilla in Otsego County, the son of Justin Bartholomew, a farmer, and his wife, Judith Lucy Bennett. The family moved to Russell shortly thereafter because grandfather Samuel Bartholomew (1803-1878) was con-



*The Bartholomew car as it appeared in 1902, photographed by its builder, George E. Bartholomew. (Photograph courtesy of Frank Thomas)*



*Frank Thomas behind the wheel of the Bartholomew at the Central Garage in Potsdam before he began to restore the car. (Photograph courtesy of Frank Thomas)*

cerned about the Civil War. Alanson and another brother of Justin's also moved north, along with a sister, Velona, who married Guy Hall and resided in Russell.

George had one sister Lucy, who died young, and two brothers. One brother, Homer, never married and made his living repairing shoes at his home south of the village of Russell, and the other brother, Irvin, had two daughters. Irvin Bartholomew was killed as a result of a motorcycle accident in Russell, a good illustration of the dangers presented by motorized vehicles. Two motorcycles were racing down the

main street when one racer lost control of his machine on the dirt street and fell. Irvin went out to help the injured cyclist and the other motorcycle ran into him, causing Irvin's death.

George married Lillie Mae Burlison in Bainbridge, New York, at her parents' home on 9 May 1889. "Lil's" parents were John K. Burlison (1848-1894) and Maria S. Ives (1848-1924). Lil was born 5 May 1870 in Guilford, Chenango County. Her parents had moved from the farm in Guilford Center to another on the Sidney-Bainbridge Road.

George's workshop must have seemed like a wonderful fantasy land full of

magical machines and trinkets to the children of the neighborhood. Although the car was housed in the carriage house behind it, the shop held a multitude of treasures. He used to repair watches and build clocks. Carol Ihrle went to live with George and Lil in 1926 and recalls that "At that time he was building Grandfather clocks during the wintertime when he wasn't busy in his shop . . . He installed music boxes in those Grandfather clocks. I remember one order he spent a lot of time on. The music or disks were installed in a room above the clock—there were 24 selections, so a different tune [would play] for each hour for 24 hours."

Harvey Price also recalls that George was a sort of taxidermist as well. He kept a stuffed deer which looked very life-like in the shop; in nice weather it sat outside. He also operated a jewelry store at the shop in Russell and did photography for local people. Many residents of Russell had picture portraits of their families done by George.

In addition to clock, watch, and bicycle repair, George worked as the janitor at the Knox Memorial School, where a former student, Vaughn Price, remembers taking in broken jewelry for repair to his basement workroom. George also worked at the local Methodist Church, where he and Lil were members.

George took out a number of patents for his inventions and built a small mock-up model of a washing machine which his daughter still has. George sold the rights to this invention to another Russell resident, who later manufactured them. Carol recalls that her father electrified the washing machine used by her mother. That washing machine was still in the Bartholomew house when it was bought by Jennie Sibbetts Wells and her husband in the 1940's. Mrs. Wells described it as a series of connected parts: "First, the washing machine, with an electric motor hooked up to an agitator; then a bench with two big tubs to rinse. Over these was a wringer, suspended from a bracket, that ran on tracks over all three positions."

One of George's best remembered creations was a pair of false teeth he carved out of lightweight aluminum. He sometimes wore them as a joke. George claimed they were comfortable, but, as Mrs. Price remarked, "I would think they would be harsh on the gums."

George and Lil moved to Sidney, New York, near both their birthplaces, in the mid-1940's to be near their daughter who was married and living there by then. They lived on Cartwright Avenue, storing the Bartholomew in the barn there. George died in Sidney in January, 1946, at 83; Lil died in Jan-



uary, 1958, at age 88.

The car eventually made its way back to St. Lawrence County because of two local men, John Thomas and Frank Thomas, unrelated to each other. Both were interested in early automobiles and John remembered the Bartholomew from his childhood in Russell. John contacted Mrs. Bartholomew after George's death and made an offer to purchase the car. She agreed to sell it, so John and Frank drove to Sidney in a 1936 Packard 12 owned by John, towing a homemade trailer made from another Packard rear end. They loaded the car, which had been in the Bartholomew family for 47 years, onto the trailer and returned it to the Central Garage in Potsdam, now the site of Josie's Foreign Auto Parts, Inc., on Route 11, which Frank owned.

Even though the car had been in storage, it required a lot of restoration, including stripping, sanding and repainting the wooden body to return the body to its original black color and the engine and wheels to the original red. The buggy seat upholstery was originally beige corduroy, and although the material was intact, it was stained and discolored in places, so Frank dyed it black.

In August of 1951 Frank towed the Bartholomew behind his 1922 Kissel Kar touring sedan (his everyday transportation) from Canton to the New York State Fair in Syracuse. Frank remembers having a lot of trouble keeping the 28 inch bicycle tires on the wheel rims, which replaced the original sulky tires on the car. He tried taping them on with electrical tape, but that did not hold. Finally he stopped in Evans Mills at a garage and got three men to help him pick up the Bartholomew and put it in the back seat of the Kissel, where it rode piggy back the rest of the way to the Fair.

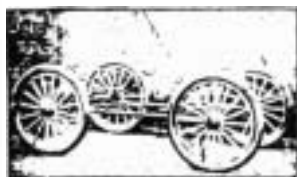
Frank put the Bartholomew on display at the Fair, winning a prize for having the oldest car there. Since the Kissel was only 29 years old, he did not consider that antique enough to bother entering. He then got help to re-load the Bartholomew into the Kissel's rear seat and drove back to Canton with it.

Although Frank was able to restore the body of the Bartholomew to original condition, he had less success with the engine. The car's motor never did fire properly, something he blamed on its "make or break" ignition, which was mostly broke. He eventually sold his interest in the Bartholomew to John Thomas and went to Westchester County to teach automotive electrical wiring.

One of the last times the Bartholomew was on display in St. Lawrence County was in Ogdensburg on 26-28 March 1953 at the Auto, Boat and Appliance Show in the State Armory on

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*"Build it yourself" was a common theme in turn of the century advertising. This selection of ads from 1901 indicates the wide availability of component parts to the backyard automobile engineer. Note the similarity of body style between the Winton Touring Car pictured here and the Bartholomew. (Courtesy of Donna Earle Seymour)*

Ford Street. It was billed as "the only auto of its kind in the world," which was certainly true enough. The display included other vintage automobiles and was organized by Lawrence Petrie of Ogdensburg who was serving as the first president of the newly-formed St. Lawrence-Adirondack Region of the Antique Automobile Club of America.

John Thomas sold the Bartholomew to Frank Mace of Canton, an antique car collector, in the mid-1950's. Frank kept the car, which he remembers as "an ugly sort of buckboard," for quite a while, eventually selling it to another collector in Toronto, Ontario, during the 1960's.

Efforts to trace the current whereabouts of the Bartholomew have so far proved unsuccessful, although the car is probably still in a collection somewhere since antique car collectors have

a well-developed sense of history. After 83 years the Bartholomew is even more rare and unusual today than it was in 1902, when George Bartholomew decided to build himself a horseless carriage in Russell, New York.

**NOTES**

- <sup>1</sup> Floyd Clymer, *Treasury of Early Automobiles (1877-1925)* (New York, 1950), p. 96.
- <sup>2</sup> Harry F. Landon, *The North Country, Vol. I* (Indianapolis, Ind., 1932), p. 517
- <sup>3</sup> *Watertown Daily Times*, 26 Oct., 1949.

All other quotes are from personal letters in the possession of the author.

**About the Author**

Donna Earle Seymour of Potsdam enjoys driving the family's 1926 Model T touring car and 1939 Buick sedan. She is a trustee of the St. Lawrence Valley Genealogical Society.



*Martin Van Buren Ives and his wife, Sarah Benson Ives, about 1910.*  
(Photograph courtesy of the Potsdam Public Museum)

Martin Van Buren Ives' *Through the Adirondacks in Eighteen Days* started its life as a New York Assembly committee report. Ives, who represented St. Lawrence County and the northwest Adirondacks in the Assembly from 1896 to 1899, was in 1898 a member of a committee that was charged primarily to study the Adirondacks with an eye to determining what lands should be added to the Adirondack Forest Preserve. It was he who wrote the report, which, no doubt because of his

love for the region, became "voluminous," as he states in the book's preface. Thus he decided to "submit the original to the general public" by publishing it in book form, and summarize the book as fulfillment of his obligation to the legislative committee. And so the legislature got a rather dry and perfunctory 16-page report, while the "general public" got a lively, opinionated, informative, and often humorous 119-page "historical narrative" of a meandering tour by train, steamboat, "tally-

## Martin Van Buren Ives and *Through the Adirondacks in Eighteen Days*

by Neal S. Burdick

*Martin Van Buren Ives' Through the Adirondacks in Eighteen Days, written in 1899, has been reissued in 1985 by Harbor Hill Books, which has graciously permitted this adaptation of the introduction to appear in The Quarterly. In addition to the introduction, which establishes a context for the author and his book, the reissue contains a map, pictures, and an index absent from the original.*

ho," carriage and foot through the Adirondacks. Although he retained the copyright himself, Ives had the book printed by Wynkoop Hallenbeck Crawford Co., which called itself the "State Printers," and printed such government documents as Verplanck Colvin's annual survey reports in the 1890's.

Details of Ives' life are somewhat sketchy. Born November 20, 1840, in the Town of Dickinson in Western Franklin County, New York, he was named for the president of the United States, fellow New Yorker Martin Van Buren of Old Kinderhook. He was among the younger of seven sons and four daughters of Warren and Louisa Ladd Ives. Like many of the early settlers of the St. Lawrence Valley, his parents were New Englanders. His father, a veteran of the War of 1812, had migrated to the North Country from Connecticut around 1830; he was a lawyer, longtime town supervisor and civic leader. His mother, who hailed from Vermont, claimed distant descent from Daniel Webster.

Martin followed in his father's footsteps in public service at an early age, being elected constable of Dickinson at



This wonderful panorama of the West side of Market Street was taken by Henry Jbo about 1929. The Ives Buildings are at the left. Note that the photographer has managed to include himself in the reflection in D. L. LaRue's window. (Photograph courtesy of the Potsdam Public Museum)

time in the village of Potsdam; apparently he intended to develop this acreage as a park in memory of Civil War veterans, but his death interrupted these plans. A monument in the park today reveals the eventual designation of the tract:

Ives Parkway  
Given  
in Memory of  
Hon. M. V. B. Ives  
By His Brother  
H. L. Ives  
1932

Martin and H.L. were united in yet another venture toward the end of Martin's life, when the brothers invested heavily in orange groves in Florida. While he was spending the winter of 1920-21 in Florida engaged in this business, Martin's health began to fail. He returned to his Potsdam home, where he died on March 6, 1921 at the age of 80.

H.L. was the only one of Ives' six brothers who pursued a career in the North Country. One brother died in childhood and one in the Civil War. The remaining three moved west, all becoming prominent in Minnesota politics: Francis as State Supreme Court Judge, Warren J. as a member of the legislature and Commissioner of Agriculture, and Gideon S. as a State Senator and Lieutenant Governor.

In 1866, Ives married Sarah Benson of Potsdam; she was a longtime president of the Potsdam chapter of the Women's Christian Temperance Union. They had one son, Hallie S. (probably named after his Uncle Hallan), who predeceased his father. Mrs. Ives died in 1927.

Ives enjoyed a lifelong devotion to the outdoors, and particularly to hunting and fishing. In *Recollections of the Adir-*

*ondacks* (or *Reminiscences*, according to the title page), published privately in 1915, H.L. Ives explained the genesis of his own similar interest; the "I" could as easily refer to Martin or, for that matter, to any of the seven Ives boys: "Having been born so near the foot-hills of the Adirondacks that all I had to do was step into my father's sugar place on the old farm to be in the Fifty Mile Woods, and living as we did on the banks of Deer River, one of the best trout streams in the Adirondacks at that time, it is not strange that I acquired a taste for hunting and fishing and camping that has followed me through life."

That Martin, or "Mat" as his brother called him, was also devoted to conservation is clear in the following passage from the same book: "he[H.L.] is forced to admit here that he was a Jack hunter, but only for sport, and when the Hon. M.V.B. Ives introduced the no-jacking law into our state legislature, he completely put his brother out of business as a hunter." The practice to which H.L. Ives somewhat jocularly refers was the technique of hunting deer at night by temporarily blinding, and thus "freezing" them through the sudden lighting of a lantern perched on the prow of a boat. Many Adirondackers more or less improved their livelihoods in this fashion, supplying clamorous hotel keepers with fresh meat on a regular basis. As H.L. notes, it was Martin who (among others) deserves credit for seeing this rather one-sided procedure outlawed.

Ives knew the northern Adirondacks, particularly the St. Regis and Raquette River watersheds, as well as anyone. With the Raquette he carried on a lifelong love affair. He and his brothers located a number of camps at

strategic deer runs and trout pools in its watershed and spent many an enjoyable fortnight at them, often in company with local guides, and just as often acting as informal guides for friends from downstate. He shared his knowledge of the region in print; in the May 28, 1885 issue of *Forest and Stream* there appeared a dispatch from him describing the best route to the region (which, not coincidentally, included a trip on the RW&O, of which he was still an agent) and up the Raquette River (which here and in his book he spelled the "old" way, "Racquette"), all the way to Tupper Lake. He displayed intimate knowledge of the watershed, which he called "unequaled for sporting," recommending the best hotels, guides and fishing spots. The tale of his encounter with two bears at once at a Massawepie Club in 1890 quickly entered Adirondack lore, and was parodied, according to his brother, "in one of the prominent New York papers."

Both before and after the law creating the Adirondack Forest Preserve was passed in 1885, many individuals and organizations called for the gradual purchase by the state of all lands in the Adirondacks within the Preserve's boundaries. Accordingly, over the next several years the State Assembly appointed committees to consider the matter of such acquisitions. Invariably, such committees deemed it necessary to visit the Adirondacks, in the summer of course, and at taxpayer expense, to investigate the question firsthand. (Today we call these junkets "fact-finding trips.") The 1897 committee had among its member and support staff two persons who repeated the expedition in 1898, when Martin Van Buren Ives was a member. This 1897 committee, which was appointed to "Continue the Investi-

gation as to What Lands Should be Acquired Within the Forest Preserve in Order to Protect the Watersheds Therein," not only encouraged the further purchase of lands for inclusion in the Forest Preserve, but also reported on continuing abusive forestry practices, including the theft of timber from state lands (a practice that had provided major impetus for the creation of the Forest Preserve in the first place, and the continuation of which had led to passage by the state's voters of the famed "Forever Wild" clause of the state constitution in 1894). The committee questioned the wisdom of the Forever Wild law for its prohibition of "scientific forestry," but took testimony from numerous Adirondackers that any such activity within the Preserve would quickly get out of hand. It also encouraged the enactment or stronger enforcement of conservation laws that in years ahead did receive the treatment that was recommended: fire laws ("no matter whose comfort might be interfered with"), prohibition of the dumping of sawdust into streams, and limits on the damming of rivers.

The 1898 committee proceeded in the tradition of its predecessors. In addition to Ives, it consisted of Assemblymen James H. Pierce of Essex County, who was named chairman; C.J. Clark of Jefferson County; Nicholas J. Miller of Erie County; Charles A. Sloane of Schuyler County; Edward G. Ten Eyck of Onondaga County; and Daniel Finn, Joseph I. Green and Dominick T. Mul-lany, all of New York County.

Ives and his committee colleagues began assembling at Saratoga on August 23, 1898. They spent three days there, in all likelihood engaging in such public-spirited projects as testing the chairs on the vast piazzas of that glit-

tering resort's grand hotels. (Thus, as simple arithmetic will prove, Ives' "18 days through the Adirondacks" was in fact three days of lounging around Saratoga and 15 days of traveling.) By the morning of August 26, however, they were ready to depart, moving that day by train and steamer to Plattsburgh, where they spent the night. The next night, August 27, they were in Ausable Forks, and on August 28 at St. Hubert's. The nights of August 29 and 30 were passed at the Stevens House in Lake Placid, and the night of August 31 at the Hotel Algonquin on lower Saranac Lake.

September 1 found them at Saranac Inn, as they continued letting the citizens of the state treat them to the best accommodations available. September 2 and 3 were spent at the Hotel Hiawatha, near the southern end of Indian Carry; September 4 at the Sagamore Hotel on Long Lake; September 5 at the Antlers on Raquette Lake; and September 6 at Frederick C. Durant's fabulous Prospect House (which Ives thought had "too much civilization" overlooking Blue Mountain Lake. On September 7 the group retraced its steps to Raquette Lake and continued into the Fulton Chain, stopping for the night at the Eagle Bay Hotel. The next day it was on to Thendara, then via William Seward Webb's "fairytale railroad" to Childwold Park and the Park Hotel on Massawepie Lake for the nights of September 8 and 9.

At this point the committee's work was done, and it disbanded. Presumably, most of the members returned by train to Albany, but not Ives. He headed in the opposite direction, hiring "an excellent boatman" to guide him down the Raquette River to the lower end of the Hollywood Stillwater, where he

could catch the stage for Potsdam. In so doing, he was able to describe - and illustrate with several photographs—an experience that is no longer possible, most of this "wild and woolly" stretch of the Raquette having been flooded by massive hydroelectric projects in the 1950's. He arrived in Potsdam on September 10.

The committee's formal report is flavored with Ives' personal sentiments and prejudices, and written with an eloquence that is sorely lacking in today's government documents. It included the observation that game laws were "being pretty well observed, but not without some grumbling by the old hunters and guides," and a recommendation to double the number of game protectors. The committee also recommended that the state "give reasonable aid" to Dr. Edward Livingston Trudeau's Adirondack Cottage Sanitarium, on the board of which sat Martin V.B. Ives.

The committee was firm in its belief "that no further appropriation be made for what is known as the Adirondack Survey," on the premise that "trigonometrical surveying is not the theory to be used for the searching for and discovery of lot lines and corners of lots which were surveyed nearly a century ago." The Adirondack Survey was being conducted by Verplanck Colvin, who had sought funds from the legislature annually since 1872; Colvin had first determined the elevations of most Adirondack peaks and later attempted, with considerable success, to relocate the ancient survey lines to which the committee referred. But his personal style and methods attracted much enmity from certain segments of the state government, who were outspoken in their opinion that the State Engineer

and there could not be much doubt that the committee would recommend that the state persevere in its efforts to consolidate its ownership of the Preserve. This the committee did, in no uncertain terms: "Your Committee believe it to be for the best interest of the people of the whole State, that immediate action be taken for the securing the title to every acre of forest land within the Adirondack park, in order that this great wilderness may be forever preserved for the many purposes and reasons mentioned." The committee concluded by proposing further that the United States "share in the expense of maintaining this great health giving resort, inasmuch as the people of all the States profit and enjoy its health giving benefits quite as much as do the citizens of the State of New York."

In short order after the turn of the century it became clear that it was neither financially nor politically feasible for the state to pursue the dream of ownership of "every acre of forest land within the Adirondack park." And the notion of federal involvement in the management of the Adirondacks surfaced only rarely, most noticeably in 1967, when a proposal to turn the Adirondack State Park into a national park was raised, only to be squashed like a blackfly in June. Nevertheless, the arguments in defense of the Forest Preserve, as put forth by the Assembly committee of which Ives was a member, have survived if not remained dominant as the Adirondack Forest Preserve begins its second century as the largest wilderness sanctuary in the eastern two-thirds of the United States.

Much of what Ives said in the committee report is also found in his book. In it he displays many of the attitudes and sentiments typical of people interested in the out-of-doors at the turn of the century. Having seen the near annihilation of trout and deer, among other forest species, he is adamantly in favor of strong game laws. Having seen the abuses of the forest by callous loggers, he is a strong proponent of state ownership of timberland; in other words, he is an advocate for the Forest Preserve. But he also expresses a notion that has dogged the defenders of the Preserve since its inception and has, if anything, gained momentum in this century: that the existence of the Preserve has meant the denial of some traditionally assumed rights held close to the heart by many residents of the Adirondack Park as well as visitors to the region. Ives hopes that care will be taken to attend to the concerns of these individuals.

Much as he reveals some ambivalence about the effects of the Preserve laws, Ives also demonstrates ambivalence toward the man-nature relation-



*The lobby of the Albion Hotel probably looked much like this when it was owned by the Ives brothers. (Photograph courtesy of the Potsdam Public Museum)*

ship. This ambivalence was a thread that ran through the 19th century, as the American's relationship with his environment underwent a relatively quick evolution. Most representative of Ives' dilemma is his discussion of the tenuous balance between industrial development and esthetic quality in the Ausable Valley. He implies strongly that economic growth is necessary and good, but he also believes that "nature when left alone is a better landscape maker and painter than human architects."

Ives was reluctant to see nature altered by "human architects" in part because he agreed with many 19th-Century writers that its environment was America's greatest claim to glory especially in comparison to the Old World. When America was young its boosters sought desperately for some arena in which to outdo Europe, and they found one in America's forests, mountains and open vistas. At the end of the century Americans had not shrunk from that stance, as a close reading of Ives' description of the view from the Stevens House in Lake Placid attests; nor have they yet, America's industrial growth notwithstanding.

As a historian and scientist Ives is suspect; on the significance of Champlain's firing on an Iroquois war party, the death of Father Jogues, the geological composition of Giant Mountain, and the reason for the naming of Noonmark Mountain, he is either slightly off target or just plain wrong. But he had a healthy and often amusing cynicism, toward history especially, that allows the reader to excuse his inaccuracies. History was a popular topic of discussion in

Ives' time, as was the relatively new science of geology, and Ives displays a strong interest in both.

Ives' aforementioned independent farewell to his committee responsibilities was a symbolic departure as well as physical. In the general elections two months later, he did not run for reelection. While he did return to Albany to serve out his term, he was effectively through with politics. He was 58 years old, and looking toward other interests.

It is not surprising that during Ives' brief tenure in the State Assembly he took a great interest in matters affecting the Adirondacks and conservation generally. In addition to his anti-jacking law, he also wrote an anti-hounding law, which forbade the use of dogs by deer hunters. He sponsored these acts at a time when the decline in the deer population was so noticeable that even those who had opposed previous attempts to pass such legislation, particularly the guides and hotel-keepers who made their living on the strength of their respective abilities to kill deer and to place venison before paying guests, were coming to recognize the need for controls over hunting. No doubt his interest in such issues was the cause of his being appointed to the Assembly's "Adirondack Committee," the result of which was *Through The Adirondacks in Eighteen Days*.

\*\*\*\*\*

#### **About the Author:**

Neal S. Burdick is Editor of Publications at St. Lawrence University and a freelance writer with a special interest in the Adirondacks.



*Potsdam station, shown here shortly after its opening in 1914, was served by seven daily New York Central passenger trains in 1945. (Photograph courtesy of Potsdam Public Museum)*

## Six Railroads, Thirty-nine Trains . . . and Forty Years

*by John Ranlett*

*"When was history?" or "How far back in time starting from this instant, does one have to go till he gets to history?" may sound like very strange questions, as indeed they are. Some version of those questions was indirectly encountered in the search for pictures to accompany this article. Photos from forty years ago of stations and equipment in normal use could not be found, but there were many from earlier times, times apparently more clearly "historical," as far as railroading was concerned. Or, perhaps, in the early 1940's too many people had too much else on their minds to photograph trains!*

*The author of the article and the editor of The Quarterly wish to thank Dr. Lars Eldblom of the Geography Department at Potsdam College for drawing the map which accompanies this article.*

The larger places of St. Lawrence county could boast a surprising level of railroad passenger service in July, 1945, exactly forty years ago. Ogdensburg had seven daily departures offered by two railroad companies on three routes. Massena's three daily departures included trains which carried through sleepers to Pittsburgh, presumably patronized primarily by ALCOA executives, and to New York City. But the pre-eminent railroad center of the county, as measured by daily passenger train departures, was Norwood, where thirteen trains of three railroad companies left daily in five different directions for six terminal destinations.

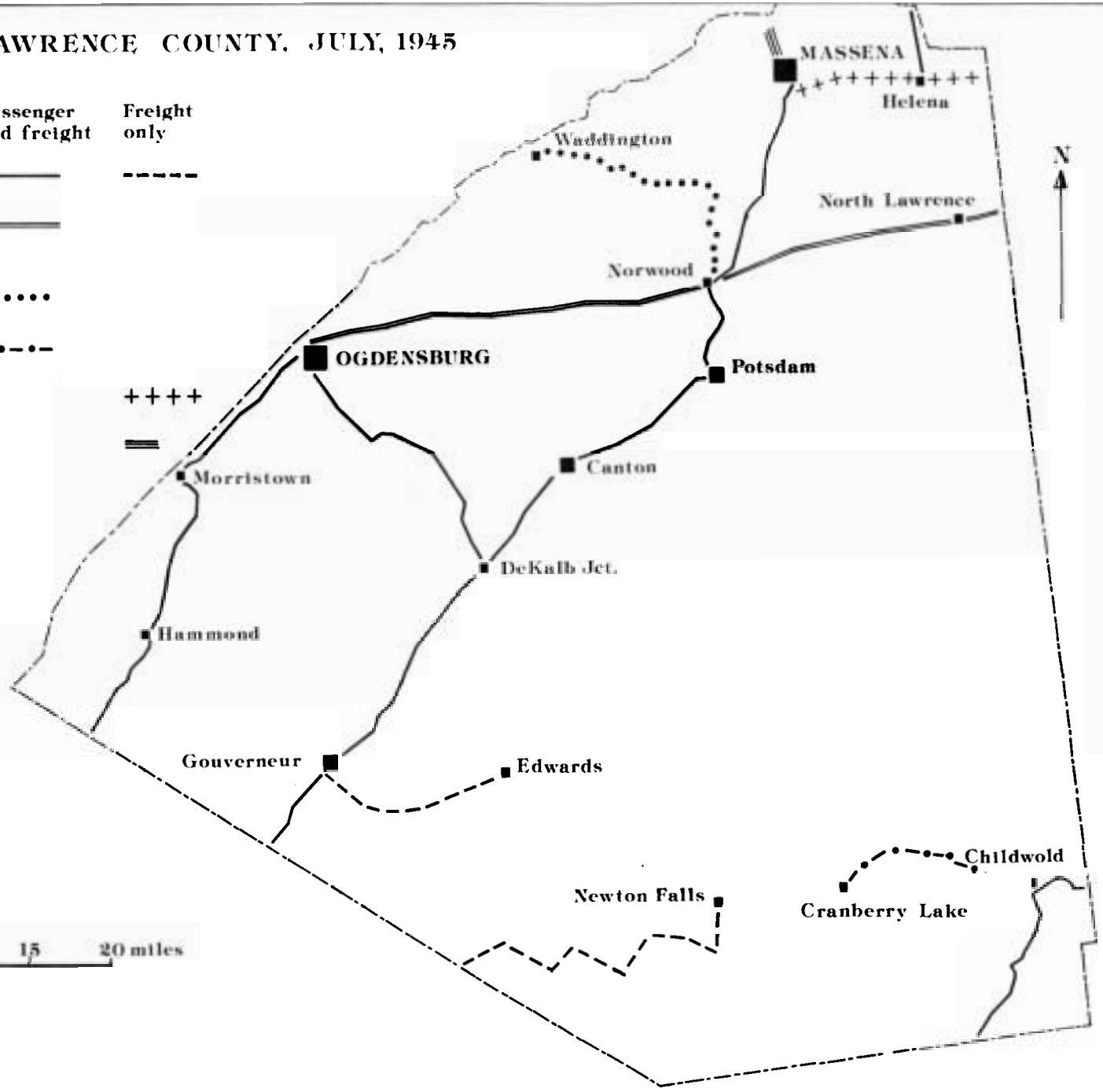
Norwood's first departure came at 12:35 AM with the first of four daily New York Central trains to Massena. Before the day was over, two additional New York Central trains had departed for Syracuse, one carrying the Pittsburgh sleeper, and another for Watertown, Carthage and Utica with the New York City sleeper. Four Rutland Railroad trains passed through Norwood every day, two for Ogdensburg and two for Rutland, Vermont. The 4:15 PM to Rutland carried a through coach to Boston, with arrival at 8:45 the next morning and the opportunity for the affluent to transfer to a Boston sleeping car at Alburgh, Vermont. Two

trains meeting at Norwood at 7:40 allowed passengers from Massena to change to the morning Rutland train as it headed east toward Malone, Rouses Point, and New England, and two trains meeting at 3:25 PM let travelers from Syracuse, Watertown, Gouverneur and Canton transfer to a Norwood and St. Lawrence train for Waddington. Anyone waiting another fifty minutes could take the Rutland's afternoon train toward New England.

It was through the interchange at Norwood that an opportunity for daily commuting offered itself. A student living in Waddington and taking summer courses at the Normal School in Pots-

# RAILWAYS IN ST. LAWRENCE COUNTY, JULY, 1945

	Passenger and freight	Freight only
New York Central	————	- - - - -
Rutland	====	
Norwood and St. Lawrence	.....	
Grasse River	- . - . -	
Canadian National	++++	
Massena Terminal	==	



*Railroad routes in St. Lawrence County, July, 1945. (Drawn by Lars Eldblom)*

dam was, in July 1945, able to leave Waddington on the Norwood and St. Lawrence at 6:30 AM, arriving in Norwood at 7:25, and to leave Norwood on the New York Central at 7:40, arriving at Potsdam's handsome stone depot at 7:51, in time for a brisk walk to arrive, somewhat breathlessly, for an 8 AM class at the Normal School building on Park Street. After classes, the student would take the 3:04 PM train from Potsdam to Norwood, arriving about 3:20, and change to the Norwood and St. Lawrence's 3:25 train, which reached Waddington at 4:25. Rail commuting is usually an urban experience, but it could have taken place in St. Lawrence County. *The Official Guide* for July, 1945, a 1440 page paper-bound publication issued monthly (at eighteen dollars per year or two dollars for the single copy) for the use, primarily, of ticket agents throughout North America, shows the possibilities. It does not, of course, indicate whether anyone utilized those possibilities.

A total of six railroad companies owned and operated trackage in St. Lawrence County in July, 1945. Four of them offered passenger service. The Canadian National's line into Massena was freight-only, although a daily passenger train from Montreal terminated at Fort Covington, in Franklin County,

only twenty-three miles east of Massena, and the Massena Terminal's two miles of track serving industry in Massena was also freight-only. Of the four companies offering passenger service, the New York Central was the giant, operating twenty-three trains serving twenty-three St. Lawrence County stations on 125 miles of passenger routes, and producing a total of 703 passenger train-miles per day. The New York Central's five St. Lawrence County routes included the fifty-nine mile St. Lawrence Division main line from Massena to the Jefferson County border beyond Gouverneur; the twenty-six miles of the river line west and south of Ogdensburg to the Jefferson County border beyond Hammond; the DeKalb Junction line, nineteen miles from Ogdensburg south to DeKalb Junction, on which a motorcar, generally referred to as a Doodlebug, carried Ogdensburg passengers to and from the main line through the DeKalb Junction connection; fifteen miles of the Adirondack division, cutting through the south-east corner of the county to carry two trains daily in each direction between Montreal and Utica; and six miles of track running due north from Helena to Rooseveltown and the international border and carrying, on that remnant of what had once been a through route

from Utica to Ottawa, a single daily Helena-Ottawa passenger train.

Second, after the New York Central but producing only about a quarter of the Central's passenger train-miles per day, was the Rutland, whose Ogdensburg division stretched 43.7 miles from Ogdensburg in almost a straight line east through Norwood to the Franklin County border just east of North Lawrence. The Rutland served seven stations within the county and its four daily trains generated 174.8 passenger train-miles per day. The remaining two companies operated only within the county. The Norwood and St. Lawrence's eighteen mile line ran north from Norwood to Raymondville and then west to Waddington, serving five stations with six trains per day, four of them covering the entire eighteen miles, for a total of ninety passenger train-miles per day. And in the southern corner of the county, the Grasse River Railroad covered the sixteen miles between its connection with the New York Central's Adirondack division line at Childwold and its own terminal at Cranberry Lake. Six trains, half of them covering the entire line, served seven stations and generated 65.2 passenger train-miles per day.

For the county as a whole, thirty-nine daily passenger trains served thir-



*The New York Central depot in Ogdensburg, where in July 1945 five trains originated and five terminated every day. The Rutland Railroad's station in Ogdensburg was one and a quarter miles to the east. (Photograph courtesy of the Ogdensburg Public Library)*



*A Norwood and St. Lawrence train being serviced at Norwood on August 20, 1934. The locomotive, built by Baldwin, pulls a combination coach and baggage car. The same equipment was still operating on the eighteen mile line from Norwood to Waddington in the summer of 1945. (Photo courtesy of Arthur L. Johnson)*



*The New York Central station at Gouverneur, where in 1945 three south-bound and four north-bound trains stopped daily. (Photograph courtesy of St. Lawrence County Historical Association Archives)*



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		8	6	2	Mls	January, 1945.					
....	....	P M	A M	A M	....	LEAVE	ARRIVE	....	A M	P M	....
....	....	†503	†1143	†545	0	....	Childwold ...	....	11 35	4 55	....
....	....	5 13	11 53	5 55	1.2	arr...	Conifer...lve.	A M	†1225	4 45	....
....	....	P M	2 00	5 55	1.2	lve...	Conifer...arr.	7 50	A M	4 20	....
....	....	....	†210	†605	4.0	Grasse River Club.	†740	....	†410	....	....
....	....	....	†222	†619	9.0	Shurtleffs ...	†728	....	†355	....	....
....	....	....	†227	†624	....	Brandy Brook ..	†723	....	†349	....	....
....	....	....	†230	†628	12.0	Clarks .....	†720	....	†345	....	....
....	....	....	2 50	6 55	16.0	Cranberry Lake.	†705	....	†330	....	....
....	....	P M	A M		....	ARRIVE	(LEAVE	A M		P M	....

† Daily, except Sunday; / flag stop

STANDARD—Eastern time.

Connection.—At Childwold—With Adirondack Div., N.Y.C.R.R.

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January, 1945.		Mls.	No. 3	No. 5	.....
[LEAVE		0	†9 45 A M	†3 25 P M	.....
Norwood .....		4	10 00 *	3 40 *	.....
Norfolk.....		7	10 10 *	3 50 *	.....
Raymondville.....		12	10 25 *	4 05 *	.....
Chase Mills.....		18	10 50 A M	4 25 P M	.....
Waddington.....	[ARRIVE				.....
(Eastern time.)		No. 2	No. 4	No. 8	No. 6
[LEAVE		†6 30 A M	†11 15 A M		†4 30 P M
Waddington.....		6 45 *	11 30 *		4 45 *
Chase Mills.....		7 00 *	11 45 *		5 00 *
Raymondville.....		7 10 *	11 55 A M	†2 10 P M	5 10 *
Norfolk.....		7 25 A M		2 30 P M	5 30 P M
Norwood.....arr.					

† Daily, except Sunday. Connections.—At Norwood—With New York Central and Rutland R.Rs.

Grasse River Railroad and Norwood and St. Lawrence Railroad officials and schedules as shown in The Official Guide for July, 1945. (Courtesy of John Ranlett)

ty-nine stations (the station at Norwood being served by three railroads and that at Childwold by two) and generated daily 1033 passenger train-miles along 202.7 miles of track. Ogdensburg, in addition to having two stations of its own, was also able to make use of passenger rail connections outside the boundaries of the county: the Canadian National timetables listed three daily connections, by ferry to Prescott and then by train, from Ogdensburg to Montreal and an additional three in the

opposite direction to Toronto. A resident of Ogdensburg could take the 2:30 PM ferry to Prescott and the 3:07 PM train from Prescott, arriving in Montreal at 5:45 PM.

For a county accustomed in 1985 to thinking of rail passenger service only in terms of a long drive to Syracuse, Cornwall, or Essex Junction, or more likely not thinking of it at all, the intensity and variety of local services and connections offered routinely in 1945 are startling. Not only were there three

south-bound and four north-bound trains daily from Gouverneur, Canton, and Potsdam, but there were also six departures and arrivals daily at Eben and Rensselaer Falls, five at Raymondville, and four at Morristown, Hammond, and Brandy Brook. One could leave Cranberry Lake at 3:30 PM, change at Childwold, and arrive in Montreal at 10:00 PM, or leave Heuvelton at 7:53 AM, change at DeKalb Junction, and arrive in Syracuse at 12:11 PM, where connections were available to Buffalo, arriving at 4:45 PM, or New York City arriving at 6 PM. The single daily departure, at 7:25 AM, from Helena arrived in Ottawa three hours and five minutes later; a resident of Helena could go to Ottawa for shopping and a leisurely lunch, returning by train leaving Ottawa at 3:55 and reaching Helena at 6:30 PM. From Ogdensburg, Norwood, or North Lawrence, two trains a day went to Burlington, Middlebury, and Rutland, with connections to Bennington, Bellows Falls, the Connecticut Valley, and Boston. One could leave Ogdensburg at 7:45 PM, Morristown at 8:04, Brier Hill at 8:13 or Hammond at 8:22, change in the middle of the night at Utica, and arrive at Grand Central Terminal at 7:20 AM, or eliminate the change at Utica by riding in style on the sleeper which operated through between Ogdensburg and New York City.

Because *The Official Guide* was intended for the use of shipping agents, it gave details of freight-only services as well as passenger services. It indicated, for example, that in addition to the freight-only Canadian National and Massena Terminal trackage in the county already mentioned, the New York Central operated within St. Lawrence County two freight-only lines, the Gouverneur to Edwards line of 13.8 miles and the Newton Falls branch, of which twenty-four miles was in the county. There were, then, fifty-two and five-tenths miles of freight-only trackage in the county which, when added to the 202.7 miles of passenger and freight trackage, yields an operating total of 255.2 miles of trackage in the county.

*The Official Guide* does not of course, indicate the usage of the trains it lists. It is up to the historian's imagination to fill in the details in order to reconstruct the impact of the indicated service on residents of the county. The timetables do not tell of the handful of passengers alighting at 8:15 AM at DeKalb Junction, after a thirty-five minute jaunt in the Doodlebug from Ogdensburg, and looking along the track to glimpse the first sight of the morning train from Massena to Syracuse, due to arrive at DeKalb Junction at 8:19, but the historian knows that scene was part

**Railroad Station, Norwood, N. Y.**



*Norwood station, the busiest in the county, with thirteen departures daily in the summer of 1945. The New York Central track is in the foreground; the Rutland's track is on the other side of the station. The Norwood and St. Lawrence Railroad also operated from this station. (Photograph courtesy of the St. Lawrence County Historical Association Archives)*

of the familiar life of the county forty years ago. Timetables do not illustrate the activity at Hammond at 7:33 AM as drowsy summer visitors from New York City detrain from the sleeper which had left Grand Central at 10:00 the preceding evening. In this case, however, the historian, basing his speculation on information supplied by Lynn Ekfelt's article in *The Quarterly* of April, 1985, knows that the over-night train was used frequently by members of the Chippewa Bay community and can legitimately picture the pleasure of the passengers who have, in less than 10 hours, completed in reasonable comfort a journey from the heat of the city to the pleasant coolness of the St. Lawrence River in the summer. With gasoline rationing still in being, and

with Hiroshima and Nagasaki still unknown in July, 1945, travel to most people still meant rail travel. And in St. Lawrence county facilities for rail travel were still generously available. Any imaginative reconstruction of the county must include it.



**About the Author:**

John Ranlett, a member of the History Department at Potsdam College, enjoyed reading railroad timetables even before he received a copy of *The Official Guide* for July, 1945, on which this article is based, as a tenth birthday present from his parents.

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