

HISTORY
of
PORT HENRY, N. Y.

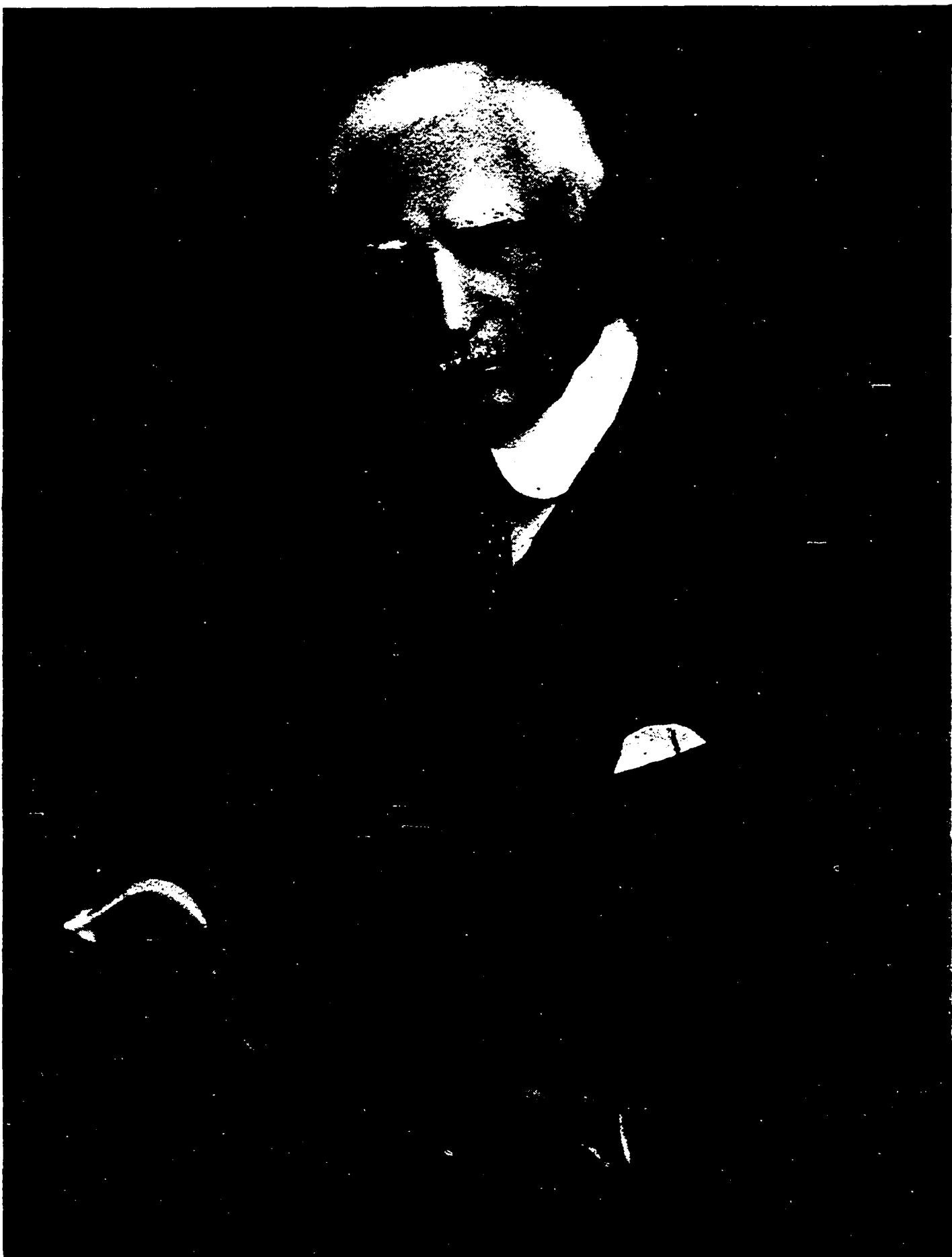
By DR. CHARLES B. WARNER
C. ELEANOR HALL, *Collaborating*



1931
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DR. CHARLES BOND WARNER

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FOREWORD

In considering plans for the celebration of the seventy-fifth anniversary of the First Presbyterian Church of Port Henry, the idea of publishing a new history of the village was conceived. The purpose of the book is to give as accurate an account as possible of the various religious, educational, economic, professional, and social activities of Port Henry since its first settlement one hundred and seventy years ago. Supplementing the above, as many incidents of interest as can be recalled have been added.

The Author and Committee of Publication wish to express their grateful recognition of the valuable services rendered by Miss C. Eleanor Hall. Her tireless research work and her unusual ability in securing essential material, have contributed greatly to the successful completion of the work.

The Author and Committee of Publication also wish to acknowledge the contributions and assistance given by the following: Reverend H. D. Bacon, Reverend C. C. St. Clare, Miss Julia Wicker, The State Historical Society, Ticonderoga, Miss Marian P. Wiltse of the New York State Library, the New England Historic and Genealogical Society, Mrs. Ella Crowther, Librarian, Vergennes Public Library, the Adjutant General's Office, Washington, D. C., Mr. William Saxton, Bureau of War Records, Albany, Mr. Warner McLaughlin, Mrs. Joseph Phinney, Mr. R. A. Hall, Mrs. Harold Henry, Mr. William Cogswell, Miss Mary E. Foote, Mr. Louis Dutton, Mr. C. F. Peterson, Mr. and Mrs. Fred Lewis, Misses Carol and Eleanor Henry, Mrs. C. P. Morrison, Mr. Henry Harmon Noble, Mrs. R. T. Saville, Miss Corinne Flint, Mr. Peter Flint, Mrs. Fannie Norton, Mrs. W. F. McKenzie, Mrs. Winship, Mr. Walton Rich, Mr. William Tobin, Mrs. G. D. Sherman, Mrs. Emma Collins, Miss Anna Walton, Mr. George Kidder, Mr. H. E. Kidder, Mr. J. H. Gilbo, Mr. James McDonald,

Mr. F. B. Warner, Mr. George H. Weston, Miss Jeanette Judd, Staff of Essex County Republican, Mr. Harold Rabatoy, The Glens Falls Times, Mrs. Arline Crowingshield, Mr. Frank Carr, Mr. Millard Barnes, Mr. William Walker, Mrs. P. C. McRory, Mr. George Sherwood, Dr. Robert J. Scott, Mr. W. H. Helms, Mr. A. K. McClellan, Mrs. Iva McKenzie and others.

CHAPTER I

HISTORICAL SKETCH

The site of what is now the thriving village of Port Henry is said by geologists to be one of the oldest parts of the earth, dating back to the Silurian period. The entire Champlain Valley was covered by a body of salt water, which was called the Lake Vermont. An interesting local corroboration of this fact is the sandstone found in the Sumner and Bond quarries, west of the village, from which came the corrugated flagstones used so extensively for sidewalks before the advent of concrete. This quarry was the shore of the ancient sea; the corrugations were made by the action of the waves.

The first record of anything pertaining to civilization in this section was the Treaty of 1763, when France ceded to England all her interest in the environs of Lake Champlain. Legendary accounts support the claim that the Seignory of Hocquart covered the vicinity of Chimney Point and that the mythical village of St. Pieux, reputed to have been the size of the present village of Port Henry, stretched to the southwest of Fort St. Frederic during the French occupation. These traditions were substantiated by the blackened chimneys which Amherst's army found after de Bourlamaque's retreat; and the cellar holes in parallel rows which can be seen on the Nadeau farm. On October seventeenth of the year 1763, King George authorized land grants, particularly for the benefit of reduced officers and men, who had served in the English army during the French and Indian War.

As most of the timber used in the construction of Fort Amherst was cut on this side of the bay, there was a partial clearing where Port Henry is now situated; so this section was especially attractive to settlers, and was the first to be selected.

This locality was originally a part of Albany County, which was divided in 1772; the northern part was called Charlotte County, and later Washington County. This



Fairchild Aerial Surveys, Inc.

AIR VIEW OF PORT HENRY, N. Y.

was again divided in 1778, and the new county, which included the towns of Champlain, Plattsburg, Willsboro, and Crown Point, was called Clinton. In 1799 Clinton County was divided and Essex County, which included the town of Crown Point, was formed, and on the twelfth of February 1808, the town of Moriah was set apart from Crown Point and Elizabethtown; and North Hudson, which was originally a part of Moriah, was cut off in 1857.

The first name given to a settlement on the site of this picturesque village was Lewis' Mills, so-called from the mills built in 1786. The place was known by this name until 1824, when it was named Port Henry by Major James Dalliba, but it was not incorporated as a village until 1869; it was reincorporated in 1870, under the General Act of that year.

THE FIRST INHABITANTS

The entire west shore of Lake Champlain, previous to the French and Indian War, was a trackless forest which was the hunting grounds for roving bands of Iroquois and their allies, who comprised the six nations, and the St. Lawrence tribes. This territory was neutral ground.

An excerpt from a volume published by the New York State Historical Association informs us that, "The middle ground was probably a bloody field and the fact that the first white man who ever navigated these waters, Samuel de Champlain, was at the time with a war party, may be taken as an indication of the scenes of blood which had been enacted here in those remote prehistoric times over which hover the dim mists of tradition, so thickly as to render the task of distinguishing facts from fancies exceedingly difficult."

The first white men to settle here were Benjamin Porter, and Joseph Franklin, both sergeants in the Twenty-seventh Regiment. They signed a petition July 9, 1764, praying for a grant to each, of two hundred acres, described as "bearing west north-west thirty-nine chains from the salient angle of the king's bastion,



SAMUEL DE CHAMPLAIN WHO DISCOVERED THE LAKE IN 1609

fronting the lake half a mile, and then north-westerly until it completes the said number of acres." Mr. Benzel, the engineer, made a note of the survey. The patent to Franklin, issued July 1765, was laid out in conformity with the petition, between the Porter and the McKenzie tracts, and embraced Cedar Point at Port Henry. On March 5, 1792, Franklin conveyed it to James Graham, who gave it to Ann Eliza, his half-breed daughter. In 1802, she willed it to St. Peter's Catholic Church of New York, which conveyed it to J. B. Spencer. Porter's patent was dated July 5, 1765, and is the present site of the business portion of Port Henry and adjacent lands to the north.

According to the New York Historical Association, "At the time to which the memory of Alexander McKenzie, the son of the original settler, extends, there was but one other settler in the present limits of Moriah. Upon the brook which now empties into the lake near the Cheever furnace, a grist mill had been erected by an Albany man, and the miller, whose name was Rowley, was McKenzie's only neighbor.

"The stream at this time, however, passed to the northward of where it now empties, but has since been turned by the Bay State Iron Company, in their work of 'filling in' and making new land for dockage. This gristmill was built some time previously to the Revolution, and the early settlers came here from a long distance up and down the lake, as well as from Vermont, with their grists."*

Robert Lewis, who built here mills in 1764, was a member of the Third Regiment and the Sixteenth Regiment of the Albany County Militia. He was also a Justice of Peace in Charlotte County. His son, Robert Lewis, Jr., who succeeded him in the milling business, was also a member of the Third Regiment of the Albany County Militia.

The man whose name is associated with almost everything in the early history of this town and village was

*From "Proceedings of the New York State Historical Association. Vol. X."

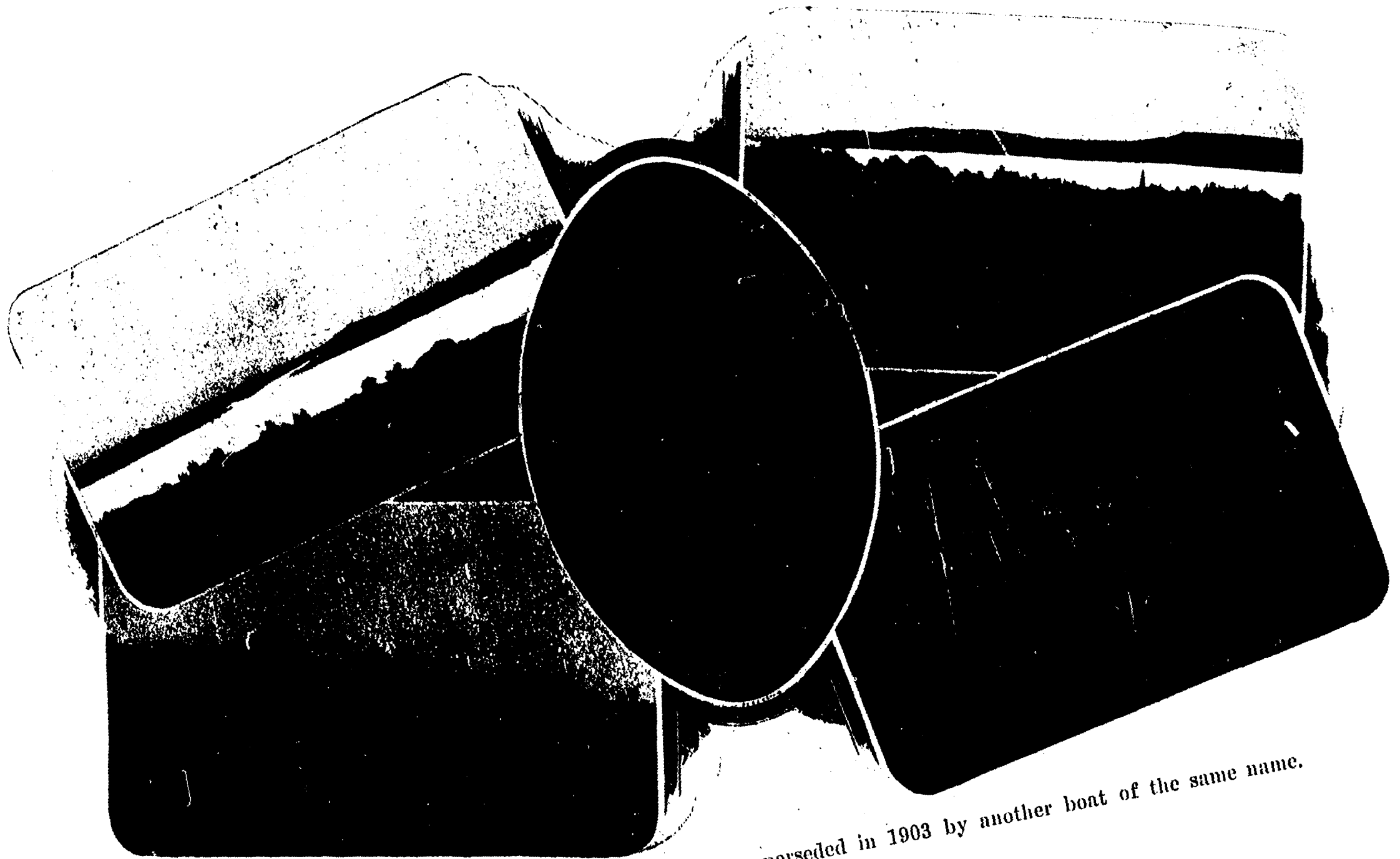
William McKenzie, whose father Alexander, and two uncles were in the English army at Crown Point under General Amherst, and who received grants of two hundred acres of land, all of which eventually came into William's possession. One hundred acres of this land was situated at what has always been known as McKenzie City, in the southern part of the village. The first house, built in May, 1784, still stands, and is owned



McKENZIE HOUSE—BUILT IN 1785

Photograph was made about 1900

and occupied by the daughter of William Groff, whose wife was Emeline McKenzie, grand-daughter of the original William. Here McKenzie, with his wife and one child lived, the only inhabitants of this wilderness, surrounded by hostile Indians, bears and wolves, until 1788, when a Mr. Walker came with his family, which was the second white family in the whole section. About this time, Robert Lewis returned and soon after, he acquired the Porter Mills, which he operated. From this time, the settlement was known as Lewis' Mills. In 1792, Robert Lewis was succeeded by his son, Robert, Jr.



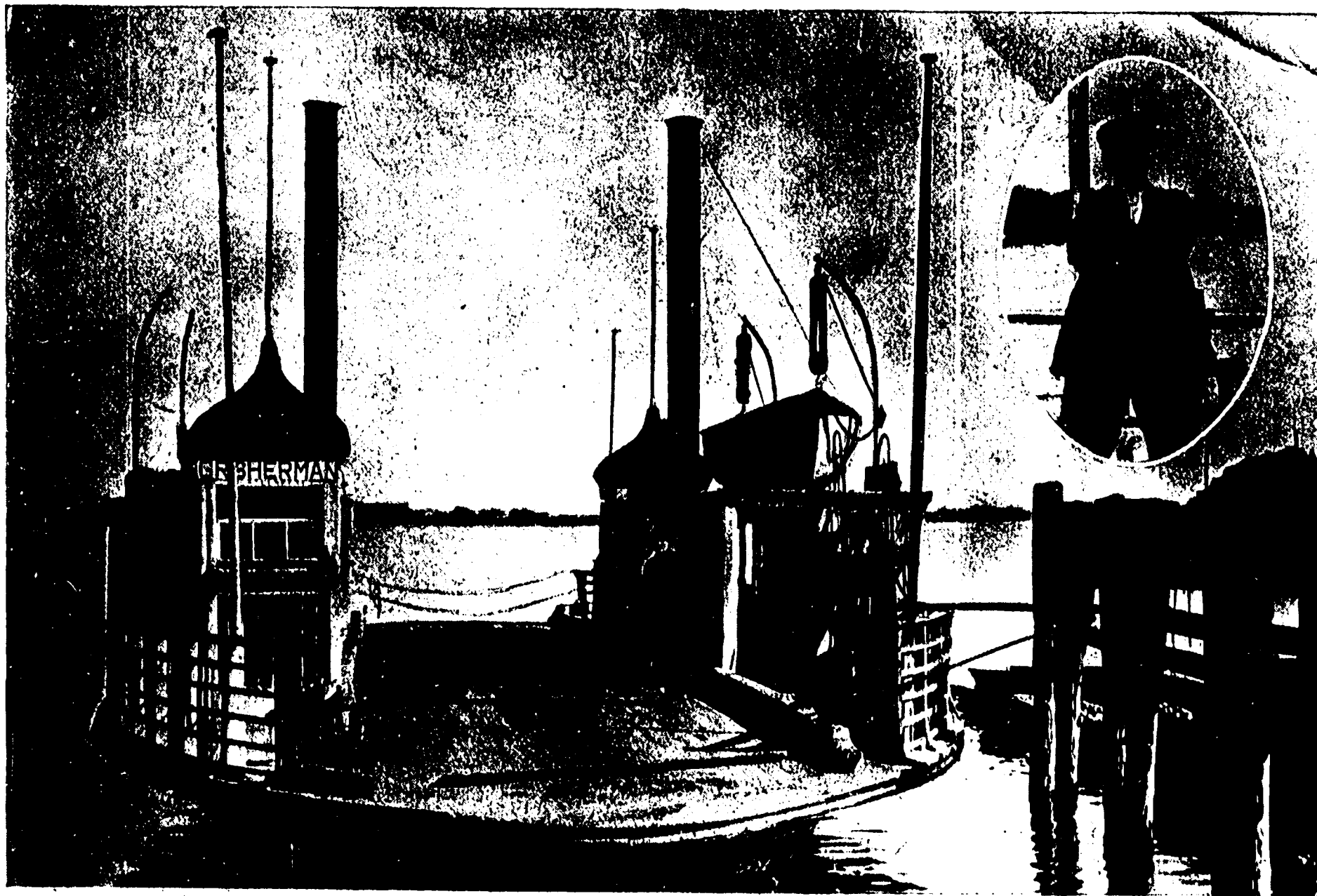
Photographs taken in 1902. The Vermont was superseded in 1903 by another boat of the same name.

From this time, the population increased rapidly, until in 1810, there were five hundred and eighty four inhabitants in the town of Moriah. Lumbering was the principal industry as there was a very heavy growth of timber, and several saw mills had been built on Mill Brook.

FACILITIES FOR TRAVEL

The first pilgrims to journey to Port Henry either walked, rode horseback, or paddled themselves in canoes. The first public means of conveyance was naturally by water and a ferry was established in 1785 by William McKenzie, between his part of the woods and Vermont. The first road was built in 1793. Before this there were only indistinct trails and marked trees. In 1810 a road was built to Ticonderoga. On the third of April, 1811, the first authorized ferry was granted to Robert Lewis, for ten years. Previous to this Benjamin Paine, who lived at Chimney Point ran a ferry boat from 1785 until his death in 1803. His wife, Jemima Paine, "a woman of strong mind and energy" continued to run the ferry boat until 1811, when it was taken over by Robert Lewis.

Early in the century, a line of steamboats was established, plying from Whitehall to Burlington. The first steamer was called the Vermont, and was built at Burlington in 1808. She was commanded by John Winans. She continued in service for six years and was sunk at Isle Aux Noix in October, 1815. Among the later boats were the Burlington, the captain of which was R. W. Sherman, native of Vergennes, celebrated in song and story as Captain Dick, and the Whitehall, commanded by Captain Anderson. Later the Saltus was built as an opposition boat, and the versatile Lot Chamberlin was placed in charge. Many are the traditions of Captain Chamberlin's varied accomplishments, but his poetical and musical attainments are perhaps best remembered. One of his songs, which he often sang when making a landing, was about Captain



FERRY "G. R. SHERMAN"

CAPT. WEATHERWAX

Israel Kingdollar, Mate, and Captain T. E. Weatherwax, on the deck

Sherman, who was a good deal of a martinet in the management of his boat, and he tells how,

“Captain Dick and Deacon Goff,
They tried to run the Saltus off;
They scrubbed the decks with so much care,
That cowhide boots weren’t wanted there.”

There were many verses to this song, and all of them were of a decidedly personal nature.

Charles Dickens in “American Notes,” tells of his trip through Lake Champlain, and comments on Captain Sherman’s excellent management of his boat. Captain Sherman had the honor of having a steamer named after him, the R. W. Sherman, which was afterwards called the America. It was later re-christened with the original name. These old boats were succeeded in due time by the Canada, United States, Adirondack, and the Champlain, which, one night as it was going north out of Westport Bay, ran aground and was lost.

Until the steam ferry, the G. R. Sherman, was started in 1890, the only way of crossing the lake by public conveyance, other than by scow boats, was by the horseboat, which ran for a short time about 1857 or 1858. The boat, called the Gypsy, was owned by Mr. Asahel Barnes of Chimney Point. The motive power of the boat was developed by horses on a treadmill on either side of the deck, causing the paddle wheels to revolve. The speed of the boat depended on the amount of “encouragement” the horses received from a long whip in the hands of the “engineer,” who generally sat in some passengers buggy in the middle of the boat. The horses were sturdy Canadian ponies imported by Mr. Barnes especially for this business.

The only means of communication with the outside world in the winter was the stage running between Whitehall and Keeseville. The driver was Silas Mason, a jovial old man, who was very popular with the traveling public. There was also a daily stage to Vergennes, owned and maintained by Gus Cheney.

The steam ferry, the G. R. Sherman, continued to render very efficient service until the completion of the Lake Champlain Bridge in the autumn of 1929, when lack of patronage forced her retirement.

RAILROADS

The first railroad to be built connecting Port Henry with other towns was the Addison road, which extended across Bulwagga Bay. It was built on wooden piling. This route had to be abandoned as the ice formed about the piles in winter, and they were all pulled up, when the ice went out. Ticonderoga was the terminus of this road. This first road from Port Henry to Ticonderoga was leased by the Central Vermont Railroad; after a short time, it was sold to the New York and Canada Railroad, which sold it to the Delaware and Hudson Railroad in 1873.

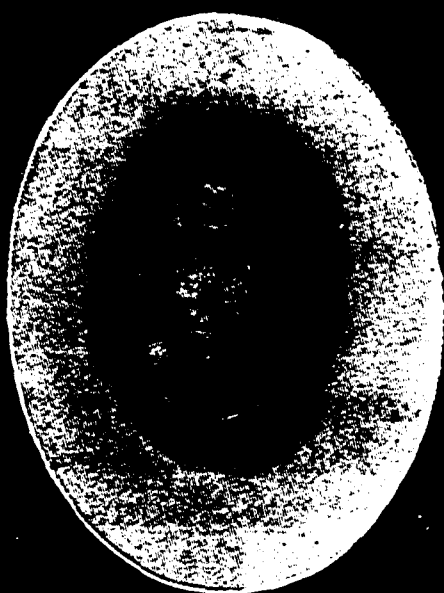
At the opening of the road, a memorial dinner was given at the Fouquet House in Plattsburgh. Among those attending from Port Henry were: G. R. Sherman, W. F. Gookin, W. T. Foote, F. W. Tobey, Frank S. Witherbee, T. F. Witherbee, and A. B. Waldo.

When the road was sold in 1873, the following item appeared in a newspaper:

“The town of Moriah bonded itself for \$100,000 in interest of the Whitehall and Plattsburgh Railroad Company. February 20, 1869, ground was broken at Crown Point. Two years later, cars were running between Ticonderoga and Port Henry. It was leased to the Central Vermont Railroad in 1871, which made a connection at Ticonderoga. The New York and Canada Railroad took it over in 1873, and needed more capital, so they sold it to the Delaware & Hudson Canal Company.

POLITICAL

The existing interest in political affairs in this village dates from April 26, 1803, when the first election was held at William McKenzie's. Sixty-seven ballots were cast. The election lasted three days. William McKen-



J. C. DOUGLASS
LUCIUS A. FOOT
REV. FREDERICK F. JUDD

ALEXANDER MCKENZIE
CLARK BUTTERFIELD
THOMAS WALTON

zie was the first justice of the peace, and also the first supervisor. The first town meeting was held the first Tuesday in April, 1808. Nathan Sherman was the first town clerk. It was voted at that meeting to raise five dollars to buy a town book, which is now in the clerk's office in this village. Alexander McKenzie was elected constable and collector in 1809; he was also supervisor in 1829. G. W. Goff, John E. McVine and A. B. Waldo were some of the early supervisors of the town who lived in this village. In 1818, it was voted to raise by tax, the sum of five dollars to build public stocks, and Alexander McKenzie was appointed a committee of one to superintend their construction, but for some reason, they were never built. In 1822 a commissioner of excise was appointed and the first license to sell spirituous liquors was granted to Phineas Woodruff, for which he paid two dollars and a half.

The first postoffice in the village was kept by Simeon Guilford, who was a harness maker. The office was in his shop in the lower part of the Michael Hogan house, which Mr. Guilford owned at that time. The mail was piled on the windowsill, and the window was left open in warm weather, so that the people could reach in and help themselves. This was perfectly safe, as there was no money to send by mail, and ashes, the principal medium of exchange, were too bulky.

MORIAH TOWN OFFICERS ELECTED

APRIL 26, 1808

Supervisor—William McKenzie

Town Clerk—Nathan Sherman

Assessors—George Sherman, Robert Lewis, Jedediah Edgerton

Collector—Theron Smith

Poormasters—Jedediah Edgerton, Captain Martin Joiner

Commissioners of Highway—Caleb Sherman, Jedediah Edgerton, Ambrose Mason

Constables—Theron Smith, James McLean

Fence Viewers—Thomas Winslow, William Sherman,
Jedediah Edgerton, George H. Hawkins

Poundmaster—Calvin F. Trask

Pathmasters—(ten districts)—Joseph Curtis, Peter
Lewis, William Sherman, Theron Smith, Amasa
Cook, Simeon Sanford, David Lowell, Enoch
Reed

Supervisors 1809-1853

1809-10	George Sherman	1838	James Greene
1811-		1839	Hiram McKenzie
1812-13	John Richmond	1840	George Sherman
1814-15	John Lyon	1841	Jeremiah Cook
1816-18	Nathan Sherman	1842	Lucius Olcutt
1819	Gardner I. Barker	1843	George W. Goff
1820-21	Nathan Sherman	1844	John E. McVine
1822	Gardner I. Barker	1845	George W. Goff
1823	Nathan Sherman	1846	H. McKenzie
1824-25	Gardner I. Barker	1847	Dr. Benjamin W. Dewey
1826-28	Nathaniel Storrs		
1829	Alexander McKenzie	1848	Jonathan Tarbell
1830-32	Nathan Sherman	1849-50	Timothy Olcutt
1833-34	Solomon Everest	1851-52	James P. Butler
1835	James Greene	1853	Kinsley Sherman
1836-37	George Sherman		

THE ODYSSEY OF THE COUNTY BUILDINGS

In the early days it was considered a by no means unpleasant adventure to go to the valley,—as it was generally called, “a courting.” It was often the only vacation our strenuous living forebears had in the entire year, but when living became more intense, and the erstwhile pioneers broadened their scope of vision, the justly famed good cheer and hospitality of the county seat, lost some of its lure, and the time required to transact business at Elizabethtown became irksome. At various times for many years, the question of moving the court house to some town on the railroad was agitated, but nothing was accomplished until 1909, when the county buildings started on their peregrinations. The first stop was at Westport. However, it was not a real

stop. They just hesitated. Then with a grand flourish and much fanfare, they landed at Port Henry. A site was bargained for and a famous city architect prepared most ornate plans—a very artistic achievement. The usual local office holders got all ready “to shake the tree and pick up the plums.” As is inferred, it was simply a contest between the nimble witted legal luminaries of the county. But alas for Port Henry, Judge Smith out-smarted them all. The bed of the Elizabeth-



HUBBARD HOUSE

Now the Warner McLaughlin Residence—Built about 1802

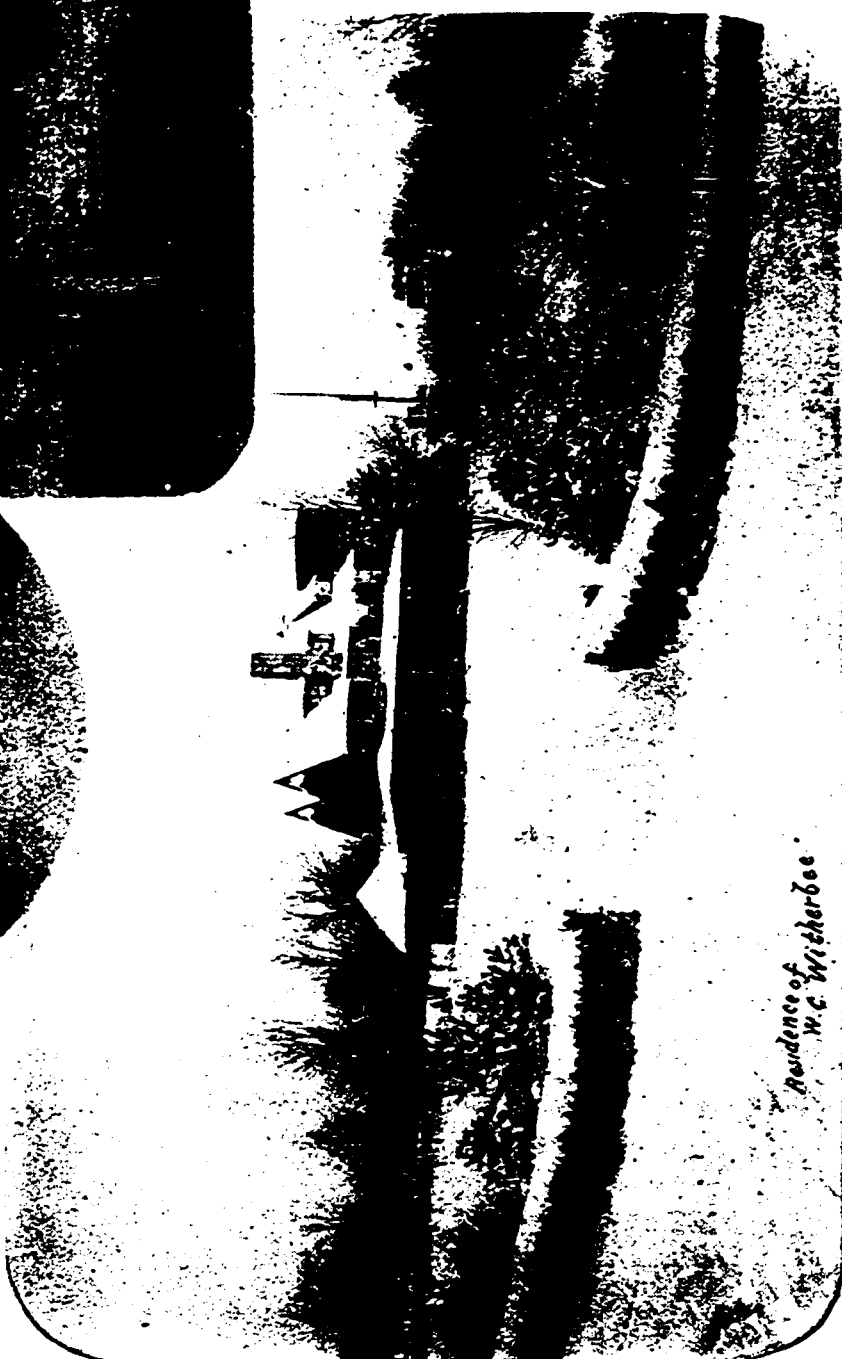
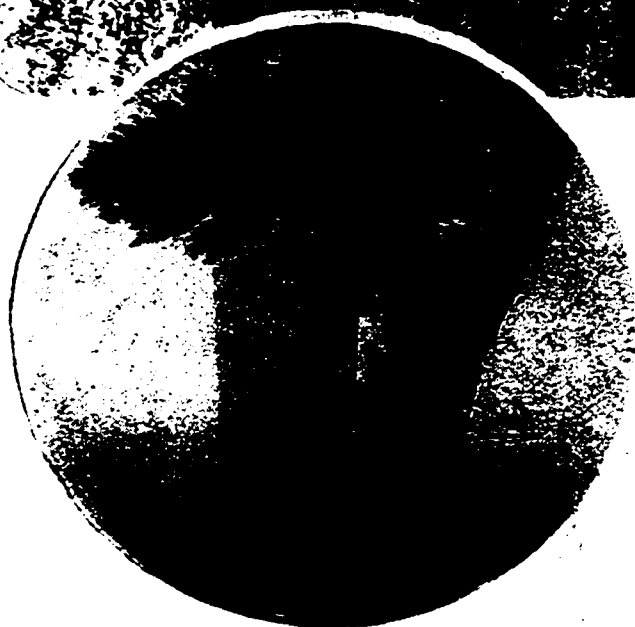
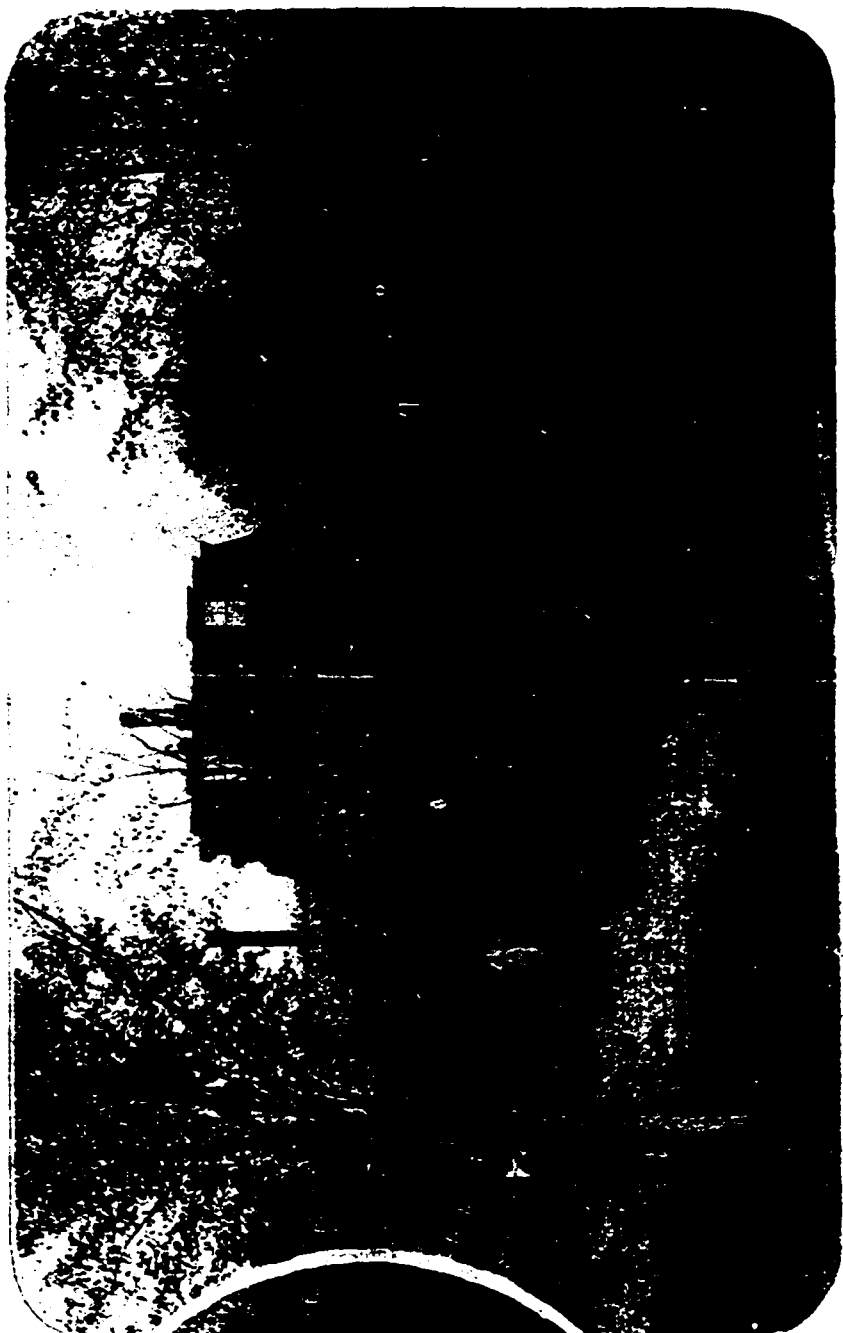
town Railroad was built, at considerable expense, and continues to return good dividends of golden rod and mulleins even today. And the county buildings are still doing business at the old stand. As the automobile has practically eliminated the remoteness of Elizabethtown, the Court House will probably remain where it is for all time.

STREETS

Previous to the Civil War, there were no streets in Port Henry other than the country road leading from Crown Point to Westport, and the road to Moriah. On South Main Street from Broad Street corner to

McKenzie City, there were eight houses on the west side of the street and five on the east side. The only side roads were Whitney Street and the short street by the school, now called Grove Street. On Broad Street, there were the H. S. Wheelock house, now owned by Gasper Giglio, the Collin's house, the home of Mrs. Gill, the old Foster house, and the Isaac Stone house, which stood where Frank Gilson now lives. On the south side of Broad Street, the only houses were George Wheelock's house, where the Buick Garage is now. Joe Vennor's, the present residence of the Kassels, the Cudworth place, where William Sherwood lives, Mrs. W. C. Witherbee's brick house, the Senton place, built by Dr. Cheney, and the old Merritt house, where at the outpost of the village stood the Hubbard House built about 1802. The Prospect Avenue section and Spring Street were a cow pasture. There were no houses to the south between Sherwood's and Whitney Street except the house, south of the school, built by Henry Carraher. This territory comprised the Lee meadow, the Spencer pasture and the Meacham farm. On the west side of North Main Street, there were the houses of Peter McGinn, J. G. Witherbee, Mrs. Gibbs, and Simeon Guilford. On the east side, were the houses of Miles Finnegan, Mike Carraher, the old Central House, the J. B. Spencer place and the John Mack property. The last two were on the shore of Butterfield's Bay, which was that part of Lake Champlain extending from Haven's boatyard to Mill Brook. Richmond's Hotel stood on the present site of the Convent, and across the street was the Butterfield store.

The road leading to the Cheever wound over the Garvey property to a wooden bridge. In 1824, Major Dalliba built his home which had a succession of tenants while it was owned by the several iron companies: a Mr. Buckley kept a boarding house and tradition says that he quartered one hundred men there; the S. H. Witherbee family, the J. G. Witherbee family, and Mr. Selwyn Smith lived there at different times. During the '50's, Mr. and Mrs. Thomas Witherbee, Sr., reared



*Residence of
W.C. Witherbee*

RESIDENCE OF MRS. WALTER C. WITHERBEE, 1902

RESIDENCE OF BARNEY MCRORY

their large family there and in addition had Mr. Wallace T. Foote and Mr. Charles Witherbee as boarders. For the past seventy-five years the Foote family has occupied it. In the vicinity of the Tunnel was located Major Dalliba's furnace, and its successors. To the north of it was the Powell and Lansing house, now owned by Mr. George Foote. Returning to the other side of the street, the small house at the entrance to Miss Mary E. Foote's driveway was built and used by Major Dalliba as an office and store. The house in which Mr. Edward Wilkinson lives also was built in that period.

As one left the village square to approach the southern limits, along South Main Street, the Douglass place was on the site of the Citizens' National Bank; it was since removed and is now the home of Mrs. Albert James on Henry Street; the Appleton Rice house, now owned and occupied by Mr. J. T. Breadner; the G. R. Sherman Homestead; the Ensign place, now owned by the Moores; and the D. M. Arnold house, later owned by Mr. William L. Flynn. At the foot of the hill was the H. B. Spring home, since moved to the Rancourt property; and the Meacham farm house, opposite the present furnace. On the east side of the street, the John A. Lee house was imposing as it was the first brick house in the vicinity of the square; the S. H. Witherbee home was the nucleus of the Frank S. Witherbee place and to the south of it were the old "Beehive," which had been designed as a factory and the old school house which Mr. Michael Kennedy bought and moved to Broad Street where Barrows Brothers operate their market. The Eastman house was owned by a Mr. George Miller and a house on the site of Mr. G. T. Murdock's was used as a select school. The O. Clapp property, later acquired by Mr. L. A. Foot covered the land now owned by Belden and Edwards. At Cedar Point was an old unpainted house, in which Mr. G. R. Sherman "went to housekeeping." This was on the site of Mr. Charles Anderson's home. Nearby was the old Cedar Point Store. The early settlers discovered an Indian burying ground in this vicinity. At McKenzie

City were the old McKenzie home, the tavern, the William McKenzie farm, now Morningside Farm, the Alexander McKenzie place on the site of E. C. Henry's Mill and the slaughter house on the site of Mr. Joseph Scozzafava's oil tank. The fresh meat was washed and cleansed in the waters of Bulwagga Bay.

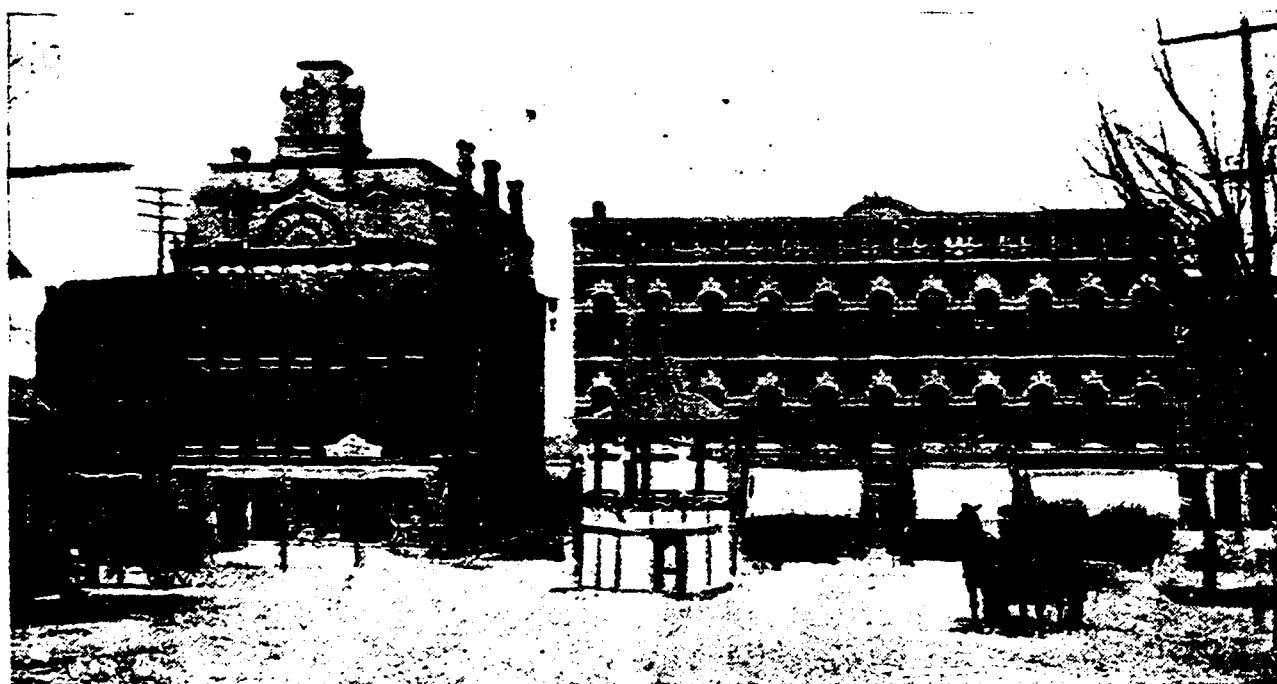
North Main Street, South Main Street, Church Street, Church Lane, West Street and Board Street have obvious names. Meacham, Ormsbee, Whitney, Rancourt, Tobey, Waldo, Jackson, Greeley, Foote, Stone, Warner Place, Shea Place, Willard or Putnam Place, Thompson Place, Lewald Lane and Locke Lane were named for families associated with their development.

Elizabeth carries the only woman's name, and honors Elizabeth Kennedy whose father opened the street and built the Kennedy Row houses. Grove Street perpetuates the beautiful trees which once bordered it. Cedar Street is also a reminder of the trees which covered the whole of the Cedar Point district. Parsonage Street is reminiscent of the Presbyterian Manse which was erected on it. Long Place recalls to memory Michael Long. For many years it was known as Wilbur Street from the fact that Wilbur Judd lived in the vicinity. When Albert Salmon built the Stickney House, he gave his son's name to Henry Street. College Street originally honored the father of our country, but as Latin and Greek were added to the curriculum of the Union Free Academy, native pride soared. The effervescent springs gave their name to Spring Street while its neighbor, Prospect Avenue, commonly known as "the Avenue" bespeaks the extensive view. Mill Street indicates its proximity to Mill Brook and William Street receives its appellation from William H. Carr, President of the village at the time it was opened. A street name which appears in practically every village along the lake shore, pays humble homage to the great Champlain. Beaver Street is shrouded in mystery. At one time it was a busy artery of commerce to the old Collins dock. Park Avenue, opposite the station takes its name from With-



VILLAGE SQUARE AFTER BUILDING BOOM OF 1875

Left to right: Spencer & Shattuck Store, Roof of Simon Doctor Block, H. S. Wheelock Store, Lewald Opera House Block, Champlain, then Central St. leading to old Central Dock, Van Ornam & Murdock Block, Lee House, McKenzie Block, Milo Wood Store, Wolcott Block, Cleland House



VILLAGE SQUARE IN THE 1890's
Showing wooden bandstand

erbee, Sherman Company's park. First, Second and Third Streets were subdivisions in the John A. Lee pasture and really have been nameless for over sixty years. In the early days several French families located to the north of Cedar Point which gave rise to the district known as the French Settlement.

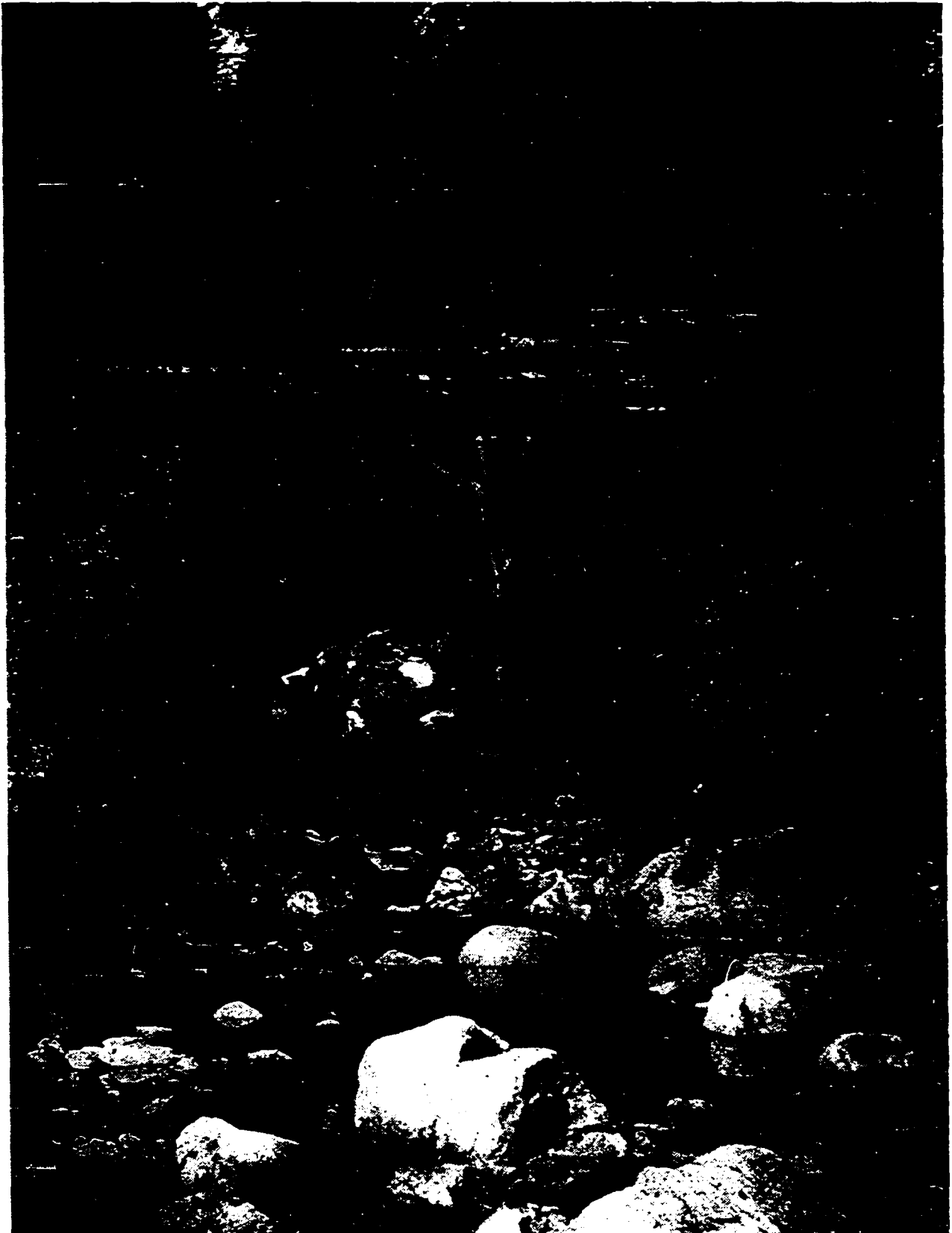
THE BUSINESS DISTRICT

Following a period of business depression, fifty or sixty years ago, there ensued an era of prosperity, which is referred to as the building boom, when eighty or more dwellings were erected in the Lee meadow, the Meacham farm, and in the Spring Street and Prospect Avenue districts. The price of building lots jumped from three or four hundred dollars to as much as two thousand dollars. Some of the earlier business blocks were also built about that time. The Simon Doctor Block and Van Ornam Block were erected in 1871. The Van Ornam Block and the old Harvey Cole Store were destroyed by fire in 1874. Soon after, on the site of these buildings, were built the Lewald Opera House and the Cook Block, both of which were burned in 1910. The site was then acquired by George C. Foote, who built the so-called Foote Block, which was purchased by the Masonic Order in 1928. The block owned by the Kelley estate and George Murray was built by Sam Van Ornam and George Murdock in 1874; Sam Van Ornam owned the southern part and George Murdock, the northern half. The McKenzie Block was built in 1875; the Wolcott Block was built in 1875; the Hays Block, early in the present century; and the Sagan Block, in 1925.

THE CHINESE JAIL

At one time, when a large number of Chinese attempted unlawful entry into the United States by way of Canada, they were apprehended and brought to Port Henry for detention. At first, they were quartered in the village hall in the jail building, but as their number increased, the place became overcrowded. A lot was

secured on Elizabeth Street, and the building which is still known as the Chinese Jail was erected. When the structure was no longer needed as a Chinese sanctuary, it was sold and converted into a tenement house. Mr. F. W. Dudley acted as the Commissioner of Immigration.



MILL BROOK

Showing the Old Iron Bridge, on the Site of the Lewis Mills

CHAPTER II

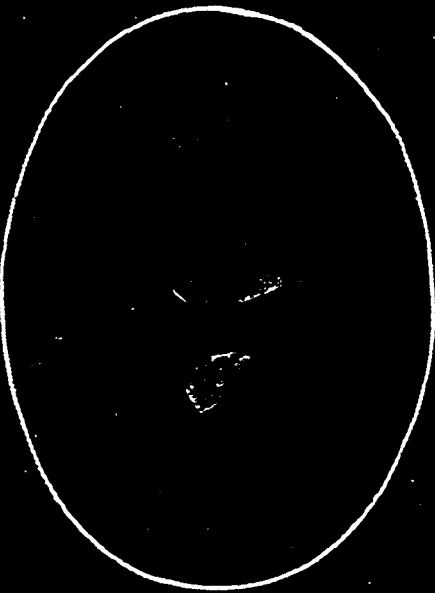
INDUSTRIES

EARLY INDUSTRIES

The first business that was ever carried on in this village, of which we have any record, was Porter's mill, which was in operation in 1766, where the timber was sawed for the Crown Point Fortress. This was abandoned and the Lewis mills were built in 1786. From this date for thirty or forty years, the lumbering business flourished on a very extensive scale. Saw mills sprang up on all the streams, until, at one time, there were no less than sixty in operation. There was also a mill for sawing stone on the Whitney Brook, where the mantels and hearths in George C. Foote's house were made. O. Clapp, who built the old L. A. Foot house and store in 1826, was one of the most prominent lumbermen. Cedar Point was one vast lumberyard, where, during the winter, thousands of logs were drawn and piled, giving employment to hundreds of teams. In the spring these were rafted in the bay, where the railroad station and the Cedar Point furnace now stand. A large portion of this lumber was sent to Quebec and other points in Canada, and was used for making masts and spars.

In conjunction with the lumbering, an extensive business was done in ashes. A Mr. Solomon Everest and Nathaniel Storrs were among the largest manufacturers of potash, and there was an ashery exchange below the Scozzafava Store. As there was very little money in those days, ashes were the medium of exchange, being worth from twelve to seventeen cents per bushel. The manufacture of ashes was continued until in 1847, when wood became more valuable for charcoal.

About the first manufacturing to be done in the village was a factory for making clothing, which was built by Reubell Sherman and Hiram Heaton near the iron bridge at the Bay State Furnace. After a few



CLARENCE WOLCOTT
GEORGE W. WESTON
MRS. ELIZA CROSSET FOOT COLLINS

H. B. SPRING
J. B. SPENCER
L. F. SPRAGUE

years this was abandoned, and Sherman continued business at Moriah Center. On Whitney Brook, there was built another clothing factory, in 1825. In 1839, it was enlarged and converted into a tannery, which continued to do business until after 1860, under the name of A. B. and C. W. Huntley. Another industry on the Whitney Brook at that time was the carding mill. Reubell Sherman was also the first to build wagons and sleighs in the town.

The building of the Champlain Canal in 1824 had a marked influence on the future of this embryonic village, as it established a means of communication with the southern markets, and from this time the growth of the town was quite rapid. The first store in the town was opened in 1810. Before this the "trading" was done at Vergennes, Bridport, Shoreham and at Byron Murray's store at Chimney Point. At this time, sable and mink skins were worth from one to two dollars apiece; bear skins, from three to five dollars; and wolf skins, from two to three dollars. The first store at Cedar Point was built in 1820. The building was afterwards changed into a dwelling and still stands, the present residence of Mr. John Carr.

In 1824 Major Dalliba opened a store in what was afterwards the Bay State Office, and soon after this, Harvey M. Cole kept store on the old furnace dock, about where W. T. Foote's Jr.'s boat-house now stands. In 1834 Dalliba's store was closed, and in 1835, Harvey Cole built the store which stood on the site of the Opera House. Shepherd and Clark built the Butterfield store also, in 1834. They had kept store for several years previous to this in the building which stood in what is now the convent garden. The old L. A. Foot Store, recently sold to Belden and Edwards, was built in 1826. Wheelock's Store, now occupied by Frank Vartuli, was built in 1839, and soon after this, Milo Wood built the store across the street, which was burned in 1924, and the Widow O'Brien built the brick store, which was absorbed by the Hayes Block. The first store in town to have a glass front was Sweet's Drug Store,

built in 1861 by Dr. R. E. Warner. This was the first drug store in town.

The first hotel in town was William McKenzie's. In 1795, a hotel was built near the convent. It was called the Port Henry Hall, and was kept by John Richmond. It did business until 1820, when Harvey Sherman built the hotel which stood in about the same place, and was kept later by J. C. Douglass. This house, which was a wooden building, was burned in 1850, when G. B. Pease built the Port Henry Hotel, the present Convent building. The Lee House, opened in 1877 by C. B. Pease, a few years later came into the possession of L. F. Sprague, and enjoyed a well merited popularity for many years. Early in the present century, it was sold to J. E. McNulty, who enlarged it in 1911, and under his skillful administration, it enjoys an excellent reputation as a haven of rest for the tired wayfarer.

THE PLANK ROAD

The plank road from "the ore bed"—it was not called Mineville then—to the docks, represented quite a prodigious financial investment, as the planks used were all four inch hemlock, from eight to ten feet or more in length. The road required the constant supervision of quite a force of men, to keep it in repair, as the planks wore out quickly on the hills. The teamsters had to sit on the brake handle, so that the "hind wheels" could not turn, as all the horses could do was to steer the seven or eight ton load. It was no small achievement to "draw ore" in those days, for if anything broke coming down hill, an appalling casualty was inevitable. Most of the planks used for the road were sawed at Sprague's Mills in North Hudson, and it is a good guess that Bostwick Baldwin was the purveyor of millions of feet of "plank road plank" to the Witherbee and Sherman Company. The road, for many years, went through Moriah Corners, but nearly seventy years ago, the dugway road was built from Mill Brook, as it was then called, to the lower toll gate. This eliminated

the heavy grade on the road to "the Corners," so much larger loads were drawn. There were two toll gates on the road and the toll was paid with "Moriah plank road" tokens, which were like an old-fashioned copper cent. A few of these are still in existence, and are much prized by collectors.

CANAL BOATS

One very considerable unfailing revenue, in the old days, for the store keepers and markets, was from the canal boatmen, who were waiting for the boats to be loaded, or "waiting for a tow." It was not an uncommon sight to see several hundred boats tied up at the Cedar Point dock. They were a small floating village,—an acre or two in extent—and to do business with a captain on the outside tier, one had to cross forty or fifty boats. If business were a little slack, the boatmen improved the opportunity to paint their boats, and tons of Atlantic lead were sold—the price was seven cents—and hundreds of gallons of linseed oil. A good many of these hard-boiled mariners disdained foot coverings, so it was always quite safe to address a tough looking bare-footed man as "Captain." A great many men found employment "loading boats" or "wheeling ore," and also as "trimmers." The strength and endurance of these men were almost incredible, as one gang of four men would load two boats a day, each boat carrying over one hundred tons. The ore was wheeled, in heavy wheelbarrows, up a plank and dumped into the hold or into the open boat if it were a "coal plug." A wheelbarrow load weighed about five hundred pounds, and it required some adroitness to keep the barrow from going into the boat with the ore. These men were called "dock wallopers." The pay for this work was very good as men with the requisite physical qualifications were scarce. Alec Havens was dock superintendent for Witherbee, Sherman and Company, and was very popular, although he was good deal of a martinet, as he rushed about with much gesticulating, directing the teamsters where to unload.

Aaron Palmer, a blind man, always rode down with some teamster and helped him to unload. Charlie Moore was the dock superintendent for The Port Henry Iron Ore Company. The Witherbee, Sherman Company kept the so-called Cedar Point Store, where a large business in grain, clothing and other supplies was done with the teamsters.

There was a glamour about the life of a canal boatman in the old days that was irresistible to many men living in the towns along the lake, and every summer, for many years, many of the well known residents of Moriah, Crown Point and "Ti" went "boating." The money returns were good, especially when they could "load both ways." Lumber from Canadian ports and Burlington; iron ore and pig iron from Port Henry were the principal commodities carried south; merchandise of all kinds from New York, and Syracuse salt were brought back. The captain of a canal boat was a hard boiled autocrat, who had to be able to enforce his rights. There were frequent acrimonious encounters in getting through the locks, and in resisting violations of tow path courtesies. In later years, several of these erstwhile ex-mariners "settled down" in Port Henry, and they were all highly esteemed, good living citizens, who minded their own business; but woe to him who tried to put anything over on them. He was surely "out of luck." A kick of a horse was a "love pat" compared with a straight left from one of those hard hitters. One of them was a deputy sheriff, and needless to say, he always got his man. Another potential cyclone was an artist of quite unusual versatility. After he had painted the outside of a house, he could do the interior decorating, and there were many dining rooms and hotel-offices that were monuments to his creative skill. Paintings of animals of many species graced doors and ceilings, and sometimes there were creditable representations of characters from Biblical history; wagons and sleighs painted by him were easy to identify. His masterpiece, however, was the picture of the famous horse Aristides, painted on the door of Mr. Foot's

stable. This painting was so life-like that the artist always insisted that the groom on one occasion tried to harness it.

CEDAR POINT STORE

The account book of the Cedar Point Store from May 1, 1846 to May 17, 1847, shows that corn cost \$.63 a bushel; oats, \$.50 a bushel; plaster \$1.14 a bag; tea, \$80. a chest; flour \$4.63 a barrel; sugar, \$2.25 a barrel; and beer \$3.00 a barrel. Coffee was sold in large bags, and molasses was shipped by the hogshead. Many people bought their supply of salt pork by the barrel. During that season, the Lexington, the Niagara, the William Farnam, and the John Gilpin, canal boats together with the sloop, Linet, brought their cargoes to this busy mart. From the charges, almost every consignment of goods was carted across the city of Troy, to be reshipped northward. We have a suspicion that the clerks at the Cedar Point Store were selected for their ability to help with the "wharfage," rather than for their knowledge of orthography. Several of the men listed below were boatmen who worked on the docks and who were paid in supplies. A list of the accounts follows:

Mrs. E. Allen
G. W. Allen
William Anderson
Armstrong, Jones & Co.
Samuel Avrill
G. I. Barker
Samuel Barker, Vergennes
Lemon Barns, Agt.
Jabez Bates
S. C. Beach
John Betts
Jared Bishop
G. H. Blinn
Ira Bloomfield
John Byron
John Burgey
Lorenzo Butler
M. K. Butterfield
Elisha Carpenter

L. P. Chaney
H. Chunb or Chubb
Carlos Clark
Ebenezer Collins
Hiram Cook
Jerry Cook
John Conlow
Gardner Conn
John Cowler
J. Davey & Co., Fair Haven
James Donohoe
J. C. Douglass
Dovey & Cushman
John Dowd
Amos Drake
Ira Dutton
James B. Edgerton
Asa Eggleston
John Ensign

Dudley Everest
William Farnam
Preserved Fish (probably of
Ira, Vt.)
Calvin Fisher
L. A. Foot
Robert Giles
H. Foster & Co.
J. L. Gilman
Theron Goff
George W. Goff
Charles Greeley
Lot Hadaway
Eliphalet Hall
Hall & Everest
Thomas Harney
William Harper
E. G. Harris
Thomas Harvey
Henry Havens
Hiram Heaton
E. P. Hendee
John Hodgson
William Hough
Samuel Howard
Warren Howard
Ami Howe
Roswell Hubbard
J. B. Huntley & Co.
E. A. Hurlburt, Keeseville
Elisha Joiner
T. C. Junus
R. V. R. Ketchum
Maynard Kidder
Tompson Kidder
Jesse King
J. C. Kingsland
E. Kingsland, Essex
John Lang
John A. Lee
Lee, Sherman & Co.
Edward Lerevett
Allen A. Lewis
Adin Lock
Charles Loveless
Michael McCabe
Patrick McCabe
Edward McClure

Thomas McClure
Hiram & Lyman McKenzie
Jedediah McKenzie
William McLoughlin
Silas Mason
Thomas Meluse
H. B. Miller
Miller & Richmond
Frank Miner
Moses Miner
George Mitchell
Loyal Morton
E. Newland
S. W. Nicholds
Timothy Olcott
Julius E. Pangborn
Jacob Parmenter
J. G. Parks
George B. Pease
Alden Pratt
Colmon Reed
Curt Reed
James Rain
C. S. Rich
Lewis Rose
Thaddeus Russell
R. Sage, Troy
David E. Sanford
Joseph Segar
Richard Shaw
D. C. Shepard
George Sherman
Sanford Sherman
James B. Smith
Joseph Spanner
Levi Spear
D. C. Sprague
Hiram Sprague
James Sprague
Samuel Sprague
H. B. Spring
E. Stiles
Granvil Stowe
W. S. Storrs
Storrs & Son
Orlando Tanner
Daniel Tarbell
Amos Taylor

Richard Tillerson
R. L. Titus
Job Trumbull
Vergennes Iron Co.
Mathew Wall
Charles Walton
David Wasson
Henry Wells
James Wells
Enos Welton
R. Whallon & Co.

H. S. Wheelock
John S. Wheelock
Jonathan Wheelock
Loron Wheelock
Benjamin Whitney
Simeon Willard
Mary Williams
Samuel Williams
Samuel Willson
Jotham Woods
Lewis Worman

ITINERANT MERCHANTS

A history of the early mercantile industries of this village would be incomplete without reference to the itinerant dealers in high class female finery, jewelry, and other somewhat expensive commodities, not to be found in the general stores of that period. As there were no mail order houses or other inexpensive facilities for shopping in the large cities, the periodical visits of these preambulating stores on wheels were welcome events, and many a cashmere shawl, innumerable yards of black silk for a "go to meeting" dress, a nubia, or a dolman were joyously acquired in exchange for the frugal savings of the thrifty housewives. These merchants generally "put up" at private houses and paid for the hospitality with merchandise. They were a genial lot, and made many friends. Sam Eldridge did a large wholesale business in this way, dealing directly with the storekeepers. He had two very ornate wagons, drawn by a handsome pair of gray horses, and an equally beautiful black team. Bob Morris, who afterwards became a prosperous store-keeper, drove one of the teams. Other well known traveling merchants were Simon Doctor, and A. Lewald, both of whom later "took root" in Port Henry and Jonas Loeb, who located in Ticonderoga. Ballou and Arbuckle of Burlington did a wholesale confectionery business, throughout this county, from a wagon, driven by a Mr. Landon. Later Bromly and

Demerit, Confectioners, of Plattsburgh, did a large business in all the lake shore towns.

HARNESS MAKING

One of the important industries in the town for many years was the manufacturing and repairing of the hundreds of heavy harnesses used in hauling ore, and in lumbering. Ready-made work harnesses were unheard of, and owing to the very hard usage to which they were subjected, they had to be made of the very best leather, doubled and reinforced in every way, so that the purchase of a new harness necessitated the expenditure of a goodly sum of money; and to put on a horse collar, in those days, was a job for a husky man. William James Davis, the foremost harness maker of his day, had his shop in the building, which he erected, above Phinney's Store. His extensive business required the employment of many hands. C. Merritt and his son were other harness makers, and for more than half a century the business established by the late William Keenan has been carried on at its present location.

TAILORING

As ready-made clothing was so notoriously impossible in the primeval days, "made to measure" clothes were quite universally worn, and the good tailor was a very necessary and highly esteemed member of the community. Two outstanding sartorial artists were Frank Carr and Henry Sentenn. As the cost of clothes was by no means negligible, the hand-me-downs were treasured and fashioned into garments for the rising generation. The most popular tailoresses were "Carline," Laura, and Louiza Hubbard, who lived where Mr. Warner McLaughlin now lives. The good looking pants they could "contrive" out of a cast-off coat brought joy to the heart of many a small boy.

MILLINERY

Among the milliners of the early days were Miss Elsie Flint, who afterwards married Major Ormsby,

Mrs. Eliza Dupry and Mrs. Henry Palmer. However, Mrs. A. M. Flint was more extensively known than the others, as she did business for nearly sixty years, attracting patronage from all parts of the county.

THE SHIRT FACTORY

The shirt factory, which stood near the Episcopal Church, was erected in the early nineties. It was a much appreciated industry, which gave employment to nearly one hundred girls, and the revenue earned by them added very materially to the happiness and comfort of many families. The business was moved to the second story of the Scozzafava garage, and was finally discontinued on account of adverse economic conditions.



JOHN A. LEE
BYRON L. HURD
JOHN OLIVER PRESBREY

GEORGE SHERMAN
FENTON J. HURD
REUBEN WHALLON

CHAPTER III

MINING

HISTORY OF MINING INDUSTRY—FRANK S. WITHERBEE

The first man to become identified to any extent with the mining of iron ore here, was Deacon Sanford, who settled on the Hardy Curtis place, southwest of Mineville in 1805, but it was not until many years later that ore mining was commenced.

The following excerpt, taken from a very exhaustive record, "History of the Iron Industry of Essex County, New York," by The Honorable Frank S. Witherbee, tells the story of the iron industry in this village and its environs.

"Although this town furnished more or less ore to most of the forges running in the country, yet I can learn of only one forge ever having been located in the town. This one was at Forge Hollow, near the Sherman race track, and was operated about 1845 by Chester Stephens. It seems strange, with so much ore near at hand, that others were not built. I think the fact is explained by there being so few water power locations in the town.

"The first blast furnace erected in Moriah was built in Port Henry about 1822 by Major James Dalliba and John D. Dickerson, of Troy. The ore used at first came from a mine about three quarters of a mile from the furnace (probably the Dalliba, now known as the Lee Mine), and a little Hematite ore was used from Vermont. The furnace was a small one and turned out, only from fifteen to twenty tons weekly. In 1827, the furnace was converted into a Stove Works. On the death of Major Dalliba, the plant passed into the hands of Stephen Keyes and was by him conveyed to Lansing Powell and Tarbell. In 1836 Tarbell sold out to Lansing and Powell, and they seem to have erected a new charcoal furnace or rebuilt the old one which had been turned into a stove plant. George W. Goff bought them out



BAY STATE IRON COMPANY—PORT HENRY FURNACES

About 1860, showing the boat "Excelsior" loading

about 1838, and the next year conveyed the property to Horace Gray of Boston. He formed the Port Henry Iron Company, in 1840, which took over the furnace property and either leased at a nominal rental or bought the Cheever ore bed. Mr. Gray added a second blast furnace about 1847, and the article in the American Railroad Journal heretofore referred to speaks of this furnace as being one of the best furnaces ever erected in this country. Its output was about eight to ten tons daily. A cupola furnace of four tons daily capacity was also added to one of the casting houses of the two furnaces, and large castings and heavy pipes were produced. Mr. Gray failed in 1847. He was a man widely known and one of the promoters of the New York and New Haven Railroad. One of the projects he had in hand before failing was the construction of a railroad along the west side of Lake Champlain. After Mr. Gray's failure, operations were for a time suspended. In 1852 the property was sold to Benjamin T. Reed of Boston. He formed in 1853, the Cheever Ore Bed Company, which took over that mine and a corporation known as the Port Henry Furnace Company, which took over the furnace property.

"In 1853 the old charcoal furnaces were changed into an anthracite furnace with water as a motive power. In 1854 another anthracite furnace was built on the margin of the lake. This was equipped with an iron shell stack, probably the first in the world, as they were previously built of stone. In 1862, another furnace was built beside the last. The furnace built by Gray in 1847, where the present Stone Foundry stands, was taken down in 1865.

"In 1867 the Bay State Iron Company, owning a large rolling mill in South Boston, took over the two Port Henry furnaces and the Cheever Ore Bed Lease and operated the same until the failure of the company in 1883.

"Soon after a new corporation was formed composed of W. T. Foote, the Burleighs of Ticonderoga, and Witherbee, Sherman and Company, and known as the

Port Henry Furnace Company. This company operated the furnaces for several years until the property again got into financial difficulties, and was purchased at a sheriff's sale by Witherbee, Sherman and Company. This company operated Number Three furnace up to 1890 and Number Two furnace up to 1892, and in 1896, the plant was dismantled. Although the latter years of this property were financially unfortunate, yet the plant from, say 1860 to 1880, was exceedingly prosperous and undoubtedly earned its cost several times over. Wallace T. Foote was, during this period, in charge of its operations, and was considered one of the brightest and most progressive furnace managers of that time.

“Fletcherville Charcoal Blast Furnace. This furnace was located about three miles from Mineville and was built in 1865 by S. H. and J. G. Witherbee and F. P. Fletcher, of Bridport, Vermont. A Mr. Bailey was its first superintendent, and was afterward succeeded by Thomas F. Witherbee. The quality of iron made was of a high character, and some of the first steel rails made in this country were manufactured from this iron. To show the variation in the price of iron, I would say that iron was once sold from this furnace for sixty dollars per ton, and within a period of three months the same iron was sold for less than thirty dollars.

“The ores used in this furnace were from the New Bed Mine of Witherbee, Sherman and Company, and from some small mines in the vicinity of the furnace. owned by Mr. Fletcher. On the death of Mr. Fletcher in 1874, the furnace was closed down. It is a matter of historical interest to note in connection with Thomas F. Witherbee's administration of this furnace, that for a period of over two months about twenty-three hundreds pounds of pig iron were produced on the consumption of less than sixteen hundred pounds of charcoal. This low fuel record, it is believed, has never been surpassed by any modern blast furnace. It is also interesting to record that Mr. Witherbee ran, with this furnace, the first chemical laboratory ever attached to a

blast furnace. The first closed-front used in America was also installed by Mr. Witherbee in this furnace. The furnace was located near the town lines of Westport and Elizabethtown and Moriah, and at one time, there was some litigation as to where the taxes should be paid.

“The Cedar Point Iron Company was organized in 1872 and a fine modern blast furnace was built in the southern end of the village of Port Henry. Whitwell hot blast stoves were imported from England, and the furnace was the most expensive one that had yet been constructed. Her output was about forty-one tons per day at the start. In 1885, the property was taken over by Witherbee, Sherman and Company. Twice it has been leased to outside parties; the first time, to Messrs. Slayback, Robinson and Dickey of New York, who added a Clapp-Griffith steel plant to the furnace. This process was not a success and the plant was removed to Pittsburg, and I understand was later removed to Mexico. The furnace is at present leased to Messrs. Pilling and Crane, of Philadelphia. One of the engines from the old Bay State furnace had been added to its blowing capacity, and some of the hot blast stoves from one of the Crown Point furnaces also added, and with this additional equipment and some other improvements, the furnace is now making from one hundred and seventy-five to two hundred tons per day. Quite a difference between this output and that of the first furnace built in Port Henry in 1822, whose output was only fifteen or eighteen tons per week! Some of the modern furnaces at Pittsburg are, however, producing over eight hundred tons per day. The Cedar Point Furnace was built under the direction of Thomas F. Witherbee. Among its first directors were A. B. Waldo, Dr. R. E. Warner, S. H. and J. G. Witherbee, G. R. Sherman, H. B. Willard, and I think Walter Merrill. It was run principally on Mineville ores, though at times St. Lawrence County hematites, Chateaugay and Arnold Hill ores from Clinton County have been used in its mixture.



WILLIAM FLYNN
WILLIAM F. GOOKIN
S. H. WITHERBEE

KINSLEY SHERMAN
GEORGE T. MURDOCK
J. G. WITHERBEE

“The Cedar Point Foundry located near the Cedar Point Furnace was built in 1879 and ran very steadily, even through the depression of 1893-8 until 1903, when it was burned, and removed to Plattsburg. Its castings were largely used for paper mill and mining machinery. The demand for their work was such that they were able to run full when nearly all the other industries were closed down at times by the depression of 1893-8.

“The town of Moriah is famed throughout the metallurgical world for her iron mines. Save for one or two deposits in Sweden those of Moriah are the largest developed magnetic ore bodies in the world. The product of her mines have reached in the past nearly every iron making center in this country and Canada, and twice have been exported to Europe. Unlike most mining localities, the ores are varied in quality so that almost any character of iron can be made from them. It is estimated that since the discovery of iron ore in the town, about thirteen millions of tons of iron ore have been shipped from the various mines. Perhaps the most graphic way of expressing this tonnage would be to state that it would make a solid freight train stretching from Port Henry to Denver, Colorado. The tonnage, however, of the Lake Superior region this year will almost double this amount. Still more impressive of the growth of the iron industry in this country is the fact that as late as 1875, we mined only two and a half million tons of iron ore, while the output of 1905 will probably exceed fifty millions!

“The Cheever Mine was the first known in the town and ore is said to have been dug there as early as 1804, but not much was done with the property until it was purchased by Horace Gray, about 1838, for the sum of five thousand dollars. He conveyed it to the Port Henry Iron Company, and as stated before, it was purchased in 1852 by Mr. B. T. Reed of Boston, who conveyed it to a corporation known as the Cheever Ore Bed Company, composed of B. T. Reed, Samuel Hooker, R. W. Hooper, Joseph and Lucius Tuckerman, all well known men of Boston and New York. A contract

was made with the furnaces at Port Henry for the ore at fifty cents a ton above cost. The ore was of excellent quality, averaging about sixty-three per cent in iron, and three to four tenths in phosphorus. The local forges and the furnaces at Port Henry and along the Hudson River usually carried considerable of this ore in their mixtures. I think William H. Stone was the first superintendent of the mine, his successor being John O. Presbrey. He in turn was succeeded by his son, Oliver S. Presbrey, who purchased the property about fifteen years ago. The vein appears to have been cut off and the mine has not been operated since about 1892."

(Since the above was written, the Cheever Mine has been re-opened by Mr. Oliver Presbrey and a magnetic separator is being constructed in connection with the mine. A company known as the Cheever Iron Ore Company has taken over the property. Mr. Presbrey and his sons control fifty-one per cent of the stock of this company, and Witherbee, Sherman and Company own the remaining forty-nine per cent.)

"Goff Mine. This mine adjoins the Cheever Mine on the north and was supposed to be a continuation of it. Ore from this mine was used at the Westport furnace when owned by Mr. George W. Goff.

"Pease Mine. This mine is located on the lake shore a short distance north of Port Henry. A little of the ore was used at the Port Henry furnaces, but the mine was abandoned many years ago.

"Dalliba or Lee Mine. This mine is on the road to Mineville about a mile from Port Henry, and was opened about 1825. The vein is well defined and the ore fairly uniform, but proved to be too high in sulphur for use in the Port Henry furnaces.

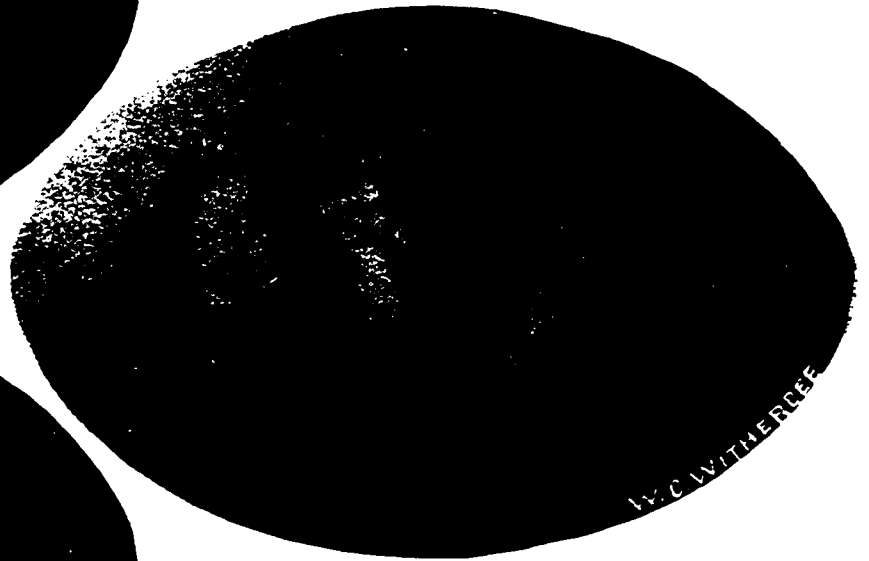
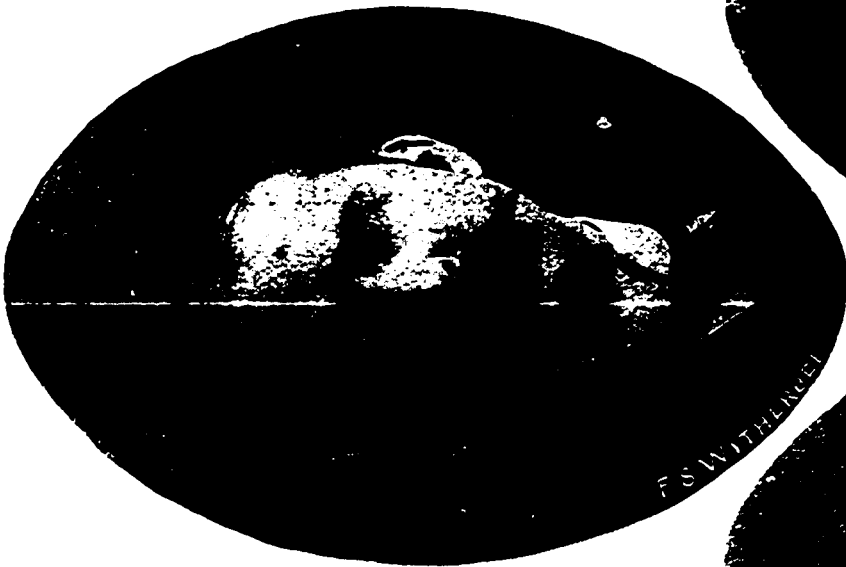
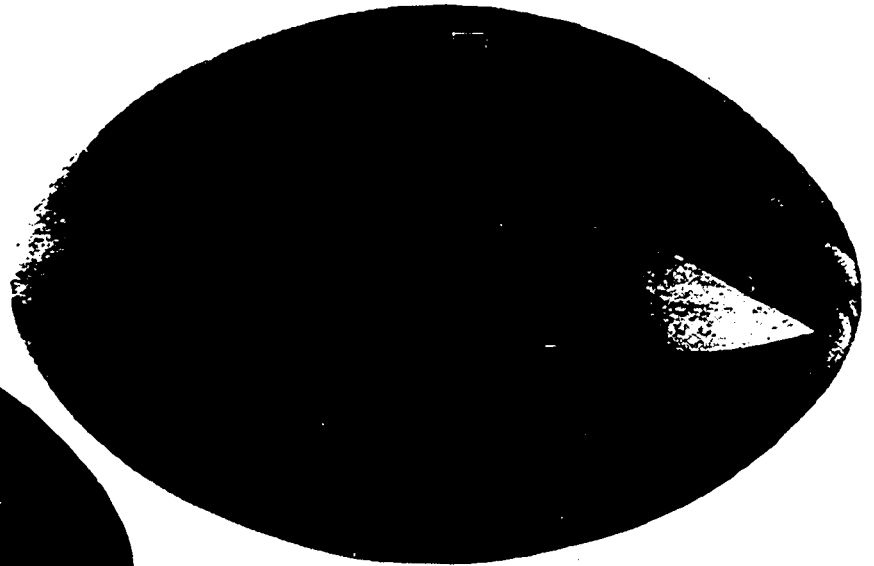
"Butler Mine. This mine is located near the summit of Bulwagga Mountain in the southern part of Moriah. The ore is said to run about fifty per cent in iron and to be low in phosphorus. Two unsuccessful attempts

have been made to develop the property. It is now idle.

“The Pilfershire Mine. This mine was opened prior to 1870 by Kinsley Sherman (a brother of George R. Sherman), and some associates from Cleveland and Pittsburg. The ore was similar to the Cheever ore, but difficult to mine, and was operated for only a few years. One of its owners was Amasa Stone, of Cleveland, the father-in-law of Secretary of State, John Hay, who recently died.

“Port Henry Iron Ore Company. This company was organized in 1864 and has been in active operation ever since. Its property is located around Mineville, and is closely connected with that of Witherbee, Sherman and Company. The property consists of about eight thousand acres. Edward S. Bech, James B. Brinsmade and Albert Tower, of Poughkeepsie furnaces, John A. Griswold, and later Erastus Corning, of the Troy Steel Works, the Burden Iron Company of Troy, and Witherbee, Sherman and Company of Port Henry, were identified with the early development of this property. The present directors are A. E. Tower, J. T. Tower, H. N. Brinsmande, James A. Burden, Jr., and Walter C. Witherbee, all descendants of the above founders.

“The Number Twenty-one Mine of this company is one of the largest and most impressive mines in the world. It is worked partially as an open mine, so one can see the miners at work and the ore blasted. To give any idea of its magnitude, I would say that the vein is from three hundred to four hundred feet thick, while the average iron ore vein is not more than fifteen feet in thickness. The ore averages about sixty per cent in iron and about 1.25 per cent in phosphorus. This mine was discovered in about 1825, and a half interest in it sold for one hundred and twenty-five dollars. Not much was done to develop the property until 1846, when Storrs and Rousseau gave ‘five hundred tons of the old bed ore in the ground’ for it. This was the equivalent of about two hundred and fifty dollars.



The property was later sold to the American Mineral Company, in which the Patroon, Van Rennselaer, was interested. This company bought the property more for the Apatite or Phosphate of lime than the iron contents of the ore. They sought to remove this substance by crushing the ore down to the size of its grains and then passing the material over a rudely constructed magnetic separator, which deflected the grains of iron while the grains of apatite, unaffected by the magnet, fell into the bin. The apatite was shipped to England for fertilizing purposes. The ore was treated as a by-product. This process proved a failure and the property was acquired by the present company. Adjoining the '21' Mine are the Brinsmade, Nolan and '23' Mines, not now worked. On lot 24, the company once mined ore from their property adjoining the Miller Pit mine of Witherbee, Sherman and Company.

"The Fisher Hill group of mines are located about two miles from Mineville, and are a continuation of the New Bed and Barton Hill veins of Witherbee, Sherman and Company. These veins are much smaller than the '21' group. The ore runs from fifty to fifty-three per cent in iron and about .03 in phosphorus. These mines are not now being worked. The local managers in charge of the mines have been Robert L. Gough, George G. Roe and E. P. Clonan.

"*Witherbee, Sherman and Company.* This company was incorporated in 1900 and is the outgrowth of the old firm of Lee, Sherman and Witherbee, formed in 1851, and composed of George Sherman of Moriah, John A. Lee and S. H. and J. G. Witherbee of Port Henry. In 1862 the Lee interest was acquired by S. H. and J. G. Witherbee for fifty thousand dollars and G. R. Sherman was admitted to the firm, and the name changed to Witherbee, Sherman and Company. In 1900, the Sherman one-third interest was acquired by the Lackawanna Steel Company of Buffalo. The present directors are W. C. Witherbee, W. T. Foote, Jr., L. W. Francis, E. A. S. Clarke, Moses Taylor and F. S. Witherbee.

Messrs. Clarke and Taylor represent the Lackawanna Steel Company interest. The Witherbee interest representing the remaining two-thirds of the property are still held by the heirs of S. H. and J. G. Witherbee. The company owns about thirty thousand acres of land and mineral rights in Moriah, Westport, Elizabethtown and Keene. Only a small proportion of their property in the vicinity of Mineville has been developed. The local managers in charge of the mines have been Walter Tefft, William H. Tefft, Charles H. Cady and Sheldon Norton.

“Sanford, or Old Bed Mine. This mine was the first opened in Mineville and the original piece of ore hit by a plow is still shown. For the purpose of developing the mine, two one-quarter interests were sold by D. E. Sanford in 1824 to Harry Sherman and Elijah Bishop. These parties worked the mine in a small way, and in 1846 sold it to John A. Lee, Eliphalet Hall and George Sherman, who formed the firm of Lee, Hall and Sherman. Mr. Hall sold his interest to A. J. Rousseau of Troy, who in turn sold it to S. H. and J. G. Witherbee in 1851, for four thousand dollars. At first teams loaded the ore directly from the mine. This mine adjoins the Brinsmade Shaft mine of the Port Henry Iron Ore Company, and the ore is of the same character. The Miller Pit adjoins the Old Bed. Both of these mines were large deposits and a large quantity of ore has been taken out of them. Large quantities of ice can be seen in them even during the summer months.

“The Bonanza and Joker Mines. These mines are a continuation of the Port Henry Iron Ore Company's Number 21 Mine, and like that deposits are enormous bodies of ore. Recent diamond drill tests show two additional underlying veins, and the Bonanza Shaft is about to be sunk to them.

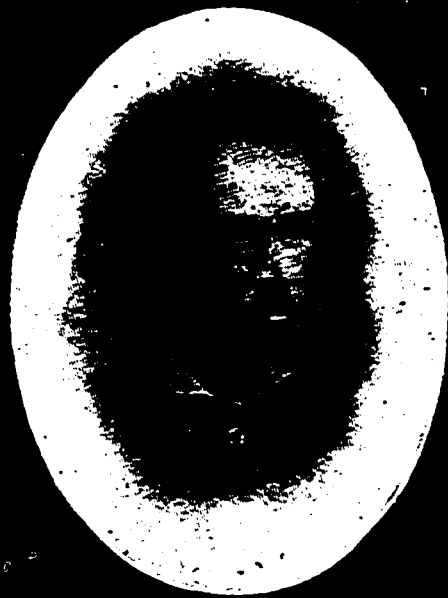
“New Bed group of mines. This deposit of ore is averaging about twelve feet thick and has been developed almost continuously for a distance of two and one half miles, if the Fisher deposit of the Port Henry Iron

Ore Company be included. The ore runs from .01 to .04 in phosphorus.

“The original New Bed Mine was opened about 1845 by Lee and Hall. In 1846 Hall sold to A. J. Rousseau, who sold to S. H. and J. G. Witherbee in 1849. The ore from this mine was in great demand for the forges on account of its purity and low phosphorus. The vein was abandoned in about 1892, as it had been driven about two thousand feet, and could not be economically worked from that distance. Other mines were also developed in the vicinity of the New Bed, and in 1883, the Barton Hill mines adjoining the New Bed property on the north were purchased from the Bay State Iron Company. About fifteen years ago, Witherbee, Sherman and Company bought the Jay Cook Estate interest, which consisted of about eight thousand acres, and included the Burt, Nigger Hill and other mines to the north of the Fisher Hill mine of the Port Henry Iron Ore Company. Recently they have acquired in the same vicinity, an additional four thousand acres mineral rights of land and from the Fletcher Estate, on which are located a number of deposits worked at the time the Fletcherville furnace was running.

“About twenty years ago, the company purchased the Smith Mine, about two miles north of Mineville, from H. G. Burleigh and others. This mine was opened many years ago by Patrick Cook and M. P. Smith. The ore is of the same character as Old Bed ‘21’ ore. The magnetic attraction on the property shows that only a portion of the ore body has been developed. The O’Neal Shaft was sunk on the lot west of the Smith Mine so as to reach that vein, but Witherbee, Sherman and Company abandoned it when they purchased the Smith Mine. Both deposits have been recently reopened.

“The Harmony mines lie south of the New Bed mines and are of the same general character, though somewhat larger, and the ore also runs higher in iron. These mines are being worked to their full capacity.



J. D. ATWELL
DR. A. C. GROVER
G. R. SHERMAN

CHAS. S. JUDD
PROF. P. F. BURKE
W. T. FOOTE

“Witherbee, Sherman and Company own adjoining property to the Cheever, Pifershire, Lee and Butler mines, and also a large number of other scattered lots and mineral rights through the town.

“This company has recently spent large sums of money in developing their various properties: A central power plant has been built at New Bed, and electrical power transmitted to their Harmony and Smith mine hoisting and compressing plant. Additional electrical power is also being transmitted from Wadhams Mills, thirteen miles distant. Mr. D. F. Payne is soon to augment this power from another waterfall.

“Witherbee, Sherman and Company have also erected two large separating mills at Mineville with a daily capacity of sixteen hundred tons. These mills are also run by electric power. The Number 1 mill is used to enrich the lean ore which is mixed with the pure Harmony ore. The Number 2 mill is used to separate the apatite or phosphorus from the Old Bed ‘21’ ore, as was attempted about fifty years ago, and referred to before. The apatite is more valuable than the iron in the ore, and is sold to fertilizing works, while by its removal the ore is made richer in iron and more valuable with less apatite.

“In concluding this article I want to apologize for any errors or omissions I have made. As I said at the start, the data relating to the iron industry of Essex County is both meagre and unreliable, and I have not the time to devote to this article which I would have liked. I want to acknowledge my indebtedness to the following works which I have freely consulted and quoted from, namely: ‘Watson’s History of Essex County’; the ‘Essex County History’ published in 1885; ‘Neilson’s Iron Works of New York State’ and ‘Swank’s Reports of the Iron Ore and Steel Trade.’ I have also made use of a number of other publications for statistics.

While the last forge fire has died out in the county, and the owners have passed away, and even their very product now largely thrown away in the scrap heaps,

yet the same water powers, which made their wheels turn, still exist, and who knows but they may again furnish the electric furnaces (now already introduced in Europe and at Niagara), the energy which shall resurrect to a greater activity than ever before, the Iron Industry of Essex County.

(Signed) F. S. Witherbee"

"P. S. Since I have written the above article I have received a very interesting letter from Mr. S. B. McKee, now of Los Angeles, California, formerly Mining Engineer for Witherbee, Sherman and Company, at Mineville, and the following extract from his letter makes a very fitting postscript for my article."

"I have just read your concluding article on the 'Iron Industry' published in 'The Essex County Republican.'

"Referring to your description of the Cheever Mine, that nothing certain is known before 1804, opens up a very interesting subject that you seem to have overlooked. The town of Moriah, not having been settled until the close of the Revolutionary War, was supposed not to have had any part in the struggle, but we find that old records and papers, recently quoted from, throw a flood of light on, what I believe to be, a well established fact, that the town of Moriah contributed both iron and lumber for the work performed by Benedict Arnold in fitting out the fleet that fought the first great naval battle of the war, that of Valcour.

"It is known that Sir Philip Skene had an iron forge at his settlement at Skenesboro, now Whitehall, when it was captured in connection with Ticonderoga and Crown Point. For the use of the forge, of course, a supply of ore must have been obtained, and where could a mine more valuable than the Cheever bed be found; outcropping at the surface, and so near the lake shore, and being within such a short distance of the extensive works constructed at Crown Point; it surely

must have been known. To prove this we have Arnold's Regimental Book which he kept while in command, with headquarters at Crown Point, a published copy of which is in the State Library at Albany. On June 13, 1775, he writes, 'Sent a boat with Skene's Negroes to dig ore.' On the sixteenth, 'Sent to Raymond's Mills for timber and provisions and for Skene's Negroes.' Raymond's Mills were on the stream running into Cole's Bay, Westport. The negroes would be picked up at the Cheever Landing on the return trip.

"For further proof, it is recorded that a patent was granted Major Philip Skene July 5, 1771, for six hundred acres located at the Cheever, and was called the 'Iron Ore Tract.' It was confiscated by the Americans and sold under the act of 1786.

"I do not know at what date the forge was constructed at Skenesboro, but it seems reasonable to suppose that the iron used along Lake Champlain after it was built was made there, and from ore taken from the Cheever Mine. The schooner 'Royal Savage'—no doubt in my mind—was built for the purpose of conveying this ore and also as a general freighter. I have a spike taken from her hull about thirty-five years ago, that I have come to look upon as made from Cheever ore. It is interesting to know that the first iron works of Northern New York were at Whitehall, and operated by the use of ore dug in Moriah. This also brings out the point that negro slave labor has been used in the town. In connection with this is another interesting Moriah item. Among papers of General Schuyler is a letter written June, 1775, giving the number of boats available along the lake. Mention is made of 'one scow and one skiff found at Carr and Porter's Mills.' Another letter, dated June 24, 1776, locates 'Carr's Mills distant from this (Crown Point) about a mile and a half'—this certainly is at the mouth of Mill Brook. At the mill was 'twelve thousand feet of lumber,' and 'Carr says that four laborers and two carpenters in the space of ten days can render his mill capable of sawing a thousand foot per day during the whole summer.' This was the

time Arnold was fitting out his fleet with which he met Carleton in October of the same year. Moriah is here on record as having furnished lumber as well as iron for the cause.

"I have never been able to find a record of any other forge in town, but the one you mention at 'Forge Hollow.' A store was operated in connection with it in which your father was clerk.

"In 1903 I furnished 'The Essex County Republican' with a list of mills that have been on Mill Brook and branches from Rockport down to the Kidder Mill site, (a correction was added November 24, 1905), then things got foggy to me, but the excavation for the dam of the electric light plant has brought out the fact of a sawmill having been there at some time."

In connection with iron working is the following, namely:

Ore separator at Forge Hollow built by Caleb Barton, for the Barton Hill mines.

Catalan Iron Forge at Forge Hollow, built by Chester Stevens about 1833-4 (I think this should be 1843-44).

Cupola furnace, built by Hezekiah Mason about 1835 and said to have been operated ten to fifteen years. This was located a few rods easterly of the ruins of the old mill house on the present Homer Barton farm.

Ore separator, built by H. F. Barton, in 1863 for the treatment of Fisher Hill ores, operated about three years and was destroyed by the flood of 1869. Stood just south of the present Barton House.

New Bed Brook Cupola Furnace and Foundry, stood a few rods upstream from the old Edwin Titus house. Built by Eliphalet Hall about 1844-5.

Ore separator at the falls west of the residence of the late H. O. Lewis, built by Judge Storrs.

Storrs and Rousseau, ore separator at the Joyce Road.

Steam ore separator and sawmill erected by Lee, Sherman and Witherbee at "New Bed."

Trout or Bartlett Brook Ore Separator on the "Wait Farm" east of Mineville, built by Joshua Brooks. In



Fairchild Aerial Surveys, Inc.

WITHERBEE, SHERMAN CO.—BLAST FURNACE

addition to the above is the Steam Phosphate Separator, you mention, at "21" mine and your Magnetic Separators, also the steam separator at the Burt Lot, although situated in Elizabethtown, is properly included in the Moriah group.

THE IRON INDUSTRY

The new Witherbee, Sherman Company furnace, the largest industry in the village, was built in 1922. This furnace, which has a daily output of five hundred tons, is the ultimate word in blast furnace construction. It is the equal of any furnace of its size in the Pittsburgh or Cleveland districts. The sintering plant, one of the largest in the world, has a daily output of twenty-five hundred tons, of high grade sinter, which finds a ready sale. The old Cedar Point furnace had a daily capacity of two hundred and fifty tons.

HORSES

As Port Henry is situated in what may be called the cradle of the Morgan Horse Industry, it naturally followed that this village should be the habitat of very many good trotters, gentlemen's drivers, carriage teams, and snappy work horses. Many of the old well known Dobbins are often affectionately referred to, and many of the old names as Old Jake, Old Mike, Old Kit, Josh and Roderick will be readily identified by their contemporaries.

Probably the most famous work team ever owned in Port Henry was Jim Gleason's pony built pair of greys, Billy and Fanny, which were "veritable angels of light" to many an ore-teamster when he "got sot" with his seven or eight ton load, and had to be "doubled out." It is no fantastic guess that no other team of their weight in this town could outdraw them.

Many descendants of Hill's Black Hawk, Ethan Allen and Daniel Lambert were owned in this town during the fifty years or thereabouts, preceding the advent of the automobile. One of the best known, locally, in the



EDWARD AUDUBON—2.10 $\frac{1}{2}$
Owned by Mr. G. D. Sherman

old days was H. S. Wheelock's Grey Lion, which, hitched to a common cutter, once won a matched race on the ice.

Another later well known horse was Miles O'Reilly, an importation from New York, owned by Jim Brennen. "Old Miles," as he was called, was a hard horse to beat, possibly because of the fortification he received before each heat, from a bottle of whiskey poured down his throat.

Another horse of great promise, cut off in the heyday of his glory, was the Morgan bred colt, owned by the late John Mack of Albany, when he was a boy. In a race, open to all three year olds at Poughkeepsie, this colt was a sensational winner. His career was short-lived, however, as he died soon afterward, and his death, which occurred in the stable on the property now owned by Mr. W. P. Dobson, was the occasion of much genuine lamentation.

Other well remembered race horses were: Ed Mayo's Red Bird, driven by Jo Lavine; Cedar Point Boy, owned and raced by the Callahans; Mr. L. F. Sprague's the Duke, which made a world's record over ice at Ottawa; and Cyril Carpenter's Aristides, Jr. Mr. G. D. Sherman, who maintained a racing stable for many years, owned the world famous Carl Wilkes, whose record of two-twenty for a mile and a quarter, made at Memphis, is still unbeaten. Another famous race horse in Mr. Sherman's stable was Sadie Mac, which had a record of two-six, and which afterward sold for twenty thousand dollars. A very useful horse, owned by S. A. Foote back in the 1870's was the pretty trotter, Susan, which was raced in the Grand Circuit, and was a very consistent winner.

During the "gay nineties," there were many good "near trotters" owned here, which were driven to speed wagons in the summer, and to road sleighs in the winter. Tracks were scraped on the ice, and there was much friendly rivalry between the owners of these fast step-pers. For many years, public race meetings were held every winter, often with a large number of entries,

sometimes from places as far away as New York City. The racing was done over straight a-way parallel tracks, which were superseded in later years by a wide kite-shaped track. It was in this town that bike sulkies were first used on ice.

The Sherman race track, owned by Mr. G. D. Sherman, was for many years a popular resort for sport lovers, and several largely attended race meetings were held here. Mr. Sherman had a large string of trotters and pacers, which were trained here for the Grand Circuit races. Alonzo McDonald, who was in charge, for several years, later became one of "The Big Four" of the Grand Circuit drivers. Charlie Baldwin, another widely known driver for the Sherman stables, was the former trainer of Major Delmar, the first horse to beat two minutes.

At one time, back in the halycon days, there were several four-in-hand turn-outs in Port Henry. Mr. W. C. Witherbee's matched blue roans, hitched to a high trap, always attracted much attention, and the four-in-hand, with the greys in the lead, owned by Mr. W. T. Foote, Jr., were good enough to win cups and blue ribbons at the Washington Horse Show.

In the early days, horseback riding was a popular diversion for many of the leading citizens, as well as a means of travel, but with the advent of better roads and better vehicles, it practically went out of fashion. One of the few saddlers left, in later years, was the very handsome little chestnut mare, Sheila, belonging to Mrs. Charles Miller, the former Miss Evelyn Witherbee. Another wonderful saddler was the beautiful Kentucky bred, high school horse, Marquis, owned by Mrs. John Sherman. Mr. W. C. Witherbee had two beautiful thoroughbred hunters, Barney and Biddy, which were as high class equine aristocrats as could be found anywhere.

Owing to the hilly topography of Essex County, double teams were a necessity, and at one time, quite a large number of unusually good matched pairs were maintained here and many were the startling tales



JAMES ALLEN
W. H. HELMS
JOHN CRONAN

FRANK P. DALEY
DR. ROBERT J. SCOTT
GEORGE D. SHERMAN

told of the brief time it took some of them to go from "hither to yon" and back. One of the earliest famous pairs was Maggie and Jennie, the roan ponies owned by Mr. J. G. Witherbee. The most spectacular story of their prowess was about the drive from Vergennes when the ice in the lake was breaking up,—how they raced across the floating cakes and jumped the rapidly widening cracks and finally leaped into the water and swam the short distance to the shore. This sounds like a somewhat highly embroidered tale, but so the story goes.

A few of the other outstanding teams were: Mr. G. D. Sherman's Sam and the Joubert Horse, which could pull a two-seater a two-fifty clip; Judge McLaughlin's black pair, which were full brothers; and Mr. W. C. Witherbee's Pauline and Smithy, which held the record from Elizabethtown to Westport. One of the famous livery teams was the Joubert Mare and the Pacer, owned by John Conley. The most valuable team from a money standpoint was Mr. G. R. Sherman's George R. and Harry, which were seldom, if ever, beaten from "Saratoga to the Lake," and for which Mr. Sherman refused what would have been a record price for a pair of trotters. Mr. Sherman, at one time, drove a very beautiful pair of Lambert mares. One of these, later, was the mother of the sensational trotter, H. B. Winship, which hitched with the little bay trotter, Frank, at one time owned by Colonel Samuel Root of Westport, held the world's record for double teams. Another very beautiful team was the bay pair owned by Mrs. Frank S. Witherbee. Their appearance on Fifth Avenue, in recent years, always attracted much attention, as Mrs. Witherbee was one of the last residents of New York City to maintain a horse-drawn equipage.

As a proof of the complacent attitude of mind toward horse racing sixty years ago, two of the contenders in a hard fought race one winter, were owned respectively by a prominent clergyman and a leading physician of the village. Needless to add, religion prevailed over medicine.

MOVING PICTURES

Among the usual sporadic business enterprises which are the heritage of all small towns, the one which engendered the liveliest and most wide spread interest in Port Henry was the Moving Picture Industry. About ten or twelve years ago there appeared one hot Sunday afternoon in July, a man driving a team of huskies, hitched to an Eskimo sledge. He introduced himself as Caribou Bill and said that he had come to stay. He was as good as his word, for with commendable celerity, almost unsurmountable obstacles were overcome and Arctic City came into existence. Its popularity and the justification for its existence were established at once; with a mere pittance in the way of an initial investment, the financial returns to the village were surprisingly large. For several years pictures were made here by many of the leading film producers, giving employment to large numbers of local people. The hotels and rooming houses were filled, and practically everybody in the village with services or commodities for sale reaped large pecuniary rewards. Many of the leading stars in filmdom came here, and one stellar company remained a whole winter. The money expended ran into hundreds of thousands of dollars, but the foundation of the industry was too unstable, and its demise was as sudden as its birth. Its passing was the occasion of much sincere regret.

ICE-FISHING

One of the minor industries, which within a comparatively short time has developed from a pastime into quite an extensive business, is ice-fishing, giving profitable employment to several hundred people, during some winters. The "fish shanties," numbering more than a hundred, are well made houses, equipped with a stove and a bed. The shippers make their rounds regularly through the little village, paying cash for the daily catch, which often aggregates several tons in a good season. The fish are considered quite a delicacy

in the large cities, and figure in the menus of many formal banquets as "Lake Champlain frost fish."



ICE FISHING INDUSTRY

AUTOMOBILES

When the supplanting of the horse by the motor car in Port Henry became a foregone conclusion, the pioneers in the automotive industry, with canny foresight, prepared for the radical transition. Garages, sales-agencies, repair shops, washing and filling stations sprang up at every strategic location, until now these establishments, so essential to the motorist, number about a score. From the standpoint of capital invested and people employed, the automobile business with its various ramifications, rates among the foremost commercial enterprises of the village.

PORT HENRY CHAMBER OF COMMERCE

Port Henry Chamber of Commerce was founded about fifteen years ago to promote business relationships and to further the economic development of the community. Present officers are: Cyril Carpenter,



F. W. TOBEY
WILLIAM H. CARR
CHARLES N. FLINT

REV. LUKE HARNEY
A. B. WALDO
DR. R. E. WARNER

President; E. C. Henry, Vice-President; George Spring, Secretary and Treasurer.

NEWSPAPERS

The first newspaper to be published was the *Port Henry Independent* about 1860, which was owned and edited by David Turner. The printing office was in the Driscoll place near the jail. This paper was not a financial success, and was continued only about six months. Another early publication was the *Coot Hill Argus* which also expired in its infancy. The *Port Henry Herald* was started in 1873 by John A. Morris in the McKenzie Block. It was continued for a number of years by R. R. Stevenson. After passing through various hands, it was finally absorbed by the *Essex County Republican*, which was printed for a short time in the Ryan Block. It is now published at Keeseville on Fridays with a Port Henry edition called the *Essex County News*, of which Mr. C. F. Peterson is the local editor. Daily items of Port Henry interest appear in the *Glens Falls Times* of which Mr. Harold Rabatoy is the representative. During the late '90's the *Essex County Farmer* and the *Moriah Enterprise* flourished.

PROFESSIONAL

The first lawyer in this village was Zebulon R. Shipherd, who was succeeded by Judge McVine and two or three others. In 1846, there were five lawyers in the town. A. B. Waldo came to Port Henry about 1850. The first doctor was John Lyon, and among the earlier M. D's. were Dr. Prentice Cheney, Dr. Benjamin W. Dewey, Dr. Joseph Murray, Dr. Stevens, Dr. Pattison, and Dr. R. E. Warner.

Dr. A. E. Austin was the first dentist to locate in Port Henry. Previous to his arrival, all dental work was performed by members of the medical profession and consisted principally in extracting teeth.

During the late '50's, Mr. A. B. Waldo came from Vermont and opened a law office over the Harvey Cole

store. Messrs. M. D. Grover, F. W. Tobey, and Justice C. B. McLaughlin were associated with him at different periods. This office was looked upon by members of the legal profession as a training school for aspirants to the bar and consequently attracted large numbers of law clerks, among whom were: Miles P. S. Cadwell, D. F. Button, F. W. Tobey, Jacob Salmon, Robert Kellogg, Robert Fosdick, C. B. McLaughlin, Thomas W. Conway, B. A. Pyrke, Joseph Walker, Henry Harmon Noble, Thomas Heusted, Peter Flint, Charles Flint and James Doyle. Students were an advantage to the law firm as they were expected to copy all of the legal documents. This office was the first in the entire region to boast of a typewriter. It printed only capital letters and had no shift. In time Mr. Waldo sold this machine to the late B. B. Bishop of Moriah so that there are many legal papers extant today which were written on this ancient device. This office was the first to employ a stenographer.

ENSIGN POND FLOOD

A well remembered disaster, which greatly terrified the inhabitants of this peaceful village, was the flood of 1869, caused by the breaking of the Ensign Pond dam, on Mill Brook, a few miles west of Moriah Center. Torrential rains, with the melting of the winter's snow, filled the pond to overflowing, and the old stone dam gave way. Bostwick Baldwin, who lived nearby, was the Paul Revere of the occasion. When he saw the dam burst, he mounted his horse, and raced the flood to Moriah Center, winning out by about fifteen minutes. People in the various buildings near the stream were warned in time, so nobody was drowned. The financial loss, however, was quite appalling, as all the buildings, including thirty mills, and the bridges were carried away. After the flood, the floating debris in the lake at the site of the present terminal, covered an area several acres in extent. The volume of water was so great that Stone's mill pond, west of the village, overflowed, and a perfect Niagara of water poured across what is now Mrs. Walter C. Witherbee's lawn, down the ravine back of the school, and emptied into the lake where the railroad station now stands. Scores of people became panic-stricken, as they thought that the entire village was going to be washed away.



UNION FREE ACADEMY
Built in 1866—Demolished 1916



NEW SCHOOL—BUILT 1917-18

CHAPTER IV

EDUCATIONAL INSTITUTIONS

The first meeting in the interests of education was held June 19, 1812, when five school districts were formed. The first school tax was voted in 1814. There is a vague record of a building near the present site of the Lee House being used for a school, but evidently this place was used only for a short time, for in 1820, the first school house was built on the lot south of Mrs. Frank S. Witherbee's residence. In 1850, this building was burned, but it was rebuilt soon afterward. The calamity stimulated the muse of a local poet, and she thrillingly described the conflagration in a poem of many stanzas, and told how,

“Amid the tumult and the din,
The books were all burned up within.”

This building was moved in 1866, and is now the Barrows' Store. Miss Eliza Crosset Foot, who had been a governess in Major Dalliba's family, was the first teacher. She later married Ebenezer Collins. Mr. George Wheelock, who was a wheelwright, also taught one winter.

In 1838 the academy, which was taught by Byron Sunderland, was fitted up in rooms in the second story of the old Harvey Cole Block, where the Foote Block now is. The Union Free School was organized in 1866 and occupied a building on the site of the present school. William Kettell was the first principal. In 1917, the cornerstone of the present building was laid, and during its construction, classes were held in the old shirt factory across the street. The new building was completed in 1918, and the new educational era was begun under Mr. C. F. McMaster, the first principal of the new school. The present principal is Mr. Carlton B. Olds.

Professor P. F. Burke's connection with the school was most notable on account of the long duration of his prin-

cipalship. The many affectionate letters that he received from former pupils at the time of his retirement evidence the high regard and esteem in which he was held.

BAY STATE FURNACE SCHOOL

One of the first schools in this village was on the property of the Bay State Furnace, on the road to the Cheever Ore Bed. The original school house was a primitive structure, which was replaced by a rather pretentious wooden building in the early sixties. This building was destroyed by fire about 1870, and was replaced by a substantial brick school house. When operations at the Bay State Furnace were discontinued, the building was removed, and the school district was absorbed by the Port Henry School.

SELECT SCHOOLS

About seventy years ago, there were what were known as "Select Schools." One of the first ones was "kept" in the back-room of the J. C. Douglas Store in the Milo Wood building. Miss Carrie Douglas was the teacher, and the pupils numbered about seven. Later, the upper room in the school building south of Mrs. Frank S. Witherbee's residence, was always used for a Select School. The best remembered teachers are Miss Mary E. Foote and Miss Harriet M. Douglas. The usual tuition was about two or three dollars a term. A few years later, there was what was probably a "super-select school," as the tuition was seven dollars a term. It is needless to say that only the offspring of the very affluent were able to attend.

CHAMPLAIN ACADEMY

In 1891 the G. B. Pease hotel property was purchased by The Society of the Sisters of St. Joseph. It was remodeled and equipped for a boarding and day school, and is called the Champlain Academy.

SHERMAN PARK SEMINARY

The Sherman Park Seminary, formerly the beautiful estate of the late Mr. J. R. Sherman, was acquired by the Sisters of St. Joseph in 1913. This school has attained a position of widely extended prominence, and pupils from all parts of the East avail themselves of its advantages.



SHERMAN PARK SEMINARY—SISTERS OF ST. JOSEPH

LIBRARIES

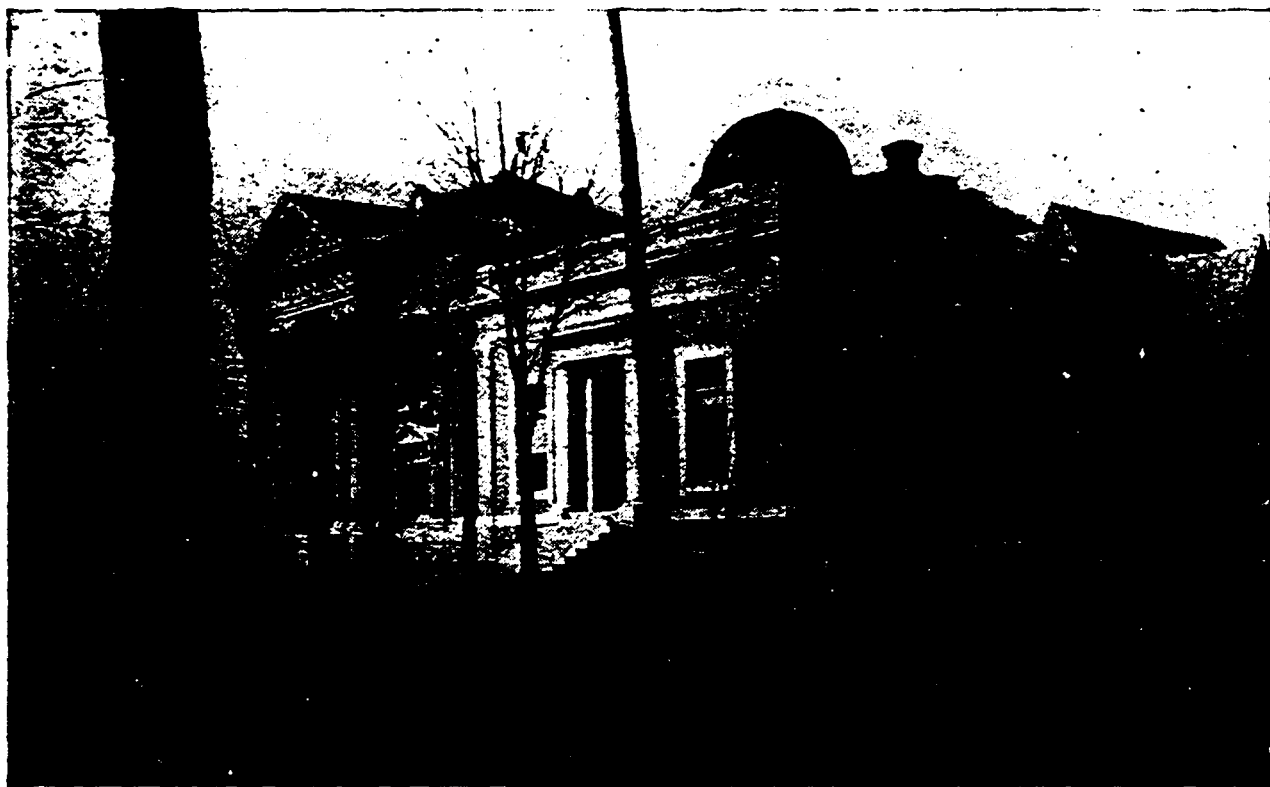
The first Public Library in Port Henry was kept in the lower part of the old Foster house, which stood on the site of the building now owned by W. R. Bowers. The Sherman Free Library was built and endowed by Mr. G. R. Sherman and given to the village in 1888. After a few years, having become inadequate for the accommodation of the increased number of books, the original building was enlarged.

The members of the present Library Board are: Dr. R. J. Scott, President; Mr. Warner McLaughlin, Vice-president; Dr. Charles B. Warner, Treasurer; Mr. W. Henry Helms, Secretary; Mrs. Thomas Can-

ning, Miss Flora Collins, and Mr. Daniel Keenan, President of the Village.

Miss Anna L. Walton has filled the position of librarian very efficiently since 1916.

For many years, there was a library of several hundred volumes at the reading rooms of the Bay State Furnace Company. The books were afterwards contributed to the Sherman Free Library.



Picture taken in 1910

VILLAGE HALL, OPENED IN 1909, CITIZENS' NATIONAL BANK
SHERMAN FREE LIBRARY

CHAPTER V

RELIGIOUS ORGANIZATIONS

CHRIST CHURCH

Services of the Episcopal church were begun in Port Henry about 1840, and a regular parish organization was formed in 1841 in charge of Rev. Henry M. Davis, Missionary at Ticonderoga.

The name of the parish was the Church of the Covenant, but no church building was erected, and the work lapsed after some years, until August 19, 1872, when a new parish of Christ Church was organized with Rev. William Reed Woodbridge as its first Rector.

The present church building was begun at once on land presented to the parish by Gen. John H. Reed of Boston, Mass., and the new church was consecrated by Rt. Rev. William Croswell Doan, Bishop of Albany on Nov. 14th of the same year.

Rev. Chas. E. Cragg was ordained a Deacon on Jan. 24th, 1877 in Christ Church to assist Rev. Mr. Woodbridge in Port Henry and Mineville and continued his services until his removal to Brooklyn in 1898.

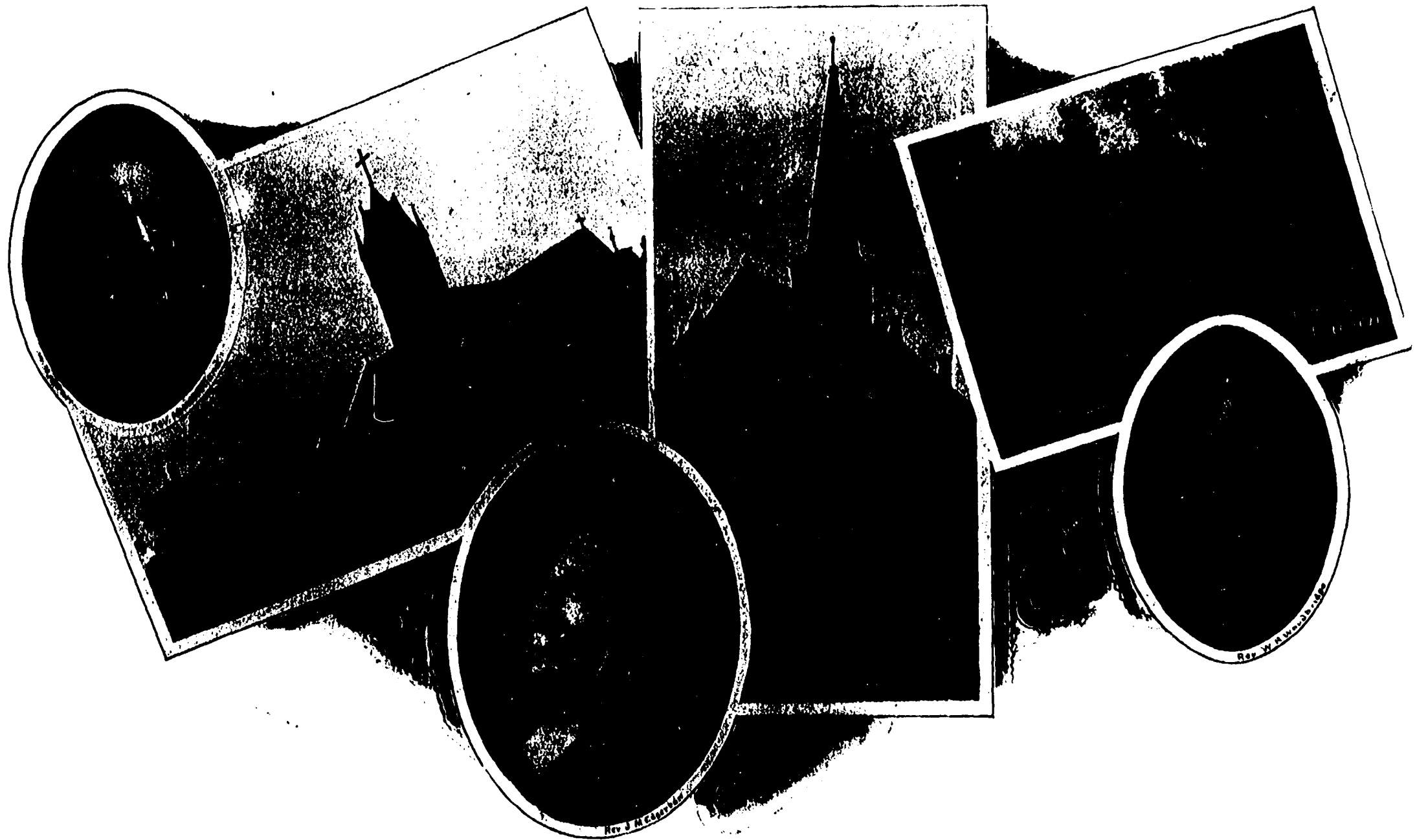
Mr. Woodbridge continued as Rector until 1892, and the parish has since been served by the following clergymen:

Rev. William Ball Wright.....	1892-93
Rev. William J. Queale.....	1894-98
Rev. Henry P. Seymour.....	1897-98
Rev. Thomas Worrall.....	1898-99
Rev. A. R. Balsley.....	1899-04
Rev. Robert Y. Evans.....	1905-06
Rev. C. A. Livingston.....	1907-14
Rev. Harry Idle.....	1919-21
Rev. R. C. Searing.....	1921-22
Rev. W. W. Silliman.....	1922-25
Rev. P. A. Paris.....	1925
Rev. Percival J. K. Law.....	1925-28
Rev. P. A. Paris.....	1928-30



REV. H. D. BACON
REV. C. C. ST. CLARE
TRUMAN A. BIGELOW

RT. REV. R. F. PIERCE
WARNER McLAUGHLIN
RALPH ROGERS



St. Patricks Church, erected in 1897, Rev. M. W. Holland; First Methodist Episcopal Church, erected in 1872, Rev. J. M. Edgerton; Christ Episcopal Church, erected in 1872, Rev. W. R. Woodbridge.

THE FIRST METHODIST EPISCOPAL CHURCH

The First Methodist-Episcopal Church, the last church to be built in Port Henry, was commenced in 1872 and completed in the same year. The first pastor was the Reverend J. W. Shank, and the Presiding Elder was the Reverend T. A. Griffin. The first Board of Trustees were: H. R. Fields, President; J. G. With-erbee, A. B. Waldo, T. C. Calkins, Abel Smith and L. B. Stimpson, Secretary-Treasurer.

Pastors

J. W. Shank.....	1872-74
J. M. Edgerton.....	1874-76
W. P. Rulinson.....	1876-78
G. C. Thomas.....	1878-80
D. N. Lewis.....	1880-83
F. W. Sherwood.....	1883-86
C. F. Noble.....	1886-89
W. R. Winans.....	1889-90
W. H. Hoag.....	1890-93
G. W. Woodall.....	1893-95
John Duffield.....	1895-1900
G. G. Gooding.....	1900-1903
A. C. McGilton.....	1903-06
William Cashmore....	1906-08
C. S. Agan.....	1908-13
G. E. Cady.....	1913-15
P. H. Shattuck.....	1915-16
J. L. Ellenwood.....	1916-17
E. B. Brownell.....	1917-1920
D. Johnston.....	April to November 1920
E. C. Farwell.....	November to March 1922
C. M. Lewis.....	March, April 1921
G. W. Woodall.....	1921-25
George Robinson.....	1926-29
C. W. S. Becker.....	1930
C. M. Lewis.....	1931



BRICK CHURCH, BUILT IN 1853

REV. CYRENUS RANSOM, who conducted services from 1853 to 1867

FIRST PRESBYTERIAN CHURCH

The First Presbyterian Church was built as a union church, the site being purchased from L. A. Foot for two hundred and fifty dollars in 1853. The church was completed and dedicated in 1855. The building committee was composed of George W. Goff, C. Butterfield, R. Whallon and S. H. Witherbee. The Reverend Cyrenus Ransom was the acting pastor for several years, but the Presbyterian Society was not organized until November 24, 1860. This building was torn down in 1888, and the present structure was built the same year. In 1913, the church was enlarged by the addition of commodious parlors and a Sunday School room. During 1918, while the Rev. C. C. St. Clare served as a chaplain in France, the Rev. George Hawes Feltus acted as pastor.

Pastors

Cyrenus Ransom 1860-67	John Dunlap . . . 1893-96
F. N. Newman . . . 1867-69	J. K. Phillips . . . 1897-1902
F. F. Judd 1870-73	Arthur Dracus . . . 1903-04
W. B. Stewart . . . 1873-76	C. S. Stowitts . . . 1904-10
C. H. A. Buckley 1876-82	C. C. St. Clare . . . 1910-20
C. N. Thomas . . . 1882-90	E. R. North 1920-24
Chalmers Martin. 1891-92	H. D. Bacon 1925-

ST. PATRICK'S CHURCH

The first Roman Catholic service was held in Port Henry in 1840, when Father Rooney said Mass at Barney McKowan's. Soon after this, Father McDonnell said Mass in the school house near the old furnace, and afterwards, in the woods near the school house. Catholic marriages and baptisms were performed in the old Mack house on North Main Street, where Frank Carr, Sr., later kept a store. The first Catholic Church was erected in 1847, and the Reverend Michael Ollivette was the first pastor. It was a rough wooden building and was torn down and replaced by a stone church built in 1854. This was enlarged in 1860, and was burned in 1897, but rebuilt soon after. The Catholic Society was



FIRST PRESBYTERIAN CHURCH, BUILT IN 1888

REV. C. N. THOMAS

organized in Port Henry in 1873. Before this no formal organization existed.

Pastors

Rev. Michael McDonnell	1842-47
Rev. Michael Ollivette	1847-63
Rev. Luke Harney	1863-79
Rev. John O'Rourke	1879-98
Rev. Michael Holland	1898-1906
Right Rev. Monsignor R. F. Pierce	1906-

RAILROAD Y. M. C. A.

About 1872, a Young Men's Christian Association was formed. For many years it flourished in the brick store, which is now occupied by Mr. Theodore Foote. As Port Henry was then the western terminal of the Addison Branch of the Central Vermont Railroad, this organization was intended as a club for the railroaders. Religious and social gatherings were held until the late '90's when the organization disbanded.

CEMETERIES

Many of the inhabitants who succumbed to the rigors of the northern winter during the infancy of our village and town were buried east of Moriah Corners. The McKenzies had a burial plot across the street from their home but they removed the bodies to Whitney Street at an early date. Before Mr. Alexander Haven's death, he had this cemetery incorporated as the Haven's Cemetery. Major James Dalliba laid out the Bay State or Furnace Cemetery but he apparently never transferred it to the community. In the 1850's Union Dale was laid out. Lots sold for about four dollars a piece. Major J. C. Douglass was an early treasurer. As St. Patrick's parish grew, it acquired land on the plank road leading to Moriah Centre and was joined in this enterprise by The Saints Peter and Paul's parish of Mineville. A number of early Port Henry people, including the Guilfords and the Richmonds, were buried in the South Moriah Cemetery.

CHAPTER VI

PASTIMES

JUNE TRAINING

Notwithstanding the strenuous nature of their lives, our forebears found time for pleasure and relaxation from daily toil. Nature, with a lavish hand, provided means of enjoyment in infinite variety. Lake Champlain afforded a safe and spacious opportunity for yachting, swimming, boating and fishing in the summer, and for skating, ice boating, ice fishing and horse racing in the winter. The adjacent hills are unsurpassed for coasting, skiing, tobogganing and snow-shoeing. The disciples of Isaac Walton could match their wits with the elusive trout in many mountain streams, and countless deer and feathered game made sport for the mighty Nimrod in the nearby forests.

The principal gala day of that early period was the "June Training." The training ground was what is now Mrs. Frank S. Witherbee's lawn, and here the soldiers drilled every summer, and everybody went to see them. On these festive occasions the doughty youths engaged in wrestling bouts, jumping contests, and all manner of feats of strength and endurance, and made love to the buxom damsels, while their fathers swapped horses and drank "blackstrap," which was the popular beverage.

In the evening, it was customary to end the day's festivities with a dance at the village inn. The most notable of these functions was the ball which took place in Pease's Hotel in 1850, soon after the new house was built. This was the occasion of the famous riot, when the miners from the Cheever invaded the bar-room. Forthwith, there ensued the most sanguinary conflict that ever occurred in this town. Simeon Stickney, William Northrup, John Moon and Bostwick Baldwin—hero of the flood of '69—were the lone survivors of the melee for many years, and they were always sure of a spellbound audience, when they recounted

the blood curdling details of the famous fracas. One of the heroes of the occasion was Deacon George W. Goff, who "repelled boarders" at the top of the stairs, by hurling a lighted "fluid" lamp into the faces of the uprushing rioters. The only amusing incident ever related about the fight was the precipitate, headlong plunge of Jule Pangborn, over the stair railing, when one of the brawny iron ore eaters "socked him in the jaw." The wounded warriors were carried into the houses of the terrified neighbors for much needed first aid. Resultant fatalities have always been darkly hinted at.

FAIR

From about 1850 to the early 60's, the town fair was regarded as the crowning festivity of the year. The fair ground, which had a third of a mile track, was situated about two miles west of the village, near the Darius Stickney property. The woods across the road on the Wills' farm, were transformed into a sylvan cafe, where pre-Volstead liquid refreshments were freely dispensed from barrels, left standing on the wagons, on which the purveyors of good cheer had transported them from their places of business. The fair grounds boasted a very good grand stand, and quite a pretentious floral hall. The display of agricultural products was most creditable and many articles of domestic manufacture indicated housewifely skill of no mean order. An old newspaper, dated October 13, 1859, mentioned a squash weighing one hundred and eighteen pounds, exhibited by G. B. Pease.

There were horse races, both trotting and running, in the afternoon and also foot racing. Two of the locally owned horses which raced were Grey Lion, owned by H. S. Wheelock and Lunkhead, a black stallion, belonging to George B. Pease. "Shake" Olcutt had an unusually good colt, which won the running race two consecutive years. Clark Butterfield, resplendent in his red sash, was always marshal, and one of the interesting features of the fair, for many years, was the



P. C. KELLEY
JOSEPH GILBO
DANIEL SHERWOOD

JOSEPH KASSEL
EDSON WESTON
CYRIL CARPENTER

bare-back riding of Mrs. Sarah Hardy of Westport.

The best remembered episode of this fair, is the bloody encounter between Rob Gracey of Coot Hill and a score or more of the scrappy inhabitants of Mineville led by the valiant Con Buckley and Jerry Ryan. Gracey, who was a giant of a man, with a well deserved reputation for pugilistic proficiency, gave a good account of himself for some time, but was finally overcome by the overwhelming numerical preponderance of the attacking force. The fight took place in the "home stretch" in front of the judge's stand, where a very much excited small boy, still living, occupied a strategic point of vantage, with his father, so the authenticity of the above story is unquestioned.

The "national game" of draw poker did not lack devotees in that "age of innocence." One of the favorite meeting places was in the woods in the old Spencer lot, now the premises of the Port Henry Steam Laundry. This was also the arena where the unique, amicable encounter between Pat Kelley and Dave Rooney was staged to determine which was the best man. As there was no referee, the decision was always problematical as the opinions of the contestants were not unanimous. The fact, that personal encounters were not rare in the good old days, was mirrored by the many battle-scarred visages. One of the well-remembered minions of the law had a badly deformed supra-orbital ridge, caused by the impact of a jug, wielded by a playful contemporary. This gave him such a malevolent expression that his official efficiency was much enhanced.

CELEBRATIONS

Of the "marching clubs" which flourished along with the political parties of our father's and grandfather's day, Port Henry had its quota. When Lincoln and Douglas were paramount issues, the local "Rail Splitters" and "Little Giants" vied with each other in their treks. The Thomas Walton farm at Cheever, Moriah Corners, via Moriah Centre and Mineville were destinations where refreshments were provided. These

mushroom organizations again sprang up during the Hayes-Tilden campaign.

One of the most outstanding celebrations of its time was the erection of a flag pole in the village square to enkindle the sparks of patriotic fervor in the citizenry of 1861. The flag pole was the mast of an old sloop. Enthusiasm was fired. Sixty four men joined Company K of the 22 N. Y. Volunteers, which Captain Miles P. S. Cadwell recruited at the time. In the eyes of juvenile Port Henry, the occasion was marred by the tragic death of the Wheelock dog, "Prinney," which was struck by the falling flag pole.

In April, 1865, the close of the War was marked by a huge bonfire on the site of the present Presbyterian Manse. The whole town flocked to the scene, and small boys amused as well as endangered the audience by throwing cartridges into the fire.

For many years the Labor Day celebrations were the climax of the summer's pleasures. While the gorgeous greens of the Shermans have faded and the red flannel shirts of the Footes have been consigned to the moths, the Labor Day field events of the firemen still are anticipated athletic affairs. For many years the acknowledged master of the hundred yard dash was Osborne Breen, then known as "Bucko." Other champions who closely followed him were Charles Evo and Harry Roderick.

The Champlain Tercentenary of 1909 caused Port Henry to don a festive garb. For several days prior to the event, national guardsmen were encamped at the Crown Point forts. Consequently, the streets took on a military appearance. Practically every building was decked in flags or bunting. On July 5th, the village took itself en masse to the Forts to greet the Governor, then Charles Evans Hughes, the Governor of Vermont, Ambassador Bryce, Ambassador Jusserand and other distinguished guests. The next day it had the pleasure of welcoming the President of the United States who was the late William Howard Taft. Mr. Frank S.

Witherbee and Mr. Walter C. Witherbee were members of the New York State Commission.

Political rallies have brought the great and would be great to our doors. At one time the late Theodore Roosevelt was a visitor. The latter was noted for his ability to recall faces and upon this occasion demonstrated it. Out of the seething crowd, he picked the face of Mr. P. F. Burke, the Principal of Port Henry High School, whom he had casually met in the Indian Bureau nearly forty years before.

The World War brought its gatherings, mostly of a serious nature—the War Chest, the Liberty Loan and the Red Cross drives. In September 1917, the second consignment from Essex County of the Selective Service group left Port Henry for Camp Devens. The Home Guard patrolled the streets and the whole countryside poured into the village to wish the departing soldiers God Speed. Labor Day 1919 saw the Home Coming Celebration when Essex County's troops were royally entertained. A parade, public speaking, a ball game, athletic events, a street dance and a dinner were features of the day.

BASEBALL

The national game of baseball, which has attained such vast proportions in the United States, was first played in Port Henry about the time of the close of the Civil War. The Club, a name which antedated the appellation, "team," was called "The Minerals." One of the enthusiastic members of the Club was the late William H. Carr. The only distinguishing bit of wearing apparel in the way of a uniform was a red flannel cap, of domestic manufacture, with a crescent-shaped protuberance of patent-leather, which was called a "fore-piece." The bats were also home-grown and were of various patterns. The most popular one, made of bass wood, was a master-piece, modeled by the adroit hands of Antoine Sears. The modern hard baseball was unknown at that time, so the ball used by "The Minerals" was a more or less spherical contraption, manufactured



SEASON OF 1908

Left to right, back row: J. H. Gilbo, p.; Wm. Berman, l. f.; Martin Tobin, 3b.; Fred Ring; Taylor; W. R. Bowers; Tom Brennan, r. f.; Chas. Keiser, 2b.; Dr. E. S. (Vessy) Smith; Ed. Cossey, c. f.
 Front row: Tommie Murray, s. s.; "Judy" Munson, p.; Bridegroom, p.; Ray Thomas, c.; "Jinks" McDonald, 1b.; Mascot—John Gilbo.



SEASON OF 1913

Left to right, back row: Wm. Berman, Asst. Manager; Frank Durnin, f. and p.; Louis Eckstrom, p. (killed in World War); Cook, 1b.; Holcomb, s. s.; "Mossy" Weatherwax, c.; Eagan, p.
 Front row: Walheiser, c. f.; O'Keefe, 3b.; A. Alden, c.; C. M. Putnam, Manager; Wood, c.; Van Alstyne, r. f.

by the local shoe-maker. The inside was made by winding countless yards of woolen yarn, from innumerable cast-off stockings, around a small piece of hard rubber. The cover was made of calf-skin. The ball-diamond was located in a vacant lot north of where Earl Hill's residence now stands. As the ball was often batted into the ravine at the north side of third base, the game was frequently postponed until another ball could be procured. As time passed, there grew up many ball players of recognized ability, and Port Henry has seldom been without a baseball team, quite competent to perform creditably against teams from any of the surrounding towns. For many years, the level plateau, called Foote's meadow, on the Bay State Iron Company's property, was the favorite haunt of baseball devotees. It was not until the late eighties, however, that Port Henry could boast of a real baseball team. Mr. T. F. Witherbee was the sponsor. The ball park was the meadow in the rear of the old Cedar Point House; it was surrounded by a high board fence and had a very imposing grandstand. Jim Daly and John Carson were the first "Battery"; Carter and Tillotson also were in the spotlight for a brief period. Scott Allen performed spectacular feats at second base, and Fred Butterfield was "Old Reliable" at first. An admittance fee was charged, and the "gate" ran into quite important money. The visiting teams came from Plattsburg, Ticonderoga, Westport, and other places. There were occasionally also, games with strolling semi-professionals. The brand of baseball played at that time was not excelled by many of the so-called Big Leaguers. The rivalry was so keen and the interest so great that outside talent was eagerly sought for and "real money" was paid for the services of star-players, some of whom later became members of the major leagues. Fred Butterfield was the only one of the original players who was not superseded at first base. Most of the business places were closed on the days when there were interesting games, as a large part of the population of the village turned out to root for the home team, and large

sums of money were bet on the results. Several years ago, the marked revival of interest in baseball necessitated the acquisition of the present ball park, where much good baseball was played, and never with more enthusiasm than when Joe Gilbo occupied "the mound," and Joe O'Hara was behind the bat.

The following is a newspaper account of a memorable game in which the home team took part:

FAIR GROUNDS, SEPTEMBER 14, 1869

Baseball

<i>Mineville Baseball Club</i>			<i>Mineral Baseball Club</i>		
Mineville, New York			Port Henry, New York		
	O	R		O	R
Dalton, 3d base.....	5	7	Sheehy, 1st base.....	3	2
Cooney, 1st base.....	1	10	Sears, 2nd base.....	3	3
Podmore, c.....	1	8	Collins, p.....	1	4
Curnow, ss.....	2	10	Gookin, r. f.....	3	2
McDermott, p.....	1	9	Wheelock, l. f.....	1	3
Treadway, c. f.....	2	8	Crandell, 3d base.....	3	3
McMahan, r. f.....	5	6	McGinn, c. f.....	2	3
Witherbee, l. f.....	1	9	Lyon, ss.....	3	1
Welch, 2d base.....	3	7	Flynn, c.....	2	3
	—	—		—	—
	21	74		21	24

Out on fouls, Minerals 7; Mineville 6

Out on flies, Minerals 3; Mineville 7

Out on bases, Minerals 4; Mineville 7

Run out, Mineville 1

Struck out, Minerals 7

Innings

	1st	2nd	3d	4th	5th	6th	7th	
Minerals.....	2	1	3	1	4	5	8	—24
Mineville.....	6	2	20	1	4	15	26	—74

Time of game—three hours

The umpire was Mr. Sullivan, Mineral B. B. C.; Scorer, Mr. Holman, Mineville B. B. C.

PICNICS

The picnic during the '70's and '80's arose as a favorite diversion. Parties were organized which proceeded in buggies, carryalls, and tallyhos to the selected spot for the luncheon. Crown Point has always been a favorite spot. No Sunday School Picnic was ever thought a success unless it was held at the "Old Forts." Cold Spring Park on the summit of Bulwagga Mountain was a

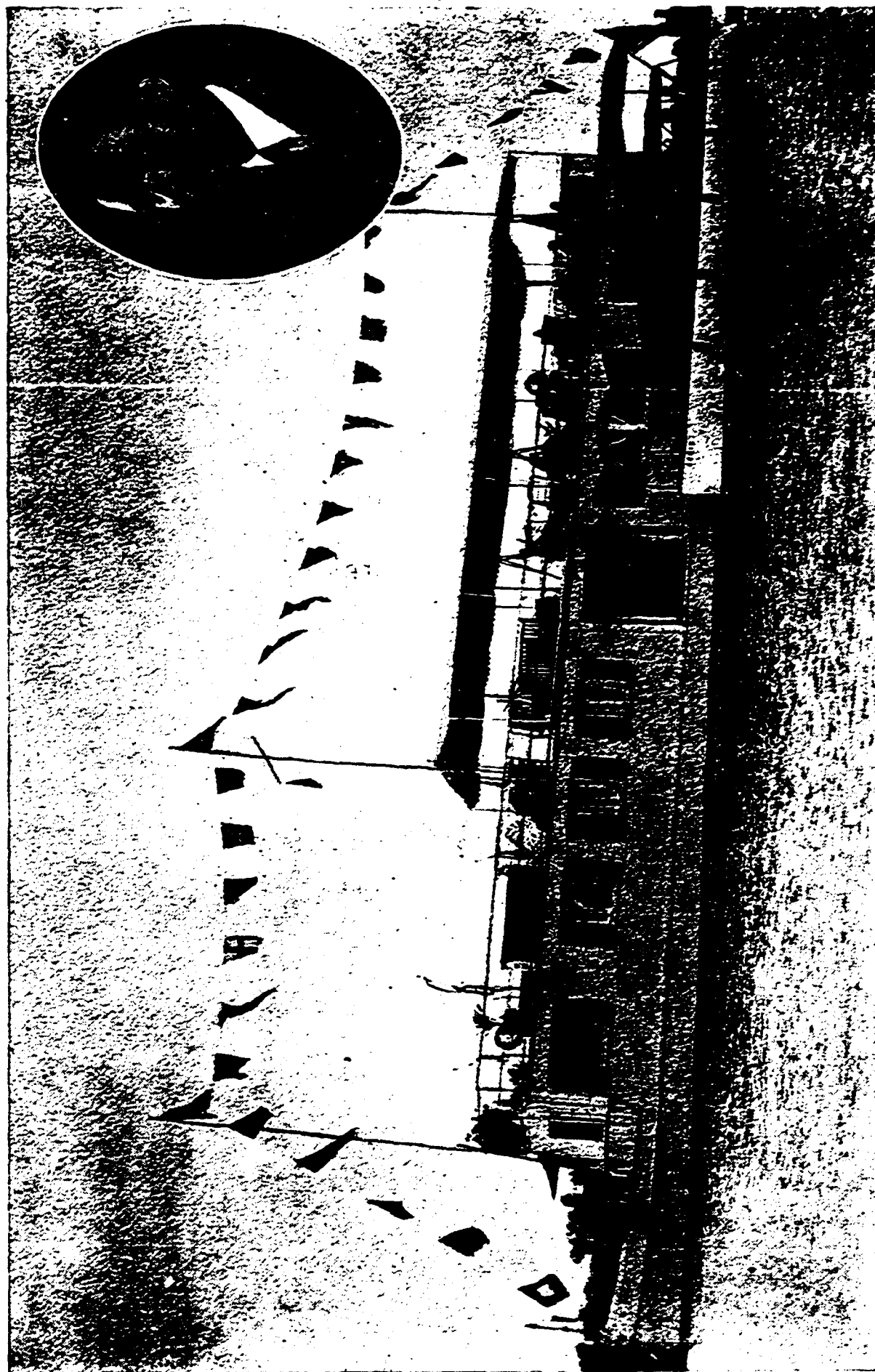
mecca for many years. The proprietor of the observatory in a whimsical fashion always related the history of the surrounding terrain; the climax was, the sad fate of poor Mrs. Bulwagga, an Indian squaw, who fell into the bay, one Monday morning when she was washing the clothes for her aborigine family. As a fitting memorial, the narrator would relate that the bay continued to bear her name. A more remote resort was Grand View Mountain, familiarly known as Snake Mountain. Here the holiday seekers gazed through the telescope for their Port Henry homes or the misty roofs of Montreal.

INDOOR AMUSEMENTS

The first place devoted to indoor amusements that can be remembered was the old "Ball Alley" which stood where Dupont's Store now stands. In the front room, the usual liquid refreshments of that period were dispensed. The bowling alley was in the rear. Other public bowling alleys were the extensive establishment in the Broad Street Garage, built by the late C. M. Putnam, and the bowling alley in the old Y. M. C. A. Building. The first Billiard room in Port Henry was in the hotel kept by L. B. and J. W. Treadway in the building below the present location of the jail. It was quite complete in its appointments, and was a popular place of relaxation for many of the representative citizens of the town. Later, the genial Ed Gaskell did a flourishing business, during quite a long period, in the billiard rooms at the Lee House. Many will recall the quaint legend which hung on the wall, "Gents will not and loafers must not spit on the floor."

REGATTAS

The unequalled opportunities for the enjoyment of all kinds of aquatic sports offered by Lake Champlain were early recognized. Regattas, where substantial prizes were offered for sailing and rowing contests, were held at different towns along the lake, and Port Henry was often in the lime light. T. F. Witherbee and W. F.



SILOUAN, OWNED BY WALTER C. WITHERBEE

SILAS H. WITHERBEE

Pease were both navigators of recognized ability, and Mr. Witherbee's Phantom and Mr. Pease's Sandy had no superiors in their respective classes. When that master oarsman, Tom Murphy, took part in the rowing races, there was practically no "second," as Tom always won by a very wide margin. One of the most largely attended regattas was the one held in Port Henry in 1877. There was a large number of entries in all classes,—some of them from towns along the Hudson River. Mr. J. G. Witherbee's steam yacht, The Florence Witherbee, with many guests, followed the racers all that day, which is still remembered as a most enjoyable festive occasion.

In more recent years, the steam yachts, Washita and Okadus, owned successively by Mr. J. R. Sherman, were much in evidence in all the ports on the lake for several years, and were the scene of much enjoyable social activity.

The house-boat, the Silouan, owned and designed by Mr. Walter C. Witherbee, was a very commodious and comfortable craft, and was the summer home of the family for several years. She was a very seaworthy boat, and once made the long trip, via the St. Lawrence river to Florida, arriving safe and sound, although much heavy weather was encountered. She was moored in Lake Worth all through the Palm Beach season, and made the return trip in the spring.

SLEIGH RIDES

In winter sleigh rides were popular. A supper usually was provided at the destination. One of the last of these famous rides was held about 1913 when about one hundred people drove to the Albert Stevenson farm for the evening.

. PORT HENRY COUNTRY CLUB

An item from *The Essex County News* of June, 1900 reads:

"At the request of Mrs. Frank S. Witherbee, Professor Honeyman, who is a professional player, came



JOHN KENNEDY
REV. C. E. CRAGG
FRANK CARR

ANDREW TROMBLEE
J. T. BREADNER
ISAAC HARRIS

from Bluff Point, and laid out a six-hole golf course on Mrs. James Gilson's meadow, east of the railroad track."

Thus the Port Henry Country Club was made possible, and through the generosity of a few of our affluent citizens, after several years of arduous labor in removing stumps and rocks, cutting alder thickets and straightening and deepening a meandering brook, it has finally become one of the most attractive, as well as one of the oldest nine-hole courses in America. Early in the history of the club, two very excellent tennis courts were made, and with money given by the Witherbee-Sherman Company, the Port Henry Iron Ore Company and the Lake Champlain and Moriah Railroad Company, the very picturesque and convenient club house was built. The interest in golf never wanes, and the course is well patronized, not only by the local enthusiasts, but also by summer visitors.

MOTION PICTURES

The distinction of being the inaugurator of the Moving Picture business in Port Henry belongs to Mathew Colligan, an esteemed resident of the village of that day. The theater was in the Village Hall in the jail building. The top price of admission was ten cents. Many will remember, with a reminiscent thrill, the picture of the fierce looking policeman, chasing the scared small boy in and out among towering piles of lumber and the wild dashing of mountainous waves into what looked like a ferry slip. After a brief period of prosperity, the business was removed to the Opera House, and rapidly developed into the widely known and deservedly popular industry of today.

HOME TALENT ENTERTAINMENTS

As Port Henry possessed for many years, much histrionic and musical talent of unusual excellence, home talent entertainments were extremely popular, and nearly every winter, one or two "shows" of recognized merit were presented. The most ambitious and best re-

membered of these events were the productions of the Gilbert and Sullivan musical comedies, "Pinafore" and "The Pirates of Penzance." The Reverend C. E. Cragg was the "impresario," and the Tromblees, Andrew, Theodore, and Frank were stellar members of the cast. Mr. Cragg was a comedian of high order and when he sang "When the burglar's not a burgling," he fairly stopped the show. Nellie Mack, later the mother of the well known Broadway favorites, Mary and Florence Nash, scored a great hit as Little Buttercup. The Tromblee brothers and Mr. Cragg constituted the Tromblee Quartet, which enjoyed a reputation for excellence, second to no male quartet in the state. Another well remembered home talent show was "The Loan of a Lover" with which the Lewald Opera House was opened in 1873. Some of the members of the cast were: Miss Harriett Douglass, H. B. Willard, Andrew Tromblee, and Dr. Halsy. The Country Club shows, given on two occasions, were very well received. Within an hour after the seats were placed on sale, the house was sold out. From time to time, the home talent shows sponsored by the American Legion and other fraternal organizations, have won much favorable mention.

Several well known Thespians, quite often in the spotlight, can claim Port Henry as their home town. Among these are Helen Redmond, Naomi Childers, Mildred Froman, Adelaide Phillips and Margaret Dahlstrom. John Mack, also, as further proof of his versatility, was in his early youth, a "trouper" of no mean ability.

MUSICAL

When the musical life of Port Henry is mentioned, the mellow blending of the Tromblee Quartette comes to mind. Together with the Rev. Charles E. Cragg, the three Tromblee brothers had the most outstanding voices in this section. Mr. Frank Carr was their accompanist. Through the efforts of these young men, the Port Henry Musical Association was formed, which gave a number of worthwhile concerts.

In 1879, Edward Remenyi, the famous Hungarian violinist, visited at the Flint home. Mrs. Charlotte Spencer Witherbee and Mr. Frank S. Witherbee gave a reception in his honor to which all music lovers were invited. M. Remenyi imperatively requested the Flint household to tune its piano to concert pitch and to serve him strong black coffee during his stay. As an aftermath of this event, Miss Corinne Flint studied violin with Herr Singer of Stuttgart, the teacher of Remenyi.

Among the second generation of the pioneer families, the piano was considered the sign of affluence. Records do not tell us who owned the first instrument. However, the first organ was the one installed by Mr. J. G. Witherbee in the old Presbyterian Church in 1873 and which is now in the Masonic Lodge rooms.



NEW BAND STAND, ERECTED IN 1906

THE BAND

The seeds of Port Henry's band were sowed in the early part of the 1800's. Records show that Captain Thomas Winslow had four pieces of "musick" in his



GEORGE S. KIDDER
C. B. OLDS
JOHN AGNEW

S. D. MULHOLLAND
WILLIAM O. MARTIN
BERNE A. PYRKE

company at the Battle of Plattsburgh. No doubt until the Civil War period the band was identified with the local militia.

The oldest residents recall the band playing on an upstairs porch of the Harvey Cole store, as Company K of the 22 N. Y. Volunteers departed for the steamboat landing in answer to Lincoln's appeal for recruits.

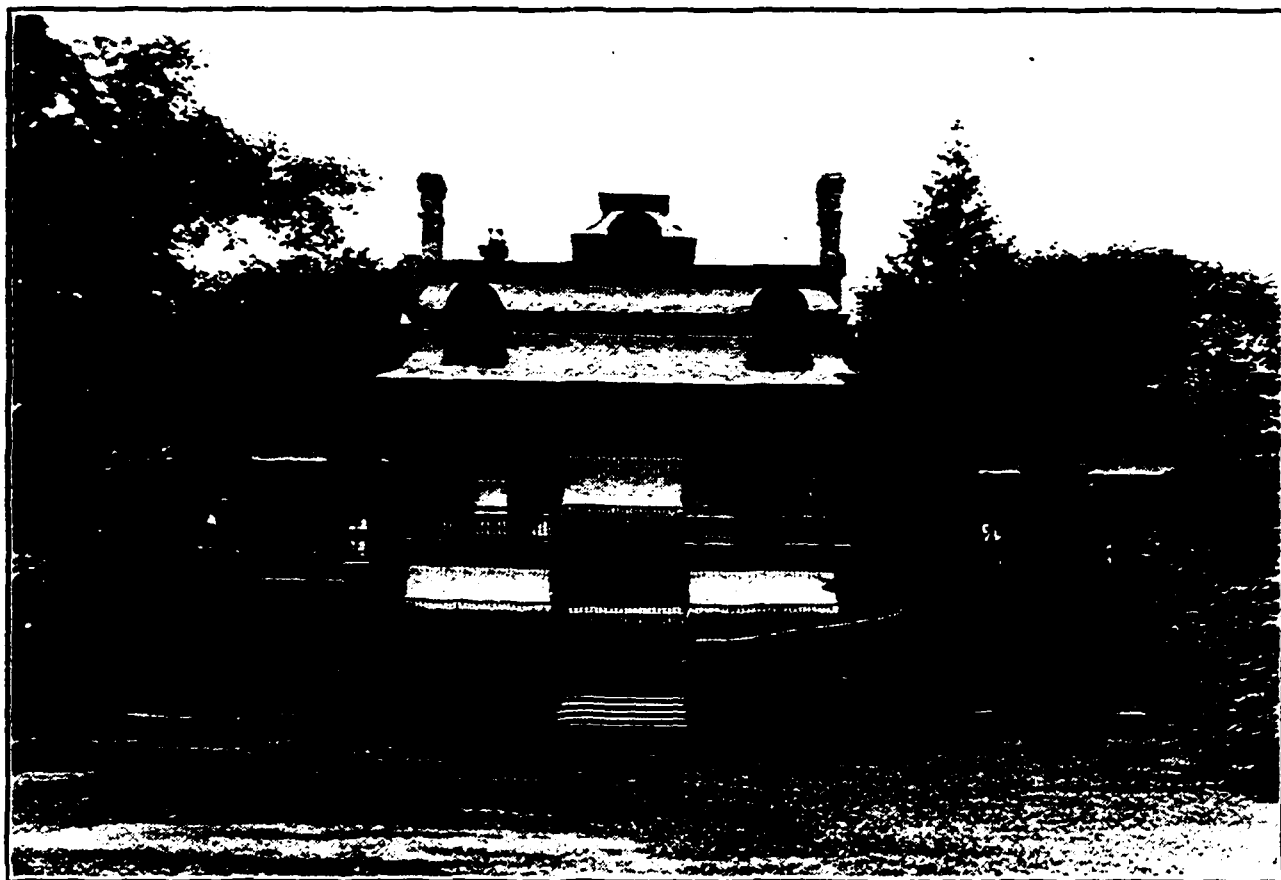
About 1864, Thomas Witherbee, who had just returned from the War, formed the Port Henry Cornet Band at Pease's Hotel. A small colored boy, one of the "contrabands of war" acted as drum major. This band furnished the martial music for the Sherman Guards during the '70's and '80's and had the reputation of being the best band north of Doran's Band of Troy. In 1884, during the Blaine Campaign, it appeared as the Port Henry Military Band in Plattsburgh where it inspired the flagging Republican spirit. Mr. Peter Flint was one of the musicians on this occasion and was dressed in a Sherman Guard uniform.

Following the building boom of the '70's a wooden band stand was provided in the center of the square. In 1906, the Witherbee, Sherman Company, quite unsolicited, presented the village with a commodious concrete structure, for the Wednesday night concert has become an institution in the Champlain Valley.

The Carrs, the Tromblees, the Rev. Charles Cragg, Messrs. T. H. Helms, Peter Flint, Thomas Witherbee and E. E. Hall are names associated with the band's development. Mr. Pasquale Gizzarelli, the present leader, has interested many young people in the organization, so that the Wednesday night tradition will be carried on for years to come. In point of service, Thomas Breen, Conrad Maye, Hubert Hendrix, and Perley Helms have been associated with it for the longest period.

For many years the Band Excursion to Burlington and Plattsburgh was a high light in the season's outings. A concert was given en route to Burlington so that the capacity of the "Chateaugay" or "Reindeer" was sold out e'er the boat left the Port Henry landing.

Churches and other organizations “ran” excursions, but these never reached the popularity of those sponsored by the Band. It was at Coon’s Restaurant in Burlington during the ’90’s that the majority of adult Port Henry was introduced to ice-cream in cones. With the advent of the automobile, the lake excursion waned, while the Champlain Bridge caused it to pass into total eclipse, as Burlington and Plattsburgh have become pleasant landmarks on an afternoon drive.



“LEDGESIDE,” HOME OF MRS. FRANK S. WITHERBEE



PORT HENRY COUNTRY CLUB

CHAPTER VII

MILITARY HISTORY

REVOLUTIONARY WAR SETTLERS OF THE TOWN OF MORIAH

While the township of Moriah had no permanent settlement during the War of Independence, the Carr & Porter Mills furnished lumber to both the Schuyler and the Arnold expeditions; and the Cheever mines produced iron ore for the Colonists' forge at Whitehall.

After the cessation of hostilities emigrants poured into this section from New England. Among these people were many Revolutionary soldiers, some, young pioneers, others, old men who lived in their children's families.

Among the first to come were Robert Lewis and his son, Robert Lewis, Jr., both of whom were in the Albany County Militia. Others were Captain Asahel Joiner and William Joiner, who came from Vermont in 1803; Jabez Carpenter of Rehoboth, Massachusetts; George Sherman of Adams, Massachusetts; Dr. John Lyon, Moriah's first doctor, who had fought at Bunker Hill; Jedediah Edgerton of Pawlet, Vermont; Jonathan Tarbell; Benjamin Parsons from Hardwick, Massachusetts, who had suffered untold hardships on Montgomery's ill-fated expedition to Quebec; and Oliver Parmenter. This list is by no means complete.

In 1843, there were then living in the town of Moriah, eight Revolutionary pensioners: Oliver Parmenter, who was seventy-eight, lived in the home of Ira Dutton; John Titus, seventy-nine; Rufus Mason, eighty-one; Ebenezer Bailey, seventy-nine; Thomas Dudley, eighty-three, who lived in the home of Joel Dudley; Abel Allen, eighty-four; Rhoda Spear, eighty, whose husband evidently was a soldier, and who lived in the home of her son Hiram; and Timothy Moore, seventy-nine, who lived with Benjamin Whitney.

THE EARLY MILITIA—WAR OF 1812

The Essex County Militia organization has a history which antedates its formation as a civil unit. In 1788, Clinton County was partitioned from Washington County. Simultaneously, provision was made for a military organization. The record of commission of the officers may be found in the "Minutes of the Military Council of Appointment, 1783-1821," which was compiled under the direction of Mr. Henry Harmon Noble of Essex.

Each man was expected to "turn out" for the trainings which were held at intervals and were all day affairs. The erstwhile soldier after his military duties were over, often returned to his family somewhat exhilarated from the effects of post martial celebration. Trainings were held at Port Henry and later at Moriah in the field north of Dr. H. S. McCasland's residence. While Thomas Walton was colonel of the unit, then cavalry, trainings were held at the Ticonderoga Street Roads "common," a field opposite the cemetery. The colonel, and those of his staff and cavalrymen who lived in the town of Moriah, made their way over Coot Hill and through the White Church district of Crown Point, and thence to Ticonderoga. This was the main highway as the Bay Road was only an Indian trail.

At the beginning of the War of 1812, southern Essex county was represented by the Ninth New York Militia Regiment, Infantry. The commander was Lieutenant Colonel Martin Joiner, of Moriah, who lived on the farm now owned by Fred Lewis.

The North Country after the declaration of war bristled with rumors of invasions. Several "detached" militia units were called out on tours of service at different times. One of these regiments was the 37th, Infantry under the command of Major Commandant Ransom Noble of Essex, later known as General Noble. A little known battle which was fought within the confines of Essex County was that of Bouquet River on May 13, 1814. Major Noble and the "embattled far-

mers of Essex'' repulsed the invading British who suffered a loss of thirty-eight killed and wounded.

At this time it was not uncommon for the women and children to make preparation for the expected overland flight to the homes of their relatives in the more sheltered parts of the New England states. This tradition is prevalent in many families of this section.

As the summer of 1814 progressed, the tension grew. A fleet was under construction at Vergennes. Rumors became more persistent, and the invasion became a reality. The "masse" militia was called out on August 31. Captain Thomas Winslow's company composed mostly of Moriah men was Federalized on September 1, and the other companies of Lieut. Colonel Martin Joiner's Regiment were federalized on September 2.

It was said that there was but one able bodied man in the three towns of Ticonderoga, Crown Point and Moriah after the troops departed for the frontier. From McKenzie City, four McKenzies were enrolled in Captain Alexander McKenzie's Company, Alexander, the first native Port Henry man, William, Robert and John. From the Lewis Mills, John Richmond, the tavern keeper, and John Lewis of the mills, joined Captain Winslow's company. During the Battle of Plattsburgh, Captain McKenzie's company held an advanced position near Chazy, where they captured several men and horses.

The Plattsburgh "tour" lasted in most cases two weeks. William Sherman was discharged on the 13th and perhaps became the Homer of the Campaign when he related the account of the battle to the awed countryside.

After the war, the militia continued to flourish. A commission of William McKenzie, Jr., dated March 14, 1817, shows that he was appointed Cornet (a Commissioned officer below a second lieutenant) of a troop of the 7th Cavalry. Evidently the long march to Plattsburgh had been conducive to the organization of a cavalry unit. Two years later, this same young man, still a resident of Port Henry, became a First Lieuten-

ant in the 15th Cavalry. His appointment was made by DeWitt Clinton, then Governor of New York. Our knowledge of the militia units from 1821 to the Civil War is meagre. Sergeant Philip Walton's warrant, signed by Colonel F. M. Wilcoxe at Ticonderoga in 1837, indicates that he belonged to the 9th Regiment of Infantry. In 1840, Milton McKenzie, son of the above William, became a Fourth Sergeant under Captain E. S. Edgerton of Moriah in the 17th Regiment, 2d Brigade and 2nd Division of Artillery of which E. C. Clark was the Colonel. Promotion in Captain Edgerton's company was rapid, for, by 1845, he had superceded his captain. One of the corporals of this company was W. W. Shepard. The following is a warrant for a training:

"To Mr. John B. Rogers:

You are hereby ordered to warn the persons, whose names are hereunder written, to be and appear, armed and equipped, as the law directs for the Inspection and Parade at Geo. B. Pease's Port Henry on the 17th day of September at 8:00 in the forenoon of that day: and for so doing, this shall be your sufficient warrant. Hereof fail not and make due return to me, of what you shall do on the premises.

Dated Port Henry, this 29th day of August A. D., 1845.

J. P. BUTLER,
Captain.

Judson Sherman

Alfred Barron

John Sherman

Samuel Fish

Hiram Ravel

Leland Doolittle

Edwin Kidder

John D. Smith

M. D. Cooke

James Bailey"

Sworn before Milton McKenzie
1st Lieutenant

John C. Douglass, whose dress uniform is on exhibition at the New York State Historical Building at Ticonderoga received his title of Major from his service in a militia unit.

The following list are muster rolls of Lieutenant Colonel Commandant Martin Joiner's 9th New York Militia Regiment on the Northern Frontier, including the Battle of Plattsburgh, September, 1814. This regiment came from the southern part of Essex County.

Captain Daniel Bailey's Lieutenant Salmon Cross's, Captain Alexander McKenzie's, Captain Silas Sayre's and Lieutenant Beers Tomlinson's rolls were obtained through the courtesy of William A. Saxton, Chief of the Bureau of War Records, Albany, N. Y. Most of the men in these companies were paid from September 2, 1814 to September 16, 1814.

Captain Augustus Cleaveland's and Captain Thomas Winslow's rolls were taken from photostat copies which were obtained through the courtesy of the Adjutant General's Office, Washington, D. C. Captain Winslow's company served from September 1, 1814 to September 15, 1814. Captain Cleaveland's company served from September 2, 1814 to September 16, 1814 and was allowed three days' travel home.

Muster Roll of Captain Daniel Bailey's Company:

Bailey, Daniel, Capt.	Bogue, William, Private
Nichols, Aaron, Lieut.	Nicholas, Philip, Private
Scott, Thomas, Sgt.	Santwell, Daniel, Private
Hopkins, Ebenezer, Jr., Sgt.	Town, Ichabod A., Private
Sisson, John, Jr., Sgt.	Lampson, Stephen, Private
Converse, Elijah, Sgt.	Chapin, David, Private
Chapman, Ephraim, Corp.	Chapin, Aaron, Private
Humphreville, David, Sgt.	Lampson, E., Private
Ward, Ira, Corp.	Nichol, Albert, Private
McGowan, Barney, Fifer	Summers, John T., Private
Lamson, Ezekiel, Drummer	Gledde, Smith, Private
Bascomb, Daniel, Private	Rogers, Daniel, Private
Burdott, James, Private	

Muster Roll of Captain Augustus Cleaveland's Company:

Augustus Cleaveland, Captain
 Thomas Leland, Sergeant
 Peter Tyrrel, Sergeant
 From Sept. 10th
 Schuyler Thompson, Sergeant
 Aaron Leland, Sergeant
 Thomas Potter, Corporal
 Absent on Sept. 8th
 Leander J. Lockwood, Corporal.
 From Sept. 10th
 Wm. H. Cushman, Corporal
 Obadiah Jenks, Corporal
 Stilman Tyrrel, Corporal
 Silas Stoel, Music
 Thomas McFarland, Music
 Charles Jones, Music
 Butler, Levi, Private
 Baker, Harlow, Private
 Butler, Seth, Private
 Baker, John, Jr., Private
 From Sept. 10th
 Cleaveland, Moses, Private
 Carey, James, Private
 Carey, Isaac, Private
 Cornish, Cyrus, Private
 Discharged 10th Sept.
 Dreper, Levi, Private
 Ide, Otis, Private
 Johnson, Joseph, Private
 Jones, Daniel, Private
 Sanford, Daniel, Private

Lockwood, Abel, Private
 From Sept. 10th
 Leland, Ansel, Private
 Mason, Martin, Private
 Morse, Dr. D., Private
 Oakley, John, Private
 Oakley, Abraham, Private
 Platt, Star, Private
 From Sept. 10th
 Powel, Seymour, Private
 Powel, William, Jr., Private
 Royce, Peter, Private
 From Sept. 10th
 Richards, Joseph, Private
 Richardson, William, Private
 Smith, Abijah, Jr., Private
 Stoel, John, Private
 Tripp, Abiel, Private
 Tripp, Abiel, Jr., Private
 Tripp, Job, Private
 From Sept. 10th
 Thompson, George, Private
 Towsley, Rufas, Private
 Whitney, George, Private
 From Sept. 10th
 Whitney, C., Private
 Westcot, Cyrus, Private
 West, Lenox, Private
 Wells, Wm., Private
 Whitmore, Samuel, Private
 Tyrrel, Woolcot, Private
 From Sept. 10th

Muster Roll of Lieutenant Salmon Cross's Company:

Cross, Salmon, Lieut.
 Barnett, James H., Ensign
 Willson, David, Sgt.
 Morrow, John J., Sgt.
 Wilcox, Dyer, Sgt.
 Swinton, James, Sgt.
 Morrow, William, Corp.
 Nichols, Aaron, Jr., Corp.
 Barnett, Asa W., Corp.
 Wood, John, Corp.
 Brooks, Guy, Private

Bigelow, Joseph, Private
 Clark, Lyman, Private
 Chilcott, John, Jr., Private
 Chilcott, Amos, Private
 Chilcott, Abijah, Private
 Wounded slightly Sept. 11
 Cross, Fayette, Private
 Call, Royal, Private
 Wounded dangerously Sept.
 6
 Glidden, Thomas, Private

Hildreth, James, Private
 Hildreth, Laton, Private
 Lewis, Amos, Private
 Nicholas, Asa, Private
 Nicholas, Jared, Private
 Newell, Nathan, Private
 Nelson, William, Private
 Phippin, Clark, Private
 Pitts, Charles, Private
 Smith, James, Private
 Wilcox, Robert, Private
 Williams, Solomon, Private

Brooks, Jonathan, Private
 Davis, David, Private
 Quartimus, John, Private
 Davis, Amos, Private
 Davis, Hammond, Private
 Jones, Bela, Private
 Jones, Stephen, Private
 Crossman, John, Private
 Hurtis, Timothy, Private
 Waite, Henry, Private
 Waite, L., Private
 Butterfield, Wilder, Private

Muster Roll of Captain Alexander McKenzie's
 Company:

McKenzie, Alexander Capt.
 Smith, Abijah, Lieut.
 Dilno, Nathan, Lieut.
 Starks, Stephen W., Cornet
 Holcomb, Joshua, Sgt.
 McKenzie, William, Sgt.
 Haskins, Orlowe, Sgt.
 Brown, Luke, Corp.
 McKenzie, Robert, Corp.
 Carpenter, Elisha, Corp.
 Rhoads, Levi, Corp.
 Bigelow, Ebenezer, Private
 Brain, Jesse, Private

Chappin, Justus, Private
 Clark, Alexander, Private
 Drake, Joseph, Private
 Drake, David, Private
 Deal, Samuel, Private
 Edminston, Jno., Private
 Laurence, Henry, Private
 McKenzie, John, Private
 Nichols, Asa, Private
 Perkins, William, Private
 Ward, Roswell, Private
 Wright, Benjamin, Private
 Western, James, Private

Muster Roll of Captain Silas Sayre's Company:

Sayres, Silas, Capt.
 Allen, John, Lieut.
 Chelson, Walter
 Discharged Sept. 7
 Roberts, Ebenezer, Sgt.
 Bennett, William, Sgt.
 Miller, Nathaniel, Jr., Sgt.
 Moore, Abel, Corp.
 Campbell, Vincent, Corp.
 Miller, Nathan, Corp.
 Bayenton, Levi, Drummer
 Allen, Joel, Private
 Wounded Sept. 6; left on
 field of action
 Allen, Asa, Private
 Archer, Ellis, Private
 Burns, John, Private

Bennet, Daniel, Private
 Bennet, Jonathan, Private
 Clark, Alexander, D., Private
 Cole, Orin, Private
 Cavil, John B., Private
 Carr, W. W., Private
 Cole, Rufus, Jr., Private
 Day, Nathaniel, Private
 Day, Ebenezer, Private
 Ferris, Reuben, Private
 Hawkins, Isaac, Private
 Hammond, Jedediah, Private
 Hallenbeck, Almond C.,
 Private
 Newton, Abijah, Private
 Phillips, Levi, Private
 Cortland, Phelps, Private

Rogers, Thomas, Private
 Stewart, William, Private
 Spicer, Tulmond, Private
 Thompson, Levi, Private

Woodward, Zepheniah,
 Private
 Wood, Rufus, Private
 Winchel, Jason, Private

Muster Roll of Lieutenant Beers Tomlinson's Company:

Tomlinson, Beers, Lieut.
 Johnson, Levi, Sgt.
 Pierce, David S., Sgt.
 Shattuck, Chester, Sgt.
 Goucher, William, Corp.
 Ives, Noble, Corp.
 Barlow, Samuel, Corp.
 Arthur, Edward P., Corp.
 Atherton, Peter, Drummer
 Nichols, Ira, Drummer
 Thornton, Benona, Fifer
 Smith, Jesse, Private
 Hunter, Oliver, Private
 Grant, George, Private
 Weed, Joseph, Private
 Rice, Asa, Private
 Morse, Isaac T., Private
 Nicholas, Amos, Private

How, Cyrus, Private
 Stone, James, Private
 Nickerson, Abijah, Private
 Allen, Eli, Private
 Burt, Simeon, Private
 Stone, Nathan, Private
 Spencer, Willson, Private
 Sheldon, Rodolphus, Private
 Whitford, Oliver, Private
 Cook, Reuben, Private
 Coughton, John, Private
 Phelps, Samuel A., Private
 Rich, Learned, Private
 Church, Elias, Private
 Hurd, Lenos, Private
 Harris, John, Private
 Coll, Levi, Jr., Private

Muster Roll of Captain Thomas Winslow's Company:

Thomas Winslow, Capt.
 Elisha Stanton, Lieut.
 Gardner T. Barker, Ensign
 Jedediah Edgerton, Jr.,
 Sergeant
 John Brintnell, Sergeant
 Edward, Stanton, Sergeant
 Josiah Lowell, Sergeant
 Jabez Baker, Corporal
 Samuel White, Corporal
 To Sept. 11 Pay roll signed
 by John White "Father
 to Samuel White."
 Asahel Baker, Corporal
 Elijah Carpenter, Corporal
 John S. Williams, Musician
 William Titus, Musician
 William French, Musician
 William Doolittle, Musician
 Averile, Daniel, Private

Abbott, Eli, Private
 From Sept. 8th
 Burlingame, Joseph, Private
 Burlingame, James, Private
 Bartlett, Briant, Private
 From Sept. 8th
 Brown, Wareham, Private
 Dowd, Samuel, Private
 Doolittle, Elisha, Private
 Edgerton, John S., Private
 Foster, Joseph W., Private
 Folsom, Jonathan, Private
 From Sept. 8th
 Farnsworth, Thomas, Private
 Havens, George H., Private
 Havens, John, Private
 Hawkins, Samuel, Private
 Havens, Samuel T., Private
 Jenner, Stephen, Private

Joiner, William, Private
 From Sept. 8th
 Kimball, Ephraim, Private
 Locke, Daniel P., Private
 Locke, John M., Private
 Lewis, John, Private
 McLean, Henry, Private
 Mason, Hezekiah, Private
 From Sept. 9th
 Mason, Ambrose, Private
 Noble, Seth, Private
 Richmond, John, Private
 From Sept. 8th
 Sherman, William, Private
 To Sept. 13th
 Sherman, George, Jr., Private
 Sherman, Samuel, Private
 From Sept. 9th
 Sherman, Reubel, Private

Sherman, Amos D., Private
 Smith, Samuel, Private
 From Sept. 9th
 Strong, Colbon, Private
 Stanton, Amos, Private
 Speare, Alden, Private
 Shory, Samuel, Private
 Taylor, John, Private
 Tillottson, Richard, Private
 Trask, Calvin F., Private
 Train, Nathan S., Private
 From Sept. 9th
 Whitford, Clothier, Private
 Reed, Eliakim, Private
 Sanford, David, Private
 To Sept. 8th
 Fairchild, William, Private
 To Sept. 9th

THE CIVIL WAR

In response to President Lincoln's call for volunteers in 1861, Company K of the Twenty-second Regiment of the New York Infantry was recruited at Port Henry. As will be seen by references to the appended list, sixty-four men were residents of Port Henry. Miles P. S. Cadwell was Captain of the company; E. F. Edgerly was 1st Lieutenant; and Clark Huntley was the second Lieutenant. Captain Cadwell was a native of New Haven, Vermont, and was a graduate of Middlebury College in the class of 1859. At the time of his enlistment, he was a law student in the office of A. B. Waldo.

"The Twenty-second New York" saw much active service and there were many casualties. Captain Cadwell was killed at the Battle of Bull Run, and Lieutenant Edgerly was wounded twice. Lieutenant Huntley had a bullet wound through his upper arm. John Pangborn was starved to death in Libby Prison. He was exchanged, but died a day or two after his release.

Captain Lyman Ormsby, who commanded a company from Schroon, and Lieutenant Daniel Burgey were also wounded in the Battle of Bull Run. Lieutenant Ed-



MAJOR LYMAN ORMSBEE

CAPT. E. F. EDGERLY

CAPT. MILES P. S. CADWELL

SGT. ARTHUR LYMAN

LIEUT. W. H. STEVENSON

gerly and Lieutenant Daniel Burgey were made captains after this battle.

Second Lieutenant W. H. Stevenson, a member of the famous One Hundred and Eighteenth New York Volunteers, known as the "Adirondacks," was killed when trying to rescue Captain R. W. Livingston of Company F, who was badly wounded. In a letter describing the battle, Major Livingston pays a glowing tribute to the "ardor," "dash," and "generous" friendship of Lieutenant Stevenson.

Arthur L. Lyon, a resident of Port Henry, who was a sergeant in the Fifteenth Pennsylvania Cavalry, was killed by a Confederate General Lyon, whom he had made prisoner, at Red Hill, Alabama, January 15, 1865. Sergeant Lyon's tragic death occasioned much genuine sorrow in this little village, as he was a social favorite.

CIVIL WAR ROSTER OF THE TOWN OF
MORIAH, N. Y.
1861-1865

Acome, Charles	Co. G, 1st N. Y. Lt. Art.
Allen, Daniel W.	Co. F, 118 N. Y. Vol.
Killed at Fort Harrison, Va.	
Anson, Andrew, Corp.	Co. K, 22 N. Y. Vol.
Armstrong, George	Co. K, 22 N. Y. Vol.
Atkinson, Richard	Co. K, 96 N. Y. Vol.
Atkinson, William	Co. K, 96 N. Y. Vol.
Atwell, Lawrence O.	Co. F, 118 N. Y. Vol.
Bailey, H. M., Sgt.	Co. A, 1st Vt. Cav.
Brankman, Charles	Co. K, 22 N. Y. Vol.
Briggs, Dana	Co. K, 22 N. Y. Vol.
Britelle, E. L.	Co. A, 5th N. Y. Cav.
Buck, Barritt	Co. K, 22 N. Y. Vol.
Burgy, Daniel, Capt.	Co. E, 22 N. Y. Vol.
Burgey, John, Jr.	Co. K, 2nd Vet. Cav.
Burke, Thomas	Co. K, 22 N. Y. Vol.
Burlingame, L. P.	Co. B, Lt. Art.
Burt, Alvin T.	Co. F, 118 N. Y. Vol.
Died of wounds	
Cadwell, Miles, P. S., Capt.	Co. K, 22 N. Y. Vol.
Killed at Bull Run Aug. 30, 1862	
Camfield, Joseph	Co. K, 22 N. Y. Vol.
Carter, Joseph	Co. F, 118 N. Y. Vol.

Chapman, John	Co. K, 22 N. Y. Vol.
Chapman, Stephen	Co. I, 6 Vet. Vol.
Chapman, William	Co. I, 6 Vet. Vol.
Churchill, Columbus	Co. K, 22 N. Y. Vol.
Clements, Curtis	Co. B, 118 N. Y. Vol.
Collins, James	Co. K, 96 N. Y. Vol.
Compton, Thomas	Co. K, 2 Vet. Cav.
Conlee, George W.	Co. K, 22 N. Y. Vol.
Conners, Patrick	Co. K, 96 N. Y. Vol.
Cook, Edson E.	Co. H, 34th N. Y. Inf.
Cooney, William	Co. A, 9 Vet. Inf.
Corcoran, John	Co. K, 22nd N. Y. Vol.
Coti, James	Co. K, 22 N. Y. Vol.
Cowan, John	Co. K, 96 N. Y. Vol.
Died at Salisbury, N. C.	
Croagh, Edwin	Co. K, 96 N. Y. Vol.
Died at Salisbury, N. C.	
Croagh, Franklin	Co. K, 96 N. Y. Vol.
Cross, Charles	Co. A, 93 N. Y. Vol.
Crummie, Calvin	Co. H, 5 N. Y. Cav.
Curtis, Nathan	Co. F, 118 N. Y. Vol.
Died at Fort Keyes, Va.	
Dean, Marcellus	Co. D, 2 N. Y. Cav.
Debarry, Louis	Co. K, 22 N. Y. Vol.
Defoi, Moses	Co. K, 22 N. Y. Vol.
Deroche, Pierre	118 N. Y. Vol.
Dignan, Thomas	Co. K, 22 N. Y. Vol.
Doran, William	Co. K, 32 N. Y. Vol.
Doyle, James	Pvt. 1 22nd N. Y.
Doyle, Thomas	Co. 1 22nd N. Y. Vol.
Drinkwine, Albert	Co. K, 22 N. Y. Vol.
Dupuis, Daniel H.	Co. E, 118 N. Y. Vol.
Died at Salisbury, N. C.	
Dupuis, Eugene	Co. F, 118 N. Y. Vol.
Dutton, Hiram F.	Co. D, 118 N. Y. Vol.
Dutton, John M.	Co. K, 96 N. Y. Vol.
Eastman, Robert D.	Co. F, 118 N. Y. Vol.
Captured in action	
Edgerly, Edward F., Capt.	Co. K, 22 N. Y. Vol.
Edwards, George	Co. F, 118 N. Y. Vol.
Edwards, Hiram B.	Co. M, 2nd N. Y. Cav.
Died at Annapolis, Md.	
Evans, James	Co. K, 22 N. Y. Vol.
Killed at South Mountain	
Fanning, William	Co. M, 2nd N. Y. Cav.
Fanning, Michael G.	Co. K, 96 N. Y. Vol.
Fannoff, Alexander	Co. K, 22 N. Y. Vol.
Fannoff, Freeman	Co. K, 22 N. Y. Vol.

Farr, Hosea, B.	Co. C, 96 N. Y. Vol.
Fee, Hugh	Co. B, 69th N. Y. Vol.
Ferris, John H., Musician	Co. K, 22 N. Y. Vol.
Finlon, James	Co. K, 22 N. Y. Vol.
Fish, George	Co. G, 1st N. Y. Art.
Foster, Orson G.	Co. H, 1st N. Y. Lt. Art.
Foster, Orville	Co. K, 96 N. Y. Vol.
Fountain, Wm. W.	Co. E, 96th N. Y. Vol.
Foy, Thomas, Sgt.	Co. K, 22 N. Y. Vol.†
Freeman, Godfrey	Co. E, 118 N. Y. Vol.
Gleason, Martin	Co. K, 22 N. Y. Vol.
Gibbins, James	Co. K, 22 N. Y. Vol.
Goodrich, Joseph	Co. K, 22 N. Y. Vol.
Greene, James G., Fifer	Co. F, 118 N. Y. Vol.
Groff, Crosby	Co. F, 118 N. Y. Vol.
Killed in action at Drury's Bluff, Va.	
Groff, William	Co. K, 2nd N. Y. Cav.
Halpin, Mathew	Co. K, 22 N. Y. Vol.
Hammel, Peter	Co. F, 118 N. Y. Vol.
Harper, John	Co. A, 118 N. Y. Vol.
Died in prison	
Harper, Richard	Co. H, 118 N. Y. Vol.
Died on furlough	
Harris, Merlin C., Capt.	Co. C, 96 N. Y. Vol.
Hendrix, Simeon	Co. F, 16 N. Y. Cav.
Higgins, Peter	Co. K, 22 N. Y. Vol.
Houbon, Patrick	Co. F, 118 N. Y. Vol.
Howard, Levett	Co. F, 118 N. Y. Vol.
Missing in action	
Howe, Norton M.	Co. F, 118 N. Y. Vol.
Hughes, James, Corp.	Co. K, 22 N. Y. Vol.
Hughes, Michael	Co. C, 5 N. Y. Vol.
Huntley, Clark W., Ensign	Co. K, 22 N. Y. Vol.
Hulburd, Amasa	Co. K, 96 N. Y. Vol.
Johnson, Henry M.	Co. I, 118 N. Y. Vol.
Died from wounds at Fort Monroe, Va.	
Jordan, N. B.	Co. H, 1st Lt. Art.
Joyce, Robert	Co. K, 96 N. Y. Vol.
-Killed at Cold Harbor, Va.	
Kelley, Martin F., Sgt.	Co. K, 22 N. Y. Vol.
Kelley, Thomas	Co. I, 118 N. Y. Vol.
Died from wounds at Fort Monroe, Va.	
Kenyon, Norman	Co. K, 22 N. Y. Vol.
Kilmer, Adam	Co. K, 22 N. Y. Vol.
LaBelle, Joseph	Co. E, 118 N. Y. Vol.
Lamoy, George B.	Co. F, 118 N. Y. Vol.
Died at Hampton Hospital, Va.	
Lane, Joseph	Co. K, 96 N. Y. Vol.
Died at Plattsburg	

Ledwich, James, Sgt.	Co. K, 96 N. Y. Vol.
Legare, Edward	Co. K, 22 N. Y. Vol.
Lewis, Mark C.	Co. K, 96 N. Y. Vol.
Killed in action at Chaffins Farm, Va.	
Locke, C. E.	Co. C, 79th N. Y.
Longergan, Oliver	Co. F, 118 N. Y. Vol.
Lyon, Arthur L., Sgt.	15 Penn Cav.
Shot by General Lyon, C. S. A. at Red Hill, Ala.	
Mace, Francis	Co. B, 18th U. S. Inf.
McCabe, Patrick	Co. A, 93d N. Y. Vol.
McCabe, Prentice	Co. A, 96th N. Y. Vol.
McCarty, James	Co. K, 22 N. Y. Vol.
McCarty, John	Co. K, 22 N. Y. Vol.
McConly, Daniel	Co. K, 22 N. Y. Vol.
McDonald, Joseph	Co. F, 118 N. Y. Vol.
McFarland, John	Co. K, 96 N. Y. Vol.
McLyman, Thomas	Co. A, 2 Vet. Cav.
Maple, Martin	Co. H, 1st Lt. Art.
Maynard, Dennis	Co. K, 96 N. Y. Vol.
Died on the Steamer Knickerbocker	
Miller, George W.	Co. F, 118 N. Y. Vol.
Captured and died of wounds at Richmond, Va.	
Minehan, Thomas	Co. K, 22 N. Y. Vol.
Mix, Leonard	Co. F, 118 N. Y. Vol.
Killed at Cold Harbor, Va.	
Monta, Joseph	Co. K, 22 N. Y. Vol.
Moore, Henry	
Morehouse, Lyman	Co. K, 96 N. Y. Vol.
Died at Fort Monroe, Va.	
Murdock, David W.	Co. K, 22 N. Y. Vol.
Murdock, Oscar P.	Co. K, 22 N. Y. Vol.
Murphy, James	Co. K, 118 N. Y. Vol.
Murray, Timothy, Corp.	Co. K, 22 N. Y. Vol.
Died from wounds received at Bull Run, Va.	
Murray, William	Co. F, 118 N. Y. Vol.
Nelson, John	Co. F, 118 N. Y. Vol.
Norton, Daniel	Co. K, 96 N. Y. Vol.
O'Boyle, Hugh	Co. K, 22 N. Y. Vol.
Ormsbee, Robert	Co. K, 22 N. Y. Vol.
Ormsby, Lyman, Maj.	Co. I, 22 N. Y. Vol.
Ormston, John	Co. F, 118 N. Y. Vol.
Died from wounds at Fort Harrison, Va.	
Osteyee, Lewis A.	Co. F, 118 N. Y. Vol.
Pangborn, John T.	Co. F, 118 N. Y. Vol.
Died at Annapolis, Md.	
Patterson, Hugh, Sgt.	Co. K, 96 N. Y. Vol.
Patten, Asa K., Musician	Co. K, 22 N. Y. Vol.
Poro, Alexander	Co. K, 22 N. Y. Vol.

Riley, Owen	Co. M, 2nd N. Y. Cav.
Killed at Brandy Station, Va.	
Ringer, William	Co. F, 118 N. Y. Vol.
Died in service. Buried at Arlington, Va.	
Rogers, Michael	Co. K, 22 N. Y. Vol.
Rose, Anthony	Co. K, 22 N. Y. Vol.
St. John David	Co. K, 22 N. Y. Vol.
Sawyer, Henry	Co. K, 96 N. Y. Vol.
Sawyer, William H.	Co. G, 118 N. Y. Vol.
Segar, Joseph	Battery H, Minks Battery
Shaw, Charles	Co. K, 22 N. Y. Vol.
Shaw, George R.	Co. D, 2 N. Y. Vol.
Sherman, James W.	Co. D, 118 N. Y. Vol.
Shores, Peter	Co. K, 22 N. Y. Vol.
Smart, Joseph	Co. K, 22 N. Y. Vol.
Smith, John S.	Co. K, 96 N. Y. Vol.
Spaulding, Nathan R.	Co. I, 118 N. Y. Vol.
Sprague, E. B., Sgt.	Co. M, 2nd N. Y. Cav.
Sprague, Welsley, Sgt.	Co. K, 96 N. Y. Vol.
Spring, Albert A.	Co. H, 1st Lt. Art.
Stevenson, William H., Lieut.	Co. F, 118 N. Y. Vol.
Killed at Fort Darling on the James River—Drury's Bluff Engagement	
Stimpson, George B.	Co. I, 5th N. Y. Cav.
Strong, John	Co. K, 22 N. Y. Vol.
Sumner, Henry	Co. K, 22 N. Y. Vol.
Taylor, Adna	
Killed	
Taylor, Alex	Co. A, 5th N. Y. Cav.
Died at Andersonville, Ga.	
Taylor, Byron	
Killed	
Taylor, John	Co. A, 97 N. Y. Inf.
Taylor, Lee	
Killed	
Thompson, William	Co. F, 118 N. Y. Vol.
Tibbetts, Tlyman	Co. K, 22 N. Y. Vol.
Titus, Collins, H.	Co. E, 118 N. Y. Vol.
Tillotson, J. R., Sgt.	Co. A, 118 N. Y. Vol.
Tobin, James, Sgt.	Co. K, 22 N. Y. Vol.
Todd, John	Co. K, 22 N. Y. Vol.
Torrance, Carl	Co. A, 2 Vet. Cav.
Torrence, William H.	Co. F, 118 N. Y. Vol.
Died at Port Henry while on furlough	
Treadway, William H., Corp.	Co. K, 96 N. Y. Vol.
Trombley, Thomas	Co. K, 96 N. Y. Vol.
Died at Point of Rocks, Va.	
Tyrell, John	Co. F, 118 N. Y. Vol.
Captured and died at Richmond, Va.	

Vaughn, Franklin G.	Co. K, 22 N.Y. Vol.
Wakefield, Alfred E.	Co. F, 118 N. Y. Vol.
Died at Richmond, Va.	
Walton, Orvis E.	Co. E, 118 N. Y. Vol.
Killed in action at Drury's Bluff, Va.	
Walton, William	Co. D, 2 N. Y. Cav.
Ward, John	Co. K, 22 N. Y. Vol.
Wassan, Samuel	Co. K, 22 N. Y. Vol.
Wasson, Samuel	Co. M, 2nd N. Y. Cav.
Westcott, George P.	Co. G, 1st N. Y. Lt. Art.
Wheelock, John	Co. H, 1st N. Y. Lt. Art.
White, John	Co. K, 22 N. Y. Vol.
Wiggins, Philo	Co. K, 96 N. Y. Vol.
Williams, Warren	Co. E, 2nd N. Y. Cav.
Witherbee, Duane	Co. D, 2 Vet. Cav.
Witherbee, T. F., Mus.	Band 1st Penn. Brigade
Wood, Ashley	Co. F, 118 N. Y. Vol.
Woodruff, Alvin	{ Co. D, 96 N. Y. Vol.
	{ Co. F, 118 N. Y. Vol.
Woodward, Zephaniah	Co. F, 118 N. Y. Vol.
Wynas, Denis, Sgt.	Co. K, 22 N. Y. Vol.
Yattaw, Sidney	Co. A, 77 N. Y. Vol.
Young, George	Co. K, 22 N. Y. Vol.

On October 14, 1874 most of the Civil War veterans than residing in the Town of Moriah formed Lieut. William H. Stevenson G. A. R. Post No. 102. Their ranks were augmented by many who had come to this section from other parts of the country. Through the kindness of William H. Cogswell, eighty-eight year old commandant of the Post, a list of these men has been made available:

Abbey, Alanson, Musician	Co. B, 1st Vet. Vol.
Anson, Frank	Co. H, 65 N. Y. Vol.
Beckwith, William	Co. B, 118 N. Y. Vol.
Berrins, B. F.	Co. A, 96 N. Y. Vol.
Blair, Brice	Co. E, 96 N. Y. Vol.
Boardman, Mathew	Co. K, 2 Vet. Cav.
Botham, William M. J., Steward	
Paymaster	National Guard
Brittelle, E. A.	Co. E, 2nd N. Y. Cav.
Britelle, Guy	Co. H, 5th N. Y. Cav.
Burroughs, Eggleston	Co. I, 144 N. Y. Vol.
Cannon, Daniel	Co. I, 2nd Vet. Vol.
Carter, Edward	Co. H, 1st N. Y. Lt. Art.
Champayne, Fred	Co. E, 118 N. Y. Vol.

Clark, George	Co. F, 7th Vet. Vol.
Clements, Curtis	Co. B, 118 N. Y. Vol.
Cobb, Ebenezer	Co. E, 118 N. Y. Vol.
*Cogswell, William H.	Co. 1, 31 St. Mass.
Colby, Joseph	Co. 1, 2 Vet. Inf.
Compton, C. W., Sgt.	Co. A, 77th N. Y. Vol.
Deyo, Solomon	Co. L, 11th N. Y. Cav.
Duntley, Alonzo	Co. G, 1st N. Y. Lt. Art.
Eaton, O. M.	Co. H, 4th Vet. Inf.
Edgerly, James	Co. G, Lt. Art.
Edson, D. O. C.	Co. I, 32nd Mass. Inf.
Fields, Charles, Blacksmith	Co. H, 7 Penn. Cav.
Gale, Nathan A., Musician	Co. C, 96 N. Y. Vol.
Gibbs, James	
Hall, Joseph	Co. K, 46 N. Y. Vol.
Hanchett, E. E.	Co. H, 5th N. Y. Cav.
Hays, N. R., Corp.	Co. B, 123rd N. Y. Inf.
Hopper, C. A., Corp.	Co. E, 194 N. Y. Vol.
Hughes, John	Co. M, 2nd N. Y. Cav.
Jenkins, R. L.	Co. E, 169 N. Y.
Johnson, Irvin	Co. D, 118 N. Y. Vol.
Johnson, William	Co. B, 4 Vet. Vol.
Johnson, William	Co. C, 93rd N. Y. Vol. E
Kelley, John	Co. C, 22 N. Y. Vol.
Londergan, Oliver	Co. D, 118 N. Y. Vol.
Lyon, L. E.	Co. E, 2nd N. Y. Cav.
McCabe, James	Co. H, 93 N. Y. Vol.
McCarty, John	Co. C, 6th N. Y. Inf.
McDermott, William O.	Co. H, 59 Mass. Vol.
McKale, Patrick	Co. M, 2nd N. Y.
McWerny, Michael	Pvt. Navy
Marshall, Geo. W., Sgt.	Co. F, 118 N. Y. Vol.
Mathews, C. W.	Co. E, 2nd N. Y. Cav.
Meagher, John F.	Co. E, 63 N. Y. Vol.
Merricks, Ozro	Co. H, 15 Mich. Cav.
Miller, Henry	142 Penn. Vol.
Mushgroor, C. Henry, Sgt.	Co. D, 2nd Vet. Cab.
Naughton, Michael	Co. F, 13 U. S. Inf.
Neide, C. A.	Co. H, 79 N. Y. Vol.
Nichols, C. E.	Co. T, 1st Minn. Inf.
Norton, Dan	Co. B, 1st Vet. Vol.
O'Brien, Michael, Sgt.	Co. B, 2nd N. Y. Cav.
O'Neil, Thomas	Co. C, 22nd N. Y. Vol.
Page, B. F., Sgt.	Co. H, 5th N. Y. Cav.
Palmer, Charles	Co. I, 22 N. Y. Vol.
Peck, Reuben	Co. A, 48 N. Y. Vol.

*Still living.

Petty, Eli	Co. D, 118 N. Y. Vol.
Pyers, Henry	Co. C, 5th N. Y. Cav.
Remington, Ziba	Co. A, 93 N. Y. Vol.
Roach, David	Pvt. Navy
Roberts, John	Co. H, 96 N. Y. Cav.
Roberts, Richard	Co. E, 96 N. Y. Vol.
Ryan, John	U. S. Flagship
Ryan, Patrick	Co. K, 2 Vet. Vol.
Searles, A. R.	Co. F, 5th Vet. Vol.
Shea, Timothy	Co. H, 8 Tenn. Inf.
Sheehy, Edmund	Battery 15th N. Y. Inf.
Sheehy, James	Battery 15th N. Y. Inf.
Simmonds, M. Z.	Co. E, 118 N. Y. Vol.
Slack, E. W.	Co. E, 118 N. Y. Vol.
Smith, A. W.	Co. C, 13 N. Y. Heavy Art.
Smith, Edward	Co. H, 5th N. Y. Cav.
*Spaulding, Nelson	Co. C, 5th N. Y. Cav.
Stanton, Marcus	Co. G, 1st N. Y. Lt. Art.
Sumner, Charles	Co. A, 15 Iowa Vol.
Tart, Edson	Co. A, 6 Vet. Vol.
Thompson, John	Co. M, 2nd N. Y. Cav.
Timmons, John	Co. G, 16 N. Y. Vol.
Tinney, Hugh	Co. G, 1st N. Y. Lt. Art.
Titus, F. J.	Co. H, 106 N. Y. Vol.
Titus, Kirby	106 N. Y. Vol.
Todd, William	Co. E, 6 Vet. Inf.
Tompson, Stephen	Co. C, 122 N. Y. Vol.
Tracy, James	Co. G, 8 N. Y. Vol.
Watson, Robert	Co. K, 16 N. Y. Inf.
Webb, N. S.	Co. E, 2nd N. Y. Cav.
Wells, Wm.	Co. F, 16 U. S. Inf.
Wentworth, Wm.	Co. K, 1st Mass. Inf.
Wilkinson, Melvin	Co. H, 17 Vet. Vol.
Winslow, Edward	Co. C, 16 N. Y. Inf.
Young, Ira	Co. H, N. Y. Heavy Art.

*Still living.

THE SHERMAN GUARDS

The story of the Sherman Guards, organized in the summer of 1875, is one of the most colorful chapters in the history of the village. A complete account of the many interesting and amusing incidents connected with its existence would make a chronicle of considerable length. Its official designation was First Separate Company, Tenth Brigade, Third Division New York National Guards.

The promoters of the company were: Dr. C. A. Hopper, and Dr. E. F. Edgerly, both of whom had seen active military service. As evidence of their skill as drill masters, we quote from a Troy newspaper, dated September 17, 1875;

“The new Port Henry Company with ninety-three names enrolled, and sixty-one members in uniform, armed with Remington rifles, headed by a band of sixteen pieces, the best band north of Doran’s Band of Troy, lead by Mr. T. F. Witherbee, made a most excellent appearance in annual parade and inspection.”

The name of Sherman Guards was early given the company in honor of Mr. G. R. Sherman, who presented the company with its set of standards. The first captain was Dr. C. A. Hopper, and the first lieutenant was F. S. Atwell. The armory was in the Simon Doctor Block. Target practise was held on the James Gilson farm, now the golf course. When shooting for qualification for marksmanship, the score of a long range, as one thousand yards, was averaged with the score of a short range, so a good many “made the grade.” When shooting in a southerly direction on the one thousand yard range, the bullets used to fly over the highway near Edgemont, which gave travelers a panicky feeling, until they passed the danger zone.

The company attended many celebrations and took part in prize drills in many large cities. Dr. Hopper resigned the captaincy after a short period, and was succeeded by Mr. F. S. Atwell. Under Captain Atwell’s strict disciplinarianism, the company soon gained the reputation of being possibly the best drilled company in northern New York.

The nearest approach the company had to anything like real war, was in July, 1877, when they were called to Troy, by the Governor of the State to help quell the threatened labor riot which had broken out in Troy and Albany. The company was quartered in a loft where a large quantity of paper was stored. As their services were not called into requisition, time passed slowly, so



C. A. NEIDE
DR. CHARLES T. WALTON
E. D. BROOKS

FRANK G. ATWELL
WILLIAM ESTEY
REV. J. K. PHILLIPS

a fiddle was rustled from somewhere, and a well-known violinist constituted himself a one man orchestra and the "gathering gloom" was dispelled. Evening gowns were improvised from paper for the "ladies," one of whom still living was a famous athlete, who tipped the scales at about two hundred and fifty pounds. "'She' was the belle of the ball." This "soiree" is the best remembered incident in the Battle of Troy. Captain Atwell had the honor on this occasion of being Officer of the Day over all the assembled troops.

The Company was again called to Bemis Heights to take part in the Centennial Celebration of the Battle of Bemis Heights. *The Troy Whig* in a report of the occasion said that "The Palms at Bemis Heights were carried off by the Port Henry Company."

The disbanding of the Sherman Guards which took place in 1881 occasioned much sincere regret.

THE SPANISH AMERICAN WAR

As a community, Port Henry did not figure prominently in the Spanish American War, because of its short duration. On April 19, 1898, according to the *Essex County Farmer*, the 21st United States Infantry, passed through on its way to the front. Patriotic spirit on the occasion culminated in the firing of a cannon by R. Lezot in front of the residence of Justice Chester B. McLaughlin, on the arrival and departure of the troops, all of which was witnessed by an "immense crowd." The town was represented in the army and navy by Charles Crane, who enlisted at New York, Joseph O'Donnell, Frank Olcott, at the time living in Whitehall, William J. Tobin and Roy Yattaw. Mr. R. W. Stambaugh, who for many years was master mechanic at the Cedar Point Furnace, was in the Philippine Insurrection and Mr. F. B. Warner, as a young man was stationed in the Hawaiian Islands. Port Henry felt a personal interest in the problems of President McKinley, as he had been a guest at the Mr. Frank S. Witherbee home during the previous summer, where many citizens had met him at a reception given in his honor.

THE WORLD WAR

The town of Moriah was represented in the World War by two hundred and eighty-three men. Of this large number in the service, there were comparatively few casualties. Those who died in action were Edward Carlson and William Smith; James D. Patnode, Robert Compton and Thomas Clark died from wounds received in action; others who died while in the service were: George Pelcher, John McDonald, William Hanchett, Lyle Hatch, Thomas Breen, and Elmore McGuinness. Harry Spring and Stanley Gilbo were wounded.

The Red Cross Chapter of Port Henry and the American Society for French Wounded did much efficient work at home. Large quantities of hospital supplies were made at the weekly meetings at the home of Mrs. Walter C. Witherbee, and at the Red Cross rooms, now the Nustyle Shoppe.

The contributions for the War Chest were most generous. The children planted war gardens, and everybody kept in good humor notwithstanding the irksome rationing.

Men and women from the Town of Moriah who were in the United States Service during the World War—1917-1919:

Abare, George William, Army
 Abare, Walter W., Army
 Abood, Michael E., Army
 Agnew, Franklin, Army
 Anderson, Andrew J., Army
 Anderson, Charles A., Navy
 Armstrong, Thomas F., Army
 Armstrong, William, Army
 Begnouche, Frank, Army
 Bennett, Leroy D., Army
 Bigelow, John Francis, Army
 Binan, Edward Leo, Army
 Bishop, DeForest S., Navy
 Bishop, Richard V., Navy
 Bond, Lyman, Army
 Bouchard, Robert E., Army
 Boule, Henry Isadore, Army

Boylan, John P., Army
 Bradley, Henry, Navy
 Brayton, Thomas F., Army
 Breen, Edward, Marines
 Breen, Osborne E., Army
 Breen, Thomas H., Army
 Brooks, Arthur Paul, Army
 Brooks, Edward, Army
 Brooks, John M., Army
 Brooks, Joseph Alfred, Army
 Brown, Frank Navy
 Bryant, William, Army
 Bruffee, James H., Army
 Burdick, Percy H., Army
 Burgess, Raymond M., Army
 Burhart, David John, Army
 Burhart, J. Robert, Army

Burt, Byron L., Com., Army
 Butronovich, Joseph, Army
 Bush, John, Army
 Capuano, Frank, Army
 Cawley, John Edward, Army
 Carlson, Arthur C., Army
 †Carlson, Edward, Army
 Carpenter, Eddie R., Army
 Carson, John R., Jr., Navy
 Catanzarita, Joseph E., Army
 Cawley, John Edward, Army
 Cheeseman, Henry, Army
 Cheeseman, Lewis, Army
 †Clark, Thomas, Army
 Clay, Paul V., Com., Army
 Collins, Edward M., Army
 Compton, Martin, Army
 *Compton, Robert F., Army
 Compton, Royal C., Army
 Condon, George F., Army
 Condon, George F., Navy
 Connors, William Leo, Army
 Cook, Raymond D., Army
 Coughlin, Daniel John, Army
 Crippin, Henry M., Jr., Army
 Cummings, William S., Navy
 Dalton, Lawrence Leo, Army
 Daly, Leo, Army
 Damian, Frank Louis, Army
 Darrah, Frank E., Army
 Davis, George, Army
 Dennery, Adolphus, Army
 Dennis, John, Army
 Dery, Percy, Navy
 Desjadon, Nelson, Army
 Deyo, Gordon, Navy
 Didware, George J., Army
 DiPasquale, F. C., Army
 Dobson, Sherrie, Army
 Dobson, Tracy M., Army
 Donahue, Thomas, Army
 Drinkwine, William E., Army
 Duprey, Horton, Army
 Dunn, Elizabeth, U. S. Nurse
 Dwyer, James M., Army
 Dwyer, Robert L., Army

Edwards, Walter N., Navy
 Egan, George J., Army
 Evo, Charles A., Army
 Finnessey, Thomas, Army
 Fish, Daniel, Army
 Fish, Edward James, Army
 Fish, Roy, Army
 Fisk, James E., Army
 Fitzgerald, Thomas R., Army
 Foote, Edith, U. S. Nurse
 Forgette, George T., Army
 Fountain Edward L., Army
 French, Harry, Army
 French, William Roy, Army
 Garvey, Charles John, Army
 Gebo, Reginald, Marines
 Genier, Napoleon, Army
 Gilbo, Stanley J., Army
 Gillette, Thomas E., Army
 Gleason, Michael, Army
 Golod, Sam, Army
 Graham, George E., Army
 Grandy, William, Army
 Gray, George S., Army
 Gregory, William W., Navy
 Guyette, Vernon H., Navy
 Haberland, Fred, Army
 Haley, Edward H., Army
 *Hanchett, William, Army
 Hanna, Harold Waldo, Army
 Hanna, Vernand, Navy
 *Hatch, Lyle, Tank
 Hatch, Boyd, Army
 Hatch, Van Note, Army
 Healey, William L., Army
 Healey, George T., Army
 Hennessey, John H., Army
 Higgins, George, Army
 Hogan, Frank, Army
 Hogan, George W., Army
 Hogle, Winifield M., Army
 Holmes, Raymond E., Army
 Holmes, William B., Army
 Huestis, Chauncey, Army
 Huestis, James, Army
 James, Elton Allen, Army

†Killed in action, or died of wounds. *Died.

James, Louis, Navy
 James, William N., Army
 Johns, Dennis, Navy
 Johnson, Charles F., Army
 Johnson, Clyde H., Army
 Jordon, Riley A., Army
 Johnson, Frank, Army
 Judd, Stanley G., Army
 Kane, Leo Leland, Army
 Kassel, Murray M., Navy
 Kazuk, Joseph, Army
 Kelley, John H., Navy
 Kelley, Leo, Army
 Kelley, Norman A., Navy
 Kendretene, John, Army
 Kennedy, William, Marines
 Kent, Leslie Moore, Army
 King, Ralph G., Com., Army
 Kingsland, William H., Army
 Kinney, Bernard, Army
 Klander, Theodore, Army
 Kopski, Joseph, Army
 Krysik, Joseph, Army
 Kurtz, Harry, Army
 LaBoierveau, N. L., Navy
 Lamplough, C. W., Army
 LaPeter, Patrick, Army
 Lazorowitz, Joseph, Army
 Leonard, Charles B., Army
 Leonard, Raymond L., Army
 Loukes, Frank Reed, Navy
 Lyon, Karl William, Army
 *McDonald, John G., Army
 McDonald, Thomas W., Com.
 Army
 *McGarry, Harry, Navy
 McClellan, George B., Army
 McClelland, Robert E., Army
 *McGinness, Elmore, Army
 McLaughlin, Chester Bond,
 Com., Natl. Guard
 McLaughlin, Warner, Com.,
 Army

McRory, Bernard, Com.,
 Army
 Malinsky, Leon, Army
 Maloney, William J., Army
 Manning, George T., Army
 Manning, William E., Army
 Martin, Mike, Army
 Martin, Bernie, Army
 Meehan, Hugh T., Army
 Meehan, Randall, Army
 Messenger, Grant W., Army
 Metcalf, Wallace, Army
 Miles, Theodore, Army
 Morton, Guy R., Army
 Moulds, Willis D., Army
 Mouso, James, Army
 Mulholland, Albert, Army
 Mulholland, B., U. S. Nurse
 Mulholland, Lester J., Army
¹Munson, William H., Jr.,
 Army
 Murdock, Rea Allen, Navy
 Murphy, Matthew J., Army
 Murphy, Owen D., Army
 Murphy, William E., Army
 Murphy, William F., Navy
 Murray, George A., Army
 Murray, James P., Army
 Murray, Lawrence, Army
 Murray, Leo F., Army
 Myers, Clarence, Navy
 Myers, F. J., Com., Navy
 Narcoon, Mike, Army
 Nason, Stanley Lewis, Army
 Neville, Martin J., Army
 Norton, Harry C., Army
 Norton, Robert Guy, Army
 Olcott, Robert S., Navy
 Olcott, William C., Army
 Olsen, Edward, Army
 O'Neil, Arlington, Navy
²Owen, Lewis R., Com., Army
 Paine, Ralph D., Army

¹Also served with Emerson James of Port Henry in the American Field Ambulance Service of the French Army from June to December, 1917.

²Also served in Norton-Harjes Ambulance Service of the French Army, April 26, 1917, to November 1, 1917.

*Died.

Parnell, Clarence F., Army
 Passino, David, Army
 *Patnode, James B., Army
 Pattison John T., Army
 *Pelcher, George, Army
 Pelcher, Ray, Army
 Pepper, George, Army
 Peterson, Carl F., Army
 Phinney, A. W., Com., Army
 Phinney, George M., Navy
 Porter, Frank E., Army
 Powell, Charles L., Army
 Pratt, Glenn H., Army
 Price, William, Army
 Proctor, Waldo, Army
 Quirk, John M., Army
 Rabatoy, Frank W., Army
 Raine, Ralph Emerson, Army
 Rauch, Edward Henry, Army
 Richards, Eldridge, Army
 Richards, Raymond P., Army
 Ringer, Chester Arthur, Army
 Roderick, Harry C., Army
 Robbins, Grover C., Army
 Ross, Pietre C., Army
 Rotella, Frank, Army
 Rounds, Charles D., Army
 Ryle, Thomas G., Army
 Saville, Fanny, U. S. Dietitian
 Scozzafava, Joseph, Army
 Shaw, George E., Army
 Shea, Patrick E., Army
 Sheehy, Charles, Army
 Silage, Mike, Army
 Slade, Raymond E., Army
 Smith, Clarence H., Army
 Smith, E. S., Com., Navy
 Smith, Frank, Army
 Smith, L. J., Com., Army

Smith, Robert J., Navy
 †Smith, William, Army
 Sprague, John, Army
 Spring, Glenn, Navy
 Spring, Harry Elmer, Army
 Squires, Albert D., Navy
 Stimpson, Lynnwood, Navy
 Strausbus, Vincent, Army
 Surprise, William, Army
 Tait, James A., Army
 Tate, Robert Emmett, Navy
 Tate, Walter, Army
 Tobin, Margaret, U. S. Nurse
 Tobin, M. A., Jr., Com., Army
 Tobin, Mary, U. S. Nurse
 Tozer, Bert., Com., Army
 Treadway, Ralph A., Navy
 Twa, Fred Medrick, Army
 Varno, Clyde R., Army
 Varno, Henry, Army
 Vodish, Andy, Army
 Vogan, W. K., Com., Army
 Waite, Howard C., Aviation
 Wallus, Mike, Army
 Walsh, Edward J., Navy
 Walsh, Walter H., Army
 Ward, F. W., Army
 Warner, Rollin C., Com.,
 Aviation
 Weatherwax, Albert J., Navy
 Weatherwax, P. D., Navy
 Weatherwax, T. E., Jr., Navy
 Wheelock, James, Army
 Wilson, Albert, Navy
 Witherbee, Louise, Red
 Cross Nurse
 Witherbee, S. H., Com., Army
 Woods, McKinley, Army

†Killed in action, or died of wounds. *Died.

HOME DEFENSE RESERVES

Upon the revival of the law, by Governor Whitman, to maintain order within the confines of the state of New York during time of war the One Hundred and

Twentieth Company of the Organized Militia of New York State was organized. They were commonly called the Home Defense Reserves. Of the ninety men who made up this division, forty-five eventually enlisted in different branches of the national service.

Essex County financed the Company, and an armory was maintained in the village hall. Rea Murdock was the first captain and was succeeded by Dr. Robert J. Scott.

Mrs. Walter C. Witherbee organized a canteen, and with the assistance of other ladies of the village, supplied "rations" for the Home Defense Reserves, when they were on duty.

The company were mustered out January 15, 1919.

CHAPTER VIII

FRATERNAL ORGANIZATIONS

The two oldest fraternal organizations in Port Henry are the Masons and the Knights of Columbus, both of which own their lodge rooms. Others to be established in more recent years are Oriental Order of Eastern Star, the Catholic Daughters of America, the Macabees and the Modern Woodmen of the World. The American Legion is represented here by the Clark-Patnode Post. The various social functions sponsored throughout the year by this post are very popular and are well attended. The American Legion Auxiliary, although recently organized, is very active in social work.

The Benedict Club enjoys the distinction of being the oldest organization of its kind in the county, having been founded in 1880. All of the professional and business men of the town, with few exceptions, have been numbered among its members during the half century of its existence. For about thirty years, the club rooms were on the top floor of the Wolcott Block; about 1911, it was removed to its present commodious quarters in the Foote Block. For many years, the two formal dances given every winter by the Club were the outstanding social events of the year.

LIST OF ORGANIZATIONS IN THE TOWN OF MORIAH, N. Y.

W. H. STEVENSON Post G. A. R. No. 102
Organized Oct. 3, 1874, at Moriah Center, N. Y.

The first officers were:

Dr. E. F. Edgerly, Commander
William Fountain, Senior Vice-Commander
Collins Titus, Junior Vice-Commander
Rollin Jenkins, Quartermaster
A. H. Woodruff, Adjutant
M. W. Dean, Officer of the Day



THOMAS R. CLARK



JAMES D. PATNODE

For whom the Clark-Patnode Post American Legion is named

W. S. HANCOCK CAMP SONS OF UNION
VETERANS OF CIVIL WAR No. 195

Moriah Center, N. Y.

Organized Dec. 5, 1888 with 16 charter members

The first officers were:

Peter A. Deyo, Commander
John Hughes, 1st. Lieutenant
Fred F. Woodruff, Quartermaster Sergeant
Louis M. Deyo, 1st Sergeant

W. S. HANCOCK CAMP SONS OF UNION
VETERANS OF CIVIL WAR AUXILIARY No. 143

Moriah Center, N. Y.

Organized April 7, 1921, with 26 charter members

The first officers were:

Beatrice Cogswell, President
Minnie Edwards, Vice-President

AMERICAN LEGION AUXILIARY CLARK-
PATNODE POST No. 223

First organized in June, 1925 but after a year it disbanded. It was re-organized in May, 1930 at Port Henry, N. Y., with the following officers:

Mrs. R. G. King, President
Mrs. Chas. Anderson, 1st. Vice-President
Mrs. C. F. Peterson, 2nd Vice-President

CLARK-PATNODE POST, AMERICAN LEGION No. 223
Port Henry, N. Y. Organized Aug. 14, 1919.

The first officers were:

Chas. A. Evo, Commander
C. F. Peterson, Adjutant

LAKE CHAMPLAIN COMMANDERY, No. 74,
KNIGHTS TEMPLAR
Chartered June 15th, 1921

First officers under dispensation:

Charles M. Putnam, Commander
Robert J. Scott, Generalissimo
Frederick W. Dudley, Captain-General
Herbert L. Keller, Senior Warden
Ralph G. King, Junior Warden

First officers under charter:

Robert J. Scott, Commander
Frederick W. Dudley, Generalissimo
Ralph W. Stambaugh, Captain-General
George H. Spring, Prelate
Ralph G. King, Senior Warden
Harold W. Henry, Junior Warden
George H. Spring, Recorder.

MORNING SUN LODGE F. & A. M. No. 142

Port Henry, N. Y., was established
under dispensation on Aug. 17th, 1848

The first officers were:

Chester Stephens, Worshipful Master
Alexander McKenzie, Senior Warden
George H. Blinn, Junior Warden

CEDAR POINT CHAPTER No. 269 R. A. M.

Port Henry, N. Y., received its warrant Feb. 4, 1874

The first officers were:

Benjamin M. Beckwith, High Priest
Hosea B. Williard, King
Albert Salmon, Scribe

LAETITIA CHAPTER No. 263 ORDER OF EASTERN STAR

Organized at Port Henry, N. Y. Sept. 10, 1902

The first officers were:

Mrs. Ada J. Beers, Worthy Matron
Mrs. Annette Bailey, Associate Matron
Mr. George Kidder, Worthy Patron

WOMEN'S BENEFIT ASSOCIATION OF AMERICA No. 171
formerly Lady Maccabees

Organized June 10, 1921 with 17 charter
members at Port Henry, N. Y.

The first officers were:

Sarah Ryan, President
Mrs. Anna Varno, Vice-President
Mary Guiltinan, Sergeant
Mrs. Ida Breeyear, Lady at Arms

COURT PATRICIA No. 464

CATHOLIC DAUGHTERS OF AMERICA

Organized at Port Henry, N. Y., March 28,
1920 with 78 charter members

The first officers were:

Mrs. Emily Mulholland Gravelle, Grand Regent
Miss Mary Buche, Vice-Grand Regent
Miss Margaret Hickey, Prophetess

KNIGHTS OF COLUMBUS No. 384

Organized at Port Henry Dec. 4, 1898

The first officers were:

Joseph O'Hara, Grand Knight
Peter McRory, Deputy Grand Knight
Samuel F. Lane, Financial Secretary

IRON ORE LODGE I. O. O. F. No. 583

Organized in 1890 at Moriah Center, N. Y. with 50
charter members. Records destroyed by fire in 1930.

COMET REBEKAH LODGE I. O. O. F. No. 197

Instituted April 12, 1910, with 14 charter
members at Moriah Center, N. Y.

The first Noble Grand was Ethel Persons Lockwood.
The other records were destroyed by fire in 1930.

WOMAN'S CLUB

The Woman's Club, which was organized in 1901,
was in existence for a number of years. A program for

the year 1908-1909 gives the officers of the club as follows:

President.....Mrs. A. H. Weston
 First Vice-President...Mrs. E. M. Pratt
 Second Vice-President.Mrs. J. Agnew
 Secretary.....Mrs. E. H. Hill
 Assistant Secretary....Miss Flora Foote
 Treasurer.....Mrs. S. F. Murdock
 Critic.....Mrs. B. F. Beers

DIRECTORS

Mrs. Livingston
 Mrs. Burhans
 Mrs. Ella Cushman Henry

THE FORTNIGHTLY CLUB

The Fortnightly Club, started in 1922, is a literary organization, and is now affiliated with the General Federation of Women's Clubs. The first president was Mrs. C. F. McMaster and the first secretary was Mrs. Emerson James.

PORT HENRY GARDEN CLUB

The amateur gardeners have organized the Port Henry Garden Club which meets during the summer season. Dr. Robert J. Scott is president, Miss Mary E. Foote is vice president and Mrs. James C. McMahan is secretary and treasurer.

MORIAH GRANGE No. 1128

Organized as Sherman Grange Jan. 31, 1908
 at Moriah, N. Y., with 28 charter members.

The first officers were:

Charles H. Pattison, Master
 V. A. Marshall, Overseer
 Miss Lizzie West, Lecturer
 John Tart, Steward
 W. E. Davis, Asst. Steward
 J. Alex. Donald, Chaplain

Mrs. Addie Pratt, Ceres
Mrs. Mattie Tart, Pomona
Mrs. Kate Tillotson, Flora
Mr. Henry McLaughlin, Fire Director
Mrs. Aurora Davis, Lady Asst. Steward
Mrs. Sarah Chase, Secretary
Mrs. Kate Marshall, Treasurer

CHAMPLAIN CHAPTER DAUGHTERS OF THE
AMERICAN REVOLUTION

Organized at Port Henry, June 2, 1909

The first officers were:

Annette Wells Lamb, Regent
Mary F. McK. Morrison, Vice-Regent
Frances M. Canning, Historian
Helen H. Presbrey, Secretary
Harriet E. B. Brooks, Treasurer
A. Winifred Stowitts, Registrar
The charter was presented March 11, 1910 by
the State Regent.

PORT HENRY WELFARE WORKERS

Following the War, the Port Henry Welfare Workers was organized to give special attention to needy children in the schools. The work has been carried on through the school nurse, Miss Mary Pierce. Through the efforts of this group, undernourished children have been supplied with malted milk. The officers are: Mrs. Warner McLaughlin, president; Mrs. Fred. B. Warner, Treasurer; Mrs. C. B. Olds, secretary.



NESTOR BERMAN
S. F. MURDOCK
ALBERT E. JAMES

C. F. McMASTER
DR. THOMAS CANNING
EUGENE WYMAN

CHAPTER IX

PUBLIC UTILITIES AND PUBLIC SERVICES

LIGHTING

William McKenzie and his contemporaries depended upon the tallow dip for their illumination, and as a corollary, early retiring became more than a commended virtue. By the time that the country roads had taken on anything of the semblance of streets, kerosene oil had been discovered. Accordingly, lamps were placed on posts at strategic points in the village, and a man on horseback rode around both night and morning to "tend" them. The last lamp lighter was John Harris, who performed these duties until about 1907, when the streets were lighted by electricity.

In 1873, several public spirited men, among whom were J. G. Witherbee, Silas H. Witherbee, Hosea Willard and A. B. Waldo, formed a gas company. They built a plant at the corner of Washington Street, now College Street, and Grove Street, where crude oil was used in the manufacture of illuminating gas. Buildings in the south part of Port Henry, a few on Broad Street, and several on North Main Street were piped. At no time was the pressure sufficient to light the "hill district." In time the pipes became so corroded that they were abandoned.

The advent of electricity in Port Henry was during the early 1900's when Mr. Frank S. Bachman, then superintendent at the Cedar Point Furnace, installed a dynamo and wiring. A line was run across the street to the Cedar Point House. The first commercial venture of this nature was in 1906, when Mr. Wallace Murray, Mr. Cyril Carpenter, and Mr. George Barwise opened the office of the Port Henry Light, Heat and Power Company. J. M. Copeland wired the Brunswick Hotel, now the Port Henry Inn, and Mrs. Jennie L. Sherman's home, both of which were flooded with light from carbon lamps in January, 1907. During the first year, the company's business amounted to four thousand

dollars; its successor, The New York Power and Light Company did a business of two hundred and thirty thousand dollars in 1930.

TELEPHONE

During 1883, Mr. Frank Bridges came to the village to promote a telephone system. Witherbee, Sherman Company responded by stretching a line to their Mineville offices. A switch board was installed in the John Williams Shoe Store to serve the local needs. A line ran along the North Main Street roofs to the Bay State Furnace office. Gradually this became a party line until there were ten outlets on it. At this juncture poles became a necessity. Miss Flora Wheelock, afterwards Mrs. Bridges, and Miss Maud Butterfield were early "centrals." The Hudson River Telephone Company continued to operate the system until it was taken over by the Mountain Home Telephone Company, the forerunner of the present Northern New York Telephone Company. The switchboard was located for many years in the Van Ornam block in the apartment now occupied by Mr. George C. Murray. During the Opera House fire in 1911 and during a subsequent fire in the Giglio Fruit store, now Murray's, the telephone operators performed commendable service. Mr. George Wheelock and Mr. Daniel Keenan were superintendents. The Northern New York Telephone Company in 1922 purchased the Citizens National Bank building on the east side of South Main Street and it has enlarged its quarters so that the entire first floor is utilized for telephone purposes.

WATER SYSTEM

Brooks and backyard wells supplied the water to the pioneers. For many years Mrs. Owen McEnany's well was a gathering place of the village Rebeccas. During the 1850's water was piped into the Blinn house from the spring at the southeast corner of the Isaac Harris property. About this time Mr. John A. Lee and Mr. G. R. Sherman piped the water from the Spring Street

springs into their respective houses. These springs still bubble but into a pipe under Mr. Joseph Catanzarita's cellar.

During the early '70's, Mr. J. G. Witherbee inaugurated his water works. The reservoir was located on Broad Street and was fed by springs on the Witherbee farm, now owned by Mr. Emerson James. This source of supply was inadequate for the growing community so that the village in the late '70's built a municipal system, tapping the Pilfershire springs. In 1916 a three million gallon reservoir and a filtration plant were added. The New York State Board of Health's analysis shows that the purity of this water is unquestioned.

The ancestors of modern plumbing appeared in this community during the '50's in the form of two magnificent tin bath tubs in the homes of Mr. J. G. Witherbee and Mr. G. R. Sherman.

THE FIRE DEPARTMENT

The first fire to cause any serious loss in Port Henry occurred in 1874. The buildings burned were the Lewald Store, built in 1838 by Harvey Cole; the Van Ornam block, built in 1870; the clothing store of Mike Mulkern and the Jewelry Store kept by H. M. Bien. A melancholy incident of this catastrophe was the death of A. B. Huntley, caused by burns received in trying to save some of Bien's stock. There was no village-owned water supply at that time, but one hundred dollars a year was paid for the privilege, in case of fire, of using water from the hydrants of the J. G. Witherbee water works, built in 1872. The existing municipal water system was built in 1878.

The first fire company, called *The Little Giant Chemical Engine Company* was organized in 1872. Frank Clark was foreman, and its membership included many of the leading citizens of the village. At the end of about one decade, during which they established an enviable record, they reorganized under the name of *The W. C. Witherbee Hose Company*, which rendered valuable service for many years.

The Port Henry Hook and Ladder Company was formed April 13, 1874, having as foreman, Robert J. Cahoon, who was succeeded by Martin Tobin. This company was named, from time to time, for various prominent men, and was known successively as *The William Flynn Company*, *W. H. Carr Company*, *W. T. Foote, Jr. Company*, and the *G. C. Foote Company*.

The new hydrants having been found inadequate, a Clapp and Jones steamer was purchased and in 1878, *The G. R. Sherman Engine Company* was organized with John Conley as foreman. This company was reorganized in 1883, and in 1889 it was separated into *The G. R. Sherman Engine Company* and *The G. R. Sherman Hose Company Number Three*. The engine company finally disbanded in 1896, but the hose company continues to function.

In 1883 *The Alert Hose Company* was organized with F. E. Tromblee as foreman, and in 1900 the name was changed to *The L. F. Sprague Hose Company*. The last company to be formed was *The Adirondack Chemical Engine Company Number Two*, which came into existence in 1892 with Thomas McCabe foreman. The name was changed to *The J. R. Sherman Chemical Company* in 1900, and has since been disbanded.

The most colorful chapter in the story of the Port Henry Fire Department deals with the activities of *The Hathaway Running Team*, which was organized in the early eighties by W. C. Hathaway, a prominent clothing merchant. For several years, about this time, Fireman's tournaments were very much in vogue in the various larger towns and cities throughout the state. On these occasions different kinds of athletic contests took place, but the chief interest centered about the races between the hose companies. The hose carts were very light and were used only for racing purposes and the hose was a very slimsey cotton affair, weighing but a few pounds, with a snap coupling, and could be attached to the imitation hydrant in about one second. The purses offered were quite substantial amounts, so even with a sixteen-way split, members of the team were

well recompensed for their strenuous exertions. The public interest in these races became so keen that matches were made by the backers of their favorite gladiators, and large sums of money often changed hands on the results. The best remembered performance of *The Hathaways* was the "make and break hub and hub race" for three hundred yards with the Amsterdam Hose Company at Glens Falls in the remarkable time of forty-one and one-fifth seconds. Fred Butterfield and the Ashleys, Sid and Kinney, were the bright and shining members, all of whom could do a hundred yards in ten seconds flat. The original fire house was located on Church Street but during the '80's the present building was built at the intersection of Broad and College Streets. For many years a strident bell summoned the fire fighters to the scene of disaster. In 1925, it was supplanted by a siren. In 1917, the hand drawn equipment was superceded by a Brockway truck which was purchased by popular subscription. Six years ago, the village bonded itself for another truck with a pumper, which has proved invaluable on several occasions. Lindsey Hollister is the present chief and Pliny Roberts and Fred Weston are foremen. Of the hose companies of old, the L. F. Spragues and the Shermans survive.

BANKS

The First National Bank was organized in 1870, with a capital stock of one hundred thousand dollars. Mr. J. G. Witherbee was the first president; and Mr. J. D. Atwell, the first cashier. The bank building, the brick building now owned by Mrs. Frank S. Witherbee, was completed in 1871. In 1908 Mr. G. T. Murdock, having acquired the majority of the stock, moved the business to the new banking house which had been built across the street.

The Citizens National Bank opened its doors for business in 1890 in the building which it erected. It is now occupied by the Northern New York Telephone



FRANK E. BACHMAN
D. A. RICH
FRED W. DUDLEY

LEE F. PHELPS
C. M. PUTNAM
HARRY E. OWEN

Company. The first president was Wallace Wyman, and the cashier was Eugene Wyman.

The First National Bank and the Citizens National Bank were merged in 1921, the Citizens National Bank acquiring the First National Bank by purchase of the stock. Business was continued under the name of the Citizens National Bank. The Citizens Bank building was sold to the Telephone Company, and the bank was moved into the new building of the First National Bank, where business is continued.

OFFICERS

President.....	R. L. Wallace
Vice President.....	Dr. Charles B. Warner
Vice-President.....	Morris Berman
Cashier.....	D. A. Rich
Assistant Cashier.....	R. A. Hall
Teller	F. B. Warner

HALL OF FAME

In delving into the past for interesting facts worthy of a place in a chronicle of this nature, nothing causes our bosoms to swell with more genuine pride than the subjoined list of those who have fared forth in search of adventure, and have achieved distinction in many walks of life.

Zebulon Ridd Shipherd, Member of Congress as a Federalist.

Rev. Byron Sunderland, Chaplain in United States Senate (1861-64, 1872-79) President of Board of Trustees of Howard University; Pastor of Presbyterian Church in Washington, D. C., where President Cleveland attended. He officiated at the wedding of President Cleveland and Miss Fannie Folsom.

- John McVine.....County Judge.
 A. B. Waldo.....District Attorney 1862-1865.
 F. W. Tobey.....State Senate.
 M. D. Grover.....Counsel for Great Northern Rail-
 way.
 C. B. McLaughlin....County Judge, Justice of Sup-
 reme Court, Appellate Di-
 vision, New York, nineteen
 years; Judge of Court of
 Appeals, eight years.
 W. T. Foote, Jr.....Member of Congress.
 F. S. Witherbee.....Presidential Elector.
 T. F. Conway.....Lieutenant Governor, State of
 New York.
 E. T. Stokes.Collector of the Port, El Paso,
 Texas.
 H. E. Owen.....Member of the Constitutional
 Convention; County Judge.
 B. A. Pyrke.....County Judge; Commissioner
 of Farms and Markets.
 Thomas McDonald ...District Attorney.
 D. N. Burke.....United States Consular Service.
 Waldo Tobey.....Member of the firm of Isham,
 Lincoln and Beale of Chicago.
 Leon Lewald.....Distinguished member of the
 medical profession in New
 York City.
 John M. Thomas....President of Middlebury, Penn-
 sylvania, State and Rutgers
 Colleges, Vice-President of the
 Vermont Mutual Life Insur-
 ance Company.
 John Kennedy.....Warden of Sing Sing Prison.
 R. E. Rogers.....Professor, Albany Law School.
 L. F. Phelps.....President, Washington County
 National Bank, Granville,
 New York.

H. G. Owen. Assistant Professor of English,
Middlebury College, Middle-
bury, Vermont; Dean of the
Bread Loaf English Summer
School.

To any one reading this brief history of Port Henry and the development of the mineral resources of the town of Moriah, nothing stands out more sharply than the clear vision and shrewd judgment of those young men who dared to risk more than they possessed in a struggling, undeveloped business venture. That their optimism was justified is attested by the fact that an investment of a few hundreds of dollars has grown into a vast enterprise, valued at many millions. Too much cannot be said in praise of the business acumen of S. H. and J. G. Witherbee, George Sherman and his son, G. R. Sherman, and John A. Lee.

For many years, the gigantic iron business, founded by these far-seeing pioneers, has been carried on by their descendants.

CHAPTER X

MAJOR JAMES DALLIBA

In Memory of James Dalliba, Who After a Useful Life Regulated by Christian Principle Died in the Faith of the Gospel. Oct. 9, 1832. Ag. 46 yrs. 10 months.

The above epitaph is on the tombstone of the man to whom all chroniclers point as the progenitor of Port Henry and its iron business, Major James Dalliba, who became interested in the mineralogy of this region while he was stationed at the Watervliet Arsenal, then West Troy, N. Y.

The early history of the Dalliba family is obscure. The name appears on eighteenth century Connecticut records as Dalliby, Dallapy, Dallobee and Delibah, its spelling depending on the local eccentricities of enunciation. One family tradition is that the name was of French origin and was spelled D'Alliba.

The first of the race of whom we have any connected account was one George Dallaby, a farmer, of Union, Connecticut, who in 1781 joined Sheldon's Dragoons for the duration of the Revolutionary War. The major of this famous regiment was immortalized in Cooper's "Spy" as *Major Dunwoodie*.

Into the family of George Dalliba, then living in Simsbury, Connecticut, now part of Granby, was born on December 5, 1785, his son James. "York State fever" soon seized the father who, after 1790, emigrated to Whitestown, New York, now part of the city of Utica where he bought a farm, which he occupied until his death. The elder Dalliba subscribed to patriarchal ideas of family behavior and held a tight reign over its members. The mother succumbed to the rigors of the frontier and the father married a woman of shrewish disposition, who made life unbearable for her stepchildren. The two daughters soon married, leaving their brother, James, at home until he obtained his majority when he, too, could escape parental authority.

Young Dalliba gleaned the rudiments of his education at the country district schools of the period, between the busy seasons on his father's farm. At twenty one, he refused further assistance from home, and entered Kirkland Academy, now Hamilton College, working and teaching a district school to pay his way. His rapid progress attracted the favorable attention of a Mr. Storrs, a Member of Congress, who in 1808 secured his appointment to the new United States Military Academy at West Point, New York, where he developed a keen interest in mathematics which became a source of great amusement to him. His son, James Edward Dalliba, in a letter to a nephew, remarked that the solving of abstruse mathematical problems afforded his father pleasure. This son added that his father could converse as easily in French as in English. At West Point, Dalliba took high rank in classes and became the sixty-first graduate of that institution.

The following account of his military career appears in the *Dictionary of the United States Army* by Francis B. Heitman:

"Born in Connecticut, appointed from Connecticut, Cadet United States Military Academy; entered January 2, 1808, graduated March 11, 1811, and commissioned to date from March 1, 1811, 2nd Lieutenant of Artillerists, United States Army; 1st Lieutenant March 3, 1813; transferred to Corps of Artillery May 12, 1814; vacated line commission January 6, 1815; Captain and Deputy Commissary of Ordnance August 5, 1813; Major and Assistant Commissary of Ordnance February 9, 1815; retained June 1, 1821 as Captain, 1st Artillery, with brevet rank of Major from February 9, 1815; resigned May 1, 1824."

Major Dalliba's years of service to his country actually were more colorful than the chronological outline. Immediately after his graduation he was assigned to garrisons along the Atlantic Coast. As the War of 1812 became imminent the nation was at a loss to find trained officers. Men of Dalliba's type were at a prem-

ium. He was ordered to the scene of activity which was the Michigan Territory, where General William Hull, a Revolutionary Army officer was the Governor who later was proved incompetent by a court martial for his stupidity in the conduct of the campaign around Detroit. The most strenuous action in which Lieutenant Dalliba participated was the Battle of Brownstown fourteen miles below Detroit, August 4-9, 1812, of which he published an account in 1816. He also was engaged in the battle of Erie and Lyon's Creek. Hull failed to follow up the advantage he had gained and on August 16th, literally showed the white table cloth. The younger officers, among them Dalliba, became prisoners of war, being taken to Canada, a part of the time which he spent on parole at Charlesbourg, Quebec, a short distance from the city of Quebec. On September 17 or on January 18 as the *Burlington Vermont Centinal* relates on February 4, 1813 James Dalliba was, "Declared exchanged by General Orders." He returned to ordnance duty, one of his tasks being the construction of the arsenal at Rome, New York, where he renewed his acquaintance with the Huntington family, two members of which played important roles in his subsequent career; Susan, sometimes called Susannah (born at Whitestown, New York, April 8, 1795, died at Rome, New York, March 19, 1837), the daughter of Gurdon Huntington whom he married on October 22, 1815; and Henry Huntington with whom he formed a friendship which lasted until his death.

The years immediately after Major Dalliba's marriage were spent at various army posts on ordnance duty. On the reorganization of the army, June 1, 1821, he was retained as Captain of the First Artillery. Dissatisfied with his reduced rank, he published a brochure entitled "Improvements in the Military Establishment of the United States." As his suggestions were not favorably received he failed to obtain redress and on May 1, 1824, he resigned from the army.

His last assigned post was the fine West Troy Arsenal where he made the acquaintance of the Hon. John D.

Dickerson of Troy with whom he formed a partnership. These men were impressed with the superior quality of the ore which was being shipped through the recently opened Champlain Canal from the Cheever bed, and no doubt Major Dalliba had had the opportunity of testing its merits in the manufacture of ordnance. To their minds it seemed far simpler to "boat" the pig iron rather than the more bulky iron ore, to the market to the southward. A charcoal furnace would solve their problem. In 1824 the Essex County deeds tell us, Major James Dalliba and Mr. Dickerson bought over four thousand acres of land, much of which had originally come from Robert Lewis and was known as the Porter patent. This land was acquired from the heirs at about a dollar an acre, and included a mine later known as the Dalliba or Lee mine and much lake shore line.

Mrs. Dalliba with her three small children joined her husband but as there were no suitable accommodations they stayed at the Asahel Barnes home on Chimney Point, while Major Dalliba went back and forth in a canoe to superintend the building of the furnace near the lake and of his new home with its beautiful garden which is now the home of Miss Mary E. Foote.

In 1825, after the family had moved into their home, he changed the name of Lewis Mills to Port Henry in honor of his wife's uncle, Henry Huntington of Rome, New York.

Henry Huntington who was born in 1766 came to Rome, New York in 1798, where he was recognized for his ability by election to several town offices. Three years after his arrival as a Jeffersonian Republican, he opposed Joseph Kirkland of Utica, a Federalist, for membership in the Constitutional Convention which met in October. So keen was the contest that Mr. Huntington who claimed the votes of the village of Mexico, carried it to the floor of the Convention which was decided in his favor. Aaron Burr, then Vice-President of the United States, was the presiding officer.



DALLIBA HOUSE—BUILT IN 1824
Now owned by Miss Mary E. Foote



CENTURY-OLD GARDEN AT REAR OF DALLIBA HOUSE

In 1804 Mr. Huntington was elected State Senator from Rome and two years later he was made a member of the Council of Appointment, which controlled the military establishment of New York State. In 1808 Henry Huntington's vote was one of New York's six votes for George Clinton in preference to James Madison and again in 1812, he was a Presidential Elector. After two terms in the Assembly, in 1822 he opposed Erastus Root for Lieutenant Governor without success, only to try again in 1826. For thirty two years he served as President of the Bank of Utica. Mr. Huntington died at Rome, New York, in October 1846 at the age of eighty years.

James Dalliba's furnace was as diminutive as the village which perpetuated Henry Huntington's name. It was capable of from fifteen to eighteen tons of pig iron per week. In 1827, the furnace became a stove and hollow ware plant. The ore was taken from the Dalliba or Lee mine which has been abandoned and is a short distance from the Murphy Baseball Diamond.

Major Dalliba wielded great influence over those with whom he came in contact. He found upon his arrival that the entire township of Moriah was without a fixed place for religious worship. As Moriah Corners was considered the most central and largest community in town, a group under the direction of the Rev. Mr. Chapin, decided to build a Congregational Church with Presbyterian forms of worship at that place. To this enterprise Major Dalliba gave his whole hearted support. Deacon Sanford in 1873 stated in the *Port Henry Herald* that Major Dalliba helped to sell the pews or "slips" at auction to finance the structure. In March 1827, he joined this Church, whose building is now occupied by the Moriah Grange.

The strain of business life took its toll in Major Dalliba's health. He died at his home on October 9, 1832 and was buried in the old Bay State or Furnace Cemetery which he had laid out for the community but as no deed has ever been found it has remained private property and is much smaller than originally

intended. Owing to its desolate condition, Mr. William Dalliba Dutton, the grandson of Major Dalliba removed his remains to the Union Cemetery in 1911.

Upon the death of her husband, Mrs. Dalliba sold the property to Stephen Keyes who operated it for a short time. She with her six children, Anne Huntington (1816-1844) who married DeWitt C. Bancroft; James Edward (b. 1821) who became an attorney of Marquette, Michigan; Sarah Perkins (1824-1909) who married Eli Whitney, the son of the inventor of the cotton gin; Mary Huntington (1826-1877) who married William H. Dutton of Utica; Susan Elizabeth (b. 1828) who married Theodore W. Thompson; and Catharine (b. 1831) who married Augustus H. Burley of Chicago, removed to Rome, New York. The two younger children were born in the Dalliba home in Port Henry. Two other children, Susan and Elizabeth Perkins, had been victims of the high infant mortality of that generation. Incidentally, Colonel Samuel Root who died at the home of his daughter, Mrs. Charles Pattison, on Tarbell Hill, in 1900, was a cousin of the Whitney family, and during the lifetime of Sarah Perkins Dalliba Whitney, she made visits at his home.

There are only two known publications of Major Dalliba, viz:

“Improvements in the Military Establishment of the United States, suggested by James Dalliba, Brevet Major of the First Artillery on Ordnance Service, and Late Major of the Corps of Ordnance, Troy. Printed by William S. Parker, 1822.” It is dated “U. S. Arsenal Watervliet, N. Y., Dec. 29, 1821.”

“A Narrative of the Battle of Brownstown, Fought on the 9th of August, 1812, during the Campaign of the North-western Army Under Command of Brigadier General Hull, by James Dalliba, Major of Ordnance, United States Army. New York. Published by David Longworth at the Shakespeare Gallery, 11 Park, Joseph Desanoues, Printer, No. 7 Murray St., 1816.”

CHAPTER XI

HISTORICAL SKETCH OF MORIAH

Moriah as it was and as it is. Drawn by Miss Emily Carpenter and on the principle of Scientific exchanges presented to Mr. Alexander Havens, Dec. 25th, 1846.

A little more than a half century ago, the whole of this now flourishing town was one unbroken wilderness, fit abode only for savages and wild beasts. But now another race has filled these populous borders; and busy marts of merchandise, with mechanisms, arts and fertile farms now occupy the places where then the Red men pitched their tents, free from ambition, want or desire; contented and undisturbed, blithe and happy as the birds of the air.

Mr. Wm. McKensie, brother of Alexander McKensie, the celebrated traveler and discoverer, in North America, was the first, who "In this lonely, wild unknown, dared to rear his cabin wall." He with his wife and one child removed here in May, A. D., 1784 and erected a hut of logs, near the lake, on a tract of land which was granted to his father for services during the French War. Here they lived, for several years, comparatively alone. Mrs. McKensie was the only white female in the place, at a distance from neighbors, the nearest white settlement on this side of the lake, being at Barber's Point, about ten miles north. There was also a settlement on the opposite side of the lake, at Chimney Point, about three miles from Mr. McKensie's landing. Mrs. McKensie was often, in the absence of her husband, exposed to the molestations of the wild beasts, and insolence of the rude savages—but ever, with undaunted courage, she repelled, and drove them from her house.

As she was the only assistant her husband had, she was frequently obliged to cross the lake in her light canoe (in the management of which, she was well skilled), and on one occasion, when she had been across the lake, with her two children to obtain some neces-

saries for their family, she was detained until night came on. A dark thunder storm was arising, and her friends, fearing for her safety, endeavored to persuade her to remain with them on the other side, but her husband was at home, alone, and probably would be alarmed at her absence. *She must go*—and placing her children in the boat, she plied her paddle to the waves and left the shore. Very soon, it became so dark that she could only discover the end of her boat, by the frequent flashes of lightning. Still, trusting in that Providence which had ever proved propitious, she rowed on, until she reached the landing in safety. The hardships and privations which this heroic woman endured, would alone be sufficient to fill a volume. But our limits will permit us only to say, she still lives, though at an advanced age, on the same spot, and in the same building she occupied some 50 years since, at which time they relinquished their log cabin and built this house for the purpose of entertaining travelers, as there was no other place of entertainment, for some distance either way from them. Mr. McKensie died in the year 1815 and of their 10 children, 4 are numbered with the dead, 4 still live in this town, and two, actuated by the same enterprising spirit of their parents in coming to this place, have gone to try their fortunes in the far west.

Sometime in the summer of 1785, Mr. Porter and Mr. Ross came to the place now called Port Henry, and commenced a settlement. They lived the first season in a cloth tent. Here they had many difficulties to encounter, with occasionally an amusing circumstance to relieve the loneliness—one which I will relate.

Their cooking was performed in the most primitive manner, and on one occasion, while they were preparing their noonday meal, a bear came and took their pot of meat from the pole on which it was suspended over the fire, and carried it into the thicket, a short distance from the tent, uncovered the pot and having taken the meat from it, replaced the cover, and left it unharmed and standing as regularly as ever. As the cold weather

came on, they relinquished their tent, for a log cabin, and received an addition to their family, of one man, a Mr. Hardy, and the trio enjoyed the comforts of Bachelorship to its fullest extent, through the dreary season. In A. D. 1786 saw and grist mills were built, near the lake, by Mr. D. Vallence of Vergennes, for Mr. Porter. These were known by the name of — Mills, until 1789, when Mr. Porter presented them to Mr. Robert Lewis, a merchant of Vergennes. The place then took the name of Lewis Mills, by which name it was designated until 1824. A. D. 1788, Mr. Walkers, the second white family came to Lewis Mills. A. D. 1789, the tide of population began to increase. Settlements were commenced on Legg's Patent, and north of Mill brook. 1790 other settlements were commenced near where Mr. D. Tarbell now resides, also on the iron ore tract north of Lewis Mills. A. D. 1792, Robert Lewis, Jun., removed to, and took possession of the mills formerly belonging to his father. 1793 a settlement was commenced at the Four Corners (Moriah Village) and the first public highways were laid out. Previous to this, they had no roads, except temporary ones, formed by following marked trees. 1802 the first framed house was erected by Mr. R. Lewis, at Lewis Mills. This town formed a part of, and bore the name Crown Point until 1808, when it was set off, and incorporated a separate town, taking its name, Moriah, from its supposed resemblance to the ancient Land of Moriah.

On the first Tuesday in April, 1808, a meeting for appointing town officers was held; and the first Election was held on the 26th, 27th and 28th days of the same month. The summer following the first schoolhouse was built near where Judge Storrs store now stands—though then, there were no school districts formed. This building served, not only for a school house, but was for 17 years, the only place for public worship at the Corners. They had at this time, occasional preaching in the place, by Baptist and Congregationalist missionaries; though no stated time for religious meet-

ings until 1810, when it became a part of Ticonderoga circuit, and was visited regularly, by a Methodist Itinerant Minister. Until this time, there had been no public house of entertainment except Mr. McKensie's—but now, as travel through Moriah became more general, and a road was opened from Ticonderoga, through to Pleasant Valley, it seemed necessary to have some resting place for travelers. Accordingly, Esq. Nathan Sherman opened a log tavern, at the Corners. He continued to entertain travelers until 1818. A. D. 1809 the first framed dwelling house was built at the Corners. During the years 1810 and 1811 the population increased rapidly.

People from New England, induced by the glowing descriptions of the beautiful scenery along the lake, the richness of the soil, the excellent water privileges, the timber lots and iron ore mines, were almost as constantly emigrating to Moriah as they are now to the Great Valley of Mississippi. And now as the number of children increased, the inhabitants, who felt that these were their richest treasures; that in them they possessed intellectual mines, more susceptible of improvement, and infinitely more valuable than their mines of iron, their timber lots, or their beautiful farms. Referring to the worthy example of our Puritan Forefathers, with whom the Public School system originated. (for education, as well as liberty was cradled on Plymouth Rock), though perhaps the adage, "knowledge is power," was not so generally received and believed, then, as at present; yet looking far into the future, they saw and felt that knowledge would prove at once, the defense and ornament of their beautiful town. In short, they wished their children to be educated—not merely physically, merely morally, or merely intellectually educated, but a combination of all three. They wished them to understand, not only the art of wielding the axe, the plough and the spinning wheel, but the use of the "classic plough and wheel," and the system of moral government, by which God regulates the affairs of the universe. Accordingly, on the 19th of

June, 1812, a meeting for the establishment of common schools, was held; and five school districts were formed. The Hon. Ambrose Mason and Thomas Winslow, were appointed School Commissioners. From this time, until 1824, nothing worthy of note occurred, except that some new settlements were made and several new school districts formed.

A. D. 1824 Maj. James Dalliba of Troy, removed to the Lewis Mills and built a Furnace, giving the place the name Port Henry; also the first framed tavern was built at the Corners by D. Tarbell. A. D. 1825, the Presbyterian Church was built, under the supervision of Rev. Mr. Chapin, pastor of the Church at that time, also a tavern built at Port Henry, by H. Sherman. 1826 Mr. O. Clapp came to Cedar Point. and built the house and store, now occupied by Mr, L. A. Foot. He commenced lumbering on a large scale, and thence forward the lumbering mania spread, until it became a *universal hobby*. Saw mills were multiplied, and to the injury of the good people of Moriah, agricultural pursuits were much neglected. 1829 the Baptist Church was built. Elder Dwyer, Pastor. 1836, the Methodist-Episcopal Church was built, Rev. Bishop Isbell, Pastor. 1837 an Academy was built at the Corners. 1838 an Academy was fitted up at Port Henry. The inhabitants of Moriah still follow in the footsteps of their sires, in striving to promote the intellectual culture of their children. Schools in both the Academies are well sustained, besides 16 district schools. One of the first formed districts, viz: No. 3 has sent out 42 teachers, all of whom received most of their education at the district school. Oct., 1846, this town was honored with the first Teachers' Institute held in Essex County, which was attended with much spirit, by the teachers, under the supervision of Dr. D. P. Holton, their worthy County Superintendent.



MORIAH TOWN TREE

Made by Emily Carpenter and given to Alexander Havens, December 25, 1846.
After his death, his sister, Martha, gave it to their cousin, Mrs. Charles P.
Morrison, who still owns it.

INFORMATION TAKEN FROM "THE TREE"

Moriah from 1784 to 1839

A. D., 1784. First settlement, commenced by Mr. Wm. McKensie, near the Lake, on a tract of land which was granted to his father for services during the French war.

A. D., 1786. Saw and grist mill built at Port Henry by Mr. Vallance.

A. D., 1788. Second White family came to Port Henry by the name of Walker.

A. D., 1789. Settlements were commenced on Legg's Patent and one mile north of Mill brook.

1789. Mills at Port Henry were presented to Mr. Lewis by Mr. Porter.

A. D., 1790. Settlements commenced near where Mr. Tarbell now resides.

Also one near the iron ore tract north of Port Henry

A. D., 1792. R. Lewis, Jr. took possession of the mills at Port Henry.

A. D., 1793. Settlements commenced at the 4 Corners.

A. D., 1802. First framed house erected at Port Henry.

A. D., 1806. Mr. Jabez Carpenter came to Moriah.

1808. First school house built at the 4 Corners. Also the first meeting for electing town officers. Esq. Nathan Sherman opened a log tavern.

1808 First Election.

A. D., 1809. First framed house erected at the Corners, where Solomon Everest now resides.

A. D., 1810. Mr. Benjamin Parsons came to Moriah.

A. D., 1818. "Mr. Sherman *presented the office of Innkeeper* to Mr. Mason."

A. D., 1824. First framed tavern built at the Corners by Mr. Daniel Tarbell.

A. D., 1825. The first Presbyterian church built at Corners, Rev. Mr. Chapin, pastor. 1825 first framed tavern at Port Henry.

1829. Baptist Church built, Elder Dwyer, Pastor.

A. D., 1836. Methodist Church was built. Rev. B. Isbell, Pastor.

A. D., 1837. The Academy was built at the Corners.

A. D., 1838. The Academy was built at Port Henry.

A. D., 1846 Moriah as it is.

5 Groceries, 17 Stores, 52 Saw Mills, 2 Grist Mills, 16 School Houses, 2 Academies, 3 Churches, Presbyterian, Methodist and Baptist, 2 Forges, 2 Furnaces, 6 Ore Separators, 8 Iron Ore Mines. There were 5 Lawyers, 4 Physicians, 3 Ministers and 3 Taverns.

Amount of public money in 1830 was \$154.16

Amount of public money in 1833 was \$272.72

A. D., 1812. School Districts were formed. Ambrose Mason and Thomas Winslow, School Commissioners.

A. D., 1812. School Districts, Nos. 1, 2, 3, 4, 5, formed Nov. 3, 1812. A part of No. 3 was annexed to District No. 5. Jan., 1822. School District No. 6 was formed.

A. D., 1823. School district Nos. 7 and 8 were formed.

A. D., 1825. A part of District No. 2 annexed to District No. 3.

April, 1826. Districts Nos. 9 and 10 formed.

A. D., 1829. Districts Nos. 4 and 5 formed.

A. D., 1830. District No. 11 was formed.

A. D., 1830. District No. 12 was formed.

A. D., 1835. School district No. 13 was formed.

A. D., 1835. School district No. 14 was formed.

A. D., 1837. School District No. 15 was formed.

A. D., 1842. School District No. 16 was formed.

NOTES

1. Emily S. Carpenter, the author of the "Tree" history of Moriah was born there January 29, 1825, where she lived until about 1850, when her father, Elijah Carpenter, moved to Iowa. On November 6, 1854, she married the Rev. Elizur Andrus of Augusta, Kalamazoo County, Michigan. He served as Chaplain of the 6th Michigan Infantry during the early part of the Civil War. After his health became impaired, he became chaplain of the Port of New Orleans, where the family lived for several years. Later they returned to Augusta, Michigan. Emily Carpenter was the mother of four children: Ella May, who was born March 17, 1857; Frank Burton, who was born March 4, 1859 at Niles, Michigan; Belle Emily who was born March 6, at Niles; and Mary Abigail.
2. William McKenzie, known as "Old Squire McKenzie," was born in Scotland in 1759, and died at Port Henry April 18, 1815. He emigrated to Canada where he married Deborah Towner (1766-1848) at St. Johns, Quebec. From whence, they with their daughter Ann in 1784 sailed up Lake Champlain to the McKenzie Patent. Family tradition says that William McKenzie's father, Alexander, had remained at Crown Point since the French and Indian War and after he had established his son in McKenzie City, he returned to Scotland. There were ten children: Ann (1783-1816), who was sometimes called Nancy and who married George H. Andrews; Alexander (1785-1873), who was the first white child born in the township; Thomas (1805 - 1843); Ithiel (1801 - 1826); William, Jr., (1790-1841), who was the father of Milton McKenzie; Hiram who was the father of George T. McKenzie; Crosby; Robert; John; and Sarah who married into the Havens family and became the mother of Alexander and Martha Havens.
3. The McKenzie landing was at the back of the old McKenzie house in McKenzie City. The Delaware and Hudson R. R. roadbed passes over this spot. When the house was built in 1785, it faced the lakeshore. This fact is substantiated by the dormer windows toward the east and a more elaborate entrance on that side of the house.
4. David Vallance came with Zadock Everest, together with one other settler, in 1765 and made a clearing three miles north of Chimney Point. Later he represented the town of Addison, Vermont, at the Westminster Conventions.

5. Robert Lewis's name was added to the grand list of the City of Vergennes in 1790. "Robert and John Lewis built potash works a little above the mouth of Potash Brook. A few years later they assigned a large amount of property for the benefit of their creditors." Potash Brook flows into the Otter Creek below Vergennes.
6. The families of Russell and Titus Walker settled in West Moriah now North Hudson at a very early date. The Titus Walker family came from Bridport, Vermont.
7. Robert Lewis, Jr., lived at the Lewis Mills until at least 1822. For ten years he operated a ferry. His daughter Sarah married, in 1810 Elisha Carpenter. One of their children was Melvin Carpenter, born March 4, 1831.
8. The first Methodist Conference in this section was held in the large barn to the south of Fred Lewis's house. The place at that time was owned by Martin Joiner.
9. Ambrose Mason lived on the farm which is now owned by Felix Brooks. He is reputed to have started for the West with four horses and a covered wagon.
10. Thomas Winslow came to Moriah about 1803 and settled on a farm west of Mineville.
11. Jabez Carpenter, the paternal grandfather of Emily Carpenter, was born in Reboboth, Massachusetts, July 26, 1731. He saw both French and Indian War and Revolutionary War service. Of his twenty-one children, three were quite closely identified with Moriah: Polly or Mary who married Nathan Sherman, one of whose six children was George, the original Sherman of Witherbee, Sherman Co; and the twins Elisha and Elijah, who lived on adjoining farms until 1850.
12. Benjamin Parsons was born January, 1753. On Montgomery's expedition to Quebec, he suffered from hunger, small-pox and fever. He married Miriam Winslow of Harwich, Massachusetts. Their house at Moriah burned November 15, 1811, when his discharge papers were lost. He died from effects of injury which he received in a carding machine at Moriah, October 8, 1812. His daughter, Abigail, married Elijah Carpenter.

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