

The St. Lawrence County Historical Association  
**QUARTERLY**

*Volume LV*

*Number 4*

*2010*



Opening of the Western Adirondacks, Part II

Memories of Jayville and Kalurah, N.Y.

# 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.

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St. Lawrence County Historical Association  
at the Silas Wright House  
3 East Main Street, P. O. Box 8  
Canton, New York 13617  
(315) 386-8133  
fax (315) 386-8134  
e-mail: [info@slcha.org](mailto:info@slcha.org)  
[www.slcha.org](http://www.slcha.org)

*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.



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Volume LV Number 4 2010  
ISSN: 0558-1931

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Issue Editor  
James D. Carl

### On the Cover

*An undated, faded photograph of the Jayville railroad depot, a duplicate of today's Harrisville depot with small panes of stained glass bordering the upper story windows (compare with Figs. 2 and 3 on page 5). The view is south. The presence of a railroad water tank (left side) and a Jayville sign on the left wall indicate that the main line is left of the station. Jayville hill, the mines and sidetrack are located on the right side. A broken upper window and the absence of wire on telegraph pegs (protruding horizontally above the lower roof, left side) suggest an abandoned station. A hunting or picnicking party had driven to the site. Automotive enthusiast William MacIntire of Raymondville suggested that the vehicle was either a 1909 International highwheeler, Type 16, built in Chicago with an 84-inch wheelbase, or an International Harvester Company (I. H. C.) highwheeler built in Akron, Ohio, before 1911 (after 1911 the company made highwheelers only in truck form). The I. H. C. 2-cylinder, solid-tire vehicle was "...probably the most rugged highwheeler built in America and among the most popular..." (B. Kimes, H. Clark, Jr. et al., 1996, p. 770-771). Note the arched fenders attached to a wooden running board and the hard rubber tires and wooden spokes on wheels slightly larger in the rear than the front. The engine is located under the front seat. The early 20th century photo comes by courtesy of Ross N. Young, Town of Diana Historical Museum in Harrisville.*

# From the County Historian

Trent Trulock

The Big Woods meant the Adirondacks. And if you lived in St. Lawrence County you might also call them the South Woods. In the mid-nineteenth century the South Woods was a wilderness covered in trees, with relatively few people (this probably sounds familiar) and no blacktopped roads. In A. E. Rogerson's 1858 map of St. Lawrence County the southwestern section shows only pine lands south of the hamlets of Pitcairn and East Pitcairn. The 1865 Beers county atlas shows a little settlement further south in the Town of Pitcairn, but not much else. By 1896 the Blankman county map shows that Jayville has been established and that the Carthage and Adirondack Railroad has been built. But even then there was a lot of wooded space in the southwest corner of St. Lawrence County that hadn't been settled.

Though the southwest corner of St. Lawrence County has always been less densely populated than other parts of the county, there have always been people living there (as you will learn in this issue). One man born in the wilderness of the South Woods, near the edge of the Town of Edwards, was John Henry Rushton (known to many as J. H. Rushton or J. Henry). He was born on October 9, 1843, about 8 miles southeast of the Village of Edwards and was the first child of Peter and Martha Rushton. Rushton was a tiny baby, and his father reportedly said "Why, that there baby hain't no bigger'n a pint of cider, if that."<sup>1</sup> Little did Rushton's parents know that their tiny son would grow up to be a world-renowned builder of lightweight canoes.

Growing up in the South Woods, Rushton fell in love with the wilderness. Father and sons (J. Henry Rushton had four half-brothers) loved the outdoors. Hunting,



fishing, trapping, and canoeing seemed to be in their genetic makeup. When he grew up, Rushton worked in lumber mills and as a teacher. In 1869 he moved to the comparative metropolis of the Village of Canton to work as a clerk for his friend Joseph Barnes Ellsworth in Ellsworth's Boot & Shoe Store. Later he moved to Morley, where he worked during the winter of 1872-73 for Tom Leonard, who was an Adirondack guide in summer and a carpenter and boat builder in winter.

Around this time Rushton became concerned about his persistent cough and decided to move to the wilderness for his health. This had become a popular idea since the publication of Reverend William H. H. Murray's book *Adventures in the Wilderness or Camp-life in the Adirondacks* in 1869, which touted the healthful benefits of fresh air and the aroma of balsam, pine and fir trees. But Rushton knew that in order to take the wilderness cure he would need a boat. He built a wooden boat in Canton and before he could finish it, his friend Milton Packard bought it from him. Not to be outdone, Rushton's friend Ellsworth ordered a boat, and thus began Rushton's boat-building career. And while Rushton would get away to the outdoors over the course of his life, he never did end up living in the woods for his health.

"Paddling to Perfection," which celebrates the canoes made by J. Henry Rushton in his Canton boat shop, is now on exhibit at the St. Lawrence County Historical Association at the Silas Wright House. The exhibit showcases photographs and artifacts

relating to Rushton's involvement with the American Canoe Association meet in 1886 at Grindstone Island on the St. Lawrence River, and Rushton's award-winning canoe exhibit at the 1893 Columbian World Exposition in Chicago. There is also a separate permanent exhibit, "J. Henry Rushton: The Stradivarius of the Canoe," which delves into Rushton's life and the growth and decline of his boat shop. Stop into the museum to visit these exhibits and find out more about Rushton, a man from the South Woods.

#### Note

<sup>1</sup>Manley, Atwood, *Rushton and his Times in American Canoeing*, 1977, Syracuse University Press, page 4.

## Letter to the Editor

Monday, June 20, 2011

I just received [Vol. 55 no. 2] of *The Quarterly*, and read with great interest the story on Piercefield and the mill. But the main reason for this email is in response to Trent Trulock's "From The County Historian."

Trent mentions Hawai'i twice in that article, which caught my eye, as I have had family in the Islands since 1885. [Mark then relates the histories of two sides of his family dwelling in Hawaii].

... My grandfather, by the way, moved to Cranberry Lake in the early 1930s with my grandmother and father. My father graduated from the Cranberry Lake School, Tupper Lake High School, and what was then known as Clarkson College. They lived year-round on a part of the lake that is accessible by boat only. ... I grew up with stories on both sides of my family about Hawai'i in the 1880s and 1890s, some of which were told to me at camp on Cranberry Lake.

So I appreciated the mention of Hawai'i in *The Quarterly*! I always look forward to each issue, and this one was doubly enjoyable. First, for the nice article on Piercefield, and also for the reminder of Hawai'i.

Mark Friden  
Star Lake and Cranberry Lake

### Corrections

Please note these corrections from *Quarterly* Vol 54 no 3, 2010:

page 4 - the number of rounds of ammunition (above Spotsylvania) should be 100 rounds.

page 16: In the caption to L. L. Buck's portrait, his name should be Leffert Lefferts Buck.

page 25 - the fighting near Atlanta was at Resaca (as it is on the map on the cover).

# Opening the Western Adirondacks: Byron Benson's Iron Mines and the Carthage and Adirondack Railroad, Part II

James D. Carl

## Introduction

We present the second of two articles about iron mining and railroad construction in the western Adirondack Mountains (see Part I in the *Quarterly*, 2009, vol. 54, no. 4). With a fortune earned in the Pennsylvania oil and pipeline industry, Byron Benson, a native New Yorker, was instrumental in organizing

the Carthage and Adirondack Railroad and the Magnetic Iron Ore Company in order to extract iron ore from a bedrock hill a few miles east of Harrisville, N. Y. (Fig. 1). The tracks ended at Jayville in southwestern St. Lawrence County where a small mining town thrived from 1886 to 1888. The railroad was extended further east to the Little River near Star Lake where a much larger ore deposit would become the famous Benson iron mine. Abandoned as a mining community, Jayville would persist for years as an isolated lumber and railroad settlement.

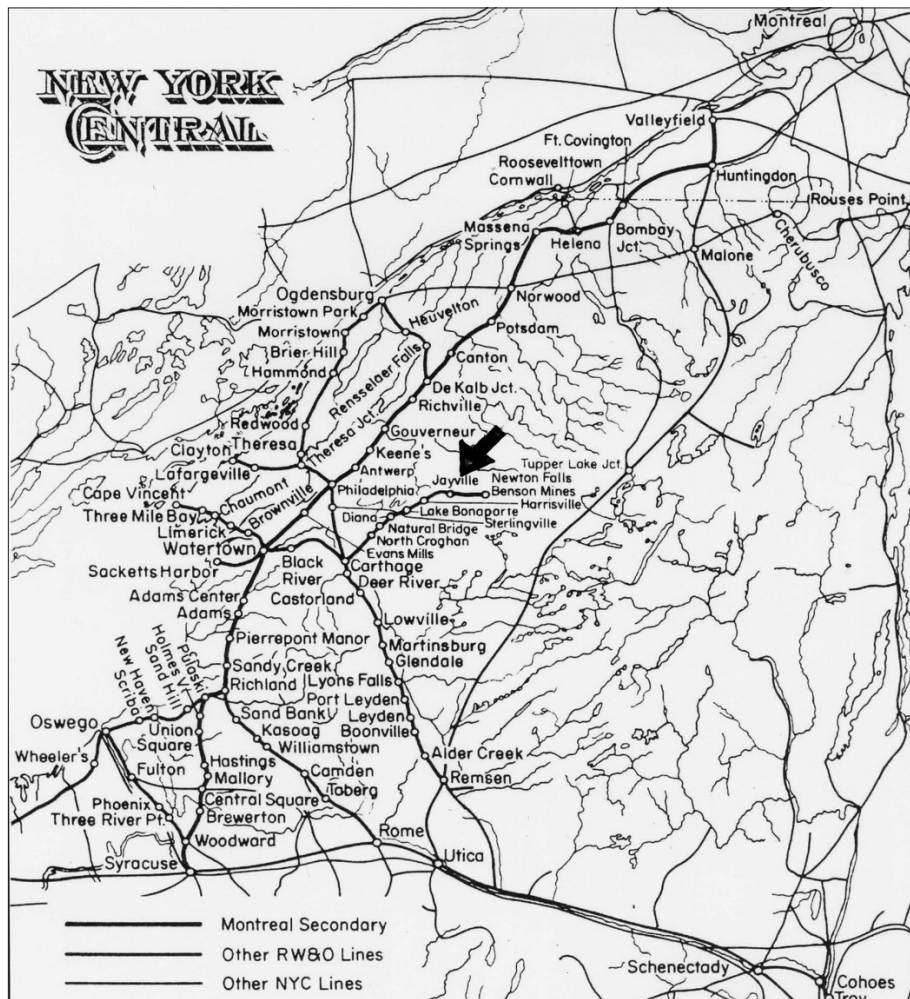


FIGURE 1. Undated map of Adirondack railroads. Note the route of the Carthage and Adirondack Railroad that penetrated the western Adirondacks into St. Lawrence County. The railroad terminus from 1886 to 1888 was Jayville station (see arrow), 28.8 miles east of Carthage and 8.2 miles east of Harrisville. The road was extended to Benson Mines in 1889 and northward to the Newton Falls paper mill in 1896 or '97. Not shown is the connection with Newton Falls, suggesting that the map predates 1897. Jayville at that time probably was a flag stop (no attendant, so passengers flagged down the train). Map courtesy Dr. Arthur Johnson.



FIGURE 2. A “handsomely painted wooden depot” on Depot Street in Harrisville. The well-kept building with a freight depot in the rear now serves as the Town of Diana Historical Museum. Tracks of the abandoned Carthage and Adirondack line, later the New York Central Railroad, lie in the foreground. This depot is a duplicate of the station built at Jayville (compare to cover photo). Photo by J. Carl, June 2009.



FIGURE 3. The depot’s colored glass window. Square panes of colored glass border the upper frame of a second story window where the stationmaster lived. Photo by J. Carl, June 2009.

### Railroad Construction is Underway

The year 1886 was good one for employment in the western Adirondacks. Superintendent G. D. Grannis of the Magnetic Iron Ore Company reported that 300 men were employed at Jayville extracting “high grade” iron ore, about 200 tons daily, for storage in piles that awaited shipment by rail. At the same time, about 1200 men were said to be building the 29 mile-long Carthage and Adirondack line.<sup>1</sup> The railroad announced that it would construct handsomely painted wooden depots, “something after the Queen Anne style,” at stations between Carthage and Jayville, the names being Clearwater, Natural Bridge, Diana, Lake Bonaparte, Harrisville and Jayville. Look-alike stations at Harrisville (still there, Figs. 2, 3) and Jayville (long gone, see cover photo) consisted of a 24 x 86 ft. building enclosing a 24 x 60 ft. freight depot and a 24 x 26 ft. passenger room with a ticket office.<sup>2</sup> The latest word on employment for residents of Lowville, Boonville, Carthage and elsewhere in the Black River Valley seemed to be “Go east, young man, but not very far.”

Italian immigrants were willing to take that advice and work in the remote Adirondack Mountains. American workers, many of them the sons and daughters of immigrants themselves, did not appreciate their presence. A newspaper reported that a fight broke out during the laying of track at a sand pit near Lake Bonaparte. Had the Americans not run away, “...they would beyond doubt have been killed by the infuriated Italians, who were armed with revolvers, dirk-knives and other dangerous weapons. One Italian secured a rail and with it struck a man named John Riley on the head, inflicting a bad wound.” Riley was said to have saved himself only by running away. The same reporter blamed the Italians whose “...treacherous disposition makes them to be feared by other laborers.”<sup>3</sup> Nothing was said about causes or who started the fight.

Eighteen months later the Italian railroad employees were stereotyped in the following manner:

The physique of the men is inferior to the French, and far below the Irish or English. They have the

appearance of being hardy and muscular, however, and can endure, it is said, severe physical labor. This is strange, considering their manner of living. They eat nothing but unleavened wheat bread, baked hard, which they soak in water. Meat, sugar, tea, coffee, butter etc., form no part of their diet. They sleep in straw bunks, in the same clothes in which they perform their labor. They are quiet, and in all respects inoffensive, belong to no unions, do not use whiskey, and seemingly have no other aspiration than to secure a few hundred dollars and return to their own sunny Italy...<sup>4</sup>

In spite of quarrels, the international workforce managed to finish the railroad. The inaugural excursion train ran on Saturday, Nov. 27, 1886, leaving Carthage at 1 p.m. and stopping at Natural Bridge to pick up additional travelers. The train consisted of three coaches and a baggage car with engineer Green at the throttle. On board throughout the 50 minute trip was the Carthage Fire Department Band, which played "fine music at every opportunity offered." Arriving at the Harrisville depot, the band led a procession to the Congregational Church where a celebratory gathering was held. Newspaper editor Fitch of Lowville and C. J. Clark and Jesse E. Willes of Carthage gave short congratulatory speeches.<sup>5</sup> Evidently no meal was provided, but the ladies of the church may have served sweets, coffee, tea or punch. The train left at 5 and returned to Carthage shortly after 6 p.m.

Jayville lay beyond Harrisville in the headwaters of small tributary streams that fed the West Branch of the Oswegatchie River. A train departing Harrisville would cross the river and leave Lewis County for St. Lawrence County. The engine began a steady climb of 340 feet over a winding track, following stretches of Meadow Brook and Jenny Creek into a wild and heavily forested region that would soon succumb to the sawmills at Kalurah. Low hills of crystalline bedrock

protruded a few hundred feet above the swamps and sand-floored valleys. Scattered here and there were shallow lakes, ponds and streams. Jayville itself was located on bug-infested, glacial-alluvial lowland near Twin Ponds (see map, Fig. 4). The mining settlement lay at the foot of an oval-shaped, northeast-aligned bedrock hill about 2000 ft. long and 100 ft. high. Here the ancient crystalline rocks underlying the hill and the adjacent flat land were interspersed with layers and veins of magnetic iron ore.

The *Watertown Herald* reported that in eight months, Jayville had transformed itself from a mere name in the forest to a village of 500 inhabitants. By December 1886, the mining settlement had log cabins, boarding houses for miners, a store and machine shop. Construction was underway on a railroad station and an 80-guest hotel called the Jayville House.<sup>6</sup>

### **Iron mines at the end of the line**

Geologists John Smock and David Newland visited the mining settlement of Jayville and reported on the operation of the Magnetic Iron Ore Company.<sup>7</sup> Smock arrived during the heyday of activity, probably 1886 or '87, and noted that Hart No. 1 shaft (see Fig. 15 and map, Fig. 10) lay near a railroad spur on the east side of the hill. The shaft was inclined because the ore and the layered rocks were inclined, on average about 60 degrees to the northwest. The Hart No. 1 shaft followed a "shoot of iron ore," 20 ft. wide and 10 ft. thick, for 300 feet down the incline. At the northeast end of the hill were pits called the New York mines No. 1 and 2, and west of these was the Benson No. 1 shaft that supplied most of the ore. Further west were the Fuller and Essler pits.

Jayville had no mill for separating or concentrating the ore. Smock noted that the ore was merely washed and loaded into cars for shipment to furnaces in Scranton and Bethlehem, Penn. In contrast to the optimistic reports that appeared in North Country newspapers, Smock described



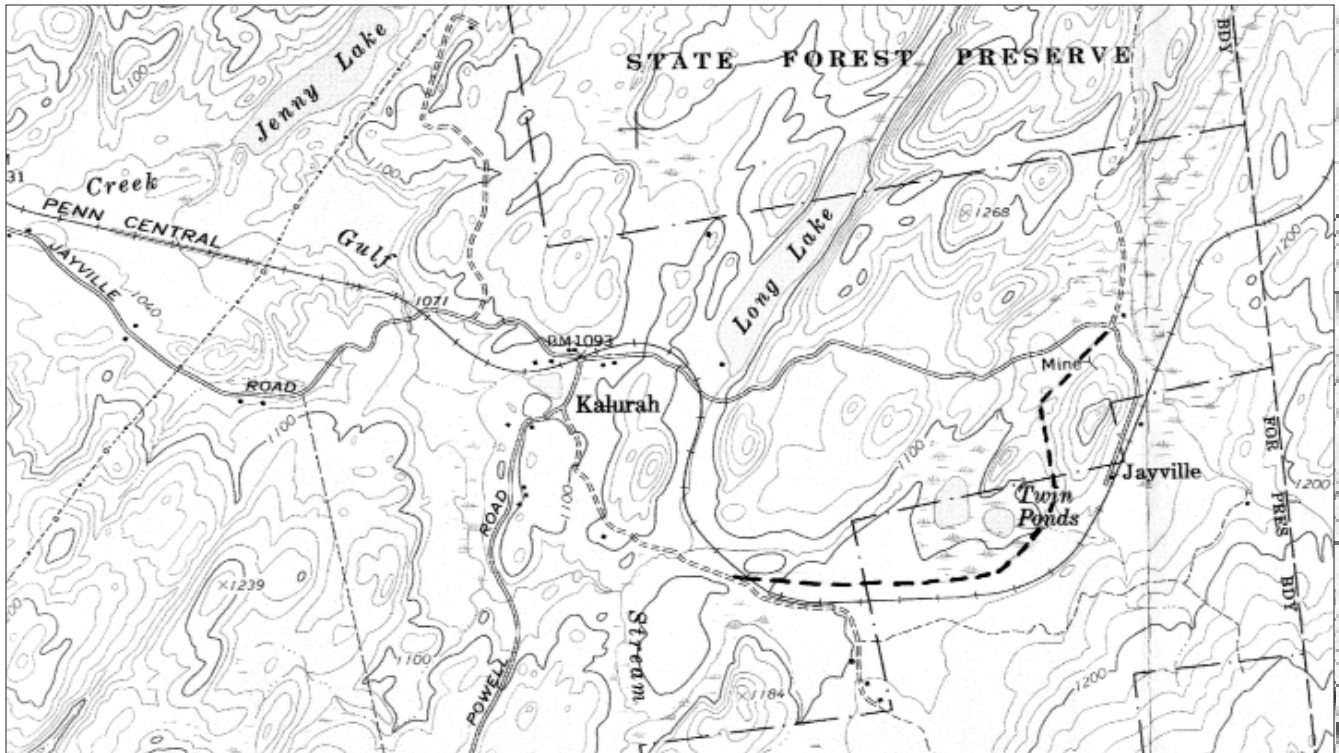


FIGURE 4. Topographic map of the winding route of the Carthage and Adirondack Railroad beyond Harrisville to the mining settlement of Jayville (lower right) in St. Lawrence County. The tracks passed Kalurah with its lumber camps and sawmills and wove among the low bedrock hills and stretches of flat and sandy lowlands to skirt the east side of Jayville's bedrock hill, the source of iron ore. The dashed line approximates the location of a dirt road that approached Jayville from the south (see map, Fig. 6). Jayville was once the end of the line and must have had a "Y" track or turntable to turn the engine around. In 1889 the tracks were extended 13.7 miles east (to the right) to the Little River and a much larger ore deposit at Benson mines. From the Fine 1966 USGS quadrangle, 1:24,000 scale and a contour interval of 20 ft.

the ore as "...not very rich but it does for Bessemer metal."<sup>8</sup> Jayville mines were equipped with three hoisting engines, five boilers, two air compressors, twelve pumps, and a device to wash the ore. Miners working for the Magnetic Iron Ore Company probably were paid about \$1.50 per day.<sup>9</sup>

Geologist David Newland arrived long after Smock. He noted that mining had ceased in 1888 and that "the buildings and machinery were removed and the place has since been practically abandoned, leaving only the waste heaps and pits as witness to the former activity" [piles of ore still littered the site in 2010]. Newland also observed that the Jayville bedrock hill consisted of metamorphosed rock (hornblende-biotite gneiss) that he regarded as a

former sedimentary rock. In contrast, the surrounding hills and valleys were underlain by the igneous rock called granite. He wrote, "The distribution of the ore in disconnected bodies which pitch [strike] and dip in all directions has probably resulted from the intrusion of the granite."<sup>10</sup> He thought that the ore was once a continuous layer that had been faulted and disrupted.

### Life in Jayville, 1886 to 1888

As a frontier-mining town, Jayville was a curiosity that attracted newspaper attention. In late spring of 1887, the *Watertown Herald* ran an illustrated, tongue-in-cheek feature article with the heading: "Jayville in all its Glory—our Northern Pittsburgh[h]—



FIGURE 5. “Log cabins” in a mining camp that was not Jayville. The houses were built for employees of the Chateaugay Ore and Iron Company along a dirt road at Lyon Mountain in Clinton County. Only the walls were made of logs, whereas boards were used in the upper story and front porch. Reproduced from an 1885 photograph in J. R. Linney, 1934, p. 47.

Handsome Miners—Important Buildings Illustrated—The Forest City as it Was and Is.” More than 200 good citizens from Carthage, Natural Bridge, Harrisville “and other places” made an excursion on the train, arriving about noon “to see what they could see.”<sup>11</sup> Even the *Herald’s* editor came along, so unsure of his welcome and safety that he was accompanied by Deputy Sheriff Saxe, a body guard “whose services were not needed.” As the train rounded a rocky curve leading to the depot, much of Jayville could be seen in one glance.

There wasn’t a great deal to see on either side of Jayville hill: a settlement occupying a clearing in the forest, complete with tree stumps, mine shafts, log cabins, boarding houses, railroad tracks and siding and a solitary wagon road passing through the valley. We have no photographs of Jayville cabins, but the log houses may have resembled those built about the same time by the Chateaugay Ore and Iron Company at Lyon Mountain in Clinton County (Fig. 5).

In a short time, Jayville had an assortment of buildings and plans to build more (see map, Fig. 6). There were boarding houses, a school, hotel (Figs. 7 to 9), store and a depot complete with colored-glass windows and a freight warehouse. The lady visitors stepped off the train, casting side glances at the “stalwart miners” who were coming and going from their dinner. Evidently the

glances were not reciprocated. These poor “sons of toil, many of whom see sun light only a few hours in the day,” may have been blinded by so much female beauty. Given the shortage of housing and services in those isolated and swampy surroundings, it is doubtful that many families had settled there (see Appendix). The reporter noted that the ore was not as rich as expected—too many thin ore layers intermingled with worthless rock—which may explain why a newspaper reporter described the mine manager, Captain Jardine, as “very uncommunicative to newspaper men.”<sup>12</sup>

The 1887 newspaper article with woodcut imprints of primitive Jayville cabins drew a reply, also tongue-in-cheek, ostensibly from a Jayville resident who wrote:

Since the issue of the *Herald* in which Jayville received such prominence, we have been so overcome with the vastness of our importance, that we have done nothing since but to size up the great large place we occupy on the planet. Gracious, what a vacancy there would be in the commercial corner of the world if Jayville were blotted out of existence. Well that’s not likely to happen. We are here and we are important—thank you Mr. Editor...

The writer quickly returned to reality:

Lately nothing has occurred to relieve

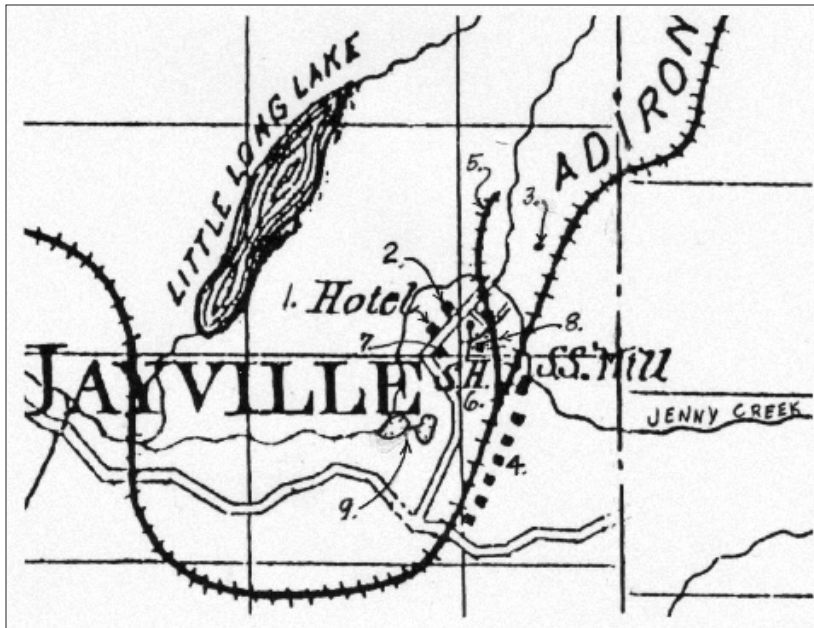


FIGURE 6. Map of the railroad on the east side of Jayville hill. A dirt road on the west side leads to the hotel and railroad spur. The location of buildings was added by Joseph St. Amand, Jr. from information provided by Gerald Miller of Harrisville. Sites include: #1 hotel (Fig. 7), #2 boarding house, #3 artesian spring, #4 houses, railroad station and Countryman boarding house, #5 railroad spur, #6 school house, #7 general store, #8 mine building, #9 Twin Ponds. SS = steam saw mill. Today's road to Pitcairn (not shown) approaches Jayville hill from the north (see map, Fig. 4). Neither that road nor the Kalurah lumber settlement existed when this map was made in 1896. From New map of St. Lawrence County by Edgar G. Blankman.



FIGURE 7. The Jayville Hotel faced southeast toward the settlement's main road (see location in Fig. 6). The iron mines were closed, and the hotel clientele included railroad workers and employees of the Post and Henderson Lumber Co. Front row seated, left to right: John Kinsey, brakeman; William Unser, conductor; William H. Bryant, engine man; Fred S. Bryant, fireman; perhaps John Lagoe (maternal grandfather of Joseph St. Amand, Jr.); unknown; Mr. Johnson, William McManus and William Corey (far right). Standing, left to right: unknown; Frank Sly; unknown; William Guy and Dell Burnup on opposite sides of the door; unknown. On the porch roof from left to right: Charles Collins; William Eldridge (hotel proprietor); Miss Volancour (on the window sill); an unidentified young woman or child (?); Jennie Volancour (probably in the white dress); and Archie Burnup. Photo taken in September 1891. Courtesy of Joseph St. Amand, Jr.



FIGURE 8. The Jayville Hotel at a later time than the previous figure. The porch is gone, a few panes of glass are missing and the cement foundation is exposed. Gerald Miller (Fig. 9) played in the hotel ruins as a boy. Perhaps the sled propped against the lower left window belonged to him. Photo courtesy of Joseph St.Amand, Jr.

the dull monotony of the times. All day long it is the wheezy bark of an air compressor, the rumbling, rolling, crashing, smashing sound of falling ore; and the unearthly discordant conversation of an English boss and a French laborer; each swearing at the other in their respective language.<sup>13</sup>

As a cul-de-sac company town at the end of the line, Jayville had no tavern and was supposed to remain dry. Harrisville was the nearest village where liquor could be legitimately purchased. There was, however, a black market in the wilderness, and ingenious schemes had been devised for a resourceful "milkman" to sell his "mountain dew." A reporter accompanied a local resident about a half-mile into the woods to make a purchase. The two men paused at a spruce stump with a flat surface. The place was deserted; it was January, but the snow was packed with numerous overlapping footprints. The reporter's companion whistled, placed a fifty-cent coin on the stump and proceeded to stand behind the trees.

Ere long a whistle from the neighborhood of the bar, announced the execution of the order, and the



FIGURE 9. Joseph St.Amand, Jr. (left), pointing to the cement foundation of the Jayville Hotel that Gerald Miller (standing) had located for him in 1990. Gerald's father was Herbert Miller, an employee of the Mecca Lumber Company at nearby Kalurah. The family lived for a time in Jayville. An interview of Gerald's sister, Marion, with their mother, Rose, appears in this issue. Photo courtesy of Joseph St.Amand, Jr.

two returned to find the half dollar transformed into a pint of 'Bourbon.'

One backwoods 'bartender' admitted that business was so good that he had cleared over \$200 in four weeks. The reporter was told that rot-gut outsold the other lighter whiskies, such as forty rod, tangle leg, five fingers, bug juice and pizen, all of which were "...guaranteed to make a noise and instill pugilistic inclinations into the human mind."<sup>14</sup>

Other newspaper articles were not so amusing. They illustrated the hazards associated with daily work in mines and railroads. Here are four:

(1) Ed Jeffreys, an 18 year-old worker from Lowville, was using a fire to thaw out a dynamite cartridge when it exploded and threw him 75 feet into the air, killing him instantly. The young man had been employed for a week and had never handled dynamite. The short article concluded: "It seems strange that inexperienced men should be allowed to

handle such dangerous stuff.”<sup>15</sup>

(2) In January 1887, three men were loading ore from Jayville’s Hart No. 1 mine into railroad cars. A 10 foot-high pile of heavy ore was frozen as hard as solid rock. Under the surface, however, the ore was dry, easily broken and capable of removal with pick and shovel. The men had dug out the dry ore, making a cave with a roof of hard, frozen ore above them. The roof gave way, splitting the skull of Richard Inkeman and burying Benjamin Benson. The two men died, and George Varley from Carthage was seriously injured. Benson was a native of Sweden, said to be a sailor, and Inkeman was a family man from Fulton, N. Y. The reporter attributed the accident to worker carelessness.<sup>16</sup>

(3) Another January accident occurred a year later in 1888 when the Carthage and Adirondack Railroad was being extended beyond Jayville to the Little River iron deposit (Benson mines). Three Italian laborers were walking west on the tracks, perhaps after being laid off for the winter. They crossed a trestle over the outlet to Bear Lake, about two miles east of Jayville. West of the trestle, the tracks bend 90 degrees north, and one could not see an engine coming from that direction. Engine No. 2, the *Joseph Pahud*, was backing up from Jayville and caught the men in the middle of the trestle. One was knocked over the side where he fell 30 feet. The other two “dropped down at the side of the track but unwittingly threw one arm over the rail (to prevent their falling from the trestle) across which the engine ran, cutting one man’s arm off close to the shoulder, and crushing the other so badly that amputation was necessary.”<sup>17</sup> The man who fell from the trestle was able to continue his journey to New York City on the evening train, taking with him the pain from bruises and two broken ribs. The two less fortunate laborers were left in Jayville in the care of Drs. Ferguson and Sternberg. What would become of them and their families was not mentioned.

(4) An odd story about the Jayville settlement in post-mining days, the summer of 1895, raised more questions than it

answered. John P. Kirch was a married man with four children. This railroad employee was described as honorable and trustworthy, a superintendent with a salary of \$100 per month. John had recently visited a Carthage bank, drawn out his money, valuables, pension papers and deed to his farm before departing on a train with a woman in tow who definitely was not his wife. She was identified as Bertha Covey, the wife of railroad section hand, Bert Covey, and the daughter of Mr. and Mrs. John Nervine who kept the Jayville boarding house. Before this presumed “elopement,” Bert Covey was said to have moved his family away from Jayville “... because of the marked attention John Kirch paid to his wife.”<sup>18</sup> Four weeks after John and Bertha had departed, it was announced that Mrs. Kirch was seeking a divorce from her run-away husband.<sup>19</sup>

Nothing was heard of Bertha Covey until a Saturday in July when she suddenly re-appeared in Jayville. She was alone. No reason was given for her return, nor was anything said in the newspapers about John Kirch, her companion of a month ago. The welcome was not a warm one. Two men called on Bertha and said she would be tarred and feathered if she did not leave immediately. Bertha did not take kindly to the threat and traveled to Pitcairn to swear out a warrant for the men’s arrest. Accompanied by her mother and two brothers, she returned to Jayville on Monday. While stepping off the train, the family was surrounded by masked men and a woman dressed in a man’s clothing. There was a struggle, and one of Bertha’s brothers was knocked down. Bertha was dragged into the freight house, the door was shut and Charles Kirch grabbed her throat. Mrs. Kirch was heard to holler at her son, “For God’s sake, Charlie, don’t kill her.”<sup>20</sup> Bertha was stripped of clothes and held down while someone applied tar with a paintbrush. An examination by a physician confirmed later that her injuries included a broken arm and ribs.<sup>21</sup>

Newspapers called the attackers the “Jayville rioters,” and there was no doubt

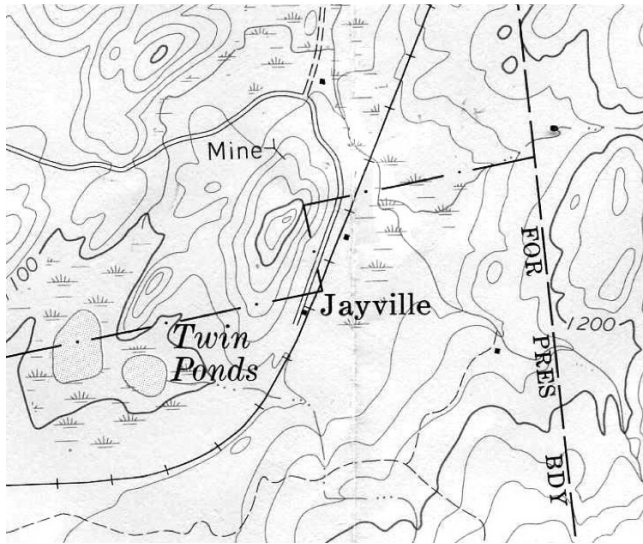


FIGURE 10. Map of the Jayville railroad yard located between the ore-bearing bedrock hill and a swamp to the east. Fine USGS quadrangle, 1966, 1:24,000 scale and 20 ft. contour interval.

about their identity. They included the jilted Mrs. Kirch, her son Charles and son-in-law, George Clark, the Jayville station agent. Also named were Eugene Olen and Stein Ferguson whose relationship with Mrs. Kirch was not revealed. At the trial, the defendant's attorney, Captain Welch from Carthage, made an earnest plea on behalf of his clients, urging that it "wasn't an extreme case of tarring and feathering," but the court declined to recognize degrees in an offense of that kind. Mrs. Kirch was fined \$50, the smallest amount, because of the aggravation produced by her husband's "elopement" with Bertha. Charles Kirch and Stein Ferguson were fined \$75 each, and George Clark and Eugene Glenn \$150 each. In summary, the *Watertown Herald* announced that the defenders "...settled with the clerk and in all probability the Jayville law and order league will be disbanded."<sup>22</sup>

Jayville was surrounded by swamps, tree stumps and forest. The log cabins constituted a picturesque frontier settlement, but the rewards of visiting the place lay in what one could see and do in the wilderness surroundings. The *New York Times* described

the pleasures awaiting tourists in the western Adirondacks, thanks to construction of the Carthage and Adirondack Railroad.<sup>23</sup> The paper claimed that deer were everywhere. Jayville, however, was located in St. Lawrence County where it was unlawful to run down deer with dogs. Someone evidently had informed the deer, who fled Lewis County where hunting with dogs was permitted. Blessed with opportunity, Jayville residents turned against the animals. They had no misgivings about obtaining meat outside a hunting season that began on August 15.

Fishing was extraordinary. "In the spring it is no uncommon thing to take from 50 to 75 pounds of speckled trout out of Little Round Pond in two days' fishing." And the bears could be ferocious and playful at the same time. A story was told of two boys walking to Harrisville who abruptly encountered a bear on the road. The animal reared up on its haunches and disputed their right to pass. The boys threw stones, but the bear held his ground, swatting the missiles with powerful paws. "The boys say he could bat cobblestones better than half the ball players could bat a ball, but he 'didn't get on to their curves' and became disgusted and gave up after receiving three or four 'hot ones' in the ribs."<sup>24</sup>

### Jayville today

Remains of the Jayville mines and railroad yard lie six miles southeast of Pitcairn on a dead-end dirt and gravel road. Jayville road makes four crossings of the old Carthage and Adirondack tracks before reaching the outlet to Long Lake. The road wraps around the north side of Jayville hill and ends parallel to the tracks on the east side (see maps, Figs. 10 and 11). The Jayville depot (on the cover) was located between the main line and a sidetrack.

My visit to Jayville in mid-May 2009 occurred in the wet season when beaver dams helped to flood the flat land east of the tracks (Fig. 12). Standing water lapped against the tracks (Fig. 13) and inundated

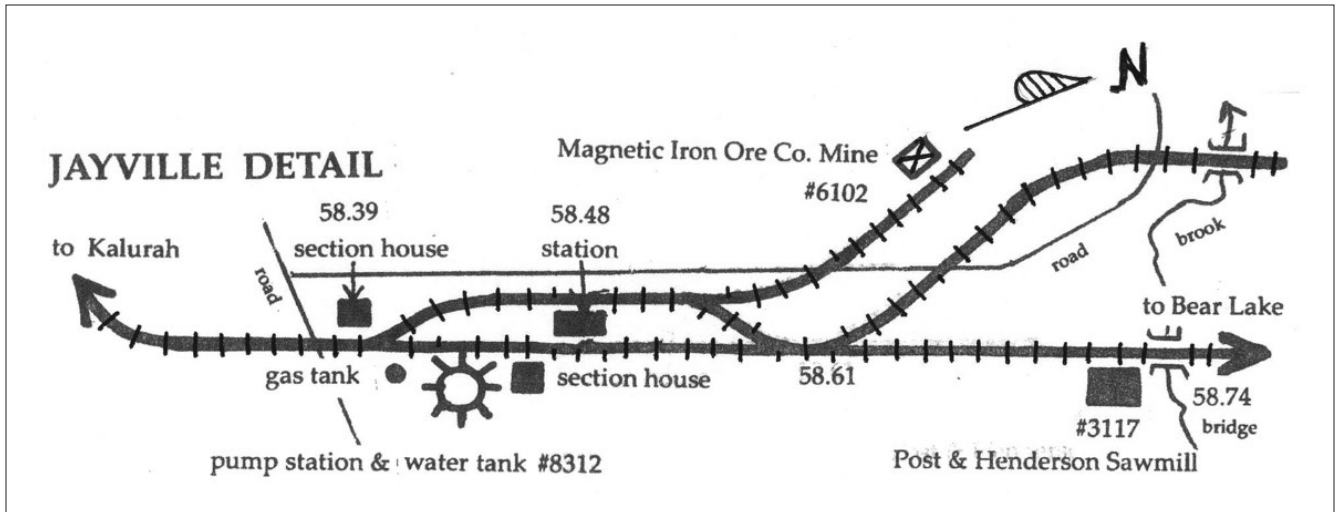


FIGURE 11. Sketch of the Jayville railroad yard between the bedrock hill (to the west, top of map) and today's swamp (east side, bottom of map). The Magnetic Iron Ore Company operated at Jayville from 1886 to 1888 at the terminus of the Carthage and Adirondack Railroad. The station was reduced to a station stop in 1889 when the track was extended east to Benson mines. A spur led north to a mineshaft, perhaps Hart No. 1 as described by geologist John Smock (see Fig. 15). The shaft, however, is uphill on a grade too steep for a railroad spur that may have ended at the foot of the hill. A longer spur in the upper right may have led to the concrete slab shown in Fig. 20. Note the water tower (sun symbol) near the depot (see tower remnants, Fig. 14). Sketch from M. Kudish, 2005, p. 192.

the foundation of a railroad water tower (Fig. 14). Clouds of black flies helped give the impression that this poorly drained terrain was anything but a suitable site for a settlement. And yet the people who lived here praised the beauty of this rural setting. They

spoke fondly of family picnics, gardening, picking huckleberries near Huckleberry rock, fishing, swimming in the Twin Ponds, train rides to Harrisville and Carthage and



FIGURE 12. Flat land east of the station site now covered with standing water from beaver dams. Log cabins probably lay next to the track and not in the swamp-like terrain. Bedrock ledge occurs in the foreground, and railroad tracks are out of sight to the left. Photo by J. Carl, May 20, 2009.



FIGURE 13. North view of abandoned tracks of the Carthage and Adirondack Railroad. The foundation of a water tower lies to the right of the tracks just beyond the standing water. Further down track stood the Jayville railroad station. Uphill to the left are water-filled mine shafts of the Magnetic Iron Ore Company. Photo by J. Carl, May 20, 2009.



FIGURE 14. Concrete pilings and the square foundation of a railroad water tower. The circular interior is reached by a board. See sketch map of the railroad yard for location (Fig. 11). The water tower was removed after 1920.<sup>25</sup> Photographer James Carl stood on the tracks.



FIGURE 15. Bill Mueller of Colton and George Perrson of Star Lake (upper left corner) gaze into a water-filled shaft on the east side of Jayville hill, probably Hart No. 1 mine. The inclined shaft was said to follow a rich shoot of iron ore dipping down to the northwest (to the right) for 300 ft. Photo by J. Carl, May 20, 2009.

social gatherings in neighborhood houses for singing and dancing.

The map of the railroad yard (Fig. 11) shows a spur of track that passed behind the station and led to a mineshaft. We walked north up a man-made incline to a water-filled shaft, most likely the entrance to Hart No. 1 mine (Fig. 15) described in 1889 by geologist John Smock. An old newspaper photo shows track leading downhill to several unidentified mine buildings at Jayville (Fig. 16). Perhaps this was the incline leading to the Hart Mine. A more accessible mine, however, is the horizontal drift at the northeast end of the hill, next to a bend in the road (Fig. 17).

Piles of dark iron ore lay scattered in the woods between the track and bedrock hill. Following the shutdown of the Jayville mines in 1889, North Country newspapers made reference to the thousands of tons of “valuable ore” that had been mined, dumped in piles and abandoned. A quick examination of today’s ore, however, revealed that the magnetite content is quite variable and generally subservient to the rock’s dark and worthless silicate minerals. The Magnetic Iron Ore Company chose not to build an ore-concentration plant at this site, and the

cost of hauling so much rock for so little ore concentrate must have been a factor in closing the mines. In addition, mining and drill core exploration revealed that the ore bodies were smaller and more intermixed with rock than anticipated. The appeal of open pit mining at a larger iron ore body to the east (Benson mines) would prove irresistible.

A pile of iron ore next to the road had been excavated for crushing and use as road gravel (Fig. 18). Also present at the north end of the hill were support pilings for a raised structure built upon a thick slab of concrete (Fig. 19). The structure may have been a mine building or a platform for loading ore into railroad cars, perhaps from mines on the west side of the hill. A spur of track leading to this site is shown in the upper right corner of the railroad sketch map (Fig. 11).

What was the population of Jayville during the mining period from 1886-88? How many miners and railroad employees actually lived there, and did their families live with them? Newspapers articles gave inflated figures, some stating that the Magnetic Iron Ore Company employed hundreds of miners. The *Watertown Herald* reported the following: 300 men working in Jayville (Sept. 11,



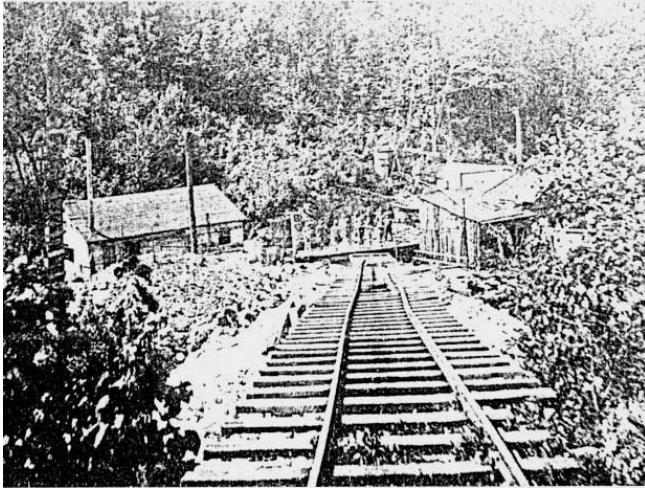


FIGURE 16. A Jayville mine photograph. The track seems to lead uphill toward the photographer, perhaps to a mineshaft. We don't know what mine is depicted, perhaps one on the west side of Jayville hill or perhaps Hart #1 on the east side. The track seems too narrow and steep for a railroad spur and probably was used by ore cars emerging from the mine. Unidentified newspaper photo courtesy of Joseph St.Amand, Jr.

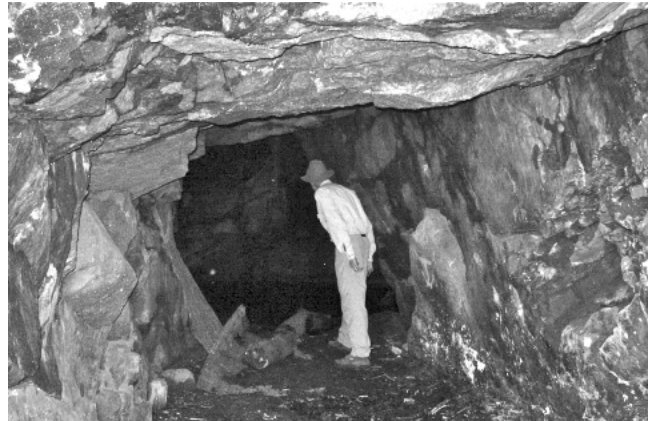


FIGURE 17. Bill Mueller examines a short drift into the bedrock hill that ends in a water- and rock-filled, steeply inclined shaft. The drift lies next to the road at the northeast end of Jayville hill. Photo by J. Carl, May 20, 2009.



FIGURE 18. Bill Mueller examines black iron ore with magnetite and vonsenite<sup>26</sup> lying next to the road (lower right corner) at the northeast end of Jayville hill. The rock probably was carted away for use as road gravel. Photo by J. Carl, May 20,



FIGURE 19. A thick slab of concrete protrudes from the edge of a recent gravel pit. Underlain by sand and boulders, the slab once was level with the surface. Concrete pilings on top suggest that it may have supported a mine building, an ore crusher or a loading platform for railroad cars parked on a spur. Photo by J. Carl, May 20, 2009. Bill Mueller poses for scale.

1886); 500 “souls” living in Jayville (Dec. 11, 1886); 125 men (June 11, 1887); and “less than 100 men” (Oct. 20, 1888). The *Potsdam Courier Freeman* (March 23, 1887) reported an unlikely figure of 800 men.

The abandonment of Jayville after two years of intensive mining prevented the settlement from growing much beyond the log cabin stage. A General Directory in 1888 (see Appendix) listed a population of 71 men and only two women, namely Mrs. Felix Bossey and a Miss Minnie Fletcher who probably was the daughter of stationary engineer, John Fletcher. Also listed were 24 miners, 10 laborers, 5 foremen and 4 machine runners (machine operators). J. B. Jardine was Superintendent of the Magnetic Iron Ore Co., and John S. Vaile was Station Agent for the Carthage and Adirondack Railroad. Other jobs were held by A. D. Fie, the hotel proprietor who butchered and sold meat; A. I. Sternberg, a physician and chemist; Santimore Sandy, listed as a confectionery; and M. W. Wood, a photographer. One wonders what happened to Jayville photographs taken by Mr. Wood.

Lawrence A. Hall of Carthage provided information about Jayville buildings to Joseph St. Amand, Jr. Lawrence’s father Frank was the owner of a large dairy farm in the Town of Champion. In 1929 Frank purchased the buildings still standing at Jayville and hired a crew of men to tear them down. The lumber was shipped to Carthage by train and used to rebuild several of Frank’s barns. The exception was an old, two-story Jayville boarding house that was moved across the tracks and used as a hunting camp. Frank Hall died in 1960, and his son, Lawrence, was part owner of the camp that was said to have burned from hot coals thrown by a passing train.

### **Onward to Little River: the Benson iron mine at Star Lake**

In the summer of 1887, the *Watertown Herald* announced the presence of a large deposit of iron ore, “Beyond Jayville, twelve miles, in the town of Chaumont, St. Lawrence

County, at a place called Little River, a vein of the same kind of ore mined at Jayville has been found, which gives better prospects for mining than Jayville. A survey has been made, and the Carthage and Adirondack road will undoubtedly be built to that point.”<sup>27</sup>

Seven weeks later a reporter interviewed Superintendent G. D. Grannis of the Magnetic Iron Ore Company who gave details about the new ore body. The ore was exposed in a “... slight elevation of ground, ranging from 200 to 500 ft. in width and running in a north-easterly direction to a distance of about two and a half miles.”<sup>28</sup> Unlike Jayville, the ore was conveniently available on the surface so that underground mining would not be necessary. The reporter calculated that an ore bed 2½ miles long with an average width of 400 ft. and depth of 90 ft. must contain about 500,000,000 cubic feet of iron ore. That amounted to about 35,680,000 tons. Congratulations were offered to the “...rare and commendable enterprise of the Magnetic Iron Ore Company.” The reporter’s prediction that “a half century will not exhaust the vastness of its mineral wealth” was proven true by the late 20<sup>th</sup> century.

By 1894 Jayville was described with no mention of iron mining: “Jayville is a hamlet and post office on the railroad, a few miles west of Oswegatchie where there has been a large lumber business carried on. Thomas Richardson is postmaster and has a store, and there are now two saw mills in operation.”<sup>29</sup>

### **Acknowledgements**

I express my appreciation for information and photographs in this issue supplied by Ross N. Young, Town of Diana Historian at Harrisville. May that marvelous railroad station and museum long be preserved. Much help was given by Laura M. Priervo, Carthage Village Historian at the Carthage Library, and by Harold Sanderson, Village Historian of West Carthage who put me in contact with other good people. My thanks to Kathryn Newson of the Titusville (Penn.) Historical Society, to George Persson of Star Lake and Bill Mueller of Colton for good conversation and a field trip to Jayville. Help was given by Schuyler Alverson of Rensselaer Falls and by Thomas Blauvelt and the

Northern New York Library System for access to scanned newspapers. I hope that digitized issues of the *Carthage Republican* will become available through the library. Thanks are due to Joseph Maxim St.Amand, Jr., formerly of Oswego, N. Y., for access to his research and photographs. For this article, I have made use of newspaper articles collected by Richard Palmer and Shirley Farone, 2003, in "The findings and writings of Richard Palmer."<sup>30</sup>

### Appendix: Jayville residents during the mining years

The following list of 69 Jayville residents and their jobs was taken from *The Carthage, Natural Bridge, Harrisville and Jayville Directory for 1888-9*, W. Herbert Waite, Publisher, Carthage, N. Y., 1888, Tribune Steam Book and Job Printing House. From the Archives of St. Lawrence University Library.

John Bisha, *blacksmith*  
 Mrs. Felix Bossey  
 William Bryant, *fireman, C. & A. RR*  
 Porter Buell, *carpenter*  
 Samuel Bushoir, *miner*  
 James Carncross, *laborer*  
 Joseph Cassady, *machine runner [operator]*  
 Edward Castello, *miner*  
 Leopole Dannecker, *miner*  
 Albert Dyslin, *fireman*  
 Frank Eades, *foreman*  
 H. E. Esler, *cashier, Magnetic Iron Ore Co.*  
 Alexander Fairfield, *laborer*  
 Stephen Feeney, *miner*  
 A. D. Fie, *proprietor, Hotel Deming, and its meat market*  
 John Fletcher, *stationary engineer*  
 Miss Minnie Fletcher  
 Lewis Fobare, *miner*  
 Xavier Gagnon, *section hand, C. & A. RR*  
 John Gaines, *miner*  
 Michael Gilan, *laborer*  
 Charles Goodhart, *miner*  
 Thomas Goodhart, *miner*  
 Thomas Gorman, *laborer*  
 Frank Hainey, *miner*  
 Charles Harman, *engineer, bds [boards at] Hotel Deming*  
 James Henderson, *timberman*  
 Frank House, *laborer*  
 Robert Husband, *miner*  
 Charles Jacobson, *machine runner*  
 J. B. Jardine, *Supt. Magnetic Iron Ore Co.*  
 Peter LaPan, *machine runner*

William LaPan, *helper*  
 William Leeky, *miner*  
 William Lumley, *blacksmith*  
 Joseph Marshall, *lander [one who lands the bucket with ore or rubble at the mouth of a shaft]*  
 John Matthews, *foreman*  
 Angus McClellan, *laborer*  
 James McMannus, *brakeman, bds Hotel Deming*  
 John McMillen, *miner*  
 Cornelius Murphy, *miner*  
 John Murphy, *miner*  
 Patrick Nagel, *section hand C. & A. RR*  
 Fred Nicholson, *telegraph operator C. & A. RR*  
 Stephen Norton, *fireman*  
 James Patterson, *fireman*  
 Paul Pelkey, *laborer*  
 John Peterson, *miner*  
 Thomas Richardson, *boarding house*  
 John Robinson, *miner*  
 Barton Rock, *miner*  
 William Rose, *miner*  
 Charles Ross, *miner*  
 Julius Sabourin, *miner*  
 Joseph Salgena, *miner*  
 Emery Santamore, *stationary engineer*  
 Joseph Santamore, *lander*  
 Sandy Santamore, *confectionery*  
 Adolph Schwerdt, *laborer*  
 Michael Sexton, *miner*

### Notes

- <sup>1</sup> *Watertown Herald*, Sept. 11, 1886.
- <sup>2</sup> *Watertown Herald*, Oct. 30, 1886.
- <sup>3</sup> *Potsdam's St. Lawrence Herald*, Oct. 1, 1886.
- <sup>4</sup> *Lowville Lewis County Democrat*, April 18, 1888.
- <sup>5</sup> *Lowville Journal and Republican*, Dec. 2, 1886.
- <sup>6</sup> *Watertown Herald*, Dec 11, 1886.
- <sup>7</sup> J. Smock, 1889, p. 43-44; D. Newland, 1908, p. 138. John Conover Smock (1842-1926) was an 1862 graduate of Rutgers College who became Assistant-in-charge of the New York State Museum from 1885 to 1889. David Hale Newland (1872-1943) served as Assistant State Geologist and wrote about the New York mineral industry.
- <sup>8</sup> Bessemer metal referred to steel produced by blowing compressed air into molten pig iron. The high temperatures help to burn out excess carbon, silica and other impurities.
- <sup>9</sup> The wages of iron miners in Jefferson and St. Lawrence counties were discussed in the *New York Times*, Sept. 12, 1888, as follows: "In 1878 and the early part of 1879, \$1 per day; in the Fall of 1879, \$1.20; in the early part of 1880,

\$1.50. Then they dropped to \$1.25. About three years ago they went up to \$1.50 per day in consequence of the demand for miners at the new mine at Jayville, N. Y. On the 1<sup>st</sup> of January, 1888, ...they were reduced to \$1.30, and have remained so ever since..."

<sup>10</sup> D. Newland, 1908, p. 137-8.

<sup>11</sup> *Watertown Herald*, June 11, 1887.

<sup>12</sup> *Ibid.*

<sup>13</sup> *Watertown Herald*, July 2, 1887.

<sup>14</sup> *Watertown Herald*, Jan. 1, 1887.

<sup>15</sup> *Watertown Herald*, Oct. 29, 1887.

<sup>16</sup> *Watertown Herald*, Jan. 8, 1887.

<sup>17</sup> *Watertown Herald*, Sat., Jan 7, 1888; *Lowville Journal and Republican*, Jan. 5, 1888.

<sup>18</sup> *Watertown Herald*, June 1, 1895.

<sup>19</sup> *Watertown Herald*, June 29, 1895.

<sup>20</sup> *Watertown Herald*, Aug. 17, 1895.

<sup>21</sup> *New York Times*, July 31, 1895.

<sup>22</sup> *Watertown Herald*, Oct. 19, 1895.

<sup>23</sup> *New York Times*, July 8, 1888.

<sup>24</sup> *Ibid.*

<sup>25</sup> M. Kudish, 2005, p. 178.

<sup>26</sup> Vonsenite ( $\text{Fe}^{2+}\text{Fe}^{3+}_2\text{BO}_3$ ) is a black, metallic and relatively rare iron borate mineral that, in hand specimen, is hard to distinguish from magnetite. It is slightly magnetic and quite abundant here. See Buddington and Vlisidis, 1961.

<sup>27</sup> *Watertown Herald*, June 11, 1887.

<sup>28</sup> *Watertown Herald*, July 30, 1887.

<sup>29</sup> G. Curtis, 1894, p. 700.

<sup>30</sup> <<http://freepages.genealogy.rootsweb.ancestry.com>>

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# Lumbering in the Aftermath of Mining: Who Lived in Jayville and Kalurah?

Rose Lyng Miller  
as told to her daughter, Marion Miller Carvell

*Editor's Notes: Marion I. Miller Carvell of Watertown interviewed her mother, Rose Lyng Miller, who lived in Jayville and a nearby sawmill town, Kalurah, in the early 1900s. Marion's father, Herbert Miller, was employed at Kalurah by the Mecca Lumber Company. Jayville was no longer a mining camp at the turn of the century when Marion was born. She was too young to attend school, but her brothers, sisters and the teacher who boarded with the family walked two miles every day to the schoolhouse at Kalurah.*

*In the early 1990s, Marion recalled that*

*The homestead [the Miller family home in the Kalurah area] was sold to Charles Greiner, a Syracuse attorney, and his family after Herbert Miller's death. It is used as a hunting camp. Grandpa Warren Miller [Herb's father] was born in Pennsylvania. Grandma was born Alphosina La Quier, in Canada. The name in English means 'the spoon' and some of her relatives around Gouverneur changed the name to Spooner. Where she met grandpa, I don't know, but they settled in Natural Dam, near Gouverneur.*

*My father, Herbert Miller, was born in the old Gouverneur Morris home in Natural Dam, N. Y. The family moved to the woods [the Kalurah area?], when Papa was around 6 years old, where they cleared the land to start their home and farm. Today that land is nearly all grown up to brush and trees again, and very little remains of the farm except the homestead.*

*Rose's narrative of people and events below jumps around in time. It isn't always clear if Rose is referring to life in Jayville, Kalurah or the surrounding area, but the lady had a prodigious memory for family names. Her commentary offers a glimpse of life in two small settlements along the tracks of the Carthage and Adirondack Railroad. I have rearranged the order of paragraphs and made modest changes in the text for clarity.*

*My thanks to Joseph St. Amand, Jr., who obtained a copy from Marion Carvell and printed this interview in his manuscript, "Tales of Jayville, N. Y., and the North Country." A copy of his manuscript is available in the Archives of the St. Lawrence County Historical Association. Joseph's efforts to find his mother's roots led to the discovery of the Miller manuscript, and we are grateful for permission to use it.—J. Carl*

## **In Kalurah**

[Rose told Marion:] One evening in July, 1904, the Carthage and Adirondack train running between Carthage and Newton Falls stopped at a little lumbering town [called "Little Mill" and renamed Kalurah in 1903] to let me off. I was on my way to visit my father who was working for the Mecca Lumber Company of Utica ([owners] Nellis, Amos &

Swift). They had established a big saw mill in this locality [see map, Fig. 1]. As I walked along the railroad siding to the company boarding house, I passed by a box car on the siding and met a young man [Herbert Miller], who seemed all curiosity to see a strange face. He later [May 25, 1905] became my husband and companion for 56 years.

The railroad had been laid from Carthage to Jayville in 1887 when my husband,

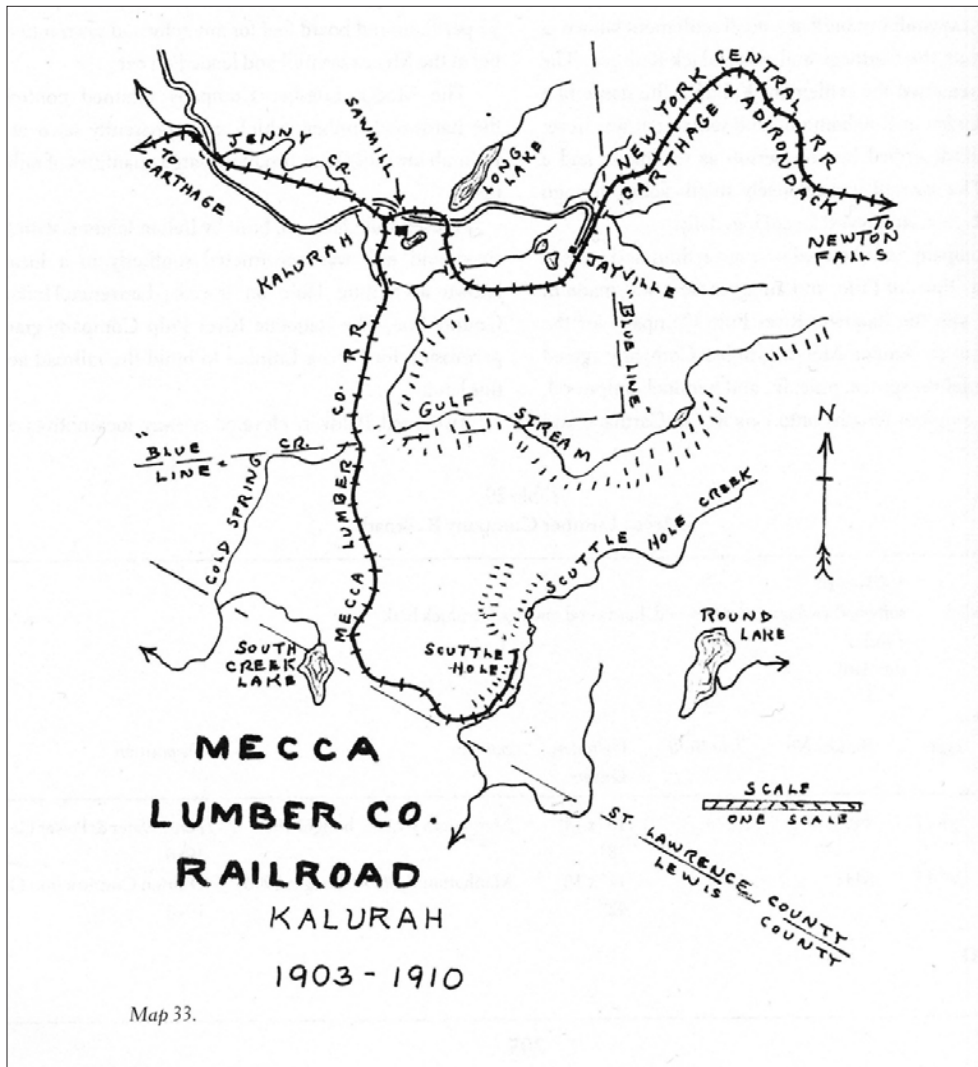


FIGURE 1. Map of Kalurah and Jayville on the Carthage and Adirondack Railroad (top of map). Kalurah began with a sawmill called "Little Mill" that was changed to the name of a Masonic Lodge in Binghamton, N. Y. The Mecca Lumber Company Railroad was a 7 mile-long spur off the C. & A. line. The spur extended south to a lumber camp at Scuttle Hole Creek near the St. Lawrence County line. Built by Italian laborers, the logging railroad carried timber for pulpwood, lumber and railroad ties from 1903 to 1910. The Mecca Lumber Co. was organized in 1903 in a marketing agreement with the Raquette River Pulp Company. There were three investors from Utica: Harold Nellis, Carl Amos and Charles Swift. The company moved to New Hampshire and, in 1920, sold the cutover land to the state for \$45,000. Sketch map and information from B. Gove, 2006, p. 205-206.

Herbert, was a young boy. He worked as a water boy, carrying drinking water to the Italian workers. After the railroad was laid, shipping was made easier. Later, the line went to Benson Mines and Newton Falls.

My father [Edward Lyng] boarded with

and George Taylor.<sup>1</sup>

In a low building just west of their house [the Thomas Young house] lived 'Uncle Bill' Young and his father whom everyone called 'Grandad.' Still further along the track lived the Jack Chambers family who, many years

Mr. and Mrs. Corbin, who had a daughter, Eva, who was later Ken Merrit's mother. The company [Mecca Lumber Co.] was in the process of building new houses to accommodate the workers.

In a few weeks I came again to this little town to keep house for my father, Edward Lyng and my two brothers, George and James. Later, another brother, Thomas, came to live with us. He later went to northwest Canada and wasn't heard from until the 1960s. In this town [Kalurah] I met the Thomas Young family: Molly Young Ruttan, her husband, Oliver, and two daughters, Lela and Mildred; Mr. and Mrs. Stewart Bush, their children, Clara and Clyde; [as well as] George Young, Edgar Young, Donald and Charles Young, Mrs. Joe (Hattie) Corbin [and] Mrs. Charles (Clara) Grau. Mrs. Young kept boarders; among them were Patty Kinchler, Herman Bartholomew



FIGURE 2. Undated photograph of the Jayville schoolhouse. In 1904 it was moved east to Kalurah on a railroad flatcar. Photo courtesy Joseph St. Amand, Jr.

later, moved to northwest Canada near Moosejaw [in southern Saskatchewan near Regina]. Still further down the track lived Matilda Young, her sons, Sam and James, and daughters, Matilda Poole and Sarah Young.

Mose Bartlett of Williamstown ran the locomotive to haul logs from the Five Skidways<sup>2</sup> and, later, tracks were laid to the Scuttle Hole [a lumber camp, south of Kalurah at Scuttle Hole Creek; see map Fig. 1]. Logs were hauled on sleighs from the Round Lake section and surrounding timber lands, such as Van Patten Flow, the Cold Spring and South Creek areas, to be loaded and hauled to the mill. In winter, there was a pond by the mill where logs were dumped [and] heated by steam to take out the frost. It was called the 'soup hole' [the pond next to the sawmill; see map, Fig. 1]. A conveyor carried the logs into the mill. The steam nigger [sic; see [eurekaencyclopedia.com/](http://eurekaencyclopedia.com/)

[index.php/category:sawmill](http://index.php/category:sawmill)] jacked them on to the carriage that was driven past the band saw, which cut them into boards or timber as required, and on down the live rolls to the edger or trimmer. The edgings went to the slasher to be made into firewood; some of it fired the boilers and the remainder was piled into railroad cars for stove wood and shipped away. Henry Cain was setter on the carriage. He, his mother and son, Alexander, lived in one of the first houses to be built.

There was a big boardinghouse and general store with a post office. Lou Lingren was bookkeeper and George Dot clerked in the store. Then the schoolhouse was moved from Jayville to Kalurah [Fig. 2].<sup>3</sup> Some of the teachers who taught school at Jayville were Pina Backus, Guy Cole and Gertrude Wing. When the school building was moved to Kalurah, some of the teachers were Cherra Countryman, Beryl Luther, Maude Irvin, Eva Leigh, Leta Irvin, Lernetta Phelps, Louise Charter, Maude Maybee, Grace Koster, Ruth Beyer, Mary Hall, Line Hall, Mary Brady, Gerald Miller and Elma Smith.

Vic Johnson started a wood mill and Harry Miller ran the wood saw. George Taylor and Warren Miller split and piled the wood in railroad cars to be shipped out. Dean and Aldrich<sup>4</sup> lumbered around Kalurah and floated logs down Jenny Creek to a dam at Burnt Rocks. In the spring there was a log drive down to Big Creek and on to Gouverneur.

Jarvis and Kate Shipman and son, Merrill, lived at Miller's siding [i.e., the home of Rose's in-laws]. Warren Miller, his wife, Alphosina and family—Herb [Rose's husband], Harry, John, Mable, Nettie, Audrey and Mary—lived there on a small farm which they cleared out of the wilderness. At first they built a log house and later a frame house.

A section of track on the big sink, across from Miller's [siding], went down with four box cars going out of sight where the course of the creek had been changed.<sup>5</sup> Post and Henderson had a mill at Little Creek [Kalurah?], after Dean and Aldrich finished. Maggie Gagnon ran the boarding house and, while there, married Jim Weston.

Then along came John (Babe) Shannon from a job on Cranberry Lake. He came with the idea that he was mayor of the town, and he turned his horses, hogs, and turkeys loose to devour everyone's garden, but he found some surprises. The train killed several pigs and his boys stoned some of them to death; some of them [the pigs or the boys?] went home carrying lead in certain parts. His big gobbler met the same fate. After a while he built fences.

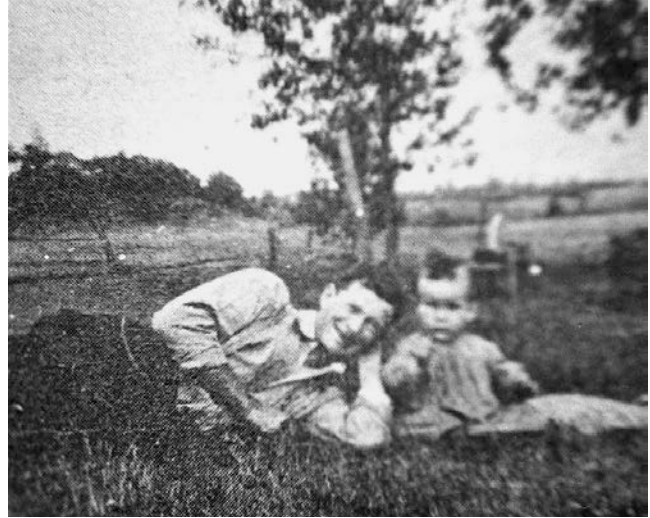
### **In Jayville**

Herb and I were married on May 25, 1905. We bought one of the company houses after the lumbering slowed down. We lived there [in Jayville] many years and had four children born there [including Marion].

Jayville had a hotel and a general store, run by a man named Bill Richardson. Minnie Richardson visited my home when I was a child. She came there with my mother's brother. She later married Jim McConnell. The Sly family had a daughter, Hattie, and a son, Bernard. John Plunkett also worked at Jayville. He sold a violin to Herb when Herb was 19 years old. That would have been in 1900.

The Jayville mines opened up again. A Mr. Howard [?] Hughes<sup>6</sup> bought the mines property and sunk a lot of money pumping the water out of the old pits. He operated at a loss for about 3 years and then closed them. The mother lode of ore being under Twin Ponds, water kept seeping in and filled them as fast as they could be pumped out.

Kilby and Norris of Carthage had [an] estate to handle and hired Herb to look after the property. They furnished a house to live in, rent free and \$30.00 a month. Herb also pumped water at the railroad station for trains [the foundation of the Jayville water tank is still there]. We had a horse and surrey, a cow, streams and lakes to fish in, berries to pick, 2½ miles for kids to walk to school, good health and all the freedom under heaven and were very happy. We were the only family living in Jayville [Fig 3].



*FIGURE 3. Herbert Miller and his son, Gerald, probably at Jayville. No date (circa 1910?). Photo courtesy Joseph St. Amand, Jr.*

### **Back to Kalurah**

[My husband] Herb was elected Constable in the town of Pitcairn [to which Kalurah belonged]. His first bit of action came when he received a letter from the Government with a warrant for the arrest of a deserter from the Army, Fred Rose. It hurt to have to take in a fellow he had known and worked with, but he knew just where to find him. It was duty first, so he went to the lumber camp and called Fred aside. Fred said he knew what Herb wanted and would go along peacefully. They traveled out to Mrs. Young's house where Fred got his clothes. The whole neighborhood knew him, so rather than embarrass him, Herb took him to Harrisville with a horse and buggy, so he could take the train from there to Sacketts Harbor Military Post. All went well until they left Carthage. As the train was leaving the village, Fred bolted and jumped off the train and Herb right behind him. Fred tripped and fell. Herb caught him and told him, 'No more getting away.' As there wasn't another train until Monday, they spent Sunday in Carthage, Fred in the cooler [jail]. Herb stayed at the hotel and took Fred's meals to him. On Monday they went to Sacketts Harbor and Herb didn't get home until Monday night.



Fred was sent to Fort Leavenworth, Kansas, to serve out his enlistment.

In July 1913, Nan Kelly and Hank Clarke created a lot of excitement. They came from Harrisville with a lot of booze under their belts and, as misery likes company, Gene Branigan invaded their premises, got rough, beat up Hank and left. When Hank recovered from the drink, he took his gun, followed Gene and shot him. A trial was held and Hank spent 8 years in Dannemora Prison. He was released on good behavior and went to Oklahoma where he lived for the remainder of his life. Another case that Herb had to deal with was to get a search warrant to inspect a trunk to look for a stolen shirtwaist [long sleeved blouse]. He found it folded with some other clothes and, of course, made a woman very angry.

Paul Shannon, who lived in Blanden Clearing, moved to Kalurah. Red Wing kept house for him. It was not a quiet life for them or the neighbors. Paul Shannon looked like Paul Bunyon, huge frame and bewhiskered. I recall when he came in sight, I knew where my oldest boy was; he managed to keep near home. Paul drove a team of oxen.

Tom Shannon and his wife, Tillie, had a farm on the Jenny Lake road. Their children were Willie, John, Patrick, Mary, Lillian, Susie, Hattie and Bessie. The milk from their farm was taken to the Pitcairn cheese factory, with horse and wagon. It was a distance of four miles each way; they usually got home in time for dinner. Jim Downey and family cleared the land and put up buildings near Jenny Creek. Their children were James, Michael, Hattie, Lizzie and Maggie. Charlie Dodds had a farm between Kalurah and Jayville, near Twin Ponds. Annie was his good wife's name and Lena, her daughter. Lena married Billy Welch. Their children were Anna and Marion.

Once in a while, the neighbors at Kalurah assembled at someone's home to have a kitchen dance. Herb [Miller] played the violin and Hermy Bartholomew did the calling for dancing (no holds barred) but we had fun; just innocent fun.

Aunt Nett came to visit us often and gave many nice toys and clothing to our children. After John Guiles (her first husband) passed away, she married Danny Robinson and moved to the house by the pond and railroad tracks in Kalurah. They did farm work, raised cattle and chickens, had a big garden and canned hundreds of cans of berries, beef, pork, chickens and vegetables. Their home was open house to all who came and there were many. Aunt Nett kept a good supply of homemade ice cream on hand and served it in 2 quart bowls. She drove a little Ford truck to mill and to meeting [church] and was general chauffeur for everyone. She kept boarders, hunters, fishermen, and loads of relatives. Danny passed away and she lived many more years.

There were many things that happened over the years, some happy and some sad. The sad incidents were that two young men were drowned in Round Lake, one named Beebe in 1908 and another named Carl White, son of Floyd and Duff White, around 1928.

In 1924, we moved to Pitcairn where our little girl, Florence, was born [Marion Miller's sister]. But we were not to leave Kalurah behind. Grandpa Warren Miller passed away in 1929, and we went back to live in the old homestead for the next 30 years. Our family grew up, married, and found homes of their own. They had their families and they all loved the old homestead.

### **Editor's Postscript: One Man's Search for Jayville**

Joseph St. Amand, Jr. of Oswego, N. Y., came upon the Rose Lyng Miller manuscript in a search for his mother's roots. He was five years old when his mother, Mable Virginia Lagoe, died in 1935. As a child, he remembered that she was born in a former mining town somewhere near the older village of Carthage where two of her older brothers were living. In the 1990s Joseph began a search for Jayville. It could not be found on any state map. He contacted a librarian at the State



FIGURE 4. Jayville residents, John Baptiste Lagoe (left), born Jean-Baptiste Legault at St.-Timothee, Beauharnois, Quebec, and his wife, Margaret Youngs Lagoe, born in Oswego County, N. Y. The couple resided in Jayville from 1887 until John's death in 1894. Margaret ran the Jayville Hotel for a year before returning to Oswego. At least one child was born in Jayville—Mable Virginia Lagoe. Photographs courtesy of Joseph St. Amand, Jr.

Archives in Albany and mailed letters to clerks in villages near Carthage. The search resulted in the writing of an unpublished 2008 manuscript entitled *Tales of Jayville, New York, and the North Country* that is available in the archives of the St. Lawrence County Historical Association.

Joseph's mother was the daughter of Jean-Baptiste Legault (b. Sept. 2, 1846; d. ca. 1894), a French Canadian who had his name changed to John Baptiste Lagoe. John was a young man from St.-Timothee, Beauharnois, Quebec, who married Margaret Youngs (b. Oct. 9, 1853; d. March 15, 1935), a native of Oswego County.<sup>7</sup> The couple (Fig. 4) lived in Redfield, N. Y., and seven of their twelve children were born there. The family was evenly split between six girls and six boys, born between 1869 and 1893. Joseph's mother, Mable Virginia Lagoe, was the

eleventh child, born in Jayville on Dec. 22, 1891 (Fig. 5).

The Lagoe family moved to Jayville in 1887 where John was employed in the lumbering industry. Construction of the Carthage and Adirondack Railroad was completed in November 1886, and the family is said to have moved to Jayville in response to the urgings of two of Margaret's brothers, George W. and Joseph L. Youngs of Carthage.<sup>8</sup> The brothers knew that lumbering work was available even though the Post and Henderson sawmill was not erected until the 1890s.

John Lagoe died in Jayville from a lumbering accident in late 1894. He may have been buried with his infant son, Henry (b. 1888; d. 1889 of pneumonia) at St. Francis Solanus Church cemetery in Harrisville. John's widow, Margaret, operated the Jayville Hotel for about a year before returning to Oswego with her unmarried children (ca. 1896), including James Arthur and Mable Virginia. Mable was reared in Oswego where she married Joseph St.

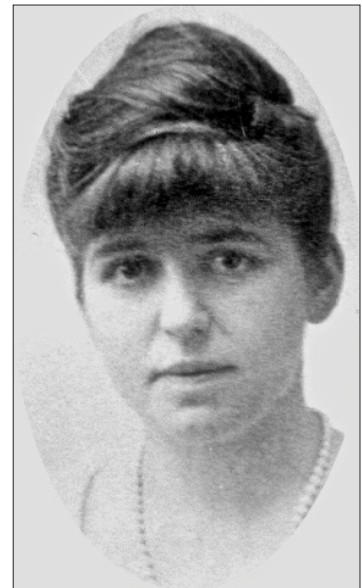


FIGURE 5. Jayville native, Mable Virginia Lagoe (b. Dec. 22, 1891; d. March 15, 1935). Left: Mable at age 8, probably living in Oswego a few years after leaving Jayville. Right: Mable as a young woman who married Joseph Maxim St. Amand at Oswego, N. Y., in 1919. Photographs courtesy of Joseph St. Amand, Jr.

Amand, Sr. in 1919. The couple had three children, Mary Constance, Margaret Carolyn and Joseph Maxim St.Amand, Jr., all of whom lived above the family grocery store on East Seneca Street in Oswego. Today, Joe St. Amand, Jr. is retired in California but spends summers in a cottage at Hibbert Shores on Lake Ontario.<sup>9</sup>

## Notes

<sup>1</sup>Rose Lyng Miller said: "Some of the people that I remember were [as follows:] Mr. and Mrs. John Reece and daughters, Ella and Etta; Mr. and Mrs. Bill Walcott; Mr. and Mrs. Avery Swift; the Louis Couture family; Mr. and Mrs. Telesphore La France; Mr. and Mrs. George Streamer; Mr. and Mrs. Andy Collins and daughter, Stella Gardner, and granddaughter, Kathleen Gardner; Reg and Mary Collins and daughter, Aris; Billy Beckett; George Harbottle; Dave Pierce; Joe Corbin; Xavier Corbin; Tony Rabetoy; Freddie Beyette; Fred Corbin; Mary Corbin; Napoleon Rouse; Dolph Handley; Henry McIntyre; Mr. and Mrs. Joe Hollister; Fred Rose; Howard Gardner; Mr and Mrs. Salmon and children, Oliver, Harold, Clark and Nellie; Bert Seamon; George Hubbard; Clarence Sackett; Les Bartholomew; Robert Hubbard; Bill Drachman, Martin Norris; Hank, John, Maude, Zoa and Clayton Clark; L. Z. Horr; Frank Alley; Frank Wiltzie; Gene Nellis; Will Stevens; Mark Cline; Pete Carey; and the Amos Goodspeed family. And many others whose names have gone from my memory."

<sup>2</sup> Skidways were elevated cribs from which logs were loaded onto railroad cars

<sup>3</sup> Joseph St. Amand, Jr. wrote that the school was loaded onto a railroad flatbed car and moved to Kalurah in 1904.

<sup>4</sup> Dean and Aldrich were lumbermen and sawmill owners. By 1905 a railroad stop named Aldrich lay about six miles east of Jayville

<sup>5</sup> The sinkhole formed west of Kalurah in lot 106 where the tracks cross Jenny Creek near the outlet of Jenny Lake.

<sup>6</sup> The *Watertown Herald*, v. 32, no. 11, Sept. 8, 1917, reported that the Jayville mines were back in operation under the management of W. J. Hughes of Rochester.

<sup>7</sup> The marriage probably occurred in 1868 in the Catholic Church in Florence, N. Y. Records there were lost in a church fire.

<sup>8</sup> George Youngs had worked in lumbering

at Maple Hill near Redfield, N. Y. His brother, Joseph, was a millwright in Chateaugay and Harrisville.

<sup>9</sup> Joseph St. Amand, Jr. served in the Navy on the minesweeper *USS Impeccable* in the latter part of World War II. He graduated from Purdue University (Lafayette, Ind.) in 1949 with a Bachelor of Science degree in Electrical Engineering. After studying law at George Washington University, he became a member of the District of Columbia Bar and was registered to practice before several Federal Courts, including the U. S. Supreme Court. He was employed by the Federal Power Commission in the Electrical Rate Investigation Section and later worked as a patent examiner at the U. S. Patent Office in Washington D.C.

## Reference

Gove, Bill, 2006, *Logging Railroads of the Adirondacks*, Syracuse University Press, Syracuse, N. Y., 256 p.

# Mystery Photo Solved

## - Whose Downtown?



We received five letters in response to our mystery photo in the last issue of *the Quarterly* 55:3, 2010.

Dwayne Martin of Gouverneur analyzed the photo as follows: “Telephone wires, but no streetlights. No leaves on trees: late October early November? No snow banks: ditto? Horse and sulky: horse race? Three-story building with ten windows: a hotel? Some masonry buildings, some brick. I would guess the time period to be about 1875 and that one farmer had challenged another farmer about the fastest horse and they raced the next day.”

Jack Lawrence of Canton and Marcia Tiernan of Waddington both identified it as Main Street, Waddington. Marcia continued, “The water in the background is the St. Lawrence River and the houses beyond the river are on Ogden Island. The building with the balcony is being restored now as the Clark House.”

Russell Strait of Waddington added, “... Waddington’s Main (LaGrasse) Street with the St. Lawrence River, with the segment known as the “little river” in the background. [Also visible are] the barns and part of the Ogden Mansion on Ogden Island. The Clark House is on the left with the double porch.”

Robert Smith of Waddington put the image in historical perspective, “The photo is of the races in Waddington, probably about 1905 to 1910. Some of the old mills can be seen near the St. Lawrence River. The Clark House Hotel is clearly visible on the left. It has the two-story porch with the guests having a good view of the race. The two brick buildings to the left of the Clark House and the one to the right of the Clark House were built at the same time as the Clark House 1872-73. The first Clark House was lost to a fire with many other buildings in 1882. Mr. and Mrs. Clark ran a stagecoach line from Waddington to Fort Covington and Ogdensburg for a number of years. There were electric lines on Main Street at the time. The first phone was connected (we believe in 1907) to the Clark House. The first large building to your left (partially covered by the tree) is gone, as well as the very small structure next to it.”

Many thanks to these observant respondents!

# New Mystery Photo



We don't expect readers to identify the individuals in this photo, but questions still need to be answered: Why are all these men and boys posed for this photo? Do they all work here? Is this just a blacksmith shop? Can you find clues that might help date it? Who are the two men in the white aprons on the right? Is the boy on the far left African-American? Do you recognize the building or the location?

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