

The St. Lawrence County Historical Association

QUARTERLY

Volume XLV - Number 4 - Fall 2000



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 trustees.

2001 Officers:

President: Richard Foster, Rossie
Vice-President: Carl Stickney, Norwood
Treasurer: Carol Johnson, Canton
Secretary: Cathleen O'Horo, Canton

2001 Staff:

Trent Trulock, *Executive Director*
Sue Longshore, *Collections Manager*
Mary Ellen Jones, *Archives Manager*
Beverly Brownell, *Administrative Assistant*

2001 Trustees:

Chris Angus, Canton
Patricia Carson, Canton
R. Shawn Gray, Massena
Gary Kelly, Potsdam
E. Jane Layo, Waddington
Stan Maine, Pierrepont
Lowell McAllister, Heuvelton
Jane Subramanian, Potsdam
Joanne Swift, Potsdam
J. Rebecca Thompson, Hannawa Falls
Peter Van de Water, Canton
Robert Wells, Canton
Susie Wood, Hammond

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.

SLCHA Membership

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.

St. Lawrence County Historical Association
at the Silas Wright House
3 East Main Street, PO Box 8
Canton, New York 13617
(315) 386-8133
fax (315) 386-8134
e-mail: slcha@northnet.org
www.slcha.org

Published continuously since 1956

The Quarterly is endowed in memory of Albert Priest Newell and Ella Waterman Newell.

Publication of *The Quarterly* is also made possible with public funds from the New York State Council on the Arts, a State agency.



Managing Editor:
Pamela Ouimet

Production Editor:
Susan L. Dresye

Advisory Board:
Chris Angus, Canton
Arthur Johnson, Potsdam
Herb Judd, Canton
Mary Ruth Judd, Canton

*Copyright ©2000 by the
St. Lawrence County Historical
Association. All rights reserved.*

Except for brief excerpts, no part of this publication may be copied or reproduced without the express written permission of the author and the Historical Association. The St. Lawrence County Historical Association is not responsible for the statements, interpretations, and opinions of contributors to *The SLCHA Quarterly*.

The SLCHA Quarterly is published Winter, Spring, Summer, and Fall each year by the St. Lawrence County Historical Association for its members and friends.

Additional copies may be obtained from the St. Lawrence County Historical Association, P.O. Box 8, Canton, NY 13617 at \$4.00 each (\$2.00 for members), plus \$1.00 for postage.

Contributions:

The SLCHA Quarterly welcomes contributions. To submit a manuscript, or for further information, please contact the editor through the St. Lawrence County Historical Association. Please address communications to: Managing Editor, *The SLCHA Quarterly*, P.O. Box 8, Canton, NY 13617.

The St. Lawrence County Historical Association
Quarterly

Volume XLV - Number 4 - 2000
ISSN: 0558-1931

CONTENTS

Editor's Note	2
<i>By Pamela Ouimet</i>	
Ford's Dam	5
<i>By David E. Martin</i>	
The Islands	9
<i>By Valera M. Bickelhaupt</i>	
The Lost Art of Writing	19
<i>By Pamela Ouimet</i>	
Rensselaer Falls Historian Passes Away	25
<i>(Reprinted from the St. Lawrence Plaindealer)</i>	
Annual Heritage Day	26
Dessert Theater	27

Issue Editor:
Pamela Ouimet

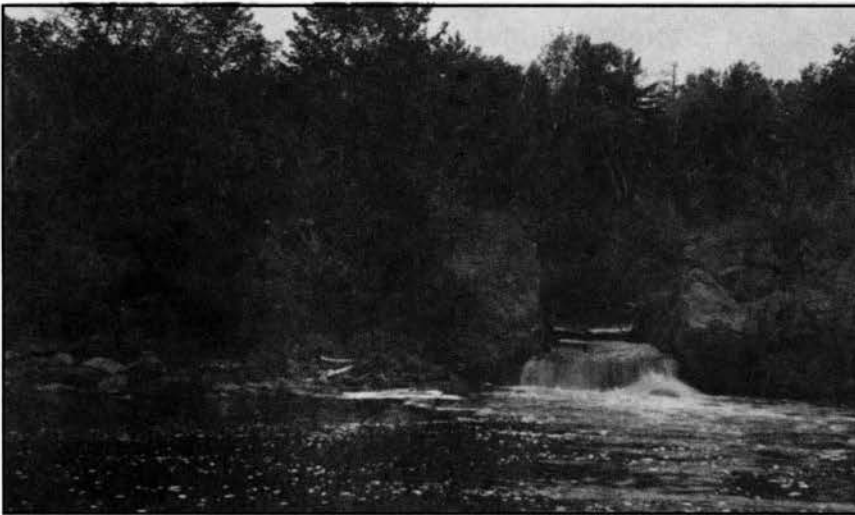
Cover Illustration:

A number of early typewriters are shown here. The first practical commercial typewriter was designed in 1867 by Wisconsin newspaperman and politician, Christopher Sheles. It was made by the Remington Company and was sold for \$125.00. (Photo courtesy of Pam Ouimet)

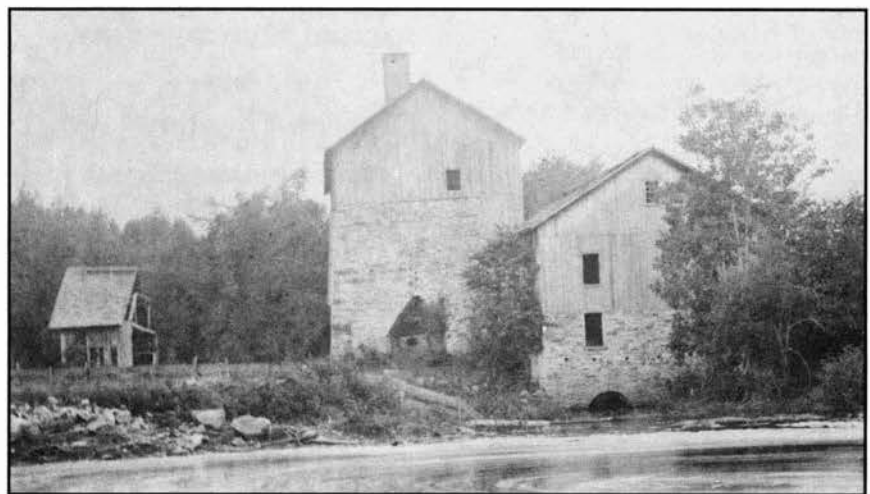
Courtesy of SLCHA

Editor's Note:

In our last issue of the Quarterly, due to the mismarking of photos, pictures which accompanied the Cooper's Falls story were erroneously miscaptioned. We truly regret the error and would like it known that the author, Bryan Thompson, was unaware that such photos were scheduled to run with his article. Mr. Thompson has supplied us with the proper caption information which follows (All photos courtesy of SLCHA):



Water coming through William Cooper's Canal.



Blast furnace (left) and grist mill (right), 1874-1885.



Men pose for a photo before what was probably a hotel at Cooper's Falls.



Oswegatchie Improvement Association, 1915. A temporary foot-bridge.



Removing rocks from the channel in the river.

CORRECTIONS PAGE

EDITOR'S NOTE:

Once again, the editor extends her apologies to Bryan Thompson, author of the article on Cooper's Falls in our previous issue, for inadvertently omitting the full references that belonged with his article.

Sources:

Child, Hamilton (1873). *Gazetteer and Business Directory of St. Lawrence County, N.Y. for 1873-74*. Syracuse, The Journal Office.

Cooper, Paul F. Archives. *Cooper Family Papers*. Oneonta, NY: Hartwick College.

County Clerk (nd.). *Court Papers: Boxes #387, 410, 443, 449*. Canton, NY: St. Lawrence County Clerk's Office.

County Clerk (nd.). *Deed Books*. L1: 310, L4: 149, 198, 235, 355, 374, L6: 167, L7: 226, 291, L11: 206, L16: 514, L19: 174, L23: 619, L24: 487, L31: 315, 317, 582, 585, L32: 312, L45B: 640, L46A: 41, L47C: 109, 111, L49C: 233, 330, 331, L50A: 421, 422, 424, 425, L51B: 43, L51C: 278, 323, L52A: 535, L52B: 310, 312, L53B: 56, 124, L54B: 17, L54C: 70, L55A: 415, L56A: 91, 94, L56C: 589, L57C: 534, L58B: 445, L60B: 196, L61B: 145, L61C: 398, 401, L62A: 9, 19, 21, 22, L67C: 81, 84, 87, 90, L69C: 89, L71A: 618, L71B: 377, 379, L71C: 499, 504, L72A: 331, 367, L72C: 90, 246, 385, L73B: 636, L73C: 38, 315, L74B: 403, 407, 449, L75A: 443, L75C: 571, 573, L77B: 140, 142, L86C: 229, 232, L87C: 318, L91B: 34, 63, L92B: 286, L93C: 72, 77, L99B: 92, L102B: 460, L103B: 494, L115C: 296, L116C: 201, L120A: 326, L123B: 1147, L124A: 8, L140A: 605, L143C: 1658, L144A: 81, 82, L151C: 1435, 1438, L155C: 1511, L159C: 1320, L163A: 395, L186C: 1454, L187A: 5. Canton, NY: St. Lawrence County Clerk's Office.

County Clerk (nd.). *Maps: Book 1 (page*

17). Canton, NY: St. Lawrence County Clerk's Office.

County Clerk (nd.). *Mortgages* L2: 91, L4: 102, L9: 539, L21B: 305, L22A: 190, 456, L22B: 456, L23A: 110, L23B: 409, L25A: 532, L26B: 62, 194, L28A: 380, L29A: 503, 607, L37A: 623, L37B: 79, L45A: 491, L51A: 444, L53B: 457, L120A: 3. Canton, NY: St. Lawrence County Clerk's Office.

Curtis, Gates ed. (1894). *Our County and It's People: A Memorial Record of St. Lawrence County From the Earliest Period to the Present Time*. Syracuse: D. Mason & Co.

Town of DeKalb Clerk (nd.). *Meeting Book One*. DeKalb Town Clerk's Office.

Town of DeKalb Clerk (nd.). *Meeting Book Two*. DeKalb Town Clerk's Office.

Dill, David B. *From Cambay to Ogdensburg in 36 hours with Gouverneur Morris*. The Quarterly, April 1976. Canton, NY: SLCHA.

Everts, L. H. (1878). *A History of St. Lawrence County, New York*. Philadelphia: L. H. Everts & Co.

Hough, Franklin (1853). *A History of St. Lawrence and Franklin Counties, New York*. Albany, Little & Co.

New York State Historical Association Library. *William H. Averill Family Papers*. Cooperstown: NYSHA.

Taylor, Alan (1996). *William Cooper's Town, New York*. Alfred A. Knopf.

Watertown Daily Times (1961). Cooper's Falls Failed as Industrial

Empire Dream. Watertown, NY: *Watertown Daily Times*, August 21, 1961.

Ford's Dam

By David E. Martin

On October 20, 1749 Abbe Francois Picquet began construction, at the confluence of the Oswegatchie and the St. Lawrence rivers, a mission and fort that he called Fort La Presentation. Abbe Picquet's purpose of the mission was twofold. First, to convert the local Indians to Christianity, and secondly, a fort at this location would make it possible to monitor the activities of the English at their fort in Oswego. The location of Fort La Presentation also provided an ideal opportunity to monitor any British movement up or down the St. Lawrence River.

From the very onset, Abbe Picquet encountered numerous problems not unlike those encountered by other missions. But Father Picquet it appears, was a very persuasive individual and was soon able to elicit cooperation from all but the French soldiers who would only plow a little land. Father Picquet also had a good relationship with the local Indians. He succeeded in mastering the Algonquin, Sioux and Huron languages and was able to communicate with all the local tributes. He treated the Indians kindly and soon gained their respect, and for the most part, complete cooperation.

After founding La Presentation, among the first structures to be built was a sawmill to provide lumber for the many buildings and other structures that would be needed at La Presentation. For a sawmill to work, there has to be a source of power, and fortunately the north-eastern part of the country has an

abundance of rivers and streams for water power. A dam was needed to raise the water level of the Oswegatchie River so the kinetic energy of the water would power the mill.

I know of no documentation as to the design and structure of the dam used to raise the water level, but I think it is safe to assume the dam was constructed of material readily available near the mill. That area surrounding La Presentation contained vast forests of hard woods such as oak and maple, and stone was also readily available.

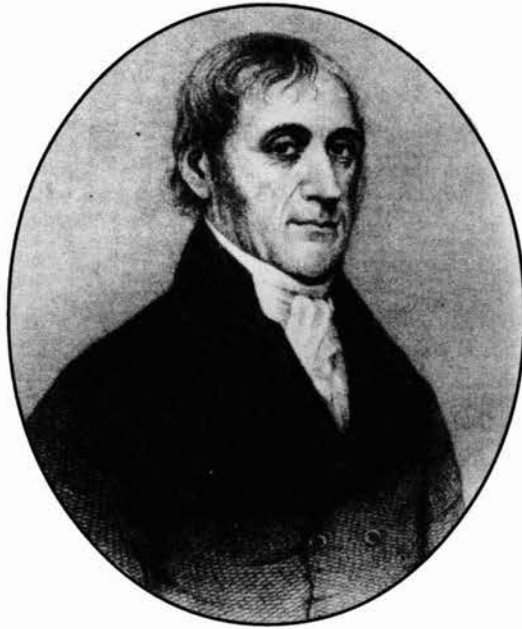
Francois Picquet was so successful in the administration of La Presentation that by the end of 1751 there were three hundred and

ninety-six families living there. Assuming that a family consisted of two or more people, this would mean there were more than eight hundred people at La Presentation in only two years since it was founded (Garand, p.26). Abbe Picquet also obtained a perpetual lease, from the authorities at Quebec for the mill privilege on the river. Father Picquet was given a tract of land, an acre-and-a-half facing the Oswegatchie, three-quarters of an acre on each side of the sawmill, and an acre-and-a-half width (Garand, p. 36).

With the dam and mill completed, Father Picquet now had sufficient power for his needs and his mill prospered.



Rev. Father Picquet, Founder of La Presentation



Nathan Ford, Agent for Samuel Ogden

Then came The Seven Years War (1754-1760) and Father Picquet's foresight and wisdom in building a sawmill at La Presentation was then clearly seen. Boat loads of boards and small and large beams used in the construction of forts were leaving Oswegatchie daily. Schooners and other embarkations were built there and served to convey troops, artillery, freight, munitions of war and kept La Presentation, Frontenac, Toronto and Niagara in constant communication.

At the end of The Seven Years War, Fort La Presentation was now in the hands of the English, and a squad of soldiers was stationed there to guard the British fur and lumber interests. A large lumber business was carried on here by Canadian lumber companies. The forests for miles around were denuded of their most valuable timber, which was floated in cribs down the smaller rivers or hauled to the St. Lawrence, where it was rafted and floated down to Quebec for the English market.

The Americans became the owners of the North Country, including St. Lawrence County and the town of Oswegatchie, immediately after the Revolutionary War. The Treaty of Paris had been signed on April 19, 1783 by England and the American Colonies. But the English continued to occupy Oswegatchie until June 1, 1796, under the pretext of protecting their fur trade.

Under protection of the British flag, the old sawmill built by Father Picquet at the west end of the dam across the Oswegatchie was rebuilt on a much larger scale, and the business of lumbering was commenced anew (Garand, p. 161). After thirteen years of illegal occupation, the British were finally forced out of American territory in upstate New York as of June 1, 1796.

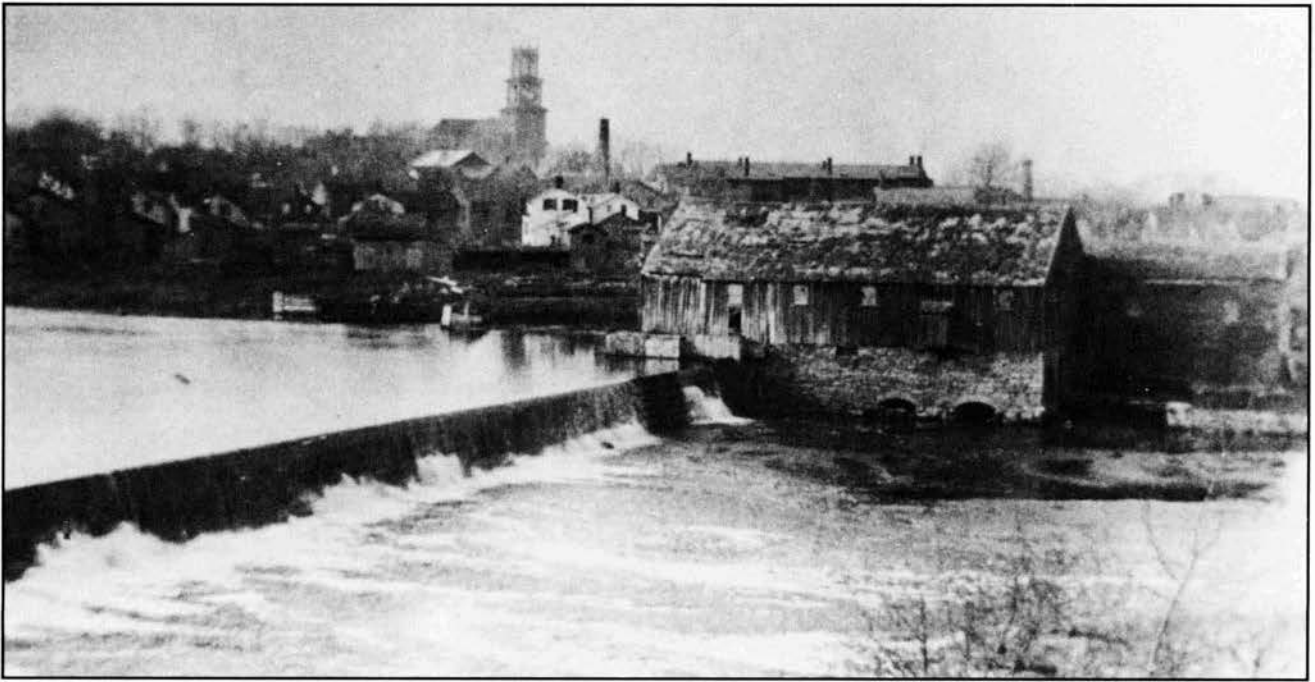
On May 3, 1792 the entire town of Oswegatchie and three other towns became the property of Samuel Ogden of New York City. He hired a young, energetic man

named Nathan Ford (who had explored and knew the land that Mr. Ogden had purchased), to go north and take possession of his property for him. Upon his arrival, Mr. Ford took possession of the properties and evaluated the town and mill works, which needed considerable repair to be functional.

He went over to Canada and hired some forty men and began repairs on the dam and sawmill (Gathers, p. 90). There is no record that this writer is aware of as to the design of the dam built by Picquet, but it was probably consistent with the design that was commonly used throughout Europe at that time called The Rock Fill. The Rock Fill is a modified form of the earth dam using rock of all sizes to provide stability, and an impervious membrane to provide watertightness. The membrane may be a blanket of impervious soil, a concrete slab, a timber deck or other similar design (Law Dams, p. 48).

We do, however, have a good record of the dam built by Ford. When Northern European settlers migrated to New England they brought with them their own ideas as to how a dam should be built. The dams were, for the most part, constructed entirely by the wheelwrights themselves so the dams were generally simple structures. In most cases the design depended entirely on the type of material readily available. In this case, the area around Oswegatchie was carpeted with fine timber and there was an abundance of loose stone about.

It was in the early 1960s when it became necessary to drain the Oswegatchie River in order to effectively repair the pumps at the Ogdensburg Pumping Station. The gates on the west end of the present dam were opened and all the wa-



In this 1896 photo from the James Glass Plate collection of the Ogdensburg Library can be seen Ford's Dam (still in use) across the Oswegatchie River at Ogdensburg, New York. Also on the west side of the river can be seen the saw mill also built by Nathan Ford.

ter was allowed to drain out. After more than fifty years of submersion, the dam built by Nathan Ford appeared behind the present concrete dam.

The old dam was indeed similar to the dams built throughout Europe. They were unsophisticated pieces of work formed from a collection of logs or beams built at right angles to each other, so as to build up a stout wooden framework. All manner of configurations were population, and a common father was a filling, between the wooden bars of earth, stones, gravel or brushwood, or some combination of these materials (Smith, p. 145-146).

The dam built by Ford could be seen to be a succession of cribs constructed of large timbers and jointed together. The face of the dam was approximately eight feet high and probably sat on bedrock and may have been anchored to the



Photo by David E. Martin

Here is a clear view of the water face of Ford's Dam. Some of the timbers and planks from which the deck was constructed can be seen. The deck allowed ice and debris to slide smoothly over the dam without causing a jam.



In this picture taken in the early 1960s, Ford's Dam can be seen behind the new concrete dam built in 1910.

bedrock with spikes. The cribs were filled with rocks of various sizes to the top of the dam and tapered back to form a "ramp" on the backside of the dam. The stone provided a tremendous amount of weight, and thus stability for the dam. The water face or the ramp section of the dam was covered with heavy planks to create a fairly smooth surface to allow debris and ice to flow over the dam and not create a jam at the top of the dam.

The heavy planks were spiked to a wooden frame built of timbers using large iron hand wrought spikes approximately eight inches long. This writer remembers that

at the time I was able to pull several spikes out of the beams with little or no effort with my bare hands.

Although so simple in design and structure, the fact that this dam survived for almost one hundred years is indeed a testimony to its strength and durability. Prior to 1800, timber dams were perhaps up to one hundred feet in length, usually ten feet high and rarely higher than fifteen feet (Smith, p. 148). This dam at Ogdensburg was almost five hundred feet long.

With the advent of the industrial spurt in the area, it became clear

that more water power was needed for the many mills and factories that were springing up on the west side of the Oswegatchie River. In 1910 a new concrete dam was constructed in front of Ford's old dam. The new dam was approximately twelve feet high, four feet higher than the old dam. This provided all the water power required by the mills and factories.

Now all of the mills and factories are gone and the kinetic energy of the Oswegatchie River is being used to generate electricity.

Works Cited

Garand, P.S. *History of the City of Ogdensburg*. Ogdensburg, NY: Rev. Manual J. Belleville,

Curtis, Gates. *Our county and its people: a memorial record of St. Lawrence County, New York*. Syracuse, NY : D. Mason & Co.

Smith, Norman. *A history of dams*. Secaucus, NY: Citadel Press.

Low Dams, a manual of design for small water storage projects. Washington, DC: National Resources Committee, 1938.

The Islands

By Valera M. Bickelhaupt

“When Eve plucked death from the tree of life and brought tears and sorrow upon the earth, Adam was drive out into the world to mourn with her and taste from the bitter spring that we taste today. The angels, on their wings, bore the silent Eden to the eternal spheres on high and placed it in heaven, but in passing through space they dropped some flowers from the Garden Divine along the way to mark their course. These flowers of changing hues, falling into the great river, became the Thousand Isles - The Paradise of the St. Lawrence.”

“When the flowers fell from the wings of the angels, some were scattered apart from the others - some of the most beautiful ones fell in the river belong to the main collection, forming the scattered islands above Chippewa Bay.”

CHIPPEWAY BAY

There was a Mohawk legend that the Great Spirit planted these islands as his earthly paradise, then scooped out deep basins of rock from the lower reaches of the river to create treacherous rapids and thus to protect this sanctuary from invasion. Their name for the area was Manatonana, or Garden of the Great Spirit.

The Indians of this area were a branch of the Chippewa called Mississauga, who built birch canoes and huts. From 1826-27 there were 200-300 of these

Mississaguas. Other Indian names such as Spearhood Point, Indian Chief, Little Squaw Island, and Grindstone Island are reminders of the part the Indians played in the history of the area. Oak Island was once called Indian Hut Island, Atlantis was Big Squaw, and Twilight was Little Squaw. Every rock on which there was a tree was counted as an island and it has been noted that there are 1,692 in all. The St. Lawrence River has marked the line of separation between Canada and the United States since the boundary line was fixed by treaty soon after the Revolutionary War. The Thousand Island section of the river has been the scene of some of the important campaigns in four great conflicts between nations. The first was the Indian War between the Algonquins and the Iroquois, which continued many years with occasional intermissions. The second struggle was between the French and English, and some of the hostile meetings and victories and defeats took place on the islands and on neighboring shores. In the Revolution and the War of 1812, this was an important locality. Some of the most exciting incidents of the disgraceful military action known as the Patriot War took place near here with the burning of the Canadian steamer, Sir Robert Peel, and the Battle of the Windmill in 1838.

The island came to the state through several treaties with the Indians. The dividing line between

the U.S. and Canada passes somewhat arbitrarily among the islands varying in size from a small pile of rocks with a few stunted trees, to Wellesley Island which contains nearly 10,000 acres of variable land.

The object of this article is to show and make persons aware of the importance of the St. Lawrence River to the history of Hammond.

THE ST. LAWRENCE RIVER

The St. Lawrence River has played an important part in forming the history of Hammond. We have a tendency to take the river and the Thousand Islands for granted. We seldom stop to realize their true value. The Indians named this area “The Garden of the Great Spirit.” They thought the Thousand Islands region was the only spot beautiful enough for their god to enjoy when he was seeking relaxation from his duties.

Jacques Cartier (1491-1557), a French navigator, discovered the river.

When Samuel de Champlain came up the river in 1615 while exploring the land for France, he found the Algonquin and Iroquois Indian tribes engaged in a war of extermination. He found himself supporting the Algonquins, thus making the Iroquois hate the French. This was the forerunner of the French and Indian War, which was the American phase of

the Seven Years' War, fought between England and France (1754-1763). Champlain had made war on the Iroquois, earning France the undying hatred of the tribes that continued to plague the colonies for a century-and-a-half. In 1734, a young French priest, Abbe Francois Picquet, arrived in Montreal. He was soon followed by other French priests. They began the difficult task of winning the tribes to Christianity and the French cause, which was no small task or by no means an easy one. As the French were making their claims to territories along the river, the British were doing the same, but for different reasons. The French saw the colonies as centers of trade with the tribes supplying their fur trade. The British used the colonies as dumping grounds for England's poor, its landless and its religious minorities, often putting them at odds with the tribes who saw the British settlers taking their ancestral lands.

Between the dates of 1754, which was the beginning of the French and Indian War, and 1838, when the Battle of the Windmill ended the Patriot War, four wars had been fought in this area; French and Indian War, War of 1812, Revolutionary War, and the Patriot War. Much of the fighting was done around and on the St. Lawrence River. Forts had been built to fortify the settlers against enemy invasion. Fort La Presentation was built at Ogdensburg in 1749 by Abbe Picquet to protect his interests from the British. It wasn't a strong fort as it was not able to stand the assaults, and was destroyed. The Battle of the Windmill was fought not far from Fort Wellington at Prescott, Ontario.

In the book, "Warriors of La Presentation," written by James Reagan, are descriptions of battles

fought at Ogdensburg, Brockville, and Prescott. We have proof that some fighting was in Hammond. There is a cannon ball cemented in the stone front of Hammond Museum that was brought up out of the river at Oak Point. If the British had not been defeated at the Windmill, our history books might read differently today and Canada might still be under British rule.

The St. Lawrence River starts at the eastern end of Lake Ontario and extends for more than 800 miles to the Atlantic Ocean. The first sixty miles are home to the 1000 Islands. To the Indians this was "The Garden of the Great Spirit," a place to refresh for winter, a place to plant corn, to find meat and fish, a place easy to come to by water, a place to rest and be at peace. Although the area is called the 1000 Islands, the actual count varies from 1,786 to 1,800. Because the water level fluctuates from season to season and year to year, some shoals and rocks considered a small island may occasionally disappear from view. A few years ago I was contacted by a Mrs. Hart who lives on Indian Point. The family had recently lost a little girl who enjoyed playing on the shoal in front of their home. Mrs. Hart wanted my support in their effort to have that shoal declared a part of the 1000 Island chain. Their request was granted and they named the island Angel Island. That shoal, now Angel Island, is assessed for \$4,200.00.

It has been estimated that one third of all the fresh water of the world flows through the St. Lawrence River. While most of the 1000 Islands are in the Alexandria Bay-Clayton area, some are in the Hammond area. Their assessed value means that many dollars are paid in taxes. In the beginning, the islands were worth only the price

of the trees grown on them, which were sold to the steam ship lines to be used for fuel. Capt. Henry Denner bought 100 for \$1,900.00.

The St. Lawrence River with its 1000 Islands bordering the town of Hammond on the north, along with the natural beauty of its graceful shores, affords many deal campsites. The residential resorts of Chippewa Bay and Oak Point, two of the oldest settlements in town, together with the summer colony of Schermerhorn's Landing, are nature's best answer to those seeking a restful vacation with the best fishing, safe bathing beaches, a post office, and a convenience store.

When the Revolutionary War ended in 1783 and for thirteen years after, the British held control of the only settlements and fortifications located in the extreme northern part of New York. There is little known about the locality except that on the south side of the river back for hundreds of miles was one vast wilderness. The Indian tribes claimed title to all this land and surrendered that title to the United States in a treaty held in Albany in March of 1795.

The first actual resident of Hammond was William McNeil, a Yankee from Vermont. He lived in a cave in Chippewa Bay which was by the river and under a rock that runs back quite a ways. There was a spring near the mouth and McNeil built up a stone projection and entrance here. There is a roomier cave just a few rods down the river in the same rock. It is thought that McNeil used both caves. He was a hermit by nature and lived by hunting and fishing. For several years he lived there alone, the only white man in the whole vicinity. What became of him no one knows.

Two years after the treaty in Albany, some of this land was offered for sale. Alexander Macomb purchased extensively, that track being known as the "Macomb Purchase." Later Macomb sold a large portion to David Ogden, who in turn sold it to Abijah Hammond, a brother-in-law. Without ever seeing his purchase, Hammond sold 28,871 acres to David Parish. Four years later Parish installed Loren Bailey as his land agent in 1814.

At this time, there was considerable unrest in Scotland due to deplorable living conditions, and Scottish families were immigrating to America. They crossed the ocean in sailing vessels, landing in Montreal and then coming up the river in Durham boats. (A Durham boat was scow built and had an enclosed cabin where the passengers could eat and sleep.) The time consumed in coming up the river to Ogdensburg—a distance of 140 miles—was about seven days. They were met in Ogdensburg by Loren Bailey, David Parish's land agent, and he would persuade them to settle in this territory, which was then Rossie and Morristown. Hammond had not yet been formed. Hammond was formed from parts of Rossie and Morristown in 1827.

In the early days, the French controlled this part of the river. They named it Port Madraze, but later it was given the Indian name of Chippewa, to which was added the name Bay. This was because of the beautiful body of water, which fronts the Chippewa Bay village.

There being no railroads in the early days, all town business transportation was drawn by ox-teams or horses to Chippewa Bay, thence by boat and river. Thousands of feet of lumber, timber, shingles, tan-

bark, lath, hoops, stones, tons of iron and pig iron, lead from the Rossie and Macomb mines, tons of grain, all kinds of farm produce, cattle, hops, and barrels of apples passed over the docks. In 1818, a large two-story warehouse was erected and operated as a general store by an Adam Cooper from Oxbow. The property was later taken over by Capt. James Denner, owner and operator of a fleet of boats. One of his boats was lost with all hands in a storm on Lake Ontario.

The first residence in Chippewa Bay was built in 1838 and a three-story hotel stood where the Forrester cottage stood. Chippewa Bay boasted many businesses in those early days. Among them was an ashery where pearl ash was made and shipped to Oswego by boat. There was a glass factory and a water-powered sawmill of logs which was kept busy from spring until August. Hundreds of logs were floated down the creek while more were brought in by teams of horses. On the waterfront was a saw mill and shingle mill, which did a good business because boats loaded directly from the docks. A cooper shop manufactured butter tubs, wash tubs, cedar cisterns and pack barrels. It's sad to say the coming of the railroad put an end to all this.

After the railroad was built, the river continued to play an important part in the history of Chippewa Bay and still does. The islands provide employment for the residents and Chippewa Bay provides what the islanders need. The post office is important to them as well as the docks, the large parking lot, and the stores. The residents have been caretakers, domestics, cooks, handymen, and boatmen working for the same families year after year. While the residents are essential to

the islanders, the islanders are essential to the residents.

As the islands were of so little value, no one cared when two runaway slaves made their way to the islands in the early 1830s and took up residence. They lived in huts and survived by hunting and fishing as well as doing odd jobs for people on the mainland. Jack lived on what is now Atlantis and Joe on what is now Wynanoke. At that time, those two islands were called Jack's and Joe's.

In 1838, a hermit by the name of Ezra Brockway found his way to Cedar Island. He told how his mother had been murdered and he had been set adrift as an infant in a canoe and was rescued by a Canadian lady who took him into her home and raised him like a son. He was fighting in the Patriot War, when knowing he was about to be taken prisoner, he feigned death. When it was safe to make his escape, he threw together a raft. Using a board for a paddle, he started up the river until he reached Cedar Island where he lived for 38 years. In a dream, it was revealed to him that he was a son of Napoleon Bonaparte. This he believed. He refused to pay taxes nor do anything he thought to be beneath the dignity of royalty.

He built a hut, hunted and fished for his living, always had a good garden, and made friends with those on the mainland. He also made a good black salve from herbs and pine pitch which his friends sold for him. He refused to tell anyone how he made it. Folks were so eager to know, they would search his cabin looking for a recipe when he was gone. Never could one be found. As he grew older, his friends worried about his living alone on the island in the winter. He refused to go to the mainland, so

people watched for smoke from his chimney. One day, not seeing any, some men went to check on him and found him sick and half frozen. They brought him to Chippewa Bay where he died a few days later on March 21, 1876. On his deathbed, he was again asked for the recipe. In a weak voice and pointing to his head, his answer was, "It is in my head and that is where it is going to stay." He died a short time later and is buried in the Pleasant Valley Cemetery near the vault. Whether insane or not, Ezra was a strange person, telling interesting stories, impossible for one to believe, but which he believed.

In 1994, William Hull, a Canton, New York resident, wrote to me asking for whatever information I had on Ezra Brockway. In turn, he sent me what he had. He had found there was a Brockway Family Association which he had researched. He found Ezra had married a Scottish woman and had four children. His wife and children lived in the St. Lawrence County poor house for a period in 1847 described as vagrants. His wife lived there again between 1858 and 1864. In 1854, Ezra Brockway bought Cedar Islands - the island itself and several small ones known as the Cedar Island group - for \$25.00. In 1885, three of his children sold the cluster of islands for \$350.00 to Martin Phillips who later built a hotel on Cedar. Brockway's military record showed he fought in the Patriot War and was at the Battle of the Windmill in 1838. While Alexander Macomb purchased the Mainland, it was Azarich Walton who bought the 1000 Islands.

One of the small islands bought by Ezra Brockway was first sold to Martin Phillips in 1885 who in turn sold it to George Sheppard in 1887. In May of 1900 it was

deeded from Mr. Sheppard to Frederick Remington, the famous Western painter and sculptor. The island was then named Inglenuk. The island consisted of 3 ½ acres, and was wild and secluded, close to the Canadian border, and had a modest size home. This cottage faced Canada, giving a nice view of the Canadian coastline, and was surrounded by trees. It was attractively furnished with the kitchen apart from the main building. One of his paintings, a river scene, hung on the dining room wall. Mr. Remington was an expert canoeist and weighing nearly 250 pounds, he would fill the canoe almost to the brim. He loved being in and on the river, owning several boats as well as canoes. All his boats had the name of Indian Braves that he was so familiar with during the years he was in the West. His studio was located a short distance away from his house. Folks on the mainland were often called upon to be his models. He would dress them up in costumes, put them in a birch bark canoe, and sketch them for future use and reference.

He grew to love Inglenuk even more than the West, writing to a friend, "Oh, I am itching to get up to that island but it is three long months. By my studio in the morning when the birds are singing and the sun a-shining and hop among the bass. When I die, my heaven is going to be something like this."

Living only ten years after buying the island, he passed away on the day after Christmas in 1909 at the age of 48. He left behind a western legacy in paint and bronze. His pictures were seldom of beauty or splendor, but were painted from the heart as he saw "The Vanishing Old West".

A year after buying Cedar Island, Martin Phillips built a large

hotel with 20 bedrooms, a large dining room and lounge. It was well patronized. It was said that Mrs. Phillips was a good cook and Mr. Phillips was Frederick Remington's favorite model. A store carrying most of what everyone might need was leased by an Ogdensburg merchant every summer. A point of activity was the large dock, where twice a day folks met as they awaited the arrival of the steamboats, the Riverside and the Island Belle. Those steamers which on their way from and to Alexandria Bay and Ogdensburg, left mail and groceries which had been ordered the day before, and took aboard and discharged passengers. Little by little, this changed with the times. In 1905, part of the island became the Cedar Island State Park, while the rest of the island was sold to individual owners. The hotel had become a shambles and was torn down in 1980 and burned. Many Ogdensburg families bought not only property on Cedar Island, but also some of the islands nearby.

The St. Lawrence River has been called the "Gate Way to the West." We know this to be true as we watch the ocean-going vessels and lakers plying the river. But how many of us are aware of another water-way made possible by the river. Alonzo Swain, born in 1894, living in Chippewa Bay, told in an article written by Ernest Cook how the Indians used Chippewa Creek as a regular highway when they traveled north and south. They came to Chippewa Bay, turned into the waters of the creek and would paddle right up to within a short carrying distance to Black Lake. Indian parties used it as they moved north and south to visit other Indians or to hunt and fish in the Indian River or to go into the Mohawk country.

Mr. Swain told how the Indians had a regular camping ground under the hill just above where the creek made up near the ledge. It was in that camp one fall that an elderly Indian woman was taken ill and died. The Indians wrapped her in a blanket, built a platform and placed her body on it. It remained there all winter and in the spring they came and got it and took it to their burying grounds.

Dark Island, called Lone Star by the Indians, is located just within the international boundary near Chippewa Bay. It was later named Dark Island because of the dark look it had from up and down the river due to the number of evergreens growing on it. It was used by the Indians as witnessed by the number of arrow heads and places to grind meal which had been found on it.

After buying the island in 1904, Singer Sewing Machine Company President Frederick Bourne built a castle on it at a cost of \$500,000.00. This castle, first called The Towers and later named Jorstadt, is one of the few castles in the United States. Built of granite quarried at Oak Island, it contains 42 rooms and is three stories high. The ground floor has a library, five bedrooms, four baths, two kitchens plus a servants dining room and sitting rooms. The main floor contains a large auditorium served by a butler's pantry and a serving room with dumb waiter service from the kitchen below. The upper floor contains several bedrooms and a large massage room.

In addition to the red tiled roof castle are several other buildings on the island, one of which is a five story clock tower about fifteen feet square. It has a twelve-foot diameter clock face with six-foot hands on each of the upper sides. An-

other building is a stone boathouse with a slip eighteen feet by twenty-five feet, which contains nine bedrooms and two baths plus utility rooms. There is a smaller boat-house, squash court, and pavilion.

Mr. Bourne passed away in March of 1919, leaving the island to his daughter, Mrs. Alex Thayer. Upon her death in 1962, the family gave the property to the LaSalle Military Academy. This property was sold in 1965 to become a Children's Christian Home. The owner is Rev. Harold Martin and has been operated as a nondenominational retreat. Rev. Martin passed away in November of 1999. At the present time, October 2000, the property is being offered for sale. After the Martins obtained the property, the name of the castle was changed from The Towers to Jorstadt.

While Oak Point is a smaller hamlet than Chippewa Bay, it is a pleasant spot on the river with both residential and summer homes. After Hammond was organized in 1827, settlers soon found their way to the Point. The first settlement was in 1824 when George Elliot built his house. Among the first families coming by means of horse and wagon from Trenton, New York, was Abraham Schermerhorn. He was engaged in the hotel business, a tannery, a shoe shop, distillery, and ashery. He was soon followed by businessmen who operated a liquor store, grocery store, a general store and saw mill. Steam boats stopped there daily on their way up and down the river. The Billings family built a dance pavilion on their property. The Oak Point Inn did a thriving business with the owners meeting the trains to accommodate their guests. The Inn was later bought by The St. Lawrence Presbytery and became a religious retreat and every summer hosted a

Youth Conference. It was torn down in the 1970s.

Oak Point is a popular swimming spot and at one time was used by the school for their swimming program. Also, it is close enough to the village that kids can ride their bikes to get there. "Going to the Point" is a popular phrase of both young and old as they head to the Point for a swim and ice cream after a hot day's work. While Oak Point may seem quiet in the winter, it was once a-buzz with activity in the summer. The Inn, as well as the residents, employed our young people during the summer months. More than one romance has budded there and some have blossomed to last a lifetime.

A lighthouse is described in Webster's dictionary as a tower located at some place important or dangerous to navigation. It has a very bright light at the top from which ships are guided or warned at night.

The St. Lawrence River is one of the world's great commercial waterways. It carries the waters of the Great Lakes from Lake Ontario to the Gulf of St. Lawrence, approximately 775 miles. The completion of the St. Lawrence Seaway, with its enormous locks, its power projects and the rebuilding of the Welland Canal, made it possible for large ocean ships to navigate to the heartland of North America. This has opened up commerce for many large industrial cities and the shipment of material and grain from the factories and fields of Canada and the United States to all parts of the world.

There are lighthouses in the St. Lawrence Seaway, with two of them in Hammond waters. A little way up from Oak Point is the only island that sits all by itself. It is in

the middle of the river between Canada and the United States and is at the point of the river where the deep water channel on the Canadian side of the river has crossed over onto the American side. It is, therefore, called Cross-Over Island and the lighthouse built in 1847 is called Cross-Over Island Light.

The lighthouse keepers never spoke of something being north, south, east or west, but as being upstream, downstream, the American side or the Canadian side. The island is about seventy-five percent solid rock. In 1847, the United States bought Rock Island, Sunken Rock, and Cross-Over islands for a total sum of \$250.00. That same year Congress appropriated a total sum of \$6,000.00 to construct a lighthouse on each island. Cross-Over is 350 feet long and 150 feet wide with an elevation of ten to fifteen feet. It is about seventy-five percent solid rock and rises up out of the water like a little gem. Fourteen keepers served the light. After World War II, the lighthouse was abandoned and is now privately owned.

Sister Island lighthouse is across from Chippewa Bay and not visible from the mainland. It is built on one of three islands in the group known as the Three Sister Islands - a small island consisting of only three-tenths of an acre in the main channel of the river. The need of it was realized after the Civil War. It was completed in 1870 and used as a navigational guide until the Seaway was opened. It was then replaced by a buoy and like Cross-Over, is now privately owned. The buoy is still maintained by the U.S. Coast Guard.

A real asset to the town of Hammond is Route 12, built through the town during the years of 1965-1967. It has made a great

impact on the town. It has made easy accessibility to Chippewa Bay, Oak Point, and the many map roads as well as Schermerhorn's Landing, Indian Point Road, McGregor's trailer park, Blind Bay, etc. Under the same contract, the River Road and Look-Outs were built. Many lovely homes have been built on the River Road and the Look-Outs are indeed an attractive and popular spot. After pulling off Route 12 onto the parking area, one gets a beautiful view up and down the river. The walkways, information center, and well-kept grassy areas are enjoyed by the many who stop there. But as the saying goes - "there are two sides to every coin." Route 12 took some valuable farm land and buildings. Much of the farm land, however, was then sold to individuals who bought lots and built on them - this is referred to as river-front property. The homes are both residential and seasonal with the owners knowing and appreciating the value of the river and the parties traveling on Route 12 are made aware of its beauty. An unbelievable amount of the river-front property is assessed for well over \$100,000.00. Not only has Route 12 added many dollars to the tax roll, but it has made the beauty available to all.

In 1924, Lee Schermerhorn built for his own use the first cottage on what is now known as Schermerhorn's Landing. The property was the family's farm land and had once been a corn field and cow pasture. His wife, Tina, had already been serving meals and giving lodging to fishermen coming to the area. At this time there were very few privately owned cottages on the river-front or on the little colony known as Forrester's Landing. However, there were many boathouses lining the shore built by local people who owned

the boathouse but not the land. Lee slowly began to expand by building more cottages and renting wooden boats and small motors. A store was added to the first cottage where they sold kerosene, baked goods and some groceries. Tina began to serve meals and lunches as well as doing washings and ironing. Lee went near the Canadian border and raised lumber and doors from sunken ships. Most of the cottages were built from buildings Lee had bought, moved and remodeled - such as cottages, boathouses, and ice houses. Cottage No. Nine had been used as a look-out and listening post during World War II.

Lee soon found it necessary to hire a full-time carpenter. They rented their farm to their daughter and her husband, Doris and Maurice Maloy, in 1941, and bought the only original log house in the town (on the Cook Road) which they modernized. Before Lee's death in 1956, he had started to build his 15th cottage. After his death, Tina sold the business and eleven acres to her son, Bill, and the farm to Doris and Maurice.

In 1945, Bill was discharged from military service and came home to work for his father at the Landing. His first loves were boats and the river. He soon built a dock - used one side for his boat and rented the other side. This humble beginning was what has later become one of the best known marine facilities in the North Country. Bill continued to work for his father and did small engine repairs in his spare time. In 1950 he accepted the position of rural mail carrier while continuing his motor repair business.

By this time, there was more than one dock space rented. In 1956, the family took advantage of

the Evinrude motor franchise, which was available to them. A larger shop had been built and to that they added a small gift shop. Bill and Bea continued to expand, and in 1959 Bill resigned from the Post Office Department and was devoted full-time to the business. The cottages were remodeled and modernized. Theirs was the first pumping station for sewage in the area. Prior to this, the garbage was taken out in the river and dumped. More buildings were constructed, then they took on the Cobia franchise. In 1967, the Schermerhorn Landing Corporation purchased a 40-acre wood lot area from Robert Hofferberth, bounded on one side by Crooked Creek and the other side by Duck Cove. The Duck Cove area was developed into more docking space, and they continued to expand.

What was once a cow pasture and cornfield in 1927, is now one of the best and most prosperous and well-known businesses on the shore of the St. Lawrence River. Being started in a small way by Lee and Tina it was further developed by Bill and Bea, and now is overseen by their daughter, Susan and her husband, Dale Stoutenger, the name Schermerhorn Landing is known far and wide.

About the time Hammond was being settled, the Embargo Act had been passed by the Jefferson Administration prohibiting trade with England. This included her possessions as well. This angered the large land owners and the islands became a "hot bed" for smugglers. Cattle and sheep were openly driven into Canada. Pot ash and other commodities were exchanged for Canadian goods. It is said the amount of smuggling in those days made the days of Prohibition seem tame in comparison.

About the time of the War of 1812 there were two known gangs of horse thieves - one known as the Patterson's, while the other was the Reynolds Gang. Sam Patterson lived in a hut at Chippewa Bay with his wife and three children. Early historians mention Patterson and his men as a band of freebooters and referred to them as thieves, pirates and raiders. Patterson had an accomplice, a French Canadian who posed as a peddler. He would tramp through the Canadian mainland close to the border, offering his wares and spotting valuable horses and possessions. This information he would pass on to Patterson, who would assemble his band and set out. A favorite concealment for stolen horses was an island near the Canadian shore, reached by a devious and nearly concealed channel. Other hiding places were Chippewa Creek and an island opposite Chippewa Bay. Their headquarters were in Rossie, close enough to make for easy transportation, and where the caves were ideal for hiding their loot. They were "tough customers" and were not above taking a likely saddle horse from his own countrymen. After what Sam Patterson promised his family would be his last venture and that he would go into hiding, he was fatally shot.

Over the years, there has and always will be smuggling. Furs, jewelry, lace, silk, cigarettes, aliens, narcotics, etc., as well as run-away slaves, criminals, draft-dodgers, etc., the list could go on and on. Both United States and Canada are involved. Our common sense tells us that Hammond with its miles of river-front, has played a part.

Few of us today can remember the days of Prohibition during the 1920s and '30s, after the Twenty-first Amendment had been passed prohibiting the sale of liquor. It was

at that time that daring men, known as bootleggers, started to smuggle liquor from Canada, where it was legal, into the United States. The names of these men were only whispered - it was both exciting and dangerous. There were some men in Hammond who were brave enough to partake in this unlawful way of making money. The United States stepped up the number of Border Patrol agents who patrolled the river and the mainland. The island made ideal hiding places for one to hide. Folks living along the shoreline would tell of seeing flashing lights out on the river as men were signaling one another. Those living on country roads told of hearing cars speeding by in the night as the drivers hurried to outdistance the agents. A favorite place for smugglers to "duck into" to unload their boats was Chippewa Creek. Many a load was dumped into the creek by a bootlegger who preferred dumping his load rather than being caught with it. The Twenty-first Amendment was repealed in 1936 after about fifteen years of the most exciting period of Hammond history. Henry Denner, a Hammond native and a Border Patrol agent, was the most feared by the bootlegger. Some Hammond men were known to make only an occasional "trip," while others did so on a large scale.

The St. Lawrence River, a world-renowned vacation paradise and important to today's commerce, has also been the cause of many tragedies. An unexpected storm a heavy fog, or strong wind can come quickly - catching a boatman unaware and causing accidents that sometimes lead to drowning. Reasons for some fatalities is that a person unfamiliar with the river can strike a shoal hidden beneath the water's surface or misjudge the thickness of the ice, suffer a leg cramp or swim out beyond their

strength. People have drowned by trying to save the lives of others, and sometimes through carelessness. Suicide has lured many to its waters. Some bodies are found quickly while it may take days and even weeks to recover others. Some bodies are never found. Hammond families have lost loved ones from time-to-time by drowning related to all these reasons.

In 1932, the drill boat "America" with a crew of seventeen exploded near Dark Island. Seven of the crew were killed, one of whom was William Aiken, Sr. of Chippewa Bay. His son, William Aiken, Jr., along with Harley Dooley, both from Chippewa Bay, and Vincent McLearn of Black Lake, were among the ten who were injured. While the river is here for all of us to enjoy, it also demands our respect.

On June 23, 1976, just above Alexandria Bay, an oil barge hit a shoal, unplugging the hole in its hull, letting crude oil into the river. The town's shoreline was soon coated with sludge that moved downstream and soon there was oil on everything and staining everything it touched. The odor was nauseating - closing the river traffic and wasting a year of river life. It took hundreds of people three months to clean the worst of it. It cost over nine million dollars of the taxpayers money.

As soon as Bill Schermerhorn learned of the spill, he and his men worked quickly to store every boat in their care in a shed or at Duck Cove where they were protected by an improvised boom, and a tanker was brought in to suck up the glop. A boom set up near Oak Island gave way and allowed the filth to flow into Chippewa Bay. Oil was everywhere and a light north-east wind kept it trapped. Until

then, Chippewa Bay had pretty much escaped it. It was four days later before one could see water and not oil. But still there were gobs of oil everywhere. A week after the spill found the clean-up crew in full swing.

Oil stained everything it touched. It got on the islands, the shoreline, boats and clothing. It collected in eddies, floating booms and docks, and its odor hung in the air.

Wildlife was badly affected, including animals, birds, and fish life as well as wildflowers. Mice, snakes, otters and weasels lived in the marshes. Dead ducks, herons, and bitterns were found and the dependent young were still in their nests. The wildflowers - water lilies, purple and yellow flat and jewelweed were all affected. The full extent of the damage was not known for a long time. Let us hope that something like this never happens to mar the beauty of our river again.

The barge "Nepco 140," carrying 800,000 gallons of no. 6 fuel oil, was being pushed upstream by the tug Eileen C, when she struck a shoal, rupturing three of ten tanks. The wheelman did not realize he had hit anything and continued nearly five miles. The boat released 300,000 gallons of oil, which flowed downstream, touching 60 miles of shoreline with its oozy mess and noxious fumes and threatening everything it touched.

A few years before her death in 1977 at the age of 77, I asked Ruth Babcock, to talk into a tape recorder about the forty years she and her husband, Floyd, worked at Scow Island. They were life-long residents of Chippewa Bay. She gladly agreed to this and I spent a pleasant afternoon with her as she

talked about Scow Island. She was a remarkable lady.

SCOW ISLAND - as described by Ruth Babcock

William Post of New York City bought the island in the early 1900s. After building the yacht house to shelter his yacht, the Karma, he demolished the shed already on the island and built a beautiful home. This was a three-story summer home consisting of thirteen bedrooms, six-and-a-half baths, a large living room, dining room (both with large fire places), a butler's pantry, a large kitchen, a third-floor dormitory, storeroom, helpers dining room, basement laundry, sun porch, and a wide veranda. The building was made of wood with a stone railing on the porch and a stone walkway to the terrace. One particular beauty of the house is an open staircase reaching from the first floor to the third floor. Most of the walls are papered and set off with painted woodwork.

The Posts had many servants - a cook, kitchen maid, chamber maid, butler, laundress, gardener, boatman, housekeeper, and man just to wash windows. Mr. and Mrs. Post dressed formally for dinner every night whether they had guests or not.

Glasfords next owned the island, a widower and his daughter, Margaret. They kept only a few servants, mostly blacks, and retained Floyd as their boatman and caretaker. They owned the island for ten years before Mr. Glasford's death, and Margaret kept it for another two years. She sold it to Dr. Sidney Quarrier for a modest sum in 1952. The Quarriers had electricity installed - the power coming from Chippewa Bay via cable. The doctor only lived one year after buying the property. Their only help was Floyd, and Ruth who

cooked three days a week for thirteen years before she had to give it up because of arthritis. Floyd worked for forty years on Scow Island before his death in 1974. The Quarriers never forgot Ruth. The doctor's three sons and one daughter always came to see her and remembered her on special occasions.

Island life changed during the forty years Floyd Babcock worked on Scow Island when the Posts had nine servants and dressed for dinner every night to the more care-free life of the present owners. Island life became less and less formal ...

Many of the first families who came to spend their summers on the river brought their help with them while others hired local people. Usually having the same person come back season after season. Provisions were ordered a day ahead from Ogdensburg merchants and delivered to Cedar Island twice daily by either Riverside or the Island Belle steamship with mail. Milk and ice were bought on the mainland. The train was the only means of transportation and the Pullman car was a blessing as one could sleep the night away and arrive at their destination rested. This was appreciated by the husbands who could only be here on weekends.

The fast car has replaced the train; motor boats have replaced the row boat; and generators and electricity have replaced the ice box. Modernization of island homes has cut the need of some domestic help. Motor boats provide quicker and easier transportation thus enabling folks to take advantage of local businesses. Slacks and shorts have replaced the long skirts worn by the ladies who always "dressed to the nines."

The way of life has changed but the love of the river will never change.

The islands, which were of so little worth at one time, are now very valuable. Beautiful homes and gardens grace these island, many of which are assessed for between \$100,000.00 and \$200,000.00, with a few for more than \$200,000.00. The shore, which was once farmland, is lined with residential and seasonal homes, which are assessed accordingly. The tax dollars paid on these properties are a big plus for the town of Hammond. The river provides opportunities for small businesses and employment for the working person: Small diners, motor repair shops, cottage and boat rentals, fishing guides, caretakers, cooks, domestic help, waitresses, baby sitters, and gardeners are some of the jobs made available, in addition to more employment for carpenters, plumbers, and electricians. McGregor's Trailer Park, Blind Bay, and Schermerhorn's Landing are a few of the popular vacation spots.

There is no denying the economic impact the river has made on our town as we think of the dollars spent in our area by those we refer to as "the summer people."

Many of the names of the islands are changed when sold to new owners. Ingleueuk, once owned by Frederick Remington, is now called Tamagani after being bought by the Strong family of Ogdensburg. Jack's Island named for the run-away slave who lived there, is now Atlantis. When bought by the Bailey family from Ogdensburg in 1886, the book "Atlantis" had just been published. Atlantis is a legendary island or continent supposed to have existed in the Atlantic, west of Gibraltar and to have sunk into the ocean. It has

also been referred to as the lost continent.

After the War of 1812, the Royal Engineers Survey named an island "Split Log" after a Huron chief who was an ally of the British in the campaign in the Detroit area in the War of 1812. Later it was called Joe's Island because, like Atlantis, it too had been occupied by a runaway slave. After being bought by the Orcutt family in 1891, it was given the name Wyanoke by the new owners. The island has remained in the family, but in 1985 a granddaughter sold her share to Allen and Kate Newell.

A Mrs. Johnson, when visiting another island, fell in love with pink Laurentian limestone island called "Hog's Back." She bought the island from the county as it had never been sold before. By 1924, she had a house and boathouse built on it. After the death of her husband, she surrounded herself with young people in whom she took a great interest. She also took a great interest in her island, which she called "The Rock." She had tons of topsoil brought in, planted trees and gardens, and furnished the house with antiques. One of her favorite young people was a man by the name of David Halliwell who was a successful businessman. He took an early semi-retirement and was a constant companion and trusted confidant of Mrs. Johnson. He too took a great interest in the island, especially the gardens. Hog's Back, once a barren rock, had become a spot of beauty. In spite of its transformation, "The Rock" remains what it is - solid and immovable, forever attached to the earth.

Just as Lone Star Island was renamed Dark Island, the name of the castle was also changed. Named The Towers by Mr.

Bourne, Dr. Martin changed the name to Jorstadt Castle.

Oak Island, once named Indian Hut Island, is seventh in size of all the 1000 Islands and the largest in the Chippewa Bay area. It is two miles long and consists of "375 to 500" acres, which include a stone quarry, and at one time a working farm. The stone quarry is no longer used, but the stones used in Boldt's Castle and on Dark Island came from this quarry. It is my understanding that at one time the entire island was owned by Charles Lyon, but now the property has been broken up and sold.

An interesting legend has been passed down from generation to generation. As the story goes - in the very early days, a Frenchman came to this section - perhaps sent by France to explore the country. He was a man with wealth who was befriended by a beautiful Indian girl. He fell in love with her and they married. A lovely home was built on Chimney Island and because of the Frenchman's wealth, he was able to have fine furniture brought from Montreal. But, she had a lover among her own people. One night this Indian lover got together a band of his own people and they came to the island, approaching it quietly in true Indian fashion. Before the couple knew anything was amiss, they were attacked by whizzing arrows. The Frenchman fell dead and the girl was swept out of the building, now a captive of her own people. The Indians set fire to the building and danced around as it burned to the ground. After the fire consumed the building, the Indians stole away, taking the girl with them. It is not known what happened to her.

Boats have played an important part in our history. First, there was the canoe paddled by the Indians,

next came the Durham boat used by the settler. There were steamships whose companies bought the trees on the island and provided transportation for our commodities. Next came passenger boats, some making daily trips between Ogdensburg and Alexandria Bay and stopping at some of the islands to deliver mail and groceries. Boats were and are a popular sport. Fast motor boats were used by the smugglers and are a necessity to the islander. A day spent on the river is most enjoyable and the many boats that have made marinas a "must." There was no more pleasant sound than that of the steamship as it "chug-chugged" on the river in the quiet of the night, or no prettier sight than that of the all-lighted-up ship as it makes its way up and down the river.

There has been much research, thought and time put into this article. My hope is that it has accomplished what I set out to do a year ago. I want to thank Sherry Moquin who so kindly let me keep the book, "Who's Up" out of the library for such a long period. My appreciation goes to Betty Wood who gave me the book "River Time"; to former historians who left behind so much information; to James Reagan whose book "Warriors of LaPresentation" provided the early history; to the newspaper editors whose articles have been clipped and saved; and to my son, Danny, who I would ask, "Should I include this?" and his answer would be, "Just because you know it, doesn't mean everyone does."

The Lost Art of Writing

By Pamela Ouimet, *Quarterly* Editor

Imagine taking the time out today to sit at a desk with a pen in hand and writing a letter on a nice piece of stationary to a friend or loved one. Okay, now refine that thought to consider sitting at a well crafted desk that may have been in your family for generations, your “pen” consists of a quill and inkwell, and your stationary is a rough piece of papyrus.

Since the advent of electric typewriters, computers and email, the craft of a well written letter in fancy calligraphy style has all but gone to the way-side. When people want to send out a letter, they sit and type one out, using the convenience of correct tape on their electric typewriter, or the delete key on their computer’s keyboard.

We rarely think of sitting down and hand crafting personalized invitations for a party or event, but rather contact an agency to do it for us.

The Potsdam Public Museum is encouraging area residents of all ages to come and take a first-hand look at the “tools” which were once used to craft a letter.

The Museum is hosting an exhibit that will be displayed into November 2001 entitled “The Write Stuff: Inkpots to Typewriters.” The museum is open from noon to 4 p.m., Tuesday through Saturday and is located on Park Street in the Civic Center Building in Potsdam. The display spans a

time-frame from the early 1800s into the 1950s.

Museum Director Betsy Travis said they are hoping the general public, as well as school groups will come to view the wondrous artifacts on display.

“We felt communication is so taken for granted and easier today. It used to be difficult – but it was beautiful and followed etiquette. We have letters, writings, journals that show a little bit of that,” Mrs. Travis said.

When people today do sit down to write a letter, it is often obvious that penmanship in itself has deteriorated from days gone by. The work that went into writing a letter back in the early 1800s is now taken for granted. When people pick up a ball point pen today, they probably never think of how it used to be when the writer had to first

carve a quill and mix the powder for their ink before even beginning to put any words down on paper.

“We hope to encourage an appreciation for communication from the past,” Director Travis said.

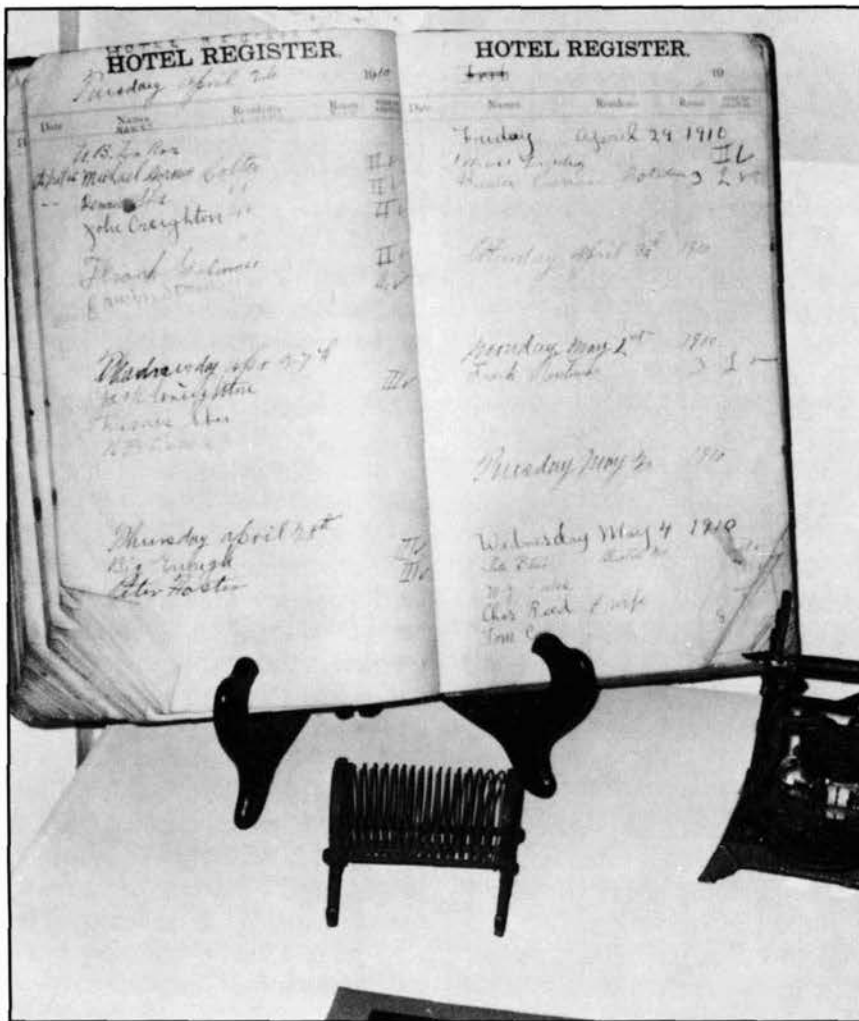
Many of the pieces of the exhibit are the personal property of Carl Stickney. This is one of several collections he has. He said his interest in the writing accessories came from getting a few pieces which belonged to his family.

As Mr. Stickney adds to his collection, he said it is like finding pieces of a puzzle. He has found pieces in flea markets, at garage sales and from antique dealers. He said the interest in collecting writing memorabilia is increasing.

“Writing related items are hard to come by. There is a large market for them. They are almost all



*The fancy script of postcard senders is shown in this display.
(Photo courtesy of Pam Ouimet)*



*This hotel registry shows how flamboyant peoples' signatures once were.
(Photo courtesy of Pam Ouimet)*

ability. It was very pains-taking – there was a lot of work involved.”

Back in the 19th century and early 20th century people made their own invitations. This was a time when people held large parties and gatherings at their homes. A time when entertaining was done by nearly everyone.

If someone had to sit down and pen an invitation, a sympathy note, or even a “Dear John” letter, they needed only to turn to one of many books in print for assistance. These small books gave examples on how to word any number of letters. The books also had all of the proper vocabulary and terms which were to be used.

According to *The American Letter-Writer, and Mirror of Polite Behavior: A Useful Guide in the Art of Letter-Writing, With Rules of Conduct For Both Sexes*, published in 1851, “The art of letter-writing is one which enters so largely into the daily transactions of life, that those who lack either the taste or the ability to indite a genteel and sensible epistle, are deficient in one of the most important

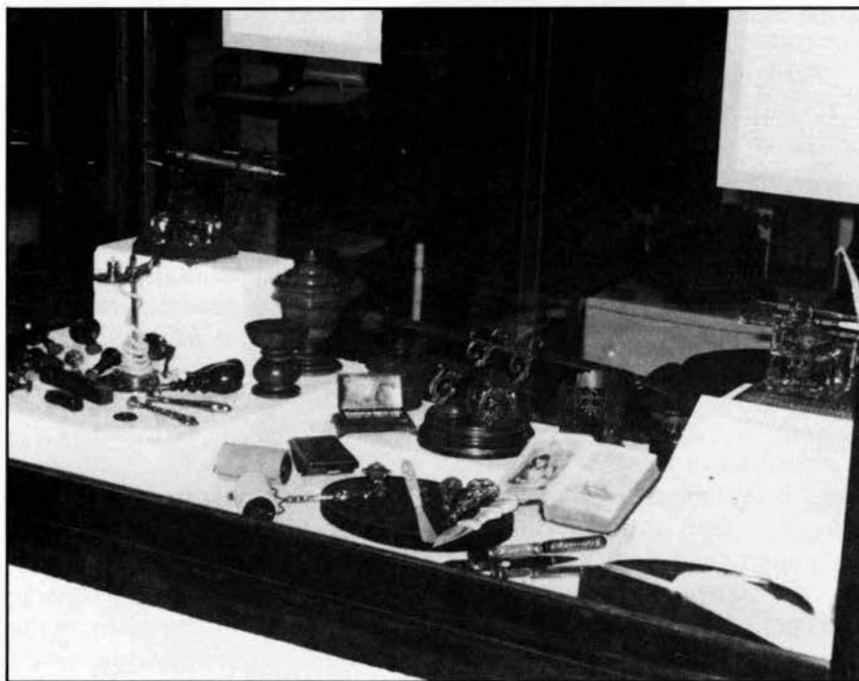
one of a kind and are easy to display,” he said of their popularity. “They are items that are not used any more. They are outdated. Some people may use a fountain pen, but not many.”

In looking at the exhibit and speaking of its significance, Mr. Stickney showed a pure sign of appreciation for the pieces in the exhibit.

“It shows an importance of writing – it was really an art,” he said. “There are examples of writing, and some of them took a lot of time. In many cases you needed an artistic



Invitations, notes and autographs were once penned in a flourish of style and grace. (Photo courtesy of Pam Ouimet)



Items found on a writer's desk included books on etiquette, letter openers, and sealing devices. (Photo courtesy of Pam Ouimet)

and useful accomplishments that adorn our age and country.”

According to *Parson's Hand Book of Business and Social Forms*, published in 1882, “Letters of friendship lose half their interest if written carelessly.”

The book also claimed, “Many a youth has been received or rejected because of the manner of his letter. The form of it indicates his habits of neatness and order, or his want of them. Its tone is an index of his manners.”

The books on display at the Museum range from printing dates of 1850 to 1910. Mr. Stickney said the books showed how to write letters for everything.

Other accessories on the writer's desk included seals and wafers for stamping the envelope or letter, a box for the stamps, and a brush to clean the nib, or tip of



Inkwells were made from a number of materials, including colored glass and wood. (Photo courtesy of Pam Ouimet)

the pen. You could also find ink filled bottles and letter openers.

“The earliest ink was a mixture of soot, clay, water and animal oils,” information provided by the Museum stated. “Natural juices and dyes were also used. Later, it was made from a combination of vinegar, iron salts, oak gall and gum arabic or glue.”

But the ink wasn't of much use without a decorative container in which to store it. “From wood and porcelain, to silver and cut glass, inkwells were functional and decorative,” the museum information reported. “As the variety of materials increased, so did the styles: figures of ladies, bears, birds, cabins and cathedrals are just some of the more unusual ones.

“Paul Revere is known to have made inkwells of silver, and Louis Comfort Tiffany created elaborate desk sets (including inkwells), decorated with jewels,” according

to the exhibit information.

The language used in the letter, the exclusion of errors, and the style of the writer's penmanship were highly important, and the stationary upon which it was written was of equal importance.

Parson's Hand Book of Business and Social Forms stated, “One can always tell a lady by her writing paper.”

“Early writing surfaces included wax or clay tables, parchment (the skin of a sheep or goat), rice paper, papyrus and cloth,” according to information included in the Museum's exhibit.

“Until 1800, paper was rough, unglazed and highly absorbent. Errors could usually be scraped away with a penknife or the side of a quill pen,” the display information continued. “Rag collecting for papermaking became an important business. Old cloths, including fishing

nets, rope, sails and sacks were sent to the mills to be turned into paper.”

Young women were taught at finishing schools and academies about the fine art of proper correspondence. If they were not able attend such institutions, they could learn much by reading *The Young Lady's Book, a Manual of Elegant Recreations, Exercises and Pursuits*, which was published in 1830.

The Museum display information also pointed out that, “Particular attention was paid to the color, texture and shape of the writing paper, as well as the color of the seal used on the envelope. Good penmanship also showed consideration for the reader.”

Once the proper paper had been selected and the words of etiquette chosen, the letter still wasn't quite ready to be sent off to the recipient. There was still the matter of properly sealing the document.

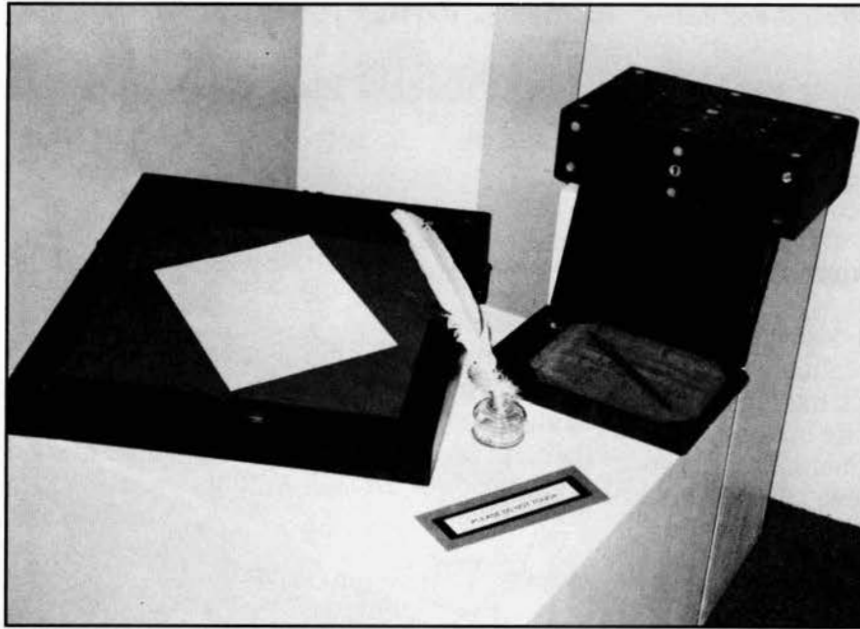
“Before the use of envelopes, letters and other important documents were folded and sealed with wax,” according to the Museum display information. “The wax was impressed with initials, a family crest or an ornamental design. Seals ensured privacy, an unbroken seal proved that the letter had not been opened en route to the recipient. Seals were also used to authenticate documents.”

If you were the recipient of one of these hand-crafted masterpieces, chances are you may have saved your letter and even kept it in a fancy storage box to treasure.

But obviously no letter could be contrived without the use of a writing instrument. Quills were the most



*Decorated stationery was as important as the writing skills of the author.
(Photo courtesy of Pam Ouimet)*



A quill was once the most common writing instrument. (Photo courtesy of Pam Ouimet)

common writing instruments up until the end of the 19th century.

“The best quills were made from the first three flight feathers on the wings of geese, ducks, turkeys and other large birds,” the Museum information reported. “After plucking, the quill tips were placed in hot ash or hot sand. Fatty materials had to be removed and the quills thoroughly dried. A sharp knife was used to carve the feather’s shaft into a point, and the base of the shaft was slit. It was through this slit that ink was drawn up into the shaft.

“Quills had to be re-cut quite often. The need for a more durable pen led to the development of metal tubes that slipped over the quills,” the information continued. “With flexible steel processing and other inventions, steel pens began to replace quills. By 1880, the English city of Birmingham was the center for the pen trade.”

The location where the author of any letter or invitation was cre-



This Victorian drop-front secretary was a popular writing desk. (Photo courtesy of Pam Ouimet)



The American Windsor writing armchair in the front dates back to 1826, and the one in the back dates from 1803-1818. (Photo courtesy of Pam Ouimet)

ated was, and in many cases still is, a vital source of strength and inspiration.

“A writer is someone who uses words, but he doesn’t just want to say something; he intends to write it down. First he has ideas. The ideas lead to the written words,” the Museum information said.

“The writer’s desk has always been a central location where the act of writing occurs. Generally, desks are private places; one would need permission to sit at someone else’s desk,” the information continued. “Through the ages, desks have had a serious purpose. When someone sits at a desk, he or she intends to do some sort of work or purposeful activity, usually in solitude.”

After reading about this fabulous exhibit at the Potsdam Museum, and hopefully being able to get out and view it yourself, the next time you prepare to write someone a letter, you may reconsider exactly how you’re going to do it. Will you sit comfortably in front of your keyboard and computer screen, or possibly a typewriter, or will you take your old stationary from its ornate box, and find a quiet spot to pen the note in hand?

I think everyone in today’s society still enjoys going to the mailbox and being treated to a letter from a friend. It seems that that note may be even more special and precious if it is written in a personal fashion by them. I know I still find myself going back to dresser drawers and tucked away boxes to re-read letters I received from loved ones and friends over the years. These notations often hold extra special meanings because the dear one who wrote it to me is now deceased. I also find that every now

and then upon receiving a letter in my mailbox, it is added to my collection.

Rensselaer Falls Historian Passes Away (Reprinted from the *St. Lawrence Plaindealer*)

Rensselaer Falls – Graveside services for Dorothy E. Crane McAdoo, 84, of 12 Heuvelton St., Rensselaer Falls, were held Sept. 3, 2001 at the Hillcrest Cemetery in Heuvelton, with the Rev. Betty Masters officiating. Burial followed at the cemetery.

There were no calling hours. Arrangements were with the Fox-McLellan Funeral Home in Ogdensburg.

Mrs. McAdoo died July 26, 2001 at her home.

She is survived by four step-daughters, Mrs. Michael (Mary Sue) Seymour of Canton, Mrs. Timothy (Betty) Haynes of Cheektowaga, Mrs. Charles (Louise) Wagner of Rochester, and Janet McAdoo of Rochester; five step-sons, Richard Crane of Salisbury, NC, David McAdoo of Ogdensburg, Christopher McAdoo of Middlebury, Andrew McAdoo of Potsdam, and John McAdoo of Rensselaer Falls; 18 step-grandchildren; and three cousins.

Mrs. McAdoo was born Aug. 31, 1916 in Potsdam, the daughter of Harry G. and Vera Hinsdale Emery. She graduated from Rensselaer Falls High School in 1933, Potsdam State University in 1936, and St. Lawrence University in 1938 as mathematics major. She married Buritt L. Crane on Jan. 28, 1939 at the First Methodist Church in Astoria. Mr. Crane died

Oct. 9, 1985. She married Samuel H. McAdoo on Aug. 2, 1996 at her home in Rensselaer Falls with the Rev. Charles Thomas officiating. Mr. McAdoo died May 20, 1999.

After her marriage to Mr. Crane, the couple lived on Long Island until 1945 when they moved to her present home in Rensselaer Falls. Mrs. McAdoo was a correspondent for the *Ogdensburg Journal*, *Canton Plaindealer* and *Gouverneur Tribune Press* for 10 years. She also published the *St. Lawrence Valley News Letter* for three years. She had been the historian in Rensselaer Falls for 26 years.

Mrs. McAdoo was a member of the Florence B. Beattie Order of the Eastern Star and past matron, past president of the Rensselaer Falls Library Association, a member of the Kendrew and Rensselaer Falls Grange, a member of the St. Lawrence Historical Society, a trustee and past secretary of the Rensselaer Falls Cemetery Association, a member of the North Country Local Historians and Municipal Historians of New York State. She also attended the United Church of Rensselaer Falls, the Ladies Aid Society and the Kendrew Ladies Aid Society.

Donations may be made in her memory to the Rensselaer Falls Library, Restoration Fund at the United Church, Rensselaer Falls.

**Heritage Grist Mill Association
2nd Annual Heritage Day
July 29, 2000
At Madrid Park**



Professor Marvel's Medicine Show.



Wagon Ride.

**SLCHA Sponsors Desserts at the Dessert Theatre
for the Grasse River Players' Play,
"Eat Your Heart Out."**

August 18, 2000

At Unitarian Universalist Church, Canton, NY



Dessert Theater.



Friendly conversation.

Dessert Theater

August 18, 2000



Wanda & Fritz Renick (walking in).



Richard & Peggy Mooers (far right).

THE OLIVER LAW FIRM

Cathleen E. O'Horo
Roger B. Linden
Francis P. Cappello

Michelle H. Ladouceur, Associate

117 Main Street
Canton, NY 13617

Tel.: 315-386-4595 Fax: 315-379-1240

St. Lawrence County Historical Association Hours

SLCHA Office, SLCHA Archives
& Silas Wright House

Open Tuesday - Saturday, Noon - 4:00 p.m.
Friday Noon - 8 p.m.
(and by Appointment)
Admission Fees:

Museum	Free
Archives	Members - Free
	Students - \$2.50
	General Public - \$5.00

Fax: 265-9222



Cell: 322-3520

Toll Free: 1-800-371-9286

Serving the North Country Since 1979

www.walshauction.com

Northern Lights Bookshop

Quality Used Books
Specializing in non-fiction,
regional books

We buy private libraries & collections

95 Irish Settlement Rd. Pierrepont NY
shop open Thurs. - Sat., Noon - 5 pm
315-379-9564
email: nlb@northnet.org

Red Barn Grand Opening & Holiday Open House

Friday, December 7, 2001,
4 - 8 P.M.

at the Silas Wright House,
3 East Main St., Canton

Return Service Requested
PO Box 8
Canton, NY 13617

Bulk Rate
U.S. Postage
Paid
Permit No. 21
Canton, NY 13617

Non-Profit Organization

To learn more, visit us at www.NorthCountrySavings.com and click on **Mortgages**

NO Credit Report Fee
NO Application Fee
NO Attorney Fee
NO Title Insurance Fee
NO Origination Fee
NO "Doc Prep" Fee
NO Mortgage Tax

NO CLOSING COST Mortgage

Take a closer look



"When you're buying a home, every dollar counts. If you've been searching for a mortgage you can live with, take a closer look at North Country Savings Bank. We'll tell you all about

our No Closing Cost Mortgage and how, with as little as 5% down, you can find yourself in a new home. Drop in to a North Country Savings Bank near you. And take a closer look."

Suzie Ouimet
LOAN ORIGINATOR
ph 315.769.8459

Offices in
Ogdensburg • Canton
• Potsdam • Massena

Caroline & Greene, Ogdensburg
ph 315.393.1600
127 Main Street, Canton
ph 315.386.4533
31 Main Street, Potsdam
ph 315.265.2300
22 Phillips Street, Massena
ph 315.769.3566

**NORTH COUNTRY
SAVINGS BANK**

The Home of Home Mortgages



Covered expenses are limited to credit report fee, application fee, flood zone determination fee, recording of deed and mortgage document, mortgage tax, designated bank attorney fee (borrower selected attorney for personal representation not included), abstract update fee (creation of an abstract of title not included), Appraisal fee charged at time of application and refunded to borrower at time of closing. Any fees customarily paid by the seller are excluded from coverage under this program (ex. survey). Borrower may be required to reimburse the bank for the above expenses in the event the loan is discharged or paid in full during the first three years of the loan term.