

*The St. Lawrence County Historical Association*

# *Quarterly*

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**Volume XLIV- Number 3 - Summer 1999**

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# The St. Lawrence County Historical Association at the Silas Wright House

The St. Lawrence County Historical Association is a private, not-for-profit, membership organization based at the Silas Wright House in Canton, New York. Founded in 1947, the Association is governed by a constitution, by-laws, and Board of Trustees. The Historical Association's membership meets annually to elect its officers and trustees.

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## Our Mission

The St. Lawrence County Historical Association is a not-for-profit membership organization and museum which serves as an educational resource for the use and benefit of the citizens of St. Lawrence County and others interested in the County's history and traditions. The Association collects and preserves archival material and artifacts pertinent to the County's history. In cooperation and collaboration with other local organizations, the Association promotes an understanding of and appreciation for the County's rich history through publications, exhibits, and programs. The St. Lawrence County Historical Association operates within museum standards established by the American Association of Museums.

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Membership in the St. Lawrence County Historical Association is open to all interested parties. Annual membership dues are: Individual, \$25; Senior/Student, \$20; Family, \$35; Contributor, \$50; Supporter, \$100; Patron, \$250; Businesses, \$50 to \$1,000. Members receive the *SLCHA Quarterly*, the Historical Association's bi-monthly newsletter, and various discounts on publications, programs and events.

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**Issue Editor:**  
Pamela Ouimet

**Cover Illustration**  
The Red Barn at the  
St. Lawrence County Historical Association,  
August 2000.

# Norwood Historian Earns Day of Honor

Reprinted with permission from the  
*Daily Courier Observer*

Susan Lyman probably knows more about Norwood than anyone else in this area - and for good reason.

The 87-year-old local historian knows that about half the buildings in the village were built in the 1800s.

She knows that Mayor Joe Mariano's home on Spring Street has stood since 1859.

And she recalls the days when Norwood was an industrial town, where it wasn't unusual to see 10 trains roll through the village per day.

For all of her years at work as the Village Historian, Lyman will be recognized on July 30, officially proclaimed Susan C. Lyman Day in the hometown she loves dearly.

In addition, the village will unveil a plaque of the lady of honor at 2 p.m. that day in front of the Norwood Museum.

She found out of the honor while reading the Norwood board meeting story from Wednesday's edition of the *Daily Courier-Observer*. Although she's humbled to have a day named for her, she didn't understand why.

"I've just been doing my job like the 32 other historians in the county," she said, adding that had the mayor not told her she would have thought someone was "pulling my leg."

Her job has included being one of the three founders of the Norwood Historian Society, writing three books on the history of Norwood and working as the Historian since 1962. She's also the Town of Potsdam's Historian.

She also worked to open the Norwood Museum in 1969. The North Main Street building, where it is housed, was originally the Norwood Library, she said.

Although the long-time Prescott Street resident, who's lived in the village for 79 of her 87 years, has been the Village Historian for 38 years, she confesses to being a history buff much longer than that.

Lyman said she's always been intrigued with history since her days at Norwood High School. The interest was spared by an "exceptional" teacher named Bessie P. Bradford.

"She just made it lively," according to Lyman, a member of Norwood High's Class of 1931. "When I study my history, it's like reading a story. History is the story of man."

The transition to becoming a historian was a natural progression, she said. But why did she stay with it for so many years?

"I don't know. Just one year rolled onto the others," she said.

Some of the most exciting history she's gone over has been the change over the years in Norwood. Before it was incorporated as Potsdam Junction in 1872, the village was originally an area called Racquetteville.

After its incorporation, residents voted three years later to change the name to Norwood. The vote was to differentiate the small village from its southern neighbors, she said.



The "Susan C. Lyman Historical Museum" sign was unveiled during Susan Lyman Day at the Norwood Museum on July 30, 2000.

Courtesy SLCHA



*St. Lawrence County Legislator James McFaddin presents Village of Norwood Historian Susan Lyman with a proclamation.*



*St. Lawrence County Historian Trent Trulock addresses Village of Norwood Historian Susan Lyman.*

“People didn’t want to be the tail to Potsdam’s kite,” she said.

She’s also pored over history and knows about the days when Norwood was a bustling industrial town, complete with a paper mill that was responsible for paper for Montgomery Ward catalogs, and passenger trains made regular stops in downtown Norwood.

The village, of course, is now a mostly residential community, and trains still come, but they are

freight trains rolling through the village overnight.

Though the train traffic is all freight now, trains have rolled through Norwood since the 1850’s, she said.

The people she knows and works with say Lyman is as serving a person as any for their own day.

Trent Trulock, executive director of the St. Lawrence County Historical Association,

said Lyman has been a helpful resource since he came to his position about three-and-a-half years ago. He refers to her as “a well-spring of knowledge.”

“She’s a wonderful historian. She does a great job, and I’m really excited for her that she’s getting this honor. She really deserves it,” he said.

One historical event Lyman informed him about was a circus train wreck that happened in Norwood in the late 1800s. Some of the animals that perished in the accident were buried there, he said.

Trulock will be among those on hand for the ceremony. He noted he admires Lyman’s enthusiasm for the history she’s learned.

“Not only does she take it seriously, but she does a great job ... and she has fun with it,” he said.

“She’s always happy to help people, and she’s always there,” Trulock said. “She’s always a pleasure to be around and to work with.”

Potsdam Town Supervisor Patrick Brady is equally impressed with her talents and work. He’s known the historian since he first began his term in office in 1995.

Lyman has shown the supervisor historical photographs and some of her writings that chronicle the history of the town and village where they both reside, including the founding of the town by Ben Raymond.

“She knows everything here,” he said.

Being a history teacher at Potsdam Central High School, Brady said he appreciates her writings and research, which will be read and referenced for many generations.

“We’re really fortunate to have someone who cares this much about history,” he said.

When he found out she was going to be honored next week-end, he was pleased.

“I thought there’s no one more worthy than she is for that kind of honor,” he said.

In addition to historical chores, Lyman has covered her hometown as a stringer reporter for the *Courier-Freeman*, the *Daily Courier-Observer’s* predecessor. She won an award for her work with the paper in 1968.

Although July 30 will be a day in her honor, Lyman said the other people who’ve helped her over the years should be honored for helping her in chronicling the history of her home.

Lyman will continue to do the job, mostly because of the joy she gets from being a historian.

## **Norwood Historian Honored**

**Reprinted with permission from**  
*Daily Courier Observer*

Good weather during the day and having so many people out made July 30, 2000 an almost-perfect day for Susan Lyman. People came from far and wide to celebrate Lyman, historian for the Village of Norwood and the Town of Potsdam, on Sunday, which was proclaimed Susan C. Lyman Day in Norwood.

Included in that crowd were Norwood Mayor Joe Mariano and other historians from throughout the county.

A plaque of the lady of honor was unveiled during a ceremony at the Norwood Museum she helped to establish.

Lyman, 87, repeated how humbled she was at receiving such recognition. “It was one of the nicest things ever done for me,” according to Lyman, who has been Norwood’s historian since 1962. “I feel as though it was something I didn’t deserve.

“All around, it was a very nice day,” she said. While she was happy to have a day named for her and have her legacy forever on the building she helped to create, she had wished that Louise Fletcher-Chase, another founder, had been around to see it as well.

Lyman, who lives on Prescott Street, has chronicled and reviewed the history of the village for almost 40 years. She has written three books on the history of the village, which had previously been called Racquetteville and Potsdam Junction.

## 1918 Ford Model T

By Bernard R. McClure

When I was a boy, we lived on a farm located on a dirt road in upper New York state. The family consisted of my father, mother, and four children spaced three years apart. I was the second oldest of four.

I was fourteen at the time my father bought our first car. The year was 1922 and my father had been considering getting an automobile. Of course, my brother and I encouraged him all that we could because we wanted to be the first ones to own a car in the neighborhood. The nearest car owner lived one-and-a-half miles away.

My brother and I had two sisters, one older and one younger than we were. There were so few cars around none of us had rode in a car very much. Our family doctor had a Model T and I remember him telling our father he always stopped the car "when he had to sneeze."

As I was the older boy, of course I knew all about cars. I had visited our cousin whose father owned a 1915 Model T. Ford with fenders that stuck out straight in both front and rear. As we sat in the car in the barn, my cousin and I learned all about driving.

After much consideration and some reluctance, Father decided the time had come. He and I drove to town with a horse, look-

ing for a car. I had to go along as I was the only one who could drive.

Papa was shown a Model T. Ford touring (1918) model. This wonder was only driven very carefully by an elderly person. That was one of the selling points. I couldn't believe it was going to happen. I remember he finally made the deal: \$100 down and ten dollars per month: \$150 in all.

Was I hopped up now. I was the only member of the family who knew how to drive. Of course my sister was three years older than I, but how could a girl learn how to drive?

With a little help from the dealer, I started the car, got it headed in the right direction, and away I went in a cloud of dust. I could hardly believe this could be true. Here I was really driving an automobile for the first time and no one was with me. What an adventure!

My father drove the horse home, I think expecting to find me in the ditch or wrapped around a tree. Most people's traveling was usually done in the morning. Since this was during the afternoon, fortunately I didn't meet anyone on the road, so I navigated all the way home successfully.

The rest of the family met us in the dooryard, but I was so hopped up about that car that I can only imagine how my mother must have felt. I did know how my brother felt.

Here we are, the envy of the neighborhood, or at least, so I imagined. Actually, my father never seemed to have much desire to drive. He was a good mechanic and could do anything with machines, or make anything, or repair anything. My brother learned to drive as soon as he was old enough and my father did get his license after I left home, more or less out of necessity, but my mother never did drive.

I don't know how many of you folks ever drove a Model T Ford, but it took a lot of doing to drive one.

First I will try and explain to you younger people some things about a Model T. that were different from the cars of today.

Ours was called a "touring car." I don't know why, but perhaps because of the fact that there were no, or very few, enclosed cars in those days.

This auto had four wheels, four fenders, a top, a steering wheel and it also had three doors. This car did not have a self-starter. In fact, it did not have a battery of any kind. The spark

to fire the plugs and light the head lamps were generated by a magneto.

Nearly all the earlier cars had gas lights. They had a small tank strapped to the running board on the driver's side, filled with carbide gas. The headlights were quite large and the front had a door which opened to light the gas. They were a good steady light. Our car had the magneto lights.

On the flywheel on the back end of the engine, there were bolted to it about eight U-shaped magnets. As the flywheel rotated, they generated electricity for the spark plugs and also the head lamps.

There was no dash as we know it today on our cars. There was a straight up and down windshield, and a firewall made of plywood. On the firewall was a metal box which contained four coils. Henry Ford thought that each cylinder needed its own coil. They made a buzzing sound when the engine was running.

The gas tank was under the front cushion. You had to lift up the cushion to fill it. I think it held about eight gallons. Gas was only eighteen cents a gallon at this time and no tax.

There was no fuel pump so the gas tank had to be higher than the carburetor. Sometimes to go up a steep hill, you had to turn around and go up the hill backward. (Simple.)

To check the oil, you got down on your knees and reached under the car where you could see two small petcocks. You opened the lower one, and if oil came out, you had enough oil in

the crankcase, but also you checked the upper one, and should get a little drip from it. That meant that it was okay. If it ran out a stream, you had too much oil and probably would foul the plugs. (Simple)

Inside the car, on the driver's side, was a lever on the left called the "emergency brake." It was very important to have this lever pulled back because it held the car in neutral. The only way to start the motor was by cranking or rolling down hill.

So now we are ready to see if the old car will start. Now be sure that lever is pulled back as far as it will go. Below the steering wheel there are two levers, each about four inches long. On the left, that one adjusted the spark, and on the right was the gas. You had better push that spark lever all the way up, or you might be carrying your arm in a sling for four to six weeks. (Why, you wonder? I will explain later.) On the front of the coil box was a small lever (no key) which you had to move to the right to turn on the ignition. All this had to be done on the inside of the car.

Still it wouldn't start until you took a hold of that handle which you see hanging down outside on the front of the engine. There was at least one more thing which you had to do before it was ready to be started. That was to pull out the choke. This was a rod which protruded from the front which you had to pull when you were cranking the engine. By pulling this it closed a damper between the carburetor and manifold so gas went to the cylinder. (Simple.)

Another safety precaution which you quickly learned was to never wrap your hand around the crank, but keep your thumb to one side. If that spark lever (remember that's inside the car) was down too far, that old engine could kick like a mule (and I already referred to the "arm in a sling").

This car had three doors. I never knew why they didn't put a door on the driver's side in front. Once you had it running and you were the driver, if you had a passenger you had to crawl over him or her to get behind the steering wheel. Sometimes I sat behind the wheel while my father cranked the engine at the front. That saved the passenger from being disturbed by the driver climbing over.

The Model T was not for convenience, but for transportation. Henry Ford didn't make much choice of colors either. It was once said you could get any color you wanted as long as it was black.

I would like to comment a little more on the wheels and tires of the Model T.

The front tires were thirty inches by three inches and were made of fabric of some kind. Cord tires were just coming into the market. The fabric in these tires was crisscrossed and vulcanized together and lasted much longer. The rear tires were thirty inches by three and one half inches. The rims and wheels were made together. Demountable rims were on the 1920 models, so you could carry a spare tire.

If you were still driving that old 1918 model, you had better



carry a jack, two tire irons, a can of tube patches and a pump. My brother-in-law patched a tire ten times in one day on a trip we took. That tire got so loose we could take it off the wheel without using tire irons at all.

Remember, this car was a touring car. It had no glass windows that kept the rain out, but it did have side curtains. They were rolled up and stored under the rear cushion. They had some kind of see-through material in them. They also had grommets that fit over a button that you turned to hold them on. There was no quick way to get out of this car once the curtains were in place.

There are some more things I would like to comment on; one was about the lighting system. I believe that Henry Ford never drove this Model T after dark. There were two head lamps, plus one side lamp on each side of the windshield and a taillight. These last three lamps were kerosene lamps. I never knew what the lamps near the windshield were for.

Remember, there was no battery. The magneto put out electricity to ignite the sparkplugs and to light those head lamps. The light increased with the speed of the engine. I found out if you were going up a hill and had to shift to low gear, as the engine increased its speed, the lamp bulbs would burn out. The idea was to carry a couple of spare bulbs or else drive home in the dark.

This car was equipped! It had low, high and reverse gears. There were three pedals on the floor at the driver's foot. There was no foot accelerator; too dan-

gerous. You controlled the gas and the speed of the engine by the lever on the steering column.

The pedal on the left, on the floor, was the neutral and also the low gear. You put your foot on that pedal and released that lever (emergency brake) and you pressed the pedal forward and the car should begin to move forward.

As you moved the gas lever you should pick up speed in the low speed range. When you were travelling a little faster you removed your foot from the low pedal and you were in high gear. When you came to a hill or slowed down too much, the car was in danger of stalling. At that you pressed the left pedal again and you were in low gear. Sound simple? Model T was made for simple people.

And so the time has come when it's necessary to back up. All you had to do was hold that left pedal in neutral and press the middle pedal with your right foot and you should be going backwards. Be ready to stop at any time. Remember that pedal on the right, that's the brake.

I doubt there was any other car made that did not have a shifting lever. Remember, I explained about the three pedals on the floor? You did all the shifting of gears with your feet. Low, high, and reverse. That left your hands to adjust spark and gas levers, and of course, steer the car. Top steep was around forty to forty-five miles per hour, and I think you had to be going downhill to do that.

That car, of all Fords, had what was called a planetary transmission. I never knew, un-

til I looked in the dictionary recently, what that meant. (Look it up.) Remember, this was a simple car.

The braking system of the Model T was something. I doubt that any other car had this peculiar way of stopping or slowing down the speed of the auto. Remember the three pedals that you maneuvered with your right foot and that the right pedal was the brake? In the transmission were three drumlike things that revolved when the engine was running: one for low and high gears, one for reverse, and one for brake. As you pressed down on a pedal, you stopped the turning of that drum. There were banks around these that you compressed when you pushed down on a pedal. They all were turning in the same motor oil that was in the crankcase. When you stopped that brake drum, you stopped the car.

Just a short note about the country roads. I wrote about the dirt roads in the neighborhood, that's just what they were. The county and towns were beginning to upgrade by putting down gravel and crushed stone, which was a great improvement, but the material was not in place very long before the road surface became what we called "washboard" roads. They developed channels close together across the roadway and if you drove slow, your old Model T would shake your eye teeth loose. We learned to drive faster if we could see through the dust. In the spring, when the frost was going out, the road became a mud hole.

There is another thing you will find out if you drive your car in cold weather - any time below thirty degrees. Remember to al-

ways drain the radiator unless you can keep it in a warm place. If it was really cold weather, we would fill the radiator with hot water if we expected the old car to start. As a last resort, we would put a pan of hot coals under the motor. We were careful to assure a few drops of gasoline did not fall on the coals; better push it outside the shed or the barn.

Sometimes it helped to start by jacking up one rear wheel and putting the car in gear and then cranking. Better put a block in front and rear of the other wheel. There were a few more tricks that we learned about starting; like pushing it down a hill. If you pushed the car to start it, it was best to have someone behind the wheel, but I have done it both ways.

We got the car in October, and drove it until near Christmas when the snow was too deep to drive in. There were no snow plows on the road in the winter, not even the main roads could be kept open for wheeled vehicles. We didn't drive it again until Easter Sunday. It was a beautiful day and we decided we would start the old Ford and drive to church, about two-and-a-half miles.

We got all ready and were seated in the car, and father was going to crank it for me. Remember about that engine kicking like a mule if you didn't retard the spark? Well, I forgot to retard the spark, and my father cranked it. That old mule kicked, and broke Papa's arm. This was the spring of the year, when there was sugar bush to be tapped, syrup to be made, and of course, all the cows to be milked. Father, to say it

mildly, was discouraged. But we all survived.

We used the horses for travelling during the winter and I imagine they were glad to see spring come. That old Model T was with us for several years. We carried milk cans to the factory. We carried vegetables, as we raised a lot, to sell. We even gathered produce out in the fields with it. When it was time for "courting" a young lady, it hardly mattered when the light bulb blew out; as long as she didn't know there was a spare.

There were a few things which have been improved or added on the automobile since 1918. Think about these things: speedometer, odometer, self start (remote control starting), power brakes, power steering, automatic speed control, air bags, self-lock doors, automatic windows, windshield washer, self-dim lights, directional signals, gas gauge, car heater, air conditioning, seat belts, radio, tape player and even telephones. So many things we think of as necessities and wouldn't dream of doing without.

But don't try comparing prices. In the early 1920s you could buy a new Model T for about \$400.

You old timers, let's take a ride down memory lane. You drive. I am going to sit by the front door so that I can escape if I have to. Also it will be much warmer riding there.

I am now eighty-seven plus years old, but I would still like to get behind the wheel of that old 1918 Model T. Ford. It was a lovable car, I think that I enjoyed driving it as much as I do

driving my modern car today. Gas was eighteen cents a gallon and oil twenty-five cents a quart (no tax).

But while it's great to reminisce, I guess I wouldn't trade full-time for the comfort today.

#### **EDITOR'S NOTE:**

Mr. McClure had submitted his article before his death. Although his story was not published before his passing, we at *The Quarterly* want to thank his family for allowing us to still print this fabulous piece.

Bernard McClure died Sept. 25, 1997 at the age of 89.

His wife, Doris McClure, lives in Queensbury, N.Y.

As of August 1997 they had been married for 69 years!

## BARN RAISING

By Pamela Ouimet  
*Quarterly Editor*

After dealing with what North Country residents will clearly remember as a wet and cold summer, the heat and humidity that caressed the area during the ground-breaking celebration and reception for the Barn Raising Campaign was a pleasant surprise.

The official ground-breaking ceremony for the new St. Lawrence County Historical Association "barn" took place on August 31, 2000. While most people didn't seem to mind the sun and heat that descended upon the day, they did, however, take advantage of sitting under the tenting which covered a good area of the back lawn at 3 East Main Street in Canton.

To date, \$934,000 has been raised in pledges and gifts to go toward the cost of the \$978,000 construction project. SLCHA Executive Director Trent Trulock explained the total cost of the project includes construction costs, as well as architectural fees and some furnishings.

Major work at the site is slated to begin in October 2000, and the target for completion of the approximate 6,800 square feet building is the fall of 2001. All of the funds for the project need to be raised by the end of 2002.

### A Time To Celebrate

"It's wonderful to have you all here," SLCHA Board President

Dick Foster said during the ground-breaking ceremony.

"This has been a mission of the Association. This is a beginning," he said of the construction project. "When the construction of the new building is completed, it will be another beginning."

SLCHA Barn Raising Chairman Robert Wells noted a team of evaluators had recently been to the site and they were astonished at the project which was being undertaken.

"Without the sincere efforts of so many, we wouldn't be here," he said. "Thank you to the campaign committee. No campaign can succeed without dedicated leaders."

Mr. Wells noted this project has been a vision of the Association for a long time. "Today we are breaking ground. This structure will meet our needs and demands of the 21<sup>st</sup> Century."

Director Trulock thanked everyone for their dedication to the project. "I am overwhelmed when I think about the money that was raised from the County and the country. It means something special to know our history means so much to so many," he said. "We are keeping history alive in the present and for those who come after."

He gave special thanks to Dick Maginn of Massena, who the Association has hired as the



*Area residents are shown reviewing plans for the new Red Barn.*

general contractor, and to John Mesick from the Albany firm of Mesick, Cohen, Wilson, Baker, who was hired as the project architect.

Special thanks were also given to Angelo's Restaurant of Potsdam for the fabulous catering job they performed at the reception.

### **A Vision Becomes Reality**

The original concept that the Association needed a new building was brought forth in 1973, according to Mr. Trulock. Archie Stobie was the director of the Frederick Remington Museum at that time, and he was a consultant to see if the SLCHA could turn the Silas Wright House into a museum.

"Archie said the old barn could be a historical center for a short term. That short term turned into over 25 years," Mr. Trulock said. "The concept for the present project was formed in the mid-1990's. The original concept never got off the ground for a variety of reasons. The board and staff worked together to revisit the original plans and make changes to them."

"I was hired in 1997, and when I was interviewed I was asked about working on a building project," the Director recalled. "From '97 on, we talked about the project."

The Board discussed what kind of building they would build, what its function would be, and how would it satisfy present and future needs. Mr. Trulock said the Board discussed the project at every monthly meeting, which was a good exercise for them.



*Major donors (l to r): Representing St. Lawrence County, Legislative Chairman Shawn Gray, Becky Van de Water, Peter Van de Water, Board President Dick Foster, Kate Newell, Nancy Seeley, Allan Newell, Representing Senator Meier, Joseph Gray, SLCHA Director Trent Trulock, Carol Johnson, Campaign Chairman Bob Wells.*

"These discussions let us know what we wanted and didn't want, and what we needed and didn't need," he said.

Once the new barn is built, the current red barn will still be standing. "It makes sense to use our resources wisely," Mr. Trulock said. "Our current plan is the old barn will remain through the construction project and the next two to three years. Our long-range plan is the old barn will be torn down and we will add more parking. Our current budget doesn't allow for that right now.

"It will take one year for us to move everything from the old barn into the new barn. We want to do it right the first time," he said. "In 2002 we hope everything is ready to join in the celebration of the County's bicentennial."

Along with all the artifacts and items currently housed in the old barn, the new barn will also

be home to SLCHA staff offices, a new gift shop and lobby, a County exhibit gallery, an elevator and ramps, a public research room, archival storage, the curator's work room and a collection storage area.

The current lobby in the back of the Silas Wright House will become an exhibit gallery – and this area will be raised approximately three feet. "There will no longer be a need to go up stairs to enter the Silas Wright House," Mr. Trulock said.

The floor area where the offices are currently held on the second floor of the House will "disappear," according to the Director. "There will be a walkway from the new barn to the children's attic. From here, people will be able to view the gallery below. There will also be a walk-way on the main floor, connecting the barn to the House.

"Everyone is dying to get started," he exclaimed. "We have



*The Campaign Committee (l to r): Kneeling, Board President Dick Foster; Standing, Representing St. Lawrence County, Legislative Chairman Shawn Gray, Judy Gibson, Campaign Chairman Bob Wells, Kate Newell, Peter Van de Water, Allan Newell, Campaign Coordinator Patricia Tubbs, SLCHA Director Trent Trulock, and Lowell McAllister*

lived with the idea for so long. We want to see it built.”

“The public phase was launched last year at our annual meeting on October 30, 1999,” Mr. Trulock reported. “Eighty-seven percent of the funds were already raised before we went public. We had a long private phase, where we got our major support.”

The private phase of the building project began with a combined pledge of \$50,000 from the Board and staff—a total of 22 people. Mr. Trulock said everyone gave at a level they were comfortable with.

“We went forth with the idea that if we were going to ask others for support, we should support it. Some people gave more than they initially thought they would,” he recalled. “When we went out (to ask for pledges), we showed the prospective donors

we were serious about this project.”

The Director gave much credit to the Board, Campaign Committee and Steering Committee for all their dedicated work and support in the project.

“We had a good Campaign Committee. They did the bulk of the fundraising. The Steering Committee was a smaller part of the Campaign Committee,” he explained. “Pat Tubbs was the campaign coordinator, and she gave us the framework to work within. She kept everyone on target and on task. Bob Wells was the chairman and he had a vision of how everything could click together.”

During the major donor reception, which was previously held, Mr. Trulock said three Amish bentwood rocking chairs, purchased through the Traditional Arts in Upstate New York

(TAUNY), were donated in honor of Steering Committee members Bob Wells, Dick Foster and Peter Van de Water. Ms. Tubbs and Mr. Trulock also served on the Steering Committee.

Along with the dedicated people involved with the red barn project, Mr. Trulock noted the Association is extremely lucky to have the support of over 900 members.

“We know how fortunate we are to have the amazing support we have at the St. Lawrence County Historical Association. We would never be a success without the support of our members,” the Director said.

“In 1947 the Association started. It has survived since then, and grown and flourished,” he commented. “We are doing well with the project because of them (members). Without them, we wouldn’t be here. We have over 900 members throughout St. Lawrence County, New York state and the rest of the country, and a few in Canada. Most of our members are County residents.

“The current barn was a liv-  
ery barn at the turn of the Cen-  
tury,” Mr. Trulock reported. “It  
has since been apartments, a  
pizza parlor and a history center.  
It has had a long life... probably  
longer than was anticipated.”

## Barn Raising Contributors

The St. Lawrence County Historical Association gratefully recognizes these significant contributors to the Barn Raising Campaign:

### ***NAMING OPPORTUNITY GIFTS***

These donors have made significant contributions for the design, construction and furnishing of specific rooms and features of the Red Barn Addition:

Allan & Kate Newell	Public Research Room
St. Lawrence County Board of Legislators	Archives
Sweetgrass Foundation	Exhibit Gallery
Nancy Seeley	North Country Annex
SLCHA Board of Trustees & Staff	Offices
North Country Savings Bank	To be announced
Peter & Becky Van de Water	Gift Shop
Richard & Sandra Foster	Stairwell

### ***MAJOR STATE SUPPORT:***

The following New York State Senators have contributed significant member item support to the Red Barn Addition.

Senator Raymond Meier  
Senator James Wright

### ***RECOGNITION BOARD GIFTS***

The following donors have contributed \$1,000 or more and will be recognized on a permanent donor board that will be attractively displayed in the Red Barn Addition:

#### **INDIVIDUALS AND FAMILIES:**

Christopher Angus	Gary & Betsy Kelly	Robert Shaw
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Betsy Deuval	Bradshaw & Marilyn Mintener	Bob & Pat Wells
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Clarke Gage	Dr. Frank Piskor	Cay Zabriskie
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### ***ADDITIONAL MAJOR SUPPORT***

These donors have contributed gifts of \$500 to \$999 in support:

#### **INDIVIDUALS & FAMILIES**

Janet Favro  
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David & Marie Swanson  
Patricia & John Tubbs  
Harry & Doris Wheaton Jr.  
Peter & Katherine Wyckoff

#### **BUSINESSES**

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### ***CONTRIBUTORS***

These donors have contributed gifts up to \$499 in support

#### **INDIVIDUALS & FAMILIES**

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## **BARN RAISING CAMPAIGN COMMITTEE**

*These individuals have provided volunteer time and leadership to the  
Barn Raising Campaign:*

Robert Wells, Canton, Chair  
Patricia Tubbs, Campaign Coordinator

Richard Foster, SLCHA President, Gouverneur  
Ruth Garner, Potsdam  
Judy Gibson, Canton  
Shawn Gray, Massena  
Lowell McAllister, Heuvelton  
Allan Newell, Hammond  
Kate Newell, Hammond  
Lois Nicandri, Massena  
Trent Trulock, SLCHA Executive Director, Canton  
Peter Van de Water, Canton;  
Cay Zabriskie, Ogdensburg

**Ground-Breaking Celebration & Reception,  
Thursday, August 31, 2000  
Silas Wright House, Canton, New York**



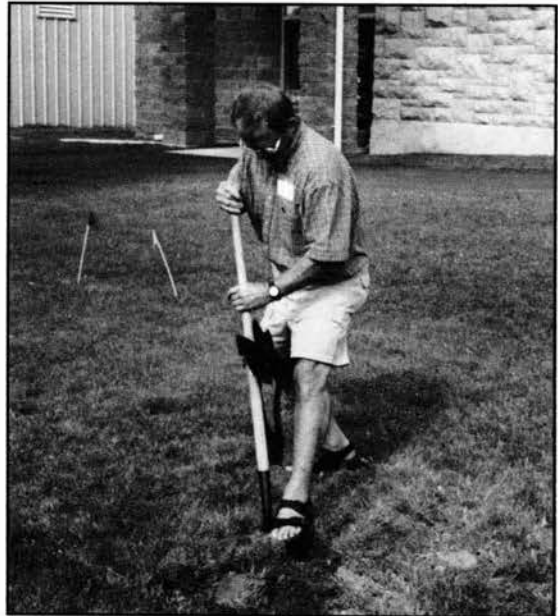
*Carol Johnson, representing North Country Savings Bank, who made a Naming Opportunity gift*



*Nancy Seeley, who made a Naming Opportunity gift (North Country Annex)*



*Kate & Allan Newell, who made a Naming Opportunity gift (The Public Research Room)*



*Dick Foster, representing himself and his wife Sandra, who made a Naming Opportunity gift (Stairwell)*



*Becky and Peter Van de Water,  
who made a Naming Opportunity gift  
(Gift Shop)*



*St. Lawrence County Legislative Chairman Shawn Gray  
and County Legislator Donald Smith, representing the  
St. Lawrence County Board of Legislators, which made  
a Naming Opportunity gift (Archives)*



*Joseph Gray, representing Senator Raymond Meier who  
contributed major member item support to the Red Barn  
Addition.*



*SLCHA Board President Dick Foster and Director  
Trent Trulock, representing SLCHA Board of Trustees  
and Staff, which made a Naming Opportunity gift  
(Offices)*

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SLCHA Office, SLCHA Archives  
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Friday Noon - 8 p.m.

(and by Appointment)

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	Students - \$2.50
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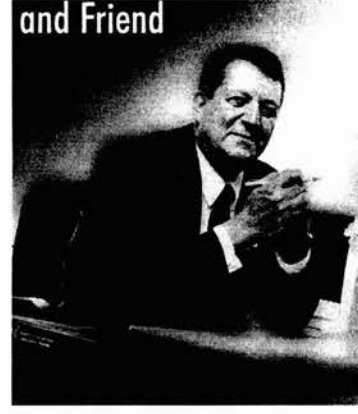
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