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Oswego County Historical Society
Thirtieth publication of the
Oswego County Historical Society,
1969

THIRTIETH PUBLICATION
OF THE
**OSWEGO COUNTY
HISTORICAL SOCIETY**



1969

OSWEGO CITY LIBRARY

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Dedication

Louise Hosmer Culkin was born Mary Louise Hosmer on April 22, 1878, the daughter of William R. Hosmer and Josephine Grant Hosmer. Her father had lived in Oswego some 10 or 15 years and was a local business man. Her mother was the former Josephine Grant, the daughter of A. P. Grant, who for some 50 years prior to his death in 1870 had been a prominent lawyer, real estate owner and politician. A. P. Grant was a member of Congress in the 30's. Josephine Grant Hosmer was born in Oswego. The family home was on East Sixth Street between Utica and Mohawk Streets and the Hosmers lived there until 1907. Josephine Hosmer died in 1890.

Mary Louise Hosmer graduated from the Oswego High School in 1894. She took courses at the Normal School for one year and in 1895 entered Vassar College at Poughkeepsie. She graduated from Vassar College in 1899 with honors and was inducted into Phi Beta Kappa. She returned to Oswego and in 1900 commenced teaching at the high school where she taught for 14 years. At the time of her retirement to become married in 1914 she was receiving a salary of \$700.00 per year and teaching seven subjects, including Latin, all forms of mathematics including calculus, and English.

On July 30, 1914 she married Francis D. Culkin, then Oswego County District Attorney. They lived in an apartment on the east side of the house at 60 West Cayuga Street which was rented from Mrs. Margaret Poucher. William R. Hosmer lived with them until his death in 1917. In 1916 the Culkins purchased the house and Mrs. Culkin resides there at this time.

Three children were born: Francis Hosmer Culkin, June 30, 1915; Josephine Louise Culkin, August 25, 1917, who died in 1952, and Anthony Grant Culkin in 1920. Anthony Grant died of pneumonia in March, 1923.

In 1923, Francis D. Culkin became Oswego County Judge and in 1928 he was elected to Congress where he served in the House of Representatives until his death on August 4, 1943.

Louise H. Culkin has always been interested in public affairs. She was somewhat active in the Suffragette movement in the early 1900's. She was a charter member of the local chapter of the American Association of University Women, then known as the College Club. In 1918 she was appointed to the Board of Education by Mayor John Fitzgibbons. She became very vitally concerned with the construction of new schools for the city, and during her period of service on the board which ended when her husband was elected to Congress, she was instrumental in the construction of the Oswego High School and the Kingsford Park and Fitzhugh Park schools which were the first new schools to be built in Oswego in some 35 - 40 years. The high school was built only after a long struggle in the community and several unsuccessful referendums. She served as Chairman of the board in 1924.

During the period of her husband's service in Washington, Louise Culkin and her family were with him during most of the sessions and she was a participant in the activities of the Women's Congressional Club and other activities in Washington.

Since her husband's death in 1943 she has resided in Oswego. She took his place on the Board of Oswego Hospital and served some 15 years in that capacity. She was very interested in Vassar College and her class, and for the past 25 years has been the president of the class of 1899 which now has very few members. She last attended a reunion at Vassar in 1964, her 65th. This, incidentally, was her last trip away from Oswego.

After the revival of the Historical Society led by the late E. M. Waterbury, Mrs. Culkin became very interested in the activities of that organization. She did a considerable amount of work on the refurbishing of Headquarters House after it was donated by the Bates family, and she organized a group of women who made all of the draperies in the drawing room on the lower floor of the building.

In recognition of her civic leadership and her many contributions to The Society, The Board of Directors dedicates this volume to Louise Hosmer Culkin.

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President's Report

It has been customary to review the past progress and prosperity of the Society and to project, if possible, future plans and needs. The Board of Managers and Officers have shown an energetic desire and will to improve its personal services; its care of accessions and artifacts; its physical display properties; and both external and internal condition of Headquarters House. The following has been accomplished over a period of more than one year.

The exterior of the House has been recently painted; roof and skylight repaired; as a safety measure, a flood-light has been installed at the front door; a new sign erected; kept the grounds in a neat and orderly condition in all seasons. The reception, drawing rooms, lower and upper hallways, the so-called children's room, and the Bate-Richardson rooms have been either painted or papered or both. New curtains in the dining room have been replaced; the sofa and ottoman in the study upholstered. Runners were placed on carpets and inclosed by home-made standards at a substantial saving.

A complete electrical, heating, and insurance engineering survey was undertaken of Headquarters House. As a result the whole electrical system has been updated by the installation of new panels, re-arrangement of circuits, replacement of dangerous outlets, and addition of new and better lights. The furnace has been found to be adequate but more radiators are needed. Heat loss has been reduced by closing shutters, insulating the skylight, and plugging the elevator shaft with platforms that serve as storage closets. The insurance survey recommended the installation of fire extinguishers, which was done, and several more will be added this year. The total amount of insurance has been substantially increased with a negligible increase in the premium. It will be noted that considerable amount of repairs and improvements were necessary and will continue to be necessary in future if Headquarters House is to be displayed properly as an example of period architecture.

In the area of caring for the Society's accessions and artifacts, much progress was made. The library (third floor) was improved by the addition of new fluorescent lights, book shelves, newspaper shelves; planned for storage or large (and other) paintings, large museum pieces,

guns, swords. Photographic collection and other documents were placed in acid-free envelopes to prevent deterioration. Large paintings, pictures, archive materials, and books were cataloged; house items begun but not yet finished; dining room inventory completed by the House Committee.

The Kingsford hand-drawn, hand-operated fire engine, known as the "Little Giant" (gift of Mrs. Thomson Kingsford) and fire fighting mementoes are displayed at Headquarters House. This display is temporary; a permanent place is a future concern.

An increased effort in publicizing the Society's activities, events and services was made. An attractive brochure and newsletter has been designed, printed and distributed. A considerable number of inquiries incidental to the Society's services were answered by the president(s), curator and director(s), especially in research activities. The printing of papers delivered before the Society as a yearbook should not be taken for granted because this action is noteworthy in view of the small number of county and local societies are able to do so.

The Society has asked and received considerable amount of aid, advise, suggestions, and technical assistance from the New York Council on the Arts for which the Society is grateful.

Cognizance is made of the selection of reliable Resident Directors. Training of a Director was possible through a grant and because of this training a considerable amount of curatorial work was accomplished. Also, under the direction and supervision of the Director, Youth Corps Workers continued the cataloging.

What, then, is the projection and direction of the Society for the future? The Society bought a slide show, a slide projector, tape recorder, and a daylight screen. It would seem proper to add slides not only of the Society's acquisitions but also items in the current history of the County. How can the Society's resources (material and intellectual) resources be expanded, improved and be of service to schools, libraries, other organizations and groups of this County? The Museum Committee will present a report on how to coordinate long range policy, planning, and set priorities. Also the Membership Committee will present its report recommending measures to be taken to increase the membership of the Society. It must be recorded that the Society's Board of Managers and Officers have given much

time and thought to the successful operation of Headquarters House in the past and must in the future.

Lastly, it is becoming increasingly evident that the Society must employ a full-time professional curator. Such action would make the Society a dynamic cultural institution. How can the funds be made available? Increase the membership, increase the endowment fund and receive more government aid.

Although, sensing a feeling of deserved pride of its accomplishments in the past, the Society feels it must, in the future, continue to improve and expand its services to county residents, schools, libraries, and other organizations.

The First Days Of Farragut's HARTFORD

"Thar she goes," shouted a small group of young toughs who had been annoying the staid ladies and gentlemen of Boston present at the Charlestown Navy Yard on Monday, November 22nd, 1858, to witness the launching of the United States' newest steam sloop of the war, the HARTFORD. One of the many Boston policemen who were present under orders, to deter the pickpockets that had frequently marred previous launchings, grabbed the smallest of the youths by the scruff and began to shake him. "The audacity and lack of respect of young America has really become appalling," thought the reporter for the Boston Journal who was sitting among the crowd on the large platform temporarily erected by Commodore Stringham, the shipyard commandant, for the accommodation of some of the more important guests.

The young boys had been raising false alarms since almost half past nine, when several hundred workmen disposed along the ways and under the direction of Mr. Edward H. Delano, the district naval constructor, had with four-man battering rams begun to wedge the ship off her cradle, and split the blocks upon which the keel rested. Now the blocks were out and the huge ship was held stationary on the long inclined plane by means of a thick oak plank on either side. Men had been straining at the double jack screw which had been placed under the bow in order to give the vessel a start.

But wait! This time it was not a false alarm. The vessel was prematurely under way. Quickly the reporter reached into his vest pocket and, opening his gold watch, made note of the time; seventeen minutes past eleven o'clock. The crowd roared and cheered as the anxious vessel gained momentum and began to slide down the greased ways. Some of the younger boys threw their straw sailor hats into the air. Oh, that one day they might have the opportunity to sail on this proud new vessel! The squads of marines snapped to attention. The hundreds of mechanics who had been given time off to attend the launching shouted hoarsely in a variety of tongues. A short time before they had been grumbling at a government that was too parsimonious to provide the usual

libations. In this case, however, the Navy Department had ruled that since the HARTFORD was only a sloop and not a frigate or ship-of-the-line, the liquid refreshments would not be served. Out in the harbor the band of the station ship OHIO, having been mustered aboard the ship-of-the-line VERMONT, struck up a loud but almost indistinguishable "Hail Columbia." A battery on the sea wall thundered a 32 gun salute, one for each state in the Union. The HARTFORD had a full deck load as she approached the water. Up forward, standing by the bowsprit next to Mr. Delano, stood three young ladies and a perspiring young naval lieutenant, George H. Preble. He was too warm in his blue frock greatcoat, the buttons of which he had so fastidiously polished that morning. The three young ladies had turned out to be small and not nearly as pretty as he had hoped. Even Lizzie Stringham, despite the obvious attraction of being the commandant's daughter, had begun to annoy the lieutenant after over an hour of waiting together on deck. Her inane chatter and the prattling of Commodore Downes' daughter Carrie and her friend Miss Bates had irritated the self-conscious young officer. He had always disliked the pagan idea of having women officiate at launchings; they were so undependable.

Lizzie Stringham, whose father was a well-known teetotaler, was to christen the ship with a bottle of Connecticut River water. Miss Downes had had a bottle of Hartford Spring water ready for the occasion but had accidentally dropped it on the deck bow long before the ship had begun to move. Miss Bates had forgotten to bring her bottle completely. Fortunately, Preble had obtained, at some pains, a bottle of salt water from outside the Bay to use in case of emergency.

As the ship moved faster and faster the many ladies aboard, now sure that the HARTFORD would capsize as soon as she tasted her natural element, began to scream in fear and clutch at their escorts. Miss Stringham, in terror and desperation, flung her bottle at the bowsprit, and though within a foot of that large timber managed to miss, and her bottle did little more than frighten some of the workmen standing below near the ways.

Undismayed by the confusion the intrepid lieutenant pushed his way forward, past the hysterical ladies, and

smashed his bottle upon the HARTFORD'S bow just as the ship reached the waiting water. "The good ship HARTFORD" he shouted at the top of his lungs in a shrill but triumphant voice. But his memorable words went unheard amid the firing of the guns, the cheering of the crowds and blue jacked sailors who manned the gigs and pinnaces that studded the sparkling waters of the Bay, and the shrieking of the ladies. Meanwhile, cocked-hatted officers stood at attention in the stern sheets of the small boats and raised their hats in the Naval salute. The crews of the yawls of merchantmen and yachts which were tacking back and forth watching the proceedings, added their voices to the din.

For a moment she was free. There is that one instant in the life of a ship when she is neither restrained by steel or hempen bands nor under the harsh hand of the men who command her. That free moment comes at launchings and ships have been known to do strange things at that time, as if seeking to escape from the ensuing years of servitude. The HARTFORD, however, floated a mere three ship-lengths into the Bay, and then gently swung until her stern pointed toward Chelsea. Although preparations had been made for checking her with anchors and a huge cable 24 inches in circumference, the gear was found to be unnecessary. Two anchors were dropped from the ship to hold her in position until the steam tugs HURON and WIDE AWAKE could come alongside and move her to the wharf set aside for her outfitting.

Many young and eager hands were ready to tie up the great hulk. The distinguished visitors, who had been permitted the thrill of riding the HARTFORD down the ways, left the vessel first. Mr. Delano and Lieutenant Preble were among the last to leave. They had lingered for a final inspection of the decks to see that all had departed and nothing was amiss. The crowd aboard had been inconsiderate. The yellow pine of the gun and spar deck was scraped and scratched while pieces of line, canvas covers, and wooden pins were strewn everywhere. The two men, one of whom had built the HARTFORD, and the other who would meet the HARTFORD once more at a less happy occasion, knew that the fitting out crew would soon have the new ship in "ship-shape and Bristol fashion."

As they walked across the gangway and down the improvised accommodation ladder, they were met by the reporter

from the Boston Journal, notebook and pencil in hand. "Mr. Delano," he called. "May I have your attention for a moment. I am interested in the HARTFORD's statistics, if you have them available."

Delano, never at a loss in such an occasion, drew a well-worn notebook from a large patch pocket of his overcoat and frequently referring to the small neat script, began to tell the story of the HARTFORD's conception, while Preble looked on, occasionally chiming in with a comment.

The story of the HARTFORD had begun on March 3, 1857 when the 34th Congress authorized the construction of five screw-type sloop-of-war with full sail power for the United States Navy. Along with her sister-ships the BROOKLYN, the PENSACOLA; the RICHMOND, and the LANCASTER, the HARTFORD had an appointment with history.

With the exception of the BROOKLYN, whose contract was awarded to the private shipbuilding firm of J. A. Westervelt in New York, the Navy Department followed the precedent set by President George Washington and distributed the work of building the new warships to the principal navy yards along the Atlantic Coast.

The HARTFORD had been assigned to the Boston Navy Yard where Delano immediately set about designing a model in which graceful lines, speed, and buoyancy would be combined with strength of construction and stability sufficient to withstand the batterings that the elements or an enemy might mete out to her. When the model was completed, its lines were reduced to working drawings by Mr. George H. Pook.

On December 6 the work of shaping her white oak keel and frames was started. Between the 1st and the 15th of January of the following year the keel was laid. With nearly 350 mechanics and artificers working from near sun-up to sun-down the new ship had taken form rapidly, and by the 22nd of November she was ready to be launched.

The new sloop-of-war was strongly constructed. Smaller than a frigate the HARTFORD would have greater utility and with her light draft she would be able to enter rivers and shoal harbors denied most of the other capital ships in the Navy. For one of her class she was unusually sharp and clipper-like forward with a beautiful entrance and a

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clean, handsome run. Surmounting her bow was an elaborate figurehead from which heavily carved trail-boards swept aft along her sides; her stern was rounded in a curve of graceful proportions and bore her name in raised gilded letters and a golden eagle with spreading wings.

By the carpenters' measurements she would displace 2023 59/95 tons and, being only 264 feet in length overall with a beam of 44 feet and a draft of 13 feet, she was smaller than a modern destroyer escort. Following Joshua Humphreys' designs of the first frigates in the United States Navy, her gun deck was built high above the water-line to permit her to fight in rough seas without rolling her gun ports under. When her three masts had been stepped and her yards and rigging set up, only the incongruous presence of the tall smoke stack between her fore and main masts would indicate she need not depend entirely on her sails to outmaneuver her enemies.

Delano had incorporated a number of novel features in the new ship that would set her apart from her sisters. The smoke stack was of the "telescopic" type invented by John Ericsson and could be "reefed" when the ship was not using her engines. In addition to the ordinary capstan abaft the mainmast the HARTFORD carried a newly invented fixture for working the chains. This device had the capstan bars on the berth deck and a heavy drum rising eighteen inches above the spar deck. The chain could be brought directly to the apparatus, from which it was payed down into the locker. A new arrangement of chain stopped was also installed in the ship by means of which the officer of the deck would have the chains and anchors entirely under his control at all times and which could be used to veer or stop the ship at a moment's notice.

The two steam engines, not yet installed, by which the HARTFORD would be propelled when she was not under sail were still under construction in the shop of Mr. Harrison Loring in South Boston under the supervision of Jesse Gray, Chief Engineer in the United States Navy who had predicted that the HARTFORD would make 14 knots under steam alone, and 15 knots running free with canvas. Later, in actual tests the best she could do under steam alone was 8 knots, while under favorable conditions with all sails set and her engines turning over she was known to have made a maximum of 13 and a half knots by the log.

The HARTFORD was to have an engineering plant with a capacity of 800-1000 h.p. The shaft was to be 79 feet long, 12 inches in diameter and was to have gear bearings. The bronze propeller would have two blades 14 and a half feet in diameter, with a pitch of 22 and 26 feet. An apparatus was to be fitted over the propeller in such a manner as to permit its being hoisted to the spar deck and lowered to its bearings without difficulty, so that it would not alter the ship's sailing qualities when steam was not being used. Two Martin boilers were to supply the head of steam necessary.

A three-master, the foremast would attain the height of 136 feet, the mainmast would tower 182 feet above the spar deck, while the mizzen would stand 145 feet high.

"The ship, like all naval vessels of the United States, will carry two suits of sails, and extra studding sails. Her bending suit will comprise twenty-eight sails spreading aloft on the foremast, 18,792 square feet of canvas; on the mainmast, 14,459 feet; and on the mizzenmast 4194 feet. When in full dress she will wear 37,446 square feet of sails, though she will seldom if ever spread more than 19,000 square feet of canvas, which is the area of her principal sails. The ship will carry four duck awnings, 500 hammocks, 300 clothing bags for sailors, a suit of sails for each of 9 boats, a suit of colors, including the flags of all nations, and the new code of naval signals."

The interview over, the reporter hastened across the river to file his story while the constructor and the young naval officer joined the departing throngs. In the press seeking to leave the Navy Yard were the dignitaries, the police, the frolicing young men and some off duty Marines heading "ashore" for some notorious street liberty. An old gentleman in the crowd remarked that the launching had been "as good as could be got up in the States."

Soon the HARTFORD was just another ship waiting to be fitted out. She sat like a gaudy bird on the water's edge, bedecked with red, white, and blue ribbons and banners that moved as feathers in the cool Indian summer breeze. An old yard worker dressed in worn out seaman's togs and moving with the slow gate of age rested the heavy plank he had been carrying against a bollard at the head of the HARTFORD's wharf. He had served before the mast in the War of 1812 and had known many of the iron men and most of the wooden ships. The old salt took a

small curved pipe from his pocket and sucked on the pleasantly familiar stem while his experienced eyes scanned the HARTFORD's tumblehome.

"She does have fine lines like they say," he thought, "but I don't think she'll last as long as that other lady that come out of the same ship house just about a year 'n a half ago. A steam-frigate she war, a real deep-water fightin' ship. She'd show them Limeys 'n Dagos a thing or two. What did them brass buttons call her... the MERRIMAC. Yep, that's it, the MERRIMAC!"

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Throughout the winter and spring months that followed her launching, the work of fitting out the HARTFORD progressed as rapidly as the materials became available and the workmen could put them in place. Her masts were stepped, set up with the hundreds of feet of tarred standing rigging, and their yards slung. The boilers and machinery were brought from South Boston and installed in the spaces that had been reserved for them. The joiner work was completed and finished as only artisans who took pride in their craftsmanship were capable of doing. One visitor to the ship described it as smooth "as the surface of a lady's work box." Sixteen soda bottle shaped 9-inch Dahlgren guns were hoisted aboard and secured to their carriages on the gun deck. Ordnance stores were shipped, and the thousand and one items of general stores that are necessary at sea were carried up the gang-plank and stowed in their appointed places under the watchful eyes of the officers and petty officers of the commissioning detail. At long last all was secure and the HARTFORD was ready to be placed in commission. She had cost the Government exactly \$ 502,650.16, a prodigious sum in those days. On a bright June morning in 1859 the first crew of the HARTFORD was mustered on deck at quarters. Captain Charles Lowndes, USN, had been ordered to the HARTFORD while she was fitting out. Now bedecked in his full dress uniform with gold epaulets glistening in the sunlight, he stood stiffly on the HARTFORD's quarterdeck waiting for that moment of the commissioning ceremony when the ship would finally be his. Civilities having been exchanged with the yard personnel, Captain Lowndes ordered the Ensign hoisted to the peak

and the commission pennant two-blocked on the main truck. The men removed their hats and gave the traditional three hearty cheers and the vessel was now his. The shipyard commandant saluted the Captain and requested permission to leave the ship with his party.

"Permission granted," replied Captain Lowndes. Then he turned to his Executive Officer and in a gruff voice said, "You may carry out your duties, sir."

"Aye aye Captain."

The Executive Officer at once divided the crew into two watches, Starboard and Port. Half the forecastle-men, foretopmen, maintopmen, mizzentopmen, afterguards and machinists were assigned to each watch.

The forecastle-men did duty from the foremast forward; the foretopmen, aloft and on port side from foremast to mainmast; the maintopmen, aloft and on starboard side aft; and machinists below.

The crew was then stationed for every evolution so that each man would be able to find his station by his hammock number. All hands were assigned to specific duty for "getting under weigh," "bringing ship to an anchor," "tacking ship," "wearing ship," "Loosing and furling," "reefing topsails," "in and out of boats," "up and down topgallant and royal yards," and others.

Finally, but most important, battle stations were assigned and the men were placed at the guns under supervision of the Gunner, the Gunner's Mates, and the Quarter Gunners.

The next day the Executive Officer reported to Captain Lowndes that the ship was ready for getting underweigh. The Captain strode out on the quarter-deck and ordered the Exec., who was also the First Lieutenant, to take her out. Many yard workers were standing by on the wharf to cast off the lines and some pretty young ladies from town, having heard from their sailor beaux that the HARTFORD was to shove off that day, were there to wave goodbye even though they knew the vessel was only going to anchor out in the stream; the station ship bandmen in their blue uniforms were ready to play.

The Executive Officer relieved the Officer of the Deck and sent a messenger boy to the Boatswain who soon piped, "All hands loose sale." Soon the shrill call from his pipe was echoed by a second from a boatswain's mate forward. The Boatswain hoarsely shouted, "Loose sail, loose sail, loose sail."

Below on the berth deck the Master at Arms roared, "Look alive there now, tumble up there, on deck there everybody; loose sail." The spar deck resounded with the clumping of feet. Officers and their men were soon on station. The Captain watched closely as the First Lieutenant raised his speaking trumpet and gave the order, "Aloft, sail-loosers, Main the boom tricing lines." When the sail-loosers were ready he called, "Trice up - lay out and loose. Main the topsail sheets and halliards - let fall; sheet home, down booms, lay down from aloft. Hoist away the topsails."

"Cast off, cast off" the trumpet called to the yard workers on the pier. The eyes of the lines were removed from the bollards and tossed into the water. Quickly, eager hands on board hauled the lines through the chocks and flaked them down on the deck for drying. As the lines were let go the jib was hoisted and the new sloop payed off from the wharf and stood down the Harbor. The men and women on the wharf began to cheer while the band played furiously.

"Well done sir," beamed the Captain. "She is finally underweigh."

"A cheer, Sir?" inquired the First Lieutenant.

"Very well Sir," the Captain nodded.

"Stand by to man the port rigging and give three cheers. Lay up--cheer--lay down."

With the help of a light, fair wind and the outgoing tide, the HARTFORD, under topsails, jib, and spanker, neared her anchorage. When ordered, the Boatswain and his mates called the anchor detail to its station. The compressors were then hove back to allow the chain to run freely from the chain lockers. The topsail clews were stoppered and the sheets unhooked. The First Lieutenant shouted through the speaking trumpet: "Man the topsail, slew jiggers and buntlines; jib downhaul; hands by the sheets and halliards; haul taut; shorten sail."

Up went the clew jiggers, down came the heavy yards on to the caps, quick hands squaring the yards as they came down, down went the helm, and as soon as she lost headway the First Lieutenant shouted, "Stand clear of the starboard chain; let go the starboard anchor!" The clanking of the chain links through the hawse pipe heralded the end of the first short voyage.

The steam-sloop HARTFORD had made her first voyage

without the use of her engines. She rode comfortably in the morning breeze with her head to the wind as both the anchor-detail and the morning watch were piped down. The new warship was ready for service.

After her sea trials Commodore Cornelius K. Stribling was taken aboard and the HARTFORD sailed for her first tour of duty as flagship for the East Indies Squadron. Reporting his arrival in Funchal Roads, Madeira, in July, Commodore Stribling noted that the new sloop behaved well under sail but added that, although the engines performed well, "with a head wind and sea, like all other propellers, she does not, I think, possess the power to give her much speed."

The tour of duty in the Far East was uneventful. On July 22, 1861, while the first Battle of Bull Run was being fought back in the United States, Captain T. Engle joined the squadron in Hong Kong and relieved Commodore Stribling as commander-in-chief before the HARTFORD sailed for home. When she arrived at the Philadelphia Navy Yard on December 2, the sloop was hauled out of the water to replace portions of her copper sheathing and realine post propellor shaft. The stern bearings were renewed, the caulking of her spar deck hardened in, and a new main trysail and staysails were fitted. When quarter-inch boiler iron rims had been fitted around the fore and main-tops to protect the gunners and four additional guns -- two rifles and two howitzers -- had been taken aboard, the HARTFORD was ready for the arduous months that lay ahead. A thousand drums had "beat to quarters." The Dahlgren guns of the U.S. Steam-Sloop HARTFORD were to add their percussion voices to the crescendo of war.

The Polish Immigrant In Oswego, New York

As early as September 25, 1608, six sturdy laborers strode ashore at Jamestown and within three weeks had a roaring fire going under a glass furnace, the first factory in America. Their names were Michael Lowicki, Zbigniew Stefanski, Jur Mata, Jan Bogdan, Karol Zrenica and Stanislaw Sadowski.

In 1619, when Virginia convened America's first representative assembly, the Governor declared that only natives of England would be allowed to vote. The Poles immediately went on strike, and won an almost instant victory. The Court Book of the Virginia Company records: "Upon some dispute of the Polonians... it was agreed that they shall be enfranchised and made as free as any inhabitant."

In order to understand the history of Polish immigration not only to the United States in general but to Oswego in particular it is necessary to discuss the reasons for their initial departure from the homeland. Poles began arriving to Oswego as early as the 1880's and in larger numbers the first two decades of the Twentieth century.¹

Several reasons are apparent for their departure. Politically, Poland was a non-entity. The country had been divided on three separate occasions since 1792 by Russia, Prussia, and Austria. It remained divided until the creation of the Polish National State following the Treaty of Versailles.

Socially there had been little change in several hundred years. Polish society was a rigidly structured feudalistic organism. An obvious division between peasant, noble, and clergy existed with a bourgeoisie class separate from formal society.² In spite of the power held by the nobility and the clergy, the peasant played the most important role in society, since he supplied the food for survival.

Peasant life centered around the "family group," which included blood and law relations up to and including the fourth degree.³ A family group may have made up a portion of a village or even a whole village, depending on the size of the family group and the size of the village respectively. A communal society was maintained with the father ruling as an enlightened despot over the rest of the family. The family norm was respect, rather than love, which was controlled and reinforced by the family itself.

The norm of respect from wife to husband includes obedience, fidelity, care for the husband's comfort and health; from husband to wife, good treatment, fidelity not letting the wife do hired work if it is not indispensable. Neither husband or wife ought to do anything which could lower the social standing of the other's family.⁴

The relation of parent to child was absolute. The child who revolted was shunned by society as a whole. On the other hand the parents had the responsibility of caring for the child as best they could since the parent was viewed as merely the manager of the family holdings, rather than as owner. In return the child was expected to turn his earnings over to the parent who was the family manager. The child still had some say as to how the earnings were disposed of.⁵ Thus one gets the picture of a closely knit society structured along rather rigid lines. The ultimate of this is evidenced in the Polish term for "friend" which was reserved for relatives only. All members of the family were personal friends and no member carried on such a relationship outside of the family.

As long as the Poles were able to continue as agriculturists in communal society their way of life would remain unchanged. It was the land which held them together and it was the land that was the central most important focus of their life. As Oscar Handlin has so vividly pointed out in *The Uprooted* a man's identity was his native village and its surrounding area. To leave was to lose one's birthright, a total alienation of personality. No matter where the Pole went or what he did, he would never be accepted as part of a family group.

In spite of this, forces were at work in Eastern Europe during the late Nineteenth century which were to disrupt peasant society and make possible a vast emigration. A growing population which peasant agriculture

was unable to cope with forced many off the land. The industrial revolution seemed to be taking hold as large urban centers appeared. Commercial farming became a necessity. A few farmers exploited the situation and became large land owners known as Gospodarze.⁶ Many were therefore forced off the land and into the status of a day laborer or part-time industrial proletariat. Militant nationalism on the part of Russia, Prussia, and Austria resulted in universal military service. The draft broke family ties never to be repaired. Seasonal labor became quite prevalent in peasant society.

These were the conditions when Michael Slosek left home, a small village outside of Krakow, at the age of twelve and went to Leipzig, Germany, in order to work in a factory.⁷ While these disruptive forces were at work the older traditions still remained. Among these was the concept that the head of the family group was simply a manager and as such as forced to retire when the eldest son became more capable of managing the family holdings, namely the farm. The opinion of the familial group obligated the older people to retire whether they liked it or not.⁸ The older people had a built in security through retirement. It was expected that the eldest son would support them while the rest of the family who could not be supported by the land would move. The eldest son, therefore, had to decide whether to accept his birthright or pass it on to the next in line. By the end of the nineteenth century conditions had become so bad that there was little hope that a large group of peasants could succeed on meager holdings. News of the vast opportunities in America was common at the time. Letters from relatives and acquaintances, as well as conversations with those who had gone to America to work and returned painted a glowing picture of this paradise. Many a young man was stirred by such talk. Mike Slosek was among these people. The thought of remaining on the land must have seemed to be depressing, since he gave up his birthright and set out for America with a friend, John Chwalek. Both of them had about \$50.00 which they had earned while working at Leipzig.⁹ Many Poles received funds for passage to America in this way. Others obtained financial aid through the use of remittances sent back to the old country by relatives and friends who were already in America.¹⁰ Also it was not uncommon to journey to America for the sole purpose of obtaining temporary employment and to return home when it was felt

that sufficient funds had been made. There were various reasons for aliens to return to Europe. One of those was to supplement the family income and possibly to provide funds for the passage of one's children to America.¹¹

Anthony Slosek, Mike's father, made four trips to America between 1902 and 1914. It must have been profitable to do this since he was able to pay for the passage of three of his sons: Walter, Frank and John, and also pay for his own expenses while taking care of the remaining members of the family still at home.¹²

The price of passage from Hamburg to New York aboard the Kaiser Wilhelm in 1902 was \$42.00. This was paid by Mike Slosek and John Chwalek. It would appear that this fare was similar to most fares paid for steerage at the turn of the century.¹³ The "birds of passage" would verify that cost was not extravagant.

It seems that many of the Poles entered the United States through the Port of New York.¹⁴ Arriving in America, the Poles were quite willing to travel about the country since they had very few ties. Wherever good paying jobs could be found, it was not uncommon to find Poles who were willing to pick up stakes and move to that area. Mike Slosek went directly from New York to Ludlow, Mass., where immediate employment was found in a textile mill earning \$3.75 a week. Soon after he moved to Springfield, Mass., and again was employed in a textile mill. In 1906 he left Massachusetts and came to Oswego where he was employed by Standard Spinning Company at \$4.75 per week. After his seventeenth birthday he was able to work for 10¢ an hour, ten hours a day, six days a week.¹⁵ The case of Jose Madey was similar. Madey went from New York City to Connecticut and then Woonsocket, Rhode Island, and on to Detroit, Michigan, where he was employed in an automobile plant. Madey later left Detroit since the employment was irregular, and settled in Oswego. He stated that it was quite common for the Poles to move to find economic advancement.¹⁶

What opportunities did Oswego have to offer? Oswego had a dual attractive of steady employment and higher pay than elsewhere in New York in the United States. Standard Spinning Company and Merrian employed about 1500 hundred workers at its peak. It has been estimated that about half of these were Poles.¹⁷ The Diamond Match Factory also had a work force of about five hundred at one time and

accounted for some of the best jobs the Poles enjoyed. Many Poles worked at Swits Conde Mill, managed by a Mr. Farrell; the Nottingham Mill, later known as the Rayon Building, managed by the Whites; and a spinning mill located on the East side between the canal and the river. A lesser number found employment at other places which included Kingsford Starch Factory, Kingsford Boiler Shop & Foundry; the New York Central Repair Shops, Ames, Fitzgibbons, Oil Well Supply Company, the Shade Cloth, the Spring Works, the Toy Works, and the Machine Shop located on West First Street, run by a Mr. Gray. In general, the better jobs in the shops were seldom available to the Poles.¹⁸

A minor number of Poles resided in the Oswego area prior to 1905. The 1870 census listed only two. In 1886, according to "The History of St. Stephen's Church 1910-1925, A History of the Polish," eight Poles were present in the city. These were: Lochowski, J. Michalski, P. Michalski, F. Mrozinski, J. Jankowski, A. Smigielski, W. Keszierski, J. Sobieski. It may be noted that several of these men became the leaders of the Polish community. The 1892 census lists the names of Joseph Smigielski, his wife and three children, while included in the City Directory were the names of John Michalski, his wife and two children.¹⁹ By 1905 there were estimated to be about 101 Poles in Oswego.²⁰ The Oswego Daily Palladium of Feb. 3, 1908, stated that "there are at present 500 Poles resident of this city and their number is on the increase." This seems to be a slight exaggeration.²¹ St. Stephen's Subscription Book for 1912 contained the names of 916 Poles.²² It has been estimated that by 1915 there were 1168 Poles residing in Oswego.²³ Of this number 620 lived in the Seventh Ward, 262 in the Fifth Ward, and 124 in the Eighth Ward.²⁴ Although most of the Poles moved into the Seventh Ward, this is not where the first settled. The Michalski's, Kieliszewski's, Chodubski's, Kedzierski's lived on the south side of East Oneida Street in the vicinity of the present Pinarama. Immediately south on East Albany Street, lived Peter Sieja. Quite a few of the Poles settled in the Eighth Ward. These people came here earlier than many who settled on the west side of the city.²⁵

This sudden influx of large numbers of Poles into the city of Oswego, especially in the Fifth and Seventh Wards, created a startling but picturesque scene. The area where they settled came to be known as "Polack Hill" and is still

called by this name. Life for the Poles in Oswego continued in much the same manner as it had in the old country with the exception of occupation. The village scene of laborers walking to the fields each morning and returning in the evening was replaced with the appearance of both men and women tramping off to work in the early hours and returning home at night. It was not uncommon at this time to work a ten hour day and a six day week. The great desire of each family was owning a home. This fact may be the reason why many women worked. The children were also expected to contribute when they became old enough to work. It might also be mentioned at this point that since many of the mothers worked, the children were often looked after by one of the young women who was not yet married. All of the children of a house or even a block might possibly be looked after in almost nursery school fashion. In this way it was possible for a young woman to make her weekly wage.²⁶ Boarders or lodgers were taken in by the families who rented or owned homes. This served two ends. It provided money to pay the rent or the mortgage and also eased the housing problem created by the large number of laborers entering the city. In reference to boarders, there were houses where the number of boarders ranged from a few to over thirty.²⁷ Instead of working in a factory some of the women would take care of the boarder's needs. When Mike Slosek first came to Oswego, he lived in a room with five other Polish laborers at 23 Varick Street. He paid \$3.00 a week for room, board, and laundry. At this time it will be remembered he was making \$4.75 a week. This was typical for other Poles who came to Oswego.

The Poles who settled in Oswego were for the most part agriculturists in the Old country. Since they were frugal people many continued to carry on some type of farming activity. Vegetable gardens were a necessity for all. Each house had its own plot. In the case of the boarding families, the individual was allowed to raise his own vegetables in a designated area. Farm animals were also kept by the former peasants. Many Poles owned a shed or a small barn, a cow or two, a hog and some chickens were likely to be kept here. The cows were kept in a common pasture at the foot of Gardenier's Hill. Each day the cows were herded to and from the pasture, usually by the children. This created an impressive sight; as many as forty cows moved up or down Ellen

Street and the streets adjacent to it. Each cow knew exactly where its home was and its own stall. Without assistance they would arrive home in order to be milked and fed. The Poles who lived on the East Side of Oswego also pastured cows in the vacant lands on the east end of the city.

A closely knit society was erected by the Poles in Oswego. Their life centered around their Roman Catholic faith. A sense of identification was found in the Catholic Faith - the faith was built into Polish nationalism which in many cases went to extremes. It had been the social center of the peasant village. Baptisms, marriages, as well as holy days dictated amusement, recreation and social commitments. The clergy were held in high esteem. They were considered to be the village leaders and advisors. This explains why the Poles immediately sought to build a church of their own. The church provided a means to work out their salvation with the aid of their own clergy, a means to express their national identity and a legitimate way to socialize.

On February 3, 1908, a formal meeting was held in the basement of St. Louis' Church for the purpose of establishing a Polish Church in Oswego.²⁹ The third floor of the Hennessey Building which was located on the west side of East First Street, near Bridge Street, was leased for \$350 a year on February 25th. This served as a church until the necessary funds for a permanent building could be obtained. The new church remained in the planning stages until April 4, 1910 when work on the present St. Stephen's Church was begun. Several sites had been considered before the selection of the present property on Niagara Street. In the meantime there had been various social activities and fund raising campaigns. A number of parades had taken place celebrating Polish feasts and holidays as well as the actual laying of the cornerstone. All of these parades were headed by Grand Marshall John Michalski, a veteran of the Franco-Prussian War. The first Mass was said in the new church on April 15, 1911. Thus within a matter of three years and three months the Poles had their own parish and church.

Since the Poles were a very church oriented people much of their socialization continued to be connected with the faith. Raising money for the new church was a good reason to socialize. Besides this there were the usual events of life to be observed. Baptism, marriage, the Last Rites, Church feasts, as well as national holidays

were all well attended. Such social gatherings were taken for granted. Both Hennessey Hall and Fitzhugh Hall, located on East First Street between Bridge and Oneida Streets were used at first. On the west side of the river Schillings Hall at the corner of First and Market Streets was also rented for social activities. As time went on the center of social activity shifted from these areas to what became known as Pulaski Hall, which was located at 124 Tallman Street. Mr. Frank Bernot built Pulaski Hall and opened for business around 1912. Shortly thereafter it became the center of social activity for the Polish community. Mr. Bernot owned the hall for only a short period of time, whereupon it was sold to a Mr. Siuta who was living on West Second Street between Niagara and Erie Streets. On August 1, 1920 the Oswego Polish American Club was organized under the name of "The Julius Slowacki Educational Society," with its headquarters at Pulaski Hall. The organization later bought the home built by a Mr. Hover. The home was later owned by Assemblyman Patrick Cullinan. This is the present headquarters of the Club and is located at the corner of West Third and Ellen Streets.

The Polish men congregated in several other neighborhood saloons where they drank and socialized. There was a bar located on the southwest corner of West First and Albany Streets which a Pole ran. It was patronized by those coming from the mills located in the area. Peter Lupa ran a saloon on the corner of Ellen and Murray (1915) Streets where many Poles spent their free time. Another place was located on the corner of West Third and Varick Streets and was nicknamed "Boogie Man's" after the owner a Mr. Hennessey, whose relatives still operate the establishment today. A billiards table was available here and was used by many of the patrons. Next to "Boogie Man's" going north on West Third Street, a Pole by the name of Jukiewicz ran a saloon which was well patronized by his fellow nationals. The 1900 City Directory lists a saloon on East Cayuga Street as belonging to a Pole. A Mr. Muroski owned an establishment on Erie Street which was also frequented by the Polish community. During the summer months picnics were held near the Koleczek property at 362 South Eighth Street. The men retired to a small structure where refreshments could be obtained. An article taken from the Oswego Daily Palladium of August 26, 1914, gives some insight as to how a few of the Poles spent their leisure time.

Judge Gill has started a campaign to break up the Saturday and Sunday night keg parties and brawls among the Poles, which have been a source of trouble for police for months. Hardly a Monday morning appears but there is some foreigner in the station, badly cut or bruised as a result of a drunken mixup. This morning it was a man who said he got into a fight with a Russian over a girl. Judge Gill said: "Oswego is filled with foreigners who congregate in large numbers in houses and who fight with the least provocation. They are dangerous in that weapons are used and unless the practice is broken up murder will result. Friends get together over beer - soon they are vicious enemies."

Within the Polish community in Oswego there existed the typical struggle to journey up the economic ladder. When the Poles first arrived, they were for the most part on the bottom of the economic scale. They took jobs that required long hours and hard manual labor. As has been previously mentioned it was not uncommon to have several members of the family working and to at first board and then take in boarders in order to pay for their homes. As time went on the situation changed. Each family desired to own their own home and in some cases start their own business. In order to do this capital had to be acquired. It was at this point that finance, friendship, and politics became intermingled. Friends normally could be turned to if money was needed in an emergency or to help finance a home or business venture. Generally, it was known within the community who was a good risk and who was not. Those who were better off did lend money without notation or collateral. John Pasiak was one of these people. He could be relied on to help a fellow Pole out in time of need if he had available funds. Mike Slosek may be cited as an example of this sort of borrowing. He gained financial backing from friends on several occasions in order to get started in the meat cutting business and also to help him get back on his feet financially after suffering from a severe illness.³⁰ Many times the amount of money needed was too large to be financed by friends. The Poles therefore turned to the leaders of the Polish community for help. These men in turn went to the political leaders of Oswego who would either personally lend the needed funds or use their influ-

ence to get aid from a local financial institution. Through this method each party hoped to gain the Polish vote.

John Michalski, the first leader of the Polish community was connected with the Republican Party. When he passed on in 1921, Martin Lupa attempted to replace him as the go between the Poles and the Republicans of the city. He never attained much success in this endeavor. Francis D. Culkin, a leading Republican, was very active in trying to woo the Polish vote during this period. On the Democratic side, Frank Kowalski worked through Tom McKay and Judge Gill to influence the Poles. Later, Frank Kaczowka, a younger man gained the leadership. It would seem that the Democrats were more successful in influencing the Poles to their side since a majority are presently affiliated with that party.

In regard to the actual borrowing of money from local financial institutions, several banks were actively involved with the Poles. The Dime Building and Loan Association, located in the present Social Service Building on West Second Street was one such place.³¹ Other banks included: the Reciprocity Building Loan Association, the Frontier, Permanent Building and Loan Association, and the Security Building and Loan Association which were all located in the business district of the East Side. All of these banks were used by the Poles both to save money and to borrow it. By obtaining a good character reference from their leaders and the backing of those prominent in Oswego it was possible for a Pole to obtain a substantial loan.

It must be remembered that those who came to America, and eventually to Oswego, never forgot their loved ones back home. Whenever extra money was available, there was a good chance that some would be sent back to the old country either to help pay for passage or just to relieve those who were hard pressed. Whatever the reason, the Poles needed to find a reliable way to send their hard earned money back to Poland. They, therefore, turned to the community leadership. John Michalski had been a colonel in the Prussian Army, while Frank Kowalski had held a bureaucratic position with the Austrian government. Both of these men had a knowledge of governmental processes and were consequently asked to make out remittances and send them to their proper destination. As a result of work both men gained a great deal of influence in the community. The people knew that they could be trusted and therefore came to them for advice. Their

political likes and dislikes were given with authority and were generally heeded since more than electing a man for office was involved. A job, a loan, help during an emergency and other factors might well depend on one's political life.

The Poles who went into private business seem to have been quite selective in the type of ventures they chose. It would appear that most became meat cutters, grocery store owners, and saloon keepers.

A grocery store and meat market was located on the southwest corner of West Fifth and Tallman Streets. It was first run by Frank Sarat. He remained in business for only a short period of time. A Mr. Naja took over the store. He too remained for only a short time. While in business he trained Mike Slosek to cut meat and then sold the store to him. Slosek was forced to sell since he felt rheumatic pains in his leg and the store, being located in the cellar was damp and hard on his health. Joe Madey bought the business from Slosek and in turn sold it to John Swiatlowski whose family still operates the business today. Naja moved to Corning and then on to Rochester, while Slosek went into business as a meat cutter in a building owned by Harry Shapiro on the corner of Syracuse Avenue and Hamilton Streets. A grocery store was also located in this building. In 1923 Slosek moved to 280 East Tenth Street where he opened a grocery store and remained in business at this address until he retired in 1949. Madey opened a business of his own on the northeast corner of West Fifth and Varick Streets. When he retired in the late 1940's his son took over the business for about ten years until it became unprofitable. Stanislaw Okoniewski ran a grocery store on the northwest corner of West Seventh and Tallman Streets. Across the street on the southwest corner at 96 Tallman Street a Mr. Misiasczek owned a meat and grocery store. He later sold out to a Mr. Niziolek. His son bought out Miller Brothers Market located at 203 West First Street. It might be noted that the store run by Okoniewski had been started by a Mr. Kulig. Peter Lupa later sold his saloon and started a grocery store which was located at 185 Ellen Street. Peter later ran the White Horse Inn which was located on Washington Boulevard. Peter was not successful at the White Horse Inn and so he went into the insurance business as an agent for Metropolitan Life. His wife and children ran the store at 185 Ellen Street

since Peter was not too successful in this enterprise either.

Another grocery store was started by Jacob Surdel and was located at 182 Ellen Street. This store was later run by Jacob's son Jacob Jr. and continued in business throughout the 1950's. Mr. and Mrs. Paul Orzechowski operated a grocery store at 230 Syracuse Avenue. Walter Dworniak was employed as a meat cutter. These were the principal stores owned by the Poles.

As mentioned previously some Poles operated saloons, and since these have already been listed they will not be repeated. Stanley Przywara owned and operated a taxi service and later a saloon at 448 West First Street. Last but not least to be considered are the Polish bakeries. The first was started by Blaze Kata at 366 South Eighth Street probably before the church was built. Business must have been good because a second bakery was built and opened in 1914 by a Mr. Janiec. Meanwhile Kata trained Adam Nentarz in the trade. Nentarz then bought out Janiec and operated the business until he sold out to a Mr. Mahunik years later. Mr. Kata also decided to sell out and move to Binghamton. A Mr. Ciesla bought the bakery and his family continued in the business until 1942 at which time it was forced to close because the baker had been drafted into the armed forces. Mahunik and his family were able to stay in business and the bakery is still in operation at the present time. The present owner Vincent Mahunik, continues to bake the same type of goods using the traditional European-like methods and equipment.³²

Like other immigrant groups the Poles who settled in Oswego had to be constantly on guard against smooth talking hucksters. A great many of these promoters were Poles themselves and seemed to travel from town to town staying just long enough to make their pitch. As soon as money had changed hands they invariably would disappear only to show up in another place to make new acquaintances and propose the same deal again.³³ The experiences of Mike Slosek provide interesting examples of the ever present threat these promoters were to the security of the Poles. It may be noted that his personality made Mike prone to exploitation but then there were many other Poles like him. On one occasion he had made a deal with a meat cutter from New York Mills. Evidently some money had exchanged hands and the man

left town without rendering his half of the bargain. Mike eventually did learn to cut meat but it proved to be rather costly. On two other occasions he was talked into investing money in questionable concerns. He bought stock in a company from Rochester that made valises and suitcases. The come on given was that with so many foreigners coming to America there was a ready market for these products. The company never got off the ground and as a result the stock became worthless. At a later date Mike invested in a tire company from Binghamton by the name of Archilles Tire Company. The quality of the product proved to be very poor and consequently the company went out of business leaving its stockholders with a loss. Both times Mike had bought the stock from Poles despite advice given by Father Pniak not to purchase from these men since they were not honorable. Other Poles were involved in similar transactions.

There were also Poles that were residents of Oswego who were of questionable character. It was widely known who they were and any dealings with them had to be made with great scrutiny. Some of the natives of the city also tried to take advantage of the newcomers. It seems that a particular native had the habit of bandaging his arm and then begging for funds to help him through the emergency. He was usually found soon after in a saloon in the Fifth Ward.

Although the Poles built their own community in Oswego, they never had their own newspaper printed here. They did however subscribe to several different Polish papers. These papers were printed in Buffalo, Chicago and also in sections of Ohio which had a large Polish population. A few of these papers had radical leanings and were probably the mouthpieces of such organizations as the International Workers of the World. The Poles living in Oswego were not radicals for the most part. Most Poles realized anarchy understanding the ideas put forth and refusing to condone this philosophy. There has been no trace of labor unrest or acts of violence of the type associated with the radicals uncovered among the Poles in this area. ³⁴

Other papers must have reflected the attitudes of the people because they have been widely read in Oswego and continue to be subscribed to today. One such paper is Zgoda.

The Polish community took on many of the trappings

of the old peasant society and adjusted them to the American environment. Times and circumstances are forever changing though, and what was relevant to the first generation became obscure to the second. Ties with the old country widened with the passage of time. Old institutions outlived their usefulness and died a silent, unnoticed death. The second generation found their identity more as Americans than as the sons of Polish immigrants. They attended American schools, spoke English, made friends with other groups eventually intermarrying and moving away from the Polish district. This is not to say that the Polish culture has died out in Oswego. It continues to flourish primarily in the Seventh Ward. The church is still well attended and the local establishments remain. Polish is still spoken by many. The native cuisine lives on as does the bakery. Now the second generation is dying off and with them will go yet another segment of the culture.

FOOTNOTES

1. See Appendix I and footnotes on Appendix II. In 1892, there were nine Poles; in 1905, 101; in 1915, 1168. These figures included children.
2. Oscar Handlin, The Uprooted, (Boston, 1951), pp. 16-18.
3. William I. Thomas and Florian Znaniecki, The Polish Peasant In Europe and America, (New York, 1958, 2 Vols.), Vol. I, p.87.
4. Ibid., p. 90
5. Ibid., p. 93
6. Handlin, op. cit., p. 21
7. S. U. C. at Oswego, Oral History, Anthony M. Slosek's Interview by Dr. Luciano J. Iorizzo and Dr. Charles M. Snyder, May 27, 1968, p. 1.
8. Thomas and Znaniecki, op. cit., p. 92.
9. Oral History, op. cit., p. 2.
10. Ibid., p. 6.

11. Oscar Handlin, Race and Nationality In American Life, (Garden City, New York 1957), p. 202.
 "Young men, when times were hard at home, could come across for a few years' work, hoping by their labor to save enough to establish themselves back in the village of their birth. These 'birds of passage' left behind their families, lived alone, and set their sights firmly on return. Often such temporary migrations prolonged themselves indefinitely; and in time the young men grew old, were married and became fathers of Americans, and lost the desire or hope of a second resettlement. But sometimes the older ties were strong enough to draw them back."
12. Oral History, op. cit., p. 6.
13. Ibid., p. 2. Handlin, The Uprooted, p. 53. By 1860 it was possible (due to competition) to buy reasonably priced prepaid tickets and to travel on a reliable schedule. After 1870 the situation was even better. Due to a navy building race, subsidies reduced the price of steerage passage on a steamship to as little as twelve dollars, and included food."
14. Oral History and personal interview with Anthony Slosek indicated that the Oswego Poles entered the United States through the Port of New York.
15. Oral History, op. cit., p. 5.
16. Interview with Mr. and Mrs. Joseph Madey, May 16, 1968.
17. Interview with Mrs. Sophie Jackson, Dec. 23, 1968.
18. Oral History, op. cit., p. 4.
19. Luciano J. Iorizzo, "The Immigrant In Oswego's History," Yearbook, Oswego County Historical Society, 1966-67, pp. 52-53. Footnote 3.
 "For the difficulties involved in correctly assessing Polish Immigration, see E. P. Hutchinson Immigrants and Their Children, (New York, 1956), pp. 295-301. Briefly, Hutchinson says that from 1860 to 1890 many persons reported Poland as their birthplace although Poland was not then considered an independent country. In 1900, census enumerators were to distinguish between German Poland, Austrian Poland, and Russian Poland. About 5 per cent of the entire number was separated. In 1910, the number of natives of Germany, Austria and

Russia who spoke Polish, was recorded. This "was thought to indicate the approximate of persons born in the former kingdom of Poland, and an estimate of the 1910 Polish-born population based on this assumption was given in the 1920 census." Poland reappeared as a country of foreign birth in 1920.

"In the state census reports for 1905 and 1915, distinctions were made in Oswego between German Poland, Austrian Poland, and Russian Poland. This does not completely solve the problems of Polish immigration, however. For example, Hutchinson quotes Emily G. Balch, Our Slavic Fellow Citizens (New York, 1910), pp.458-459, 'The Jews especially affect the Polish data. "In 1905 there entered at our ports 92,388 Jews from Russia and 11,114 Jews from Austria; those who came from Polish provinces of Russia and Austria (that is, doubtless the greater part of them) appear in the census simply as 'natives of Poland' and quite distort the facts. Especially as regards concentration in cities the Polish Jews made the census figures for 'natives of Poland' almost meaningless as regards Poles.'"

Keeping in mind the cautions mentioned above, the reader will no doubt welcome a breakdown of the Poles for 1905 and 1915 as revealed in the census manuscripts. For 1905, the figures are Polish, 16; Austrian Pole, 19; Russian Pole, 9; German Pole, 0; For 1915, the figures are: Polish, 16; Austrian Pole, 313; Russian Pole, 125; German Pole, 6. Unquestionably the greater part of Oswego's Polish community came from Austrian Poland."

This valuable information is quoted in its entirety in order to explain the differences in Dr. Iorizzo's figures and those of the author of this paper. Anthony Slosek and the author explored all the census data in the Oswego County Clerk's office, St. Stephen's Church records, and the City directories. Anthony Slosek, in discussions with his father, Michael Slosek, was able to distinguish the Jewish and Russian residents in Oswego. With this internal criticism available to the author, the author's figures are in variance with those of Dr. Iorizzo.

20. See appendix I, footnote 3, and previous footnote.

21. See Appendix I. Persons still living expressed some doubt as to the accuracy of the estimate.

22. Appendix I; footnote 4.
23. Appendix I; footnote 3; and footnote 19 above.
24. Ibid.
25. Appendix I, footnote 2.
26. Oral History, op. cit., p. 14.
27. Examples of locations and number of inhabitants in household according to the 1915 census.
312 W. 2nd., 10; 299 W. 3rd., 12; 332 W. 3rd, 17;
343 W. 3rd., 9; On Tallman St., 74, 29; 76, 15;
78, 11; 93, 50; 126, 10; 128, 9; 131, 20; 134, 5;
144, 25; On Ellen St., 29, 7; 42, 7; 168, 8; 178, 8;
182, 8; 184, 10; 186, 9; 187, 26; 189, 9; 194, 5;
198, 6; 205, 11; 232, 9.
28. Oral History, op. cit., p. 4.
29. St. Stephen's Church, 50th Anniversary, 1911-1961, p. 7.
30. Oral History, op. cit., p. 12.
31. The Dime Bank had received its name through the practice of allowing as little as a dime to be deposited. Formerly the Security Building and Loan Association was known as the "Friday Night" bank because it was opened from 7 to 8 Friday evenings in Fred M. Riley Insurance Agency. These savings were used for a down payment towards the purchase of a house. Loans continued to be paid off in this manner.
32. The building is small. The oven, kiln style, occupies one end of the building. The fire is made inside of the oven and the bread and pastries are placed inside on a 12 feet long wooden paddle.
33. Palladium, November 29, 1918. "A smooth gent from New York unloaded several hundred dollars worth of 18 per cent stock on some of the more prosperous residents of the Italian quarter and had many others dated up for purchase. Then the chief heard of it and Mr. Smooth returned \$800. he had collected and returned to New York." This generally would be true of the Poles.
Palladium, Sept. 12, 1919. "John Slozack (no relation) Fall View, sent \$500. money order to Montreal to purchase whiskey. He received in return 15 gallons of colored water." He was either working with an accomplice or he himself was taken. Numerous reports were current at this time about this scheme bilking the general public.

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APPENDIX I

DISTRIBUTION OF POLISH BORN IN OSWEGO CITY

Ward	1870	1886	1892	1905	1910	1912	1915	1920	1925	1930
1	0			8			11		3	
2	0			0			0		3	
3	0			16			50		10	
4	1			0			15		1	
5	0			0			262		40	
6	1		5	24			86		15	
7	0			0			620		158	
8	0		4	53			124		30	
	2	8+(1)	9(2)	101(3)	N/A(6)	916(4)	1168(5)	335	260	(5)

1905						
Ward	Adults	Children	Lodgers		No. of Families	Total
1	8	0	0	0	4	8
2	0	0	0	0	0	0
3	4	3	9	0	2	16
4	0	0	0	0	0	0
5	0	0	0	0	0	0
6	10	14	0	0	6	24
7	0	0	0	0	0	0
8	19	20	13	1	9	53
	51	37	22	1	21	101

1915						
Ward	Adults	Children	Lodgers		No. of Families	Total
1	6	5	0	0	2	11
2	0	0	0	0	0	0
3	24	15	9	2	7	50
4	12	1	2	0	1	15
5	137	78	41	16	36	262
6	36	46	1	3	16	86
7	299	236	51	34	94	620
8	50	56	13	5	27	124
	564	437	117	60	183	1168

APPENDIX II

POPULATION OF OSWEGO CITY AND OSWEGO COUNTY

1796	3	
1800	*	348
1802	5*(families)	
1807	17	"
1810	300?	3,889
1814	500?	5,382
1820		12,364
1825		17,875
1828	1,310	
1830	2,160	27,119
1831	2,755	
1833	3,214	
1835	3,980	38,245
1840	4,500	43,619
1845	6,818	48,441
1850	12,205	62,198
1855	15,816	69,398
1860	16,816	75,958
1865	19,288	76,200
1870	20,910	77,941
1875	22,428	78,574
1880	21,116	77,911
1890	21,842	71,830
1900	22,199	70,110
1910	23,368	71,664
1915		75,929
1920	23,626	71,045
1925		71,404
1930	22,652	69,465
1940	22,062	71,275
1950	22,647	77,181
1960	22,155	86,118
1970		

FOOTNOTES FROM APPENDIX I

- (1) History of St. Stephen's Church, 1910-1925, A History of the Parish (In Polish). Namely, Lochowski, J. Michalski, P. Michalski, F. Mrozinski, J. Jankowski, A. Smigielski, W. Kedzierski, J. Sobieski.
- (2) Census names Joseph Smigielski, wife and 3 children; the City Directory names John Michalski, wife and 2 children.
- (3) Judged to be Polish from personal knowledge of Anthony Slosek.
- (4) St. Stephen's Church Subscription Book for 1912. Lists name, number in family, and amount subscribed.
- (5) For 1930, 272; for 1940, 242; for 1950, 194; for 1960, 124.
- (6) Oswego Daily Palladium, February 3, 1908, stated, "There are at present 500 Poles resident of this city and their number is on the increase." This figure is, in all probability, slightly high, according to individuals present at that time.

APPENDIX III

TABLE A¹
U. S. FOREIGN BORN (In Thousands)

	1850	1860	1870	1880	1890	1900	1910	1920	1930	1940	1950	1960
Total -All Foreign Born	2, 214	4, 138	5, 567	6, 679	9, 249	10, 341	13, 515	13, 920	14, 204	11, 419	10, 420	9, 738
Ireland ²	961	1, 611	1, 855	1, 854	1, 871	1, 615	1, 352	1, 037	744	572	504	338
Germany	583	1, 276	1, 690	1, 966	2, 784	2, 663	2, 311	1, 686	1, 608	1, 237	984	986
Poland ³	N/A	7	14	48	147	383	937	1, 139	1, 268	993	861	747
England	278	433	555	664	909	840	877	813	809	621	554	526
Italy	3	11	17	44	182	484	1, 343	1, 610	1, 790	1, 623	1, 427	1, 256

TABLE B¹
NEW YORK STATE BORN (In Thousands)

Total -All Foreign Born	655	1, 001	1, 138	1, 211	1, 571	1, 900	2, 729	2, 786	3, 193	2, 853	2, 500	2, 289
Ireland ²	343	498	N/A	499	483	425	367	284	293	236	182	131
Germany	118	256	316	N/A	498	480	436	295	340	317	270	250
Poland ³	N/A	2	4	11	22	69	N/A	247	350	281	254	234
England	84	106	N/A	116	144	135	147	135	146	117	100	N/A
Italy	. 8	1. 8	3. 5	15	64	182	472	545	629	584	503	440

1 - U. S. Census 1850-1960.

2 - Figures for Ireland reflect Ireland and North Ireland prior to 1930 - after 1930 for Ireland only.

3 - Poland not an independent country - reappeared as a country in 1920.

(L. J. Iorizzo)
A.S.

APPENDIX IV

TABLE C¹
CITY OF OSWEGO FOREIGN BORN (Most numerous groups only)

	1850	1860	1870	1892	1905	1910	1915	1920	1925	1930	1940	1950	1960
Total Population	12,205	16,816	20,910	--	--	23,368	--	23,626	--	22,652	22,062	22,647	22,155
Total Foreign Born	4,638	4,538	6,667	4,467	3,376	4,290	4,451	3,620	2,621	2,507	1,921	1,471	1,072
Ireland ⁵	2,820	2,773	3,209	1,945	1,067	873	624	480	267	176	111	65	N/A
Canada ⁴	1,160	896	2,049	1,270	893	987	745	718	462	496	333	229	N/A
England ⁵	359	354	678	367	317	462	457	415	313	285	207	146	234
Germany	143	334	495	706	488	535	449	361	285	244	148	91	58
Scotland ⁵	94	106	128	64	36	46	54	42	41	32	22	18	N/A
France ⁵	42	46	55	31	14	12	4	15	9	9	8	11	56
Poland ³	1	1	2	2	44	N/A	460	335	260	272	242	194	124
Austria	--	--	10	--	33	308	134	85	49	12	25	20	N/A
Russia	--	4	2	6	26	168	284	158	136	106	82	53	22
Italy	1	0	1	43	339	809	1,229	900	717	716	660	538	422

4 - The figures represent all people born in Canada.

5 - Figures for 1960 for England and France in Oswego are taken from the Mother tongue figures.

England's figure includes English speaking people from Canada, Scotland, Ireland, etc.

Figure for France includes French speaking Canadians.

(L. J. Iorizzo)

A. S.

Fort Ontario: A New Look At The Past

Fort Ontario has served as the guardian of the northern frontier for more than two centuries -- from 1755 to 1946 as the site of a succession of military installations and since 1949 as an historical museum property interpreting a significant part of America's military heritage.

The French were the first to reach the shores of the Great Lakes and to discover the water route offered by the Oswego River to the interior of what is now Central New York. Flowing into the lake, the Oswego River drains the Finger Lakes, a watershed encompassing one-fifth of the land area of modern New York State. A simple portage some four miles in length led from Woods Creek, a tributary of Oneida Lake, to the Mohawk River and linked the Great Lakes with the Atlantic coast through the Hudson basin.

Although occupied by the nations of the Iroquois Confederacy, the Central New York region attracted the early interest of French missionaries and traders. The French, utilizing the Oswego River as a route of supply and communication from Lake Ontario, attempted to establish a fort on the shore of Onondaga Lake in the 1650's; however, Indian hostility and the hazards of an exposed supply route during the freezing winter months forced abandonment of that early post.

The Count de Frontenac, governor-general of New France, used the Oswego River route in 1696 on his way inland to destroy the villages of the Onondagas--the first military expedition to pass the commanding bluff later occupied by Fort Ontario. Following King William's War there was some discussion of building a French fort at the mouth of the Oswego River; however, these suggestions failed to result in any actual construction.

Until the 1720's the French continued to dominate the Great Lakes region and to exercise a monopoly over the valuable fur trade of inland America. As in the case of the French, British traders usually ranged the wilderness far in advance of military protection or actual settlement. A group of Albany traders established a summer season post on the west side of the Oswego River's mouth in 1722. Sustained through the Mohawk-Oneida-Oswego route, the trade

at this enclave was conducted principally with Indians of the upper Great Lakes. Exchanging the usual variety of trade goods for furs--transactions sometimes liberally lubricated with rum--the Albany traders systematically broke the previous French monopoly by offering better quality items at a lower rate of exchange. French missionaries soon discovered goods from Oswego circulating among Indians as far west as the Sioux country.

Fearing threatened French reprisals and spurred by French construction of Fort Niagara to prevent Indians of the upper lakes from reaching Oswego, the Province of New York began building "a stone house of strength" in 1727 at the insistence of Governor William Burnet. Enlarged just prior to King George's War in the 1740's, Fort Oswego was the only toe-hold of the British Empire in the Great Lakes region for twenty-eight years. Located adjacent to the trading area, this fortification was poorly designed, badly placed on relatively low ground, and in part poorly built.

William Shirley, the governor of Massachusetts Bay and acting British commander-in-chief in North America, arrived at Oswego in 1755 shortly after the outbreak of the French and Indian War. Forced to abandon plans for an attack on Fort Niagara, Shirley attempted to improve the British hold on the strategic mouth of the Oswego River. These efforts consisted of four projects: first, construction of outer earthworks to shield Fort Oswego from possible land-based artillery fire; second, building of an eight-pointed log palisade fortification, the first Fort Ontario, on the tactically important bluff on the east side of the river's mouth; third, beginning yet another fortification, Fort George, on a ridge to the west of the old trading area and Fort Oswego; and fourth, launching a tiny squadron of seven naval vessels, the first British sails on the Great Lakes.

The French seized advantage of British delay in 1756 to begin isolating the British forts at Oswego. In March a surprise attack destroyed Fort Bull, a small fortification guarding the Oneida Carrying Place. By May working parties from Oswego's forts venturing into the surrounding forest required armed guards and attacks were commonplace. Troops under Louis Coulon, Sieur de Villiers--victor two years earlier over George Washing-

ton at Great Meadows and Fort Necessity--unsuccessfully attacked Fort Ontario on June 16 in hope of enticing the garrison to sally outside the defenses. Early in July a supply column attempting to return to Albany had to fight a several hour long battle a short distance upriver from Oswego.

The Marquis de Montcalm committed his main army from August 10 to 14, 1756, in formal European-style siege operations. All of the British forts at Oswego and the small Royal Navy force were captured, a victory marred only by the Indians' massacre of more than one hundred of the British prisoners. The French made no effort to hold Oswego, destroyed the fortifications, and returned the land to the Onondagas in a diplomatic effort to wean the Iroquois away from their British alliance. The lilies of France again were supreme in the Great Lakes region.

In the summer of 1758 a sudden strike from Albany through the Mohawk-Oneida-Oswego route and across Lake Ontario resulted in the capture and destruction of Fort Frontenac by Colonel John Bradstreet. Although Bradstreet retreated quickly to Albany after pausing again at Oswego, the French were thrown off balance. The following spring a British army under Brigadier John Prideaux and Sir William Johnson returned to the mouth of the Oswego River, built a temporary field fortification on the site of Fort Ontario, and from it launched an attack against Fort Niagara.

Troops of the famed Royal American or 60th Regiment of Foot were left along with New York militia to guard the base at Oswego. French forces under Chevalier Saint-Luc de la Corne and their Indian allies led by Abbé Francois Picquet sought to cut off the British army at Niagara by attacking Oswego; however, the colonel of the Royal American detachment, Frederick Haldimand, stoutly resisted the assaults on July 5 and 6, 1759. Haldimand's success, coupled with the defeat of other French forces seeking to relieve Niagara from the west, sealed the fate of the French. The lions of Britain had returned.

After the fall of Niagara, construction of the second permanent Fort Ontario was begun. This fortification was a five-bastioned pentagon that went far beyond the usual needs of frontier warfare and was designed to survive attacks by European-trained armies. Significantly,

the British used this style of fortification at two of the most strategic points for control of inland North America-- at Fort Ontario, the key to the Great Lakes, and at Fort Pitt, the key to the Ohio country. The British officer who supervised the design and initial construction of the second Fort Ontario by Lieutenant Thomas Sowers was Brigadier General Thomas Gage, a man most Americans remember today only as the officer who ordered the Redcoats up Breeds' Hill and Bunker Hill at the beginning of the American Revolutionary War.

The British commander-in-chief, Major General Jeffery Amherst, assembled his main army of 10,000 men at Fort Ontario in the summer of 1760 and captured Montreal, the last stronghold of New France. Thereafter, French power on the North American continent was destroyed and Canada became a part of the British Empire. Of the five campaigns vital to British success in the French and Indian War, three had been staged via the mouth of the Oswego River.

Following the peace treaty in 1763 the British next faced the threat of western Indians led by the great Ottawa chief, Pontiac. When Pontiac's rebellion failed he was forced to make peace with the British superintendent of Indian affairs, Sir William Johnson, under the guns of Fort Ontario in July, 1766. For a time Fort Ontario became one of the places from which Johnson and his agents dealt with problems of Indian diplomacy; however, the 1768 Treaty of Fort Stanwix, a change in the supply route to upper lakes posts, and the subsequent shifting of troops from the frontier to restless seacoast towns reduced the post's defensive importance in the years immediately before the Revolutionary War.

Sir William was succeeded as Indian Superintendent in 1774 by his nephew, Colonel Guy Johnson, who reacted to news of Lexington and Concord by calling a conference of Iroquois chiefs to meet at Fort Ontario in an effort to secure their support against the rebels on the frontier. Men like Joseph Brant, a war chief of the Mohawks, together with Sir John Johnson, Captain Walter Butler, and Major John Ross frequently used Fort Ontario during these years of terror in conjunction with the activities of Loyalist-Iroquois raiding parties.

Brigadier General Barry St. Leger used Fort Ontario

as a base to gather and re-organize his army in 1777 before its unsuccessful attack on Fort Stanwix via the Oswego-Oneida route. After the climactic battle of Oriskany and St. Leger's retreat, Fort Ontario was abandoned temporarily. American troops from Fort Stanwix attempted to burn the buildings inside the fortification in 1778 but failed to destroy the defenses. British troops were ordered in 1782 to regarrison and re-paid the post by Haldimand, the new governor-general of Canada.

During the Revolutionary War, Fort Ontario also was a haven for many Loyalist refugees escaping from the Mohawk valley. The British succeeded in evading an American attempt by Colonel Marinus Willett to capture the post by a surprise attack in February, 1783 and so when the war ended it was in British hands.

Fort Ontario--along with six other so-called "Northwest Posts" from the head of Lake Champlain to the Straits of Mackinac--was held by the British as an imperial gamble to retain for as long as possible key installations along important trade and invasion routes. British customs officers attempted to collect duties on American salt and other goods being shipped via Lakes Ontario and Erie for transportation to Pittsburgh and the Ohio valley. When Americans refused payment, goods and boats were blocked in a microcosm of similar commercial problems with the Spanish at New Orleans. British concern with the Wars of the French Revolution and the success of the new American government under the Constitution led to negotiation of the 1794 Jay Treaty and the "Northwest Posts" were turned over to the United States in 1796.

American troops held Fort Ontario until 1803 when the garrison was removed due to necessity of occupying the new Louisiana Purchase. Militia trying to enforce the locally unpopular restrictions on trade prior to the War of 1812 utilized the post intermittently. Troops, first militia and then regulars, occupied Fort Ontario after the outbreak of "Mr. Madison's War" during which the installation protected the main supply route to the important American naval base at Sackets Harbor.

Although at the strategic point between river and lake, the venerable defensive works with their walls of

horizontally laid timber retaining earth and stone fill were in poor repair and only lightly armed. One British attack by Major General Sir George Prevost, the governor-general of Canada, and Commodore Sir James Lucas Yeo was repulsed in 1813; however, forces under Lieutenant General Sir Gordon Drummond and Yeo returned in overwhelming strength to seize and destroy the second Fort Ontario in a two-day assault on May 5 and 6, 1814.

Following the War of 1812 the small civilian settlement at the mouth of the river grew rapidly due to commerce with the American West and Canada. With Federal attention turned largely to problems of internal improvements, banking, and tariff and the nation resting comfortably on a false sense of security engendered by victories in individual ship actions and at New Orleans during the war, little attention was given to defensive needs on the northern frontier.

A rebellion of Canadian nationalists in the late 1830's and a growing spirit of manifest destiny led some United States citizens to plot ways of aiding the rebels and then annexing Canada. Supplies and volunteers began to flow through Oswego's port, the major United States commercial outlet on Lake Ontario. Acts of terrorism such as the destruction at Niagara Falls of the American steamer Caroline and the later attempt to blow up the Royal Mail steamer Great Britain in the harbor at Oswego as well as insults suffered by vessels passing through the Welland Canal and the execution of American volunteers in Canada further inflamed and then sustained the cry for another war between the United States and Great Britain.

President Martin Van Buren sent Major General Winfield Scott, the ranking officer of the United States Army, to the northern frontier in 1838 to try to keep the uneasy peace threatened by this so-called "Patriots' War." Upon Scott's recommendation the bluff at the east side of the Oswego River's mouth was reoccupied by troops thus protecting the waterlevel invasion route toward the strategic Erie Canal and controlling the outflow of aid from Oswego to the Canadian rebels.

Construction of the third Fort Ontario was begun in the spring of 1839. A five-bastioned pentagonal form surrounded by a ditch and extensive outer earthworks was

again erected. Tensions were eased by the Webster-Ashburton Treaty of 1842, but construction continued until 1844 and Fort Ontario remained afterward an active garrisoned post with short interruptions due to the Mexican War and the Kansas crisis.

Another series of defensive improvements was begun in 1863 because of fear of armed British intervention to aid the Confederacy during the American Civil War. Appropriations for erection of stone scarp facing, casemates, and guardhouses were continued after the Civil War due to the unsettled atmosphere caused by the Fenian raids into Canada; however, these improvements never were completed. The Congress refused to allocate further money after the 1870 Treaty of Washington ushered in the modern era of truly peaceful Canadian-American relations. As need for northern frontier defense waned, Fort Ontario was ungarrisoned for periods of several years in the 1880's and again in the 1890's.

Fortifications of earth and stone were outmoded during the last half of the 19th century by the introduction of breech-loading, rifled artillery. During the first years, of the 20th century Fort Ontario's outer works were removed. A number of buildings--some 129 by 1941--were erected on the military reservation. The post became a training installation that served hospital units in World War I, infantry and coast artillery units in the 1920's and 1930's, and military and anti-aircraft units in World War II.

After a short period as an emergency refugee shelter accommodating liberated concentration camp inmates, Fort Ontario was relinquished by the United States Army in 1946. Too small to meet training needs in the age of atomic warfare, the military reservation reverted to the State of New York under the provisions of a unique law passed by the Legislature to permit Federal use of the land at the time of the Patriot's War. Immediate need for veterans' housing led to creation of a locally administered housing project using the buildings at the post. Although officially lapsing in 1949, the housing project did not vacate all of the buildings until 1953. Initial steps toward preservations and development of Fort Ontario for historical purposes began with the moral support of the Oswego County Historical Society in 1949

under the auspices of the Division of Archives and History of the New York State Education Department.

Today, as a project of the New York State Historic Trust under the administration of the Central New York State Parks Commission, Fort Ontario is moving rapidly forward as a major museum property far beyond the expectations of only a few years ago. The Fort Ontario program is divided into five phases--research, collections, physical development, interpretation, and community or public relations--each contributing to an understanding of the post's unique heritage.

Essential to the cohesive development of any major museum property program is the formulation of a master plan. A re-evaluation of Fort Ontario's potential in late 1960 and early 1961 led to the first public announcement in March of the latter year of intended interpretation on two levels--one through a modern visitor center to establish the perspective of the long-term relationship of Oswego's forts to America's history, the other through historic structures within a restoration area to focus upon daily military life in the common time period represented by the surviving structural environment.

Extremely favorable response, leading to the formation of The Heritage Foundation of Oswego and immeasurable support from that and other groups, has demonstrated keen interest in developing Oswego's historical resources for both cultural and economic benefit to the community. Because of this welcome climate of community interest, the Fort Ontario program now leads all of New York's State-administered museum properties and historic sites in services and visitation.

From historical records come much of the vital information to insure accuracy in the other phases of the program. Archaeological research is as important as the written or iconographic record, sometimes providing information that can be obtained in no other way. Adequate research is the most essential part of an historical museum property program and must be a continuing effort.

The sometimes unusual avenues of research are exemplified by the Halifax project, a current underwater archaeological effort in cooperation with Richard Van Gemert of Rochester. This involves the remains of the Halifax, built at Oswego in 1756 and the largest vessel in

Britain's first Great Lakes squadron. Captured by Montcalm along with Oswego's forts, it was retaken by Bradstreet at Frontenac in 1758 after being operated by the French as Le Montcalm. Subsequently renamed the Apollo and then the Onondaga it was used as a flagship in Amherst's 1760 Montreal expedition and remained in the service of the Royal Navy and the Provincial Marine until the mid-1790's.

As revealing of the close relationship between activities on land and water in the Great Lakes region during the 18th century as the Halifax has been, its greatest importance is to demonstrate the significant potential for further underwater research to contribute meaningfully to new knowledge of the past in Lake Ontario area. Interest in underwater research in New York stimulated by this project has led to formation of the Committee on Underwater Research by the Office of State History.

Collections of items from various sources--whether as products of traditional or underwater archaeology or as items donated from someone's attic--require careful processing, preservation, and study. Obtaining new useful additions to the museum collections is another continuing challenge. In an outdoor museum such as Fort Ontario, collection may include items as large as an 18th century Rose and Crown cannon weighing almost 6,000 pounds or objects as small as buttons from the uniform of a British regiment of foot. Carefully constructed and highly detailed scale models also are being acquired for display and study.

The most important part of any outdoor museum's collections are the structures themselves. The restoration area at Fort Ontario is a multi-building complex that will require several stages of physical development. The common time period of the surviving historic structures is the decade of the 1860's; therefore, structural restoration is being oriented to that era.

Flanking the inner mouth of the entry way are two guardhouses that were part of the defensive modernization of the 1860's. One contained the company or first sergeant's office and the other held the commandant's and adjutant's office as well as a small cell.

The fort's enlisted personnel--the privates, corporals, and sergeants--ate, slept, and spent what little spare

time they had in the Enlisted Men's Barracks. An average peacetime garrison of seventy men, a company of infantry or a battery of artillery, were quartered at Fort Ontario during most of the 19th century.

The Magazine was the most important building in the fort--this, of course, is where the main supply of powder was kept. With walls four and one-half feet thick the Magazine is the best built building at the post. Vertical slits in the side walls allowed ventilation to enter the main storage room as well as an air space under the wooden floor.

Two originally identical structures accommodated a total of four officers, their families, and their servants. Each officer whether married or single was assigned a six-room apartment, a sharp contrast to the crowded living facilities for enlisted personnel. Both Officers' Quarters originally were flanked by two one-story frame outhouse and fuel storage structures.

The Post Headquarters held a guardroom, prison rooms, a small cell block, the post quartermaster's office and supply room, and until 1868 the commandant's and adjutant's office. This was the administrative and operational center of life within the fort.

Behind the walls of Fort Ontario's bastions are underground artillery and rifle emplacements called casemates. Installation of the casemates was begun in 1863; however, because work was suspended in the 1870's only five of the intended ten casemates were completed. Each artillery casemate was equipped with its own service magazine to eliminate the need of bringing powder all the way from the main magazine. Despite local legend apparently originating in the early 1900's the casemates never were intended or used as dungeons.

Fire from the casemates was to be directed into the ditch or dry moat that originally surrounded the fort. Confronted with the vertical scarp facing also begun in 1863, enemy infantry would have been subject to severe cross-fire from the casemates and the parapets above while attempting to scale the main works.

Located outside the fortified area, a small surviving stone building was built in 1821 by the Treasury Department for the keeper of the Oswego light. It was acquired by the War Department in 1841 and was used until 1868 as the post hospital. Other service buildings--including

two stables, a storehouse also containing a bakery and a combination carpenter and paint shop, an ordinance shed, three laundresses' quarters, an ordinance sergeant's quarters, and another hospital--were located nearby.

A small military cemetery containing graves of soldiers of every conflict from the French and Indian War through World War II is located on another part of the former reservation. Among the graves are those of two people, Lieutenant Basil Dunbar of the Royal American Regiment and Private George Fikes of the King's Royal Regiment of New York, reputed to be among the fort's ghosts as well as twelve unknown British soldiers of the Revolutionary War.

Considerable progress has been made in structural restoration and development of surrounding physical features outside the restoration area. Currently more than \$178,000 is being spent to restore Officers' Quarters No. 1 with its outbuildings and surrounding revetment. An additional sum exceeding \$240,000 is being spent to relocate access roads and parking lots, to install new drain lines, and to regrade portions of the grounds outside the restoration area in preparation for erection of the Fort Ontario Visitor Center.

Work also is underway on architectural plans for the Fort Ontario Visitor Center. Although visitor centers are in use at more than two hundred locations administered by the National Park Service, the one at Fort Ontario will be the first installation of this kind at a New York State-administered museum property. It will include space for an expanded program of introductory formal museum exhibits, a large room for audio-visual presentations, space for care and processing of museum collections, administrative offices, areas for exhibit preparation and other staff work, a museum sales facility, and rest rooms.

Completion of the Fort Ontario Visitor Center will allow full interior and exterior restoration of the remaining historic structures inside the restoration area. Roadways, parking areas, the visitor center, and service buildings are or will be located to allow later development of the most important of the mid-19th century military structures outside the fortification proper. Plans also include reconstruction of the outer works on the entryway front of the fortification.

In the meantime formal exhibits and other interpretative means are being utilized to present an interior interpretation of military activity at Oswego from the colonial period through World War II in the temporary and limited interior of the Enlisted Men's Barracks. A small but carefully planned series of publications is also being developed as a necessary part of the fort's interpretative efforts.

Adding the living dimension of people in period costume who perform activities appropriate to their surroundings brings vitality and purpose to historic structures. Since 1964 Fort Ontario has used a volunteer costumed hostess program sponsored by The Heritage Foundation to simulate the activities of officers' wives within the period interiors of Officers' Quarters No. 2.

The Fort Ontario Guard is another means of giving life and form to the past. Begun in 1962 through the joint support of the State and The Heritage Foundation, the unit performs the same duties as those of the post's garrison a century ago daily each summer from July 1 through Labor Day. By its activities the Guard recaptures the sounds of bugle calls and shouted orders and the sight and cadence of marching troops.

A typical day includes such military ceremonies as dress guard mounting and evening retreat as well as posting of sentries and changing of guard posts. Marching and weapons drills underscore both the changing tactics and technology of war and the unchanged discipline and routine of army life. This active approach to presenting the story of the past has attracted well over 100,000 visitors to Fort Ontario in every year since 1962.

As a living museum Fort Ontario is dedicated to educational service and to remaining a vital part of the community it so long protected. The major improvements now underway and lying in the future will contribute markedly toward a more effective interpretation of the post's significant heritage. Fort Ontario will continue to symbolize the fact that the past indeed is the foundation of the future.

The Genealogy Of The Gray-Hort Family

I would like to dedicate this bit of meager work to Mrs. Ruth Ann Strong from whom I received almost all my information about her family. She is truly interested in the studies of family histories; a facet of our nation's past. These people, descendants of common but vital characters of the past, concern us.

Mr. Henry Gray, Sr., settled in Fairfield, Connecticut, by 1643. He was appointed Deputy of Fairfield in April of 1643. Henry Gray married Linda Frost, daughter of William. William's will of 1645 named her, her husband and children one of the Five Farmers of Maxamus. Their children were Henry, born about 1645, Jacob and Mary.

The eldest son of Henry Gray, Sr., Henry Gray, Jr., born in about 1645, married Margaret Patchin and later, Hannah, widow of Sam Gunn and daughter of Andrew Sanford. Their sons Samuel, Isaac, William, and David lived in Westport, Conn., as children.

Samuel Gray was baptized January 25, 1704, and married twice during his life. His first marriage was to Eleanor Sturgis on October 24, 1734, daughter of Christopher Sturgis who died in 1762, in his 58th year. His second wife, Joanna Stone of Providence was more fruitful with five children. Their children were Sanford, born September, 1735, died November, 1735, Hannah, born Nov. 12, 1736, Hezekiah, born November 14, 1738, Sam and Mary.

Hezekiah, son of Samuel, born November 14, 1738, died at Bedford, New York, by 1784. He married Abigail Waterbury in 1760. His children were David, 1770, Abigail, 1761, Lucy, 1763, Ellen, 1765, and Hezekiah, 1767.

David Gray came to Oswego County in 1812 and died the next year, 1813. His gravestone is still in the Rural Cemetery, Oswego. David settled on Lot 21, in 1812 in Oswego Village. William Moore and Paul Whitte from Onondaga Valley came at the same time. The first clearings and improvements in this locality were made by them. There were no roads or even marked trees to the village of Oswego.

"David D. Gray cleared part of Lot 21 where Mr. Parkinson,

from England in 1833, resided in an early day. William Moore was the first surveyor and laid out the Fifth Street Road, in 1813. Mr. Jesse Gray informs us that it was a terrible road and though the distance was only three miles, the first time he attempted to go to Oswego he got lost and had to stay in the woods over night." 1816 marked the "Cold Summer" when there were frosts every month and crops were a complete failure. Breadstuffs rose to forbidden prices and only the great number of deer, salmon, and other game, and fish, saved the people from famine.

David Gray married Clarissa Patchin. They were parents of David, Jr., George, Jesse, Abigail, Harvey, and Clarissa. The eldest son, David, took over the family when his father died in 1813, at the age of fifteen.

David Dunham married Sophia Meade. They sometime later, became parents of William L. who fought for the North in the Civil War. He was born in 1835, Isabella was born in 1835, Nathaniel, a newspaper correspondent for the South in the Civil War, born in 1838; Frederick born in 1840, who fought for the North, Mary Louisa was born in 1843, and Harlon born in 1845, who died as an infant in 1848. Since William L. and Frederick fought for the North in the Civil War and Nathaniel for the South, quite a bit of correspondence was sent home to mother and sisters from the brothers. A great deal of conflict passed through these letters. Frederick and Nathaniel were very adamant on their views of the splitting of the Union. The next pages of Nathaniel's and Frederick's letters express their strong philosophical ideas and stands on the war, the people and the griefs.

Some excerpts from Nathaniel's letters during the war were as follows:

May 11th, 1861--

"Since last I saw you, great events have taken place in the government of this country. Little did we dream in childhood days, that the once loved and powerful country of our birth, which was a guiding star to all other nations throughout the universe, would so soon be o'vertuned--and this through a fanatical clique: yet still such is the case--the seeds of discord have been sown, now the harvest is being reaped--and one exceedingly unpropitious garnering it is to one side in particular. A few short months, and these states were united together--but the

whirlwind was brewing, which was to burst forth over this beautiful land and scatter terror and famine amongst its inhabitants. A few short months, and ten of those 'bright particular stars,' that once were emblazoned upon the banners of a now defunct government, and whose 'broad stripes and bright stars' were wafted to the breeze from the tall mastheads of our beautiful shipping throughout the entire commercial world, and the sight of which has made every American's heart leap to the mouth with Joy--I say ten have been obliterated from the one and placed upon another banner somewhat similar, with the exception that there are not so many stripes in the latter, as there were in the old, or former."

The next quote is from the same letter explaining recent occurrences in the city of Pensacola, Florida.

"Great excitement is prevailing in this city--everything has a military aspect; companies arriving, going, drilling and parading; new ones being formed daily; marshal streams of music--even at this writing I can hear a fife and drum. It is hourly expected that Fort Pickens will be attacked by the Confederate troops. The blockade of this fort has commenced, as you are well aware, I suppose."

Nathaniel felt strongly about splitting the Union and did not fail to express his views, even though the letters were censored.

Frederick's letters were somewhat different, more of a friendly, newsy letter, but in certain parts he told of immediate happenings and army movements such as those included in the next quote.

"Since I last read your letter we have marched from below Yorktown a distance of fifty miles and are camped eighteen miles from Richmond. Palmer's brigade have marched six miles yesterday and we are within a short distance of the Rebels. We left Newkent Court House, Saturday and are twelve miles from there now. I wrote a letter to Henry Lewis while there. The eighth cavalry were encamped there. Henry Jenne was with us while there; he is well and looks healthy as a Rocky Mountain Ranger, that's the way all of us soldiers look now mostly. The weather here is pleasant today and there is a fine cool breeze whistling through our camp; we are encamped in a beautiful place now, we camped here last night; don't

expect to stay long. The Rebels keep retreating as fast as this Army of Potomac advances and I think before long we will have them surrounded here at Richmond. That is what our general is after. That is General McClellan's plan I think."

Fred formed his own opinions and didn't mind expressing them, unlike many soldiers during the Civil War.

A daughter of David Dunham Gray born in 1813, Mary Louisa, changed the Gray name to Hort, by marrying Henry Hort. Mrs. Hort was very learned for a woman in her day and enjoyed writing. An excellent example of this was her essay on Education--

"What can be more important than to obtain a good education? Without it what would a person be good for? It strengthens the moral principles. It prepares us for a future sphere of actions and makes us contented with our lot. It walks with us in the rule of years and does not leave us till we die. It fits us for a better world where all the good of every nation meet and dwell forever. And why should we not strive to obtain that good education?"

Mary L. Gray

Mary Louisa Gray, soon after leaving school, married Henry Hort, the branch through which this Gray family was traced.

Mary and Henry had two children. Nathaniel, born November 26, 1878, first Hort in World War I, and Arby L. Nathaniel was an interesting person in himself as his Captain relates to his brother Arby L. after Nathaniel's death on October 4, 1918, at the Battle of Argonne Forest. The newspaper article published in the Oswego Daily Times is as follows:

"Tells how Lt. Nathaniel Hort was killed. His captain pays high praise to former Oswego boy.

Arby L. Hort has received a letter from Captain J. S. Douglas, of the death of his brother in France. The letter follows:

'Your letter relative to the death of Lt. Nathaniel H. Hort received a few days ago. It will be a great pleasure to give you the information desired, as I am sure it will be in a way consoling to relatives and friends left behind to receive something more than an official notice, "killed in action."

Lt. Hort joined my company about the first of May, 1918...

Our regiment arrived at Brest on the wonderful ship Leviathan on May 30th after a thrilling brush with "subs" just off the harbor...

Going into our first big offensive on September 26th on the Verdun front, our brigade, the 159th, was in support subjected to artillery fire until October 1st, when we moved up in attack. Our battalion made an attack on October 4th on a piece of wood that was heavily defended by machine guns and had been causing a lot of trouble.

Lt. Hort was hit in the leg by a machine gun's bullet that afternoon. It was not severe and he refused to go back to the dressing station. Shortly afterward the Boche put down a fearful counter barrage, and we were forced to fall back about 600 yards to a trench for protection. We made the trench after suffering quite number of casualties.

I was writing a message to my commander when a big shell skipped the top of the trench, killing Lt. Hort and one of my sergeants. He was not over six feet from me and though I couldn't even stop to think of it then, I assure you the unfortunate death of my friend and tried and true comrade in arms was a great shock to me after we had been relieved and I had time to reflect.

Your brother was an affable gentleman, one of the most conscientious and loyal officers I have ever met.'

His body is buried in the Bois de Feye, near Nate-lois, France.

Arby L., born July 28, 1881, his younger and only brother, was a resident of Oswego all his life. He owned Hort's newsroom on West 1st Street for fifty years.

Arby married Ruth Adams, having two children. Ruth Ann, a daughter, and John A., a younger son.

Ruth Ann, a nurse, married Robert Strong and resides at 213 East 9th Street, Oswego. She compiled most of the information concerning the genealogy of the Gray family.

John A. is a Lt. in the United States Navy, now stationed in Tokyo, Japan. He is a member of a very select military advisory group to Japanese missilemen. He is married to Faith Greeney. They have a son, John, Jr., and a daughter, Rosemarie, who is adopted.

Ruth has five children, Robert, adopted, Lynn, Lucinda, Susan and Ruth.

Over the years the Grays displayed a sense of longevity for only four generations have evolved since David Gray came to Oswego.

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Mrs. Ruth Ann Strong's private collection of family letters; news letters; pictures; medals; and collected information from past generations of Hort-Gray relations.

Rural Cemetery, Fruit Valley, Oswego, for tombstones, dates, births, and deaths.

The Rome-Oswego Plank Road

Running east and west across New York State is Route #104. It runs from Route 18 in the northwestern part of the state, then east to Route 81, near the southeastern corner of Lake Ontario, a distance of some 160 miles. Along its route a traveler passes through many small towns. Each little town has its own unique history, but each is intricately entwined with the road. One such town is Scriba, N. Y., located in Oswego County. Its size is indeed very small, with no post office, school or even a store along a three mile route in the town of Oswego to Scriba Corners. It was not always so quiet, but once bustled with activity. It is this three mile portion that I would like to talk about.

Scriba was once an abundant land with fertile soil, valuable forests and an adequate water supply provided by the many springs and streams. The area abounded in animal life: deer, bear, rabbit, woodchuck, muskrat and even panthers roamed about freely.

The early settlers came mostly from Herkimer County. These people were staunch New Englanders not afraid of hard work. They originally came from England, settling in New England and then migrating to Oswego County. One of these early settlers on Route 104 was Paul Sheldon, who, with his sixteen year old son, cleared a piece of land just east of the Oswego City limits. Another early settler was Samuel Jacks, who settled on Lot 89, where a tollgate and roadside inn was later located. Most of these early settlers moved on after clearing their land to make way for the permanent settlers who were to follow them. Of these, many became prominent citizens of their new town. They included: Truman Mattison, Squire Robert Simpson, Major Hiel Stone and William Burt.

Truman Mattison came to Oswego from New England by water route with his wife Amelia. They were residents at Fort Oswego during the winter, and in spring they moved

to Scriba. Truman was born in 1812 and died in 1893. His wife was born one year after he was and she died in 1882. Their son, Colonel L.V.S. Mattison was a well-known figure throughout the county. He was born in 1843 and during the Civil War distinguished himself and moved from the rank of private to that of a Colonel. After the war, he served as Commander of Post Porter No. 573 G.A.R. of Scriba. He served for several years as President of the Settlers Association of Oswego County and was interested in the preserving of the historical records relating to the county and its affairs. He was also a member of Frontier City Lodge No. 422. He was prominent in politics and for twenty years was Assistant Librarian in the Senate Chamber in Albany. He died on June 17, 1910.

Squire Robert Simpson was born in Dutchess County, July 31, 1805. He came to Oswego County when he was twenty-six and bought a farm in Scriba, just off the main road. He was Justice of the Peace in Oswego County for thirty-two years, Supervisor of Scriba during the Civil War and helped secure volunteers. Squire Simpson was married three times and had twenty-three children in all.

Hiel Stone lived at Scriba Corners where he built a temporary hospital for wounded soldiers after the battle at Fort Ontario in 1814. Later he built the first store at Scriba Corners. He also owned what was called the "Hiel Stone Inn", an important stop along the plank road.

William Burt was the son of Daniel Burt of Oswego County. His brother Bradner Burt was well-known in the City of Oswego. William came to Scriba in 1804 spending his first winter in the fort at Oswego. In the spring of that year he and his wife went to Scriba where he bought 640 acres of land. He built a log cabin on the south side of the road near Scriba Corners. In 1820 he built a large home on the site of the cabin. It was in the Colonial style and said to be the finest home in Scriba for years.

One of the most interesting landmarks on the road is the Mattison Cemetery. It is the private cemetery of the Mattison family and only Mattisons and their relatives are buried there. One of the most noticeable things is the number of children and young adults buried there. For example, in the George Baker family there are two small boys who died at about the same age; Thomas J. died October 31, 1848; age 4 years, 7 months, 20 days; Fred T. died April 11, 1857; age 4 years, 5 months, 11 days.

Truman Mattison and his wife, Truman's mother and father and the wife of Colonel Mattison are all buried there.

Another interesting edifice is the Mattison Schoolhouse #9, located on the southwest corner of Lot 89. It was built in 1851 on a one-half acre plot of land. It was used as a schoolhouse until the 1920's when the school closed. After that it was used as a meetinghouse for the two school board. At present it is owned by the family of the late Walter Beck and used as an art studio. A clipping from an Oswego newspaper tells of a social event that took place there in the 1870's. It is said "One of the most novel entertainments ever held in the town of Scriba occurred at the Mattison School #9 on last Tuesday and Wednesday evenings. Miss Brown of Minetto the popular teacher of the school had the affair in charge and it was called a chance social. The attendance was large both evenings and the program was attractive and well selected.

One of the features of the program was the appearance of Jason Peckham in a tableau entitled "The Red Corn." Mr. Peckham wore an appropriate costume and the idea was a scene at a husking bee, and the discovery of a red ear of corn. Mr. Peckham explained that in the by-gone days a young man who was lucky enough to find a red ear was entitled to a kiss. That which he gave Lolly that night was but the beginning of a courtship that ended in their marriage.

Mr. Peckham then read an interesting and appropriate poem in connection with his tableau and received many compliments. The Misses Corrine and Edith Gilbert sang sweetly and Miss Brown gave two recitations which proved her to be an elocutionist of more than ordinary ability. Another feature of both evenings was the tableau in which Mrs. Neal Kocher appeared, called the "Injured Toe." Enough money was realized to purchase a new organ for the school."

Perhaps the most interesting landmark was the Scriba Grange Hall which was a large building erected in three sections. It was probably built as a roadside Inn and store and over the years has been used for many things including a hospital, a post office, residences, a polling place, numerous stores, and headquarters for the Scriba Town Grange. There were two front entrances; one going into the store and the other a very attractive main entrance.

Entering through this doorway a visitor would see to his left a large dance hall and polling place, to the right was a door that led to the store. Then going through the door at the back of the store the visitor would find an apartment consisting of three rooms upstairs and three rooms downstairs. Going back through the store and into the hall there was a staircase which led upstairs. To the left was a door which led to the most impressive part of the building, the Grand headquarters. The door led to the meeting room, a pleasant room with many pictures of Grange activities including one of the Grange building taken in the 1880's. At the back of the room was a door which led to the large "L" shaped room which contained the dining room and kitchen. The sink contained an old-fashioned pump which pumped water from the well outside. When this pump was installed it was considered quite an achievement since very few pumps worked at such a height. In the middle of the room was a door which led to the attic. When the building was being prepared for demolition, a flag with thirty-eight stars was found in one of the corners of the attic. Going back downstairs, there was a staircase leading to the cellar. The cellar consisted of three sections and was very low. I enjoyed my trip through the Grange, it was like taking a trip through the past. Unfortunately the building was never kept in good repair and at the time it was torn down it was nothing more than a fire hazard. It was taken down in August of 1968.

Other features along the road include inns built in the 1800's. There were four of them, three of which are still standing. The first, located some three hundred yards east of the Kocher Road, is owned by Mrs. H. W. Bales. The second, several hundred yards east of the first, is owned by Mr. J. E. Derousie. The third house is located about $\frac{1}{2}$ mile west of Scriba Corners and was built by William Burt and is now owned by the Harrington family. The last was located at Scriba Corners and burned down many years ago.

The Road on which all this activity took place is, in itself, very interesting. At first it was only a footpath but was later enlarged and called "The Old State Road." It ran east from Oswego as far as Scriba Corners where it detoured north as far as the Middle Road and then continued east. This roundabout route was taken to avoid a long hill just east of Scriba Corners. In 1847 the Rome-

Oswego Plank Road Company was organized. It consisted of James McWhorter, President; Henry Matthews, Treasurer and Superintendent. Directors were James McWhorter, Henry Matthews and Moses Merrick of Oswego; Alvin Lawrence, James S. Chandlers and Solomon Matthews of New Haven; and Hiram Tousely of Williamstown. The road was to follow the same general path as the Old State Road and was to connect Oswego with Rome. It was to be a plank road and rolls were to be charged for its use. It was completed in 1848. John J. Clarke, who lived on the plank road when it was built, told his story in an old Oswego newspaper. He said, "The Plank Road was laid in the fifties over the route that is now the State Road. . . it consisted of a continuous row of two inch pine planks laid side to side. The length of the planks was about twelve feet, giving the road a width sufficient to allow two vehicles to pass on the planked portion. It was at first very fine and facilitated the extremely heavy traffic of that road and section, but due to the unstable base of common earth and mud, soon got out of repair. The planks became broken and misplaced and were not renewed and repairs were meager and inadequate. Pools of water formed under the imperfect plank covering which served to keep out the sun and prevent the drying out of mud, so that the road finally became far worse than the primitive dirt highway. Despite this condition the company that operated it insisted on collecting tolls. The farmers along the road protested paying the tolls and when their cries were unheeded, they turned to violence. One day in the late 1860's farmers gathered together at the toll gate near Mrs. Bales' home, tore the toll gate off its platform and burned it. After that they went to Williard Loomis' "Roadside Tavern" and celebrated their victory. The tollhouse immediately east of that at Bales' was torn from its foundations and other toll-gates were similarly destroyed. After much bitterness the plank road company gave in to the farmers and discontinued the collection of tolls and thus, the Plank Road became a part of history.

To finish my tale of the Plank Road, I would like to tell a very interesting story of a house located on the road which was the headquarters of a counterfeit gang in the late 1800's. This article was taken from an Oswego newspaper.

"The old Bonnell house stands today as it has stood for the last 35 years deserted and alone on the East One-

ida Street Road just outside the city limits. The vacant house, weather-beaten and tenantless, attracts the attention of the passerby and recalls the story which surrounds this structure which sheltered one of the most desperate gangs of counterfeiters ever known in Northern New York. It was the Bonnell gang which reached all over Oswego and adjoining counties and was made up of desperate crooks, young men and women just entering into life, who had been enticed into the gang believing they could reap a rich harvest. It was a thoroughly organized gang and old David Bonnell and his wife at the head.

Because of the fact that there are, still living in this city and distributed throughout the county several members of this gang who, after serving their term in prison returned here and since then have led sober, honest and industrious lives, no other names will be mentioned. While the Bonnells and Sylvanus Reynolds, an old criminal who had been a member of the celebrated Loomis gang and who had been connected with counterfeiting in the eastern part of the state, did the actual work of manufacturing the spurious coins in the house, the others were used for shoving the coins. They were clerks in prominent stores in this city, Fulton, Pulaski, Sandy Creek and other towns throughout the county.

The bad coins made their appearance during the month of September, 1879, and they were in the shape of American and Canadian 50, 25, and 10 cent pieces and trade dollars."

Today this house is again occupied and its past is unknown to most people. And just as the past of this house is hidden so is the past of every other part of history until someone who is interested reveals it to the world.

Some Historical Remarks On Meteorology And Miscellaneous Comments Regarding The Weather In The Oswego Area

Hath the rain a father? or who hath begotten
the drops of dew? Out of whose womb came the
ice? and the hoary frost of heaven, who hath
gendered it? . . . Canst thou bind the sweet influ-
ences of Pleiades, or loose the bands of Orion?
. . . Canst thou lift up thy voice to the clouds, that
abundance of waters may cover thee?

-- Job

We are indebted to Aristotle for a basic weather text, dating from about 350 B.C. The knowledge referred by this text, lasted without much change for perhaps 2000 years. Aristotle though was the philosopher scientist of his era rather than the experimental scientist common to our times. Really, therefore, we have had to wait through into the 16th and 17th Centuries before there was some real motion toward observation, theorizing, experimentation, criticism, revision -- what we might call the "scientific approach." So while meteorology (from the Greek, meaning "things above the earth") had beginnings which lasted as far back as Babylonian times of some 4000 years ago, we wait until around 1600 before Galileo applied some of his talents to working out measurement standards: developing the thermometer (meaning heat measure) used for determining temperature, however, rather than heat, and, leading to evolvment of the barometer (meaning pressure measure).

In October, 1743, Ben Franklin -- interested in observation of a solar total eclipse -- concluded that weather conditions often appear to progress from southwest to northeast. His conviction evolved from observations of weather changes described in many letters to his many friends but, in particular, in this instance to the indication of successive

differences in weather circumstances between Philadelphia and later at Boston in connection with eclipse events.

Luke Howard, in England during the early 1800's brought some organization into cloud studies and derived a categorization using Latin names. He left us a heritage of two important books: The Climate of London and On the Modification of Clouds. A contemporary, an English admiral with a French name, organized a practical scale for estimating wind speeds through the appearance of sea surface conditions. A scale, though modified, still bears his name, the Beaufort Scale. Another Englishman, John F. Daniell, developed the hygrometer (meaning moisture measure) for application to humidity. Part of his platform for development stemmed from Leonardo DaVinci.

Here in the United States James B. Espy developed an intense interest in storms and the very many variations in weather phenomena. He headed a joint committee in 1835 and through a insatiable desire for information, sought out particulars about weather changes through a rapid flow of letters and circulars. Sometimes called the "Father of the United States Weather Bureau", over a four year period he made some 1100 maps of weather systems for the Franklin Institute. "Storms" were roughly "round or oblong" he concluded. But he didn't stop there with such a subjective evaluation because he theorized into the physics of rising air which must cool and which may subsequently result in condensation of moisture to cloud and perhaps further to precipitation. The Philosophy of Storms was his outstanding contribution to the growing reference works in a developing scientific discipline. Appointed Director of the Meteorology Bureau of the Signal Service of the War Department in 1842, he continued to sponsor administrative and scientific development until his 1860 death.

Samuel Morse is credited with the practical development of the telegraph system. This communication means accelerated the development of meteorology and of forecasting through the obvious aid to accumulation and analysis of data covering ever-widening areas.

Forecasting the weather has challenged thinking Man from the earliest times in our civilization. Useful forecasts have been sought for hundreds or even thousands of years. Of course, it is only possible to speculate as to changes that might have occurred in historical events -- history itself -- had accurate forecasts been available to

the decision makers. President Lincoln, reviewing an application from Francis L. Capen, wrote on the 25th of April, 1863, "He told me three days ago that it would not rain again until the 30th of April or the 1st of May. It is raining now and has been for 10 hours. I cannot spare any more time to Mr. Capen."

The difficulties besetting the weather forecaster make easy to understand the frequent ridicule and at times his low esteem. In his support we must recognize the complexity of the physical nature of the environment as well as the very indirect relationship between the Sun, as the source of weather as well as life, and the actual weather experienced by an individual at a particular time and location. Water, so much a part of Man in his everyday environment and for life itself, surprisingly is a principal intermediary between the Sun and Man's regular weather experiences. It is not unrealistic to assign the title to water, perhaps more accurately to water vapor, of "the agent of the Sun" in so far as weather is concerned.

In desperation you may say "try the Old Farmer's Almanac!" A careful and dispassionate review of its history in respect to weather events will reveal also tough going since an editor in 1805, Robert B. Thomas, from his sick bed, sent a message to his printer to "put in anything you please!" for the missing forecast for the following 13th of July. The printer, rather than inserting the usual "Clear and Hot", chose to substitute "Rain, Snow, and Hail". A freak storm produced just these weather events on that following 13th of July where the forecast was verified. So can a reputation begin! Surely one can expect a good deal of coasting after such a "success".

And so we get into modern times with a somewhat whimsical conclusion that --

Man makes the Almanac

But God makes the weather.

Perhaps so, but Man continues to strive to unravel these secrets. To help him he has introduced every element of the modern technology: weather satellites; studies of the Sun; development of complex computer programs for organizing unbelievable amounts of data, analysis, and projection through prognosis; development of vastly improved communication devices and means -- to mention a few. Of course, a victim in this onrush of technology has been the forecaster, using intuition and applying himself to the local

needs right in his neighborhood. Sadly, the public need has at least temporarily outstripped the compacity of the "establishment" to produce the desired results. Many weather events with widespread implications continue to thwart and frustrate our involved and civilized society. At present it appears that the developing megalopolitan society has an increasing dependence on weather and that development of a greatly improved forecasting capability takes it place with some of the other major problems including water, air, and thermal pollution; disposal of wastes; choked transportation; and, ability to get along with one's neighbors, to mention a few.

(Notes were distributed to the audience. The original notes on development of weather observation at Oswego as well as some historical comments on outstanding weather events were drawn up by Mr. Elmer Loveridge who for about 14 years, until it closed in 1953, was in charge of the Oswego facility. The speaker modified the original notes, generally by parenthetical expressions within the text to provide both emphasis and explanation. Some more detailed additions and comments were appended at the end by the speaker. During the talk frequent references were made to these notes and to some aspects which were considered as interesting outgrowths. (A few color slides followed several minutes of questions and answers.)

The paper concludes with some book references that may be helpful and with some remarks concerning weather lore and proverbs and, the local Oswego weather. Included with the notes distributed at the talk was a sketch of a surface model relating to the general lake effect snow situations that are rather common to the lee of a large lake such as Lake Ontario.)

I would like to suggest a few useful, historical references to meteorology:

Berriman, A. E., History of Meteorology, New York.

E. P. Dutton & Co., Inc. 1953

Blumenstock, David I., The Ocean of Air, New Brunswick, New Jersey, Rutgers University Press, 1959.

Fisher, Robert Moore, How About the Weather?, New York, Harper & Brothers, 1951.

Lee, H. D. P., Aristotle's Meteorologica, Cambridge, Mass., Harvard University Press, 1952. English Translation.

Whitnah, Donald R., A History of the United States Weather Bureau, University of Illinois Press, Urbana, Illinois, 1961.

Wolfe, Louis, Probing the Atmosphere (The Story of Meteorology), New York, G. P. Putnam's Press.

Here are a few proverbs making up part of our weather lore:

1. A rainbow in the morning
Is the shepherd's warning;
A rainbow at night
Is the shepherd's delight.

Sometimes this is heard in a shortened form but with a nautical twist:

Red at night (Sun in west, fewer clouds to west)

Sailors delight;

Red in the morning (Sun in east, more clouds in west;

Sailors take warning. (poorer weather is often assoc. with clouds.)

Situations mentioned here are definitely tied into the westerly wind belt. A rainbow in the morning could signify that the rainy weather, now in the west, will move toward the east and the observer. You remember that bows are refraction and reflection phenomena. Also, during the night there was a little convection* so there must have been quite a good deal of moisture in the (lower) air -- that is moving toward you. The rainbow in the evening could well have come after a good deal of shower activity and cooling with the large vertical motions in the air. Thus, somewhat better weather "may" be expected, *(vertical mixing)

2. Evening red and morning gray
Help the traveler on his way;
Evening gray and morning red
Bring down rain on his head.

The morning gray can be associated with radiational cooling (hence really relatively dry air). Rising sun may then disperse these lower clouds (it is different if the clouds are altostratus). In the evening the gray signified still present moisture in quantity.

3. Rain before seven, clear before eleven.

Sun's heating may warm up lower air enough to give clearing.

4. A red sun has water in his eye.

Gray overcast is sometimes associated with the red color of the sun. Dark or darkening red indicates impurities in air and high moisture content. Greenish or yellowish casts in the west in the evening are good signs since then there are less impurities.

5. The moon with a circle brings water to her beak.
The circle is the halo already discussed, a refractive phenomenon. Cirrus clouds usually lead the cloud procession to stormy conditions and these give the halo.

6. The smoke from chimneys straight ascends,
Then spreading back to earth it bends.

Lot of moisture, little wind. Smoke particles gather water as nuclei, something that is easily done when there is plenty of moisture before a storm.

7. When the glass falls low,
Prepare for a blow;
When it rises high,
Let all your kites fly.

Glass is an old New England term for barometer. So, generally falling barometer gives poor weather and rising barometer gives good weather. (Locally, the Lake exerts major influence in local weather condition especially relating to snow. Major snow effects can accompany rising pressure.)

8. The wind from northeast,
Good for neither man or beast.

Winds from some "easterly" direction indicate an approaching storm. Best keep in mind that this has more significance if the barometer is falling too.

9. Every wind has its weather.

Gusty conditions are perhaps to be expected by this "very" true statement.

10. When leaves show their undersides,
Be very sure that rain betides.

Wind and light absorption as the leaf stalk turns in response seems to provide reasonable explanation.

11. Mackerel scales and mares' tails,
Make lofty ships carry low sails.

Cirrocumulus clouds have the appearance of the scales and the cirrus clouds the appearance of horses' tails.

These clouds are usually associated with warm fronts and cyclonic activity that follow.

12. When the clouds appear like rocks and towers,
The Earth's refreshed by frequent showers,
Towering cumulus, and in particular the cumulonimbus cloud is so connected with showers, especially in the summer.

13. When fog goes up the rain is o'er,
When fog comes down 'twill rain some more.
Clouds usually spread around the hills as rain comes. Saturation and condensation in the lower air extend the clouds. Drying winds from a different direction result in dissipation.

14. When the dew is on the grass,
Rain will never come to pass.
Dew forms when the sky is clear with quick radiative cooling and the temperature at grass surface can reach the dew point rapidly with little or no wind. Thus, when it is dry enough to form dew, then, until there is a major change in weather conditions, precipitation should not come.

The reader may wish to follow up these interesting subjects of proverbs and lore in available books. Here are some examples:

1. Climatology by deKoeppel has some material.
2. Weather Lore by Inwards has culls from world's literature.
3. Weather Library by Eric Sloane has popular references.
4. Folklore of American Weather by Sloane is particular.
5. Weather by Wenstrom at the end of Chap. 19 has a section about in common with many weather books.
6. Weather Proverbs and Paradoxes by W. J. Humphreys is old but worthy of perusal.
7. Our American Weather by Kimble, George.

In a modern sense "weather forecasting" is a result of a collection of much weather information; analysis in accord with many techniques; synthesis of a product; adaptation to requirement(s); communication of the product; and, receipt and use by organization or persons. Modern methods have taken the individual out -- more and more-- of

the preparation steps, and certainly of the major data processing. Computer applications have been involved to handle the vast quantities of data, even for "small" problems. Forecasters in some instances have become "intermediaries" between the "method and machines" and the users. However, scale remains a rough obstacle in the applications, and, after all, individuals are interested in what the weather is going to be where they are and how it is going to affect "them". So we have the "weather outlook". Some would say that the "outlook" is the result of local measurements and signs. This may not be quite an appropriate conclusion since the Weather Bureau calls its 5-day and 30-day productions "outlooks" and not "forecasts". Using the local information is sometimes called "single station forecasting". It has some special challenges such as forecasting for weather events here in the Oswego Area.

Briefly here are a few sparse comments in regard to snow-producing situations here in the Oswego Area:

1. Snow ahead of a warm front -- large scale over running of warm moist air from the Gulf, for example. Can produce large quantities over large areas of the East including us.

2. Snow associated with the passage of a cold front or a front acting like a cold front. May be some ahead, but usually snow is behind and may last only for a few hours. Usually there is not an excessive amount.

3. Snow associated with special conditions that develop over the Lake after the passage of a cold front and/or a large low with a trailing trough of low pressure behind over the Lake or Lakes. This is the condition currently under study and apparently involved many problems of heat balance (Lake is an heat source); terrain, coastline effects; convergence (moving together of streams of air -- some of which must rise resulting in cooling, condensation, and precipitation, etc.) of air flows; temperature differences; etc.

4. Upslope due to passage of air over the coastal obstacles or highlands like the Tug Hill Plateau. (Also involved in the previous situation.)

5. Minor air mass situations complicated by the Lake.

6. Upper air convergence and troughs; fronts; Jet Streams, etc.

Now there are many combinations possible and unfortunately clean cut relationships between the causitive factors seldom are clear to us.

Oswego is in a favored geographic area, favored in the sense that it is in a part of the United States over which or near which, much weather action (including storms) tracks. It is also situated in a shore region of a large lake. This is a rather special shore region, however, since very often Oswego is to the lee of the Lake in respect to wind passing across the Lake. Thus Oswego reaps the "benefits" of many lee effects. These can be especially significant during the winter part of the year with locally pronounced snow conditions. In contrast, during other parts of the year, also under the strong influence of the nearby lake, weather and climate are distinctly modified. The result, when considering the entire annual cycle is that Oswego enjoys a varied weather fare of great interest, quite pleasureable at times although somewhat exasperating. Conditions experienced at Oswego vary by degrees as one goes off in different directions. Sometimes they improve and sometimes deteriorate but in any case they are likely to be different. What Mark Twain ascribed to New England weather is probably at least as applicable to Oswego and Oswego Area weather:

There is a sumptuous variety about the New England weather that compels the stranger's admiration -- and regret. The weather is always doing something there; always attending strictly to business; always getting up new designs and trying them on people to see how they will go. But it gets through more business in Spring than in any other season. In the Spring I have counted one hundred and thirty-six different kinds of weather inside of twenty-four hours.

HISTORICAL WEATHER HIGHLIGHTS OF OSWEGO, N. Y.

Compiled by Elmer Loveridge
78 Ellen Street, Oswego, N. Y.

The United States Weather Bureau is a bureau of the Department of Commerce that collects, records, and disseminates data pertaining to weather conditions for the purpose of current information, forecasting, and for their statistical value.

Responsibilities of the Weather Bureau stem primarily from the following laws: the Joint Congressional Resolution of February 9, 1870, directing the secretary of war to provide for the taking of meteorological observations at military stations and for given notices, on the northern lakes and on the sea coast, of the approach of storms; the appropriation Act of 1871, providing for a river-and-flood-warning service; the appropriation Act of 1872, extending the weather service throughout the United States, for the benefit of commerce and agriculture; the Act of October 1, 1890, creating the Weather Bureau and transferring the meteorological work of the Signal Corps to the Department of Agriculture; transferring, in 1940, the Bureau to the Department of Commerce; and the Air Commerce Act of 1926, amended and amplified by the Civil Aeronautics Act of 1938 and the Federal Aviation Act of 1958, which further extended the responsibilities and authority of the Chief of the Bureau. (See note on ESSA at the end. -rbs)

Oswego Correspondence

WAR DEPARTMENT

Office of the Chief Signal Officer

DIVISION OF TELEGRAMS AND REPORTS FOR THE BENEFIT OF COMMERCE

(1-A) Washington, D. C., October 1, 1870

Sergeant:

You will proceed with as little delay as practicable to Oswego, New York, as observer at that station, reporting upon your arrival there, by letter to this office.

By order of the Chief Signal Officer of the Army

L. B. Norton

1st Lieut. & Bvt. Major N. Y. A.

Acting Signal Officer & Assistant

To Sergeant B. F. Hough
Observer Sergeant, U. S. A.

(1-B) Washington, D. C., October 10, 1870
Sergeant:

Until further orders you will bulletin at your station, the Weather Reports of the following named places. The figures opposite each show the official number by which it will be designated in the reports.

Boston, Station No. 13; New York, 15; Washington, 19; Lake City, 24; Key West, 25; Oswego, 31; Rochester, 32; Buffalo, 33; Cleveland, 34; Toledo, 35; Detroit, 36; Chicago, 37; Milwaukee, 38; St. Paul, 39; DuLuth, 40; Pittsburgh, 41; New Orleans, 28; Nashville, 63; Cincinnati, 65; St. Louis, 66; Omaha, 67; Cheyenne, 68. The magnetic variation at Oswego, New York is seven (7) degrees west. Elevation above the sea, 232 feet. (Could not be as Lake is about 242.8 (US ARMY) plane level -RBS)

By order of the Chief Signal Officer of the Army.

H. W. Howgate

2nd. Lieut. & Bvt. Captain, U. S. A.
Acting Signal Officer & Ass't

Sergeant B. F. Hough
Observer Sergeant
Signal Corps, USA

(1-C) Washington, D. C., October 10, 1870
Sergeant:

The following additional instructions are furnished for your information:

1. The Weather Reports of your station will be sent by telegraph to New York City.
2. The publication of the weather Reports by newspapers must be done without expense to the United States. They will not be paid for as advertisements.
3. In the event of any one or more of your instruments becoming disabled and unfit for use, you will fill the space, or spaces in the different "forms" intended for their readings, with the word "Blank" until they can be repaired or replaced by other instruments.
4. You will report your arrival at Oswego, by letter, to the Chief Signal officer of the Army at Washington, D. C. as follows:

"I have the honor to report my arrival at Oswego
on the _____ inst."

(Signed) _____

Observer Sergeant
Signal Corps Officer.

By order of the Chief Signal Officer of the Army

H. W. Howgate
2nd. Lieut. & Bvt. Capt. U. S. A.

Sergeant B. F. Hough
Observer Sergeant
Signal Service U. S. A.

(1-D) Washington, D. C., October 12, 1870

Sergeant:

You will commence taking daily observations for telegraphic transmission at seven o'clock and thirty-seven minutes (7:37) A. M.; four o'clock and thirty-seven minutes (4:37) P. M.; and eleven o'clock and thirty-seven minutes (11:37) P. M. respectively. The instruments will be read in the following order: 1st Barometer; 2nd Thermometer; 3rd Hydrometer; 4th Anemometer; 5th Anemoscope²; 6th Rain guage.

¹ Perhaps for measuring water level

² Indicates existence and wind direc.

The hours named in your printed order for delivering the morning and afternoon reports to the telegraph operator remain unchanged, but night reports will be delivered at 12:38 A. M. instead of 11:38 P. M.

By order of the Chief Signal Officer of the Army

H. W. Howgate
2nd Lieut. & Bvt. Capt. U. S. A.
Acting Sig. Officer & Assistant

Sergeant B. F. Hough
Observer Sergeant
Signal Service U. S. A.

Oswego, New York

(2) Washington, D. C., October 13, 1870

Sergt. Benj. F. Hough
Observer Signal Service U. S. A.
Oswego, New York

Sergeant:

I have this day shipped to your address by "The Adams Express", charges paid, one (01) box containing the clock, for your Station, which you will call for at the Express Office in Oswego. You will inform me when it is received.

Very resp'y
Your obed't Serv't

L. B. Norton
Ajt. & Ass't

(3) Washington, D. C., October 14, 1870
Sergt. B. F. Hough
Observer Signal Service, U.S.A.
Oswego, New York
Sergeant:

The Chief Signal Officer directs that you hire your office room by the month only, and that in no case will more than \$18 per month be paid. It is believed that in many places the price will be much lower. If, after a thorough search, you find that you cannot hire a suitable room on the above mentioned terms, you will promptly notify this office of the fact, and of the terms upon which you can rent one.

Very resp'y
Your obed't Servant
L. B. Norton
1st Lieut, & Bvt. Major USA
Act. Signal Officer & Ass't

(4) Washington, D. C., October 14, 1870
Sergeant B. F. Hough
Observer Signal Service U.S.A.
Oswego, New York
Sergeant:

I am directed by the Chief Signal Officer to request you to send to this office, in an envelope marked "Official Business" such articles referring to your duties as may appear in the local newspapers of Oswego.

I am, Sergt, very resp'y
Your obedt Servant
L. B. Norton
etc.

(5) Washington, D. C., October 15, 1870
Sergt. B. F. Hough (etc)
Sergeant:

The transmission of Weather Reports by telegraph will commence on the morning of the 1st of November. You will occupy the time until that date in making all necessary preparations for the performance of your duties.

During this interval you will also make such arrangements with the local newspapers as will insure their prompt receipt of the reports on application at your office.

As these reports are made for the public benefit they

must be obtained from you without expense to the United States.

Very resp'y, etc.

H. W. Howgate, etc.

(6) Washington, D. C., October 17, 1870

Sergt. B. F. Hough (etc)

Sergeant:

In addition to the stations named in your previous instructions you will bulletin at Oswego, N. Y. the reports received from the following places: viz., Augusta, Ga., No. 23; Montgomery, Ala., 26; Mobile, Ala., 27.

By order of the Chief Signal Officer U.S.A.

H. W. Howgate, etc.

(7) Washington, D. C., October 18, 1870

Sergt. B. F. Hough (etc)

Sergeant:

I transmit herewith two sets of vouchers, one set containing your account for commutation of rations, and the other for extra duty pay, and commutation of fuel and quarters -- all for the present month. These vouchers you will sign and mail to me at once. You will also make out similar accounts for succeeding months and send them to this office about the 22nd of the month to which they relate, blanks for this purpose will be transmitted to you in due time for extra duty pay and are enclosed.

All communications must be enclosed in an envelope marked "Official Business".

Very resp'y

L. B. Norton, etc.

(8) Washington, D. C., October 24, 1870

Telegram to Benj. F. Hough, etc.

You will commence the regular Weather Reports with the morning report of November 1st which you will see duly delivered at the telegraph office at your place.

Albert J. Myer

Chief Signal Officer U.S.A.

(9) Washington, D. C., October 25, 1870

Sergeant: (etc.)

The Chief Signal Officer directs that you will report to this office, without delay, the location of your office, giving street and number. This information must also be furnished to the telegraph office, from which your reports will be sent.

H. W. Howgate, etc.

(10) Washington, D. C., October 25, 1870
Sergeant: (etc.)

The Chief Signal Officer directs that you will select such public places besides the rooms of the Board of Trade and Chamber of Commerce for the posting of the Daily Bulletins as will insure the widest publicity at the hours of the day and night. You will report the location of places thus selected to this office without delay.

H. W. Howgate, etc.

(11) Washington, D. C., October 26, 1870
Sergeant: (etc.)

I have to inform you that on the 22nd inst. I shipped to your address, by express, charges paid, one package containing a Luide's Anemometer, which I have had inserted upon the num-receipt given when you left this office, and for which you will call at the Express Office in Oswego. Find enclosed Blank Forms for commutation of rations.

L. B. Norton, etc.

Washington, D. C., October 26, 1870

To the Press:

I am instructed by the Chief Signal Officer, to inform you that, by direction of the Secretary of War, the Weather Reports at the station established at Oswego, New York, under the Act of Congress providing for the "Observation and Report of Storms by Telegraph and Signals for the Benefit of Commerce on the Northern Lakes and Seaboard" will be furnished gratuitously to each paper as may desire to publish them for the information of their readers.

The Observer, Benj. F. Hough, stationed in Oswego, New York, has been instructed accordingly and is directed to afford you every facility in procuring the reports from his office.

The regular reports are ordered to commence Nov. 1, 1870.

H. W. Howgate, etc.

(12) Washington, D. C., October 27, 1870
Sergeant: (etc.)

You will furnish each daily newspaper published in Oswego a copy of the circular letter and printed slips enclosed and urge the selection of one of them for regular insertion. Either form will do but the choice should be left to the editors themselves and not by you.

H. W. Howgate, etc.

(13) Washington, D. C., October 29, 1870
Sergeant: (etc.)

You have failed to state the height of the building and of instruments at your station with sufficient minuteness. Give in detail the height of each from the ground and state whether the building is above or below the average level of the town.

H. W. Howgate, etc.

(Ed. Note: The average level of Lake Ontario at New York mean tide is 242 feet above sea level; the water tower at S. 8th Street & Ellen is 176 feet and East Side reservoir is 196 feet above lake level.) (As of 1968 U. S. Army "Plane of Reference" (Low water datum) for Lake Ontario was 242.8 feet. - RBS)

(14) Letter of October 28, 1870 gives instructions correcting time of issuing the daily and telegraphic reports.

(15) "Circular Letter" October 28, 1870 instructs observers in the use of the telegraph and "Official Business" envelopes.

(16) November 2, 1870 - pay, fuel, quarters, rations by check.

(17) November 8, 1870 - sending forms for reports.

(18) November 10, 1870 - Herewith find enclosed your weekly report for the week ending November 5, 1870. You will make the corrections noted on the margin of the Report and return the same to this office.

(19) November 16, 1870 - notice of sending forms.

(20) November 20, 1870 - The Weather Report of your station for 8:38' A.M., Nov. 20 (Sunday) was one hour and seventeen (1 h 17') minutes behind time in reaching this office. You will forward immediately to the Chief Signal Officer a written explanation of the cause of this delay.

(21) November 21, 1870 - Bills for medical treatment will be made out in accordance with the enclosed form and forward to this office for payment.

Further correspondence on the subject may be inspected at the Oswego County Historical Society.

The Weather Bureau Office in Oswego was established on November 1, 1870, with the location in the Grant Bldg., on the southeast corner of West First and Bridge Streets.

On August 1, 1884, the office was moved to the third floor of the Post Office and Customs Building. The Weather Bureau service was performed by the Signal Corps of the United States Army. In 1891, the service was transferred to the Department of Agriculture and was then known as the Weather Bureau. The Weather Bureau Office was closed on February 28, 1953. (Reason? Economy? -RBS)

Officials in Charge

Sgt. B. F. Hough from Nov. 1, 1870 to April 16, 1877.
Sgt. R. L. Lewis from April 16, 1877 to December 8, 1877.
Sgt. J. O. Barnes from December 8, 1877 to Dec. 10, 1879.
Sgt. S. W. Beall from December 10, 1879 to probably sometime in 1882.
"Sarge" Julius G. Linsley was in charge from 1882 to June, 1928.
James Howe was in charge from June, 1928 to June, 1937.
Harold Gold was in charge from June, 1937 to Dec. 1939.
Elmer Loveridge was in charge from December 1939 to February 1953.

HISTORICAL WEATHER HIGHLIGHTS OF OSWEGO, NEW YORK

Outstanding Events

- 1816 The year without a summer. "June was terror in that year, when snow fell a foot deep. In July, on one day, the thermometer went to forty-four. Ice formed in August and in September heavy snows came again. No crops were grown and flour was worth \$13 a barrel and corn \$5 a bushel and there was widespread suffering." (Taken from the Times, August 31, 1948.)
- 1834 "Major Fawdry calls our attention to the fact that the Palladium files show that on June 1, 1834 - 80 years ago - there was a severe snowstorm and the weather was so thick that vessels didn't enter or leave the harbor." (Taken from the Palladium-Times, June 3, 1964. This is not verified from the original source but was probably true.)
- 1840 St. Patrick's Eve "snowburst"*. "Hundreds attended (a dancing party and a midnight supper) starting about 8 o'clock, but between that hour and 3 A.M.

the following morning between five and six feet of snow fell, and streets were entirely blocked. Young women and their swains in ball-room attire could not walk home, and they waited until late afternoon until a baggage sleigh with one horse made deliveries until the horse gave out. By that time other conveyances had been obtained, but it was late that night before all were delivered at their homes." (Taken from the Palladium-Times, March 13, 1946. This has not been verified from the original source but was probably true.)

*"Snowburst" or "snowdeluge" are terms of appropriate description when excessively heavy local snow occurs. In our area nearness to a large lake body; direction of air flow and speed over the Lake; season; coldness of air before crossing the Lake; stability of the air (rapidity of decrease in temperature with height up to perhaps 6-8000 feet, perhaps 10-14,000 feet in extreme cases as in early Feb. 1964-usual decrease is likely to be about 3.5°F. to about 5.5°F. per thousand feet up in elevation); moisture content and distribution with height; wind shear (variations in speed and/or direction with height; vorticity (turning in air flow); convergence (flowing together with forced uplift by such flowing); friction (flow changes as air moves from over water to over land); recent sources of air masses involved and their modification by natural events; condensation nuclei present; atmospheric electricity; roughness of Lake surface and the "atomizing effect" of spume, froth and bubbles in providing water (moisture to the lower 2-5,000 feet of air); and, orographic (rising terrain effects resulting in cooling of rising air to saturation levels and consequent condensation and then precipitation with continued lifting (forced). Thus, up to one to three feet of snow may fall at a location such as OSWEGO CENTER and along a W/E axis for some miles while only one to three inches may fall only one to three miles to the N and S of this "channel" -sample figures only. (Note sketch at end of paper. - RBS)

1854 Snow began in the evening of December 3, 1854 (on Sunday) with a northeast gale and continued all next day. The snow piled in drifts "in every direction" which were from 10 to 20 feet deep. The wind continued unabated during December 5. The storm was dangerous to shipping. The air was still darkened by driving snow on the evening of the 5th. (Taken

from Daily Palladium of December 5, 1854.)

- 1856 A storm commenced at Oswego on Friday, Feb. 1, 1856, at night. Snow and high wind from the west continued for four days. Snow fell fast and badly drifted. The storm was of unexampled severity and duration. After a clear day on the 6th thick clouds came over again at evening and towards morning. Another snowstorm set in from the south.* Snow had fallen thickly all morning with the temperature rising to 24 degrees above zero at 11:00 A.M. This was reported to have been a 6-foot snowstorm. (Information was obtained from February 6 and 7, 1856, editions of the Times and Journal of Oswego.)

(* Remember in weather, wind directions are related to the compass direction from which they come." "From the south" implies that the wind (and the storm effects) came from the South. Often times "south" is used very loosely and could mean from SE through S to SW. Also, the wind at the surface commonly varies over a 15-30° range due to friction, gusts, etc., and as well may oscillate with varying periods. Speed is likewise effected - RBS)

- 1857 On June 13, 1857, tornadoes struck parts of Oswego, Oneida, and Schenectady counties. They traveled from west to east. The descriptions indicated that these were true tornados. They were not called tornados at the time. They were called Strange atmospheric phenomena and the Oswego Times called the one in Oswego a whirlwind. It was apparent that at this time the general public in the area did not know what a tornado was. (Information obtained from the Rural New Yorker and verified by reading an Oswego newspaper published in June, 1857.) (Note: It is not definitely known just where the tornado struck in Oswego County.)

- 1859 "The great June freeze". A cold wave spread destruction throughout the East and Midwest. "When the sun rose on Sunday, June 5, 1859, growing crops, leaves and fruit on trees and even grass 'drooped, wilted and turned black'. Half-inch of ice formed in many up-state settlements and the soil was frozen". (An Oswego paper published on June 6, 1859, did not mention just what occurred in the City of Oswego at the time but did state that snow fell in country towns of Western

New York.)

- 1893 August 28-29. 24-hour rainfall of 3.76 inches greatest recorded for any month. ** This was the result of a West Indian hurricane which traveled inland from the Atlantic and passed over the vicinity of Oswego City.
- (** Heaviest recorded "cloudburst type" precipitation (rainfall in this case) was northwest of Washington, D. C. in mid-1950's - when about 1.25 inches fell in one minute. Having experienced this case, can testify as to its severity - RBS - July 4, 1956)
- 1926 Late in the afternoon of August 6th wind, hail the size of "golf" balls, and rain struck Oswego. Apparently this was a tornado. "The Fifth and Seventh Wards suffered the most as that section was in the direct path of the tornado." There were "big hailstones with the speed of bullets." "In the Seventh Ward wires were wrecked by fallen trees and limbs, particularly in Ellen, Murray and West Second south of Niagara Street". Extended damage occurred caused by wind and hail. There was some damage by lightning. Many trees were uprooted. The "tornado" was part of a general storm in the area.
- 1934 February was the coldest month on record with an average temperature of 10.8 degrees. "A car ferry master reported the lake as being frozen solid from Coburg (Ontario Province) to Rochester in February." Oswego City residents reported ice cover over the lake as far as could be seen. The Oswego City Waterworks Department reported in February a frost penetration of 52 inches at East 9th and Oneida Streets.
- 1941 A remarkably severe spring drought occurred during April, May and June.
- 1942 December 2nd-3rd. High winds from the southwest to west caused rough waters near the West Pierhead Light Station. Several men of the U. S. Coast Guard were drowned when their motorboat failed to operate as they were leaving the lighthouse and were driven by the wind against the opposite breakwater.
- 1947 March 1st-5th. Snowfall of 29.6 inches was the greatest for any single storm in March. Huge drifts accumulated from this storm and from previous storms in the

preceding February.

1950 November 25. A destructive wind storm from the east to southeast lasted from early forenoon to late evening. Many trees were blown down breaking power lines and keeping the city in darkness for days. This was probably the most destructive wind storm in the city during this century.

1958 A snowburst began during the forenoon of December 7th and during the next 24 hours a record 24-hour snowfall of 40 inches was measured at the College. It snowed daily thereafter until the morning of the 11th. During this period there was a total unofficially measured snowfall of 66.7 inches on Ellen Street. There was little wind during this period and a heavy load of snow accumulated on roofs causing some to collapse. *

(* As an example, assume that there were 60" of snow "in-the-level" over an area of flat roof, 20 x 20 feet and that the ratio of snow to water equivalent was uniform through the depth (which it would not be) at 20 to 1 - not uncommon in the Oswego Area. There are then 3" of water over the roof, or about 15.5 lb. per square foot. For the roof then we have about 6,250 lbs. of "dead weight". - RBS)

1966 A famous blizzard occurred on Monday, January 30th and 31st. (These two days comprised the final phase of a storm cycle which began on Thursday, the 27th, around 5:45 P.M. - RBS) Because of the drifting and blowing snow it was impossible to make accurate measurement of snowfall. However, the snowfall was known to have been huge, and by the morning of the next day there was a snow depth of over 40 inches on the level. The snow was wind-packed and automobile traffic was paralyzed for some time thereafter. (Five-day total at Fair Haven was "measured" at 100" where no snow had been Thursday (27th) afternoon. U.S. Weather Bureau cooperative observer at Camden, N. Y., measured 50" for 31 Jan. This amount is similar to the official depth given for Oswego for that day. The figure used for the 102 hour period beginning 6 P.M. Thursday, the 27th, is 102" of fall - not accumulation. Frankly, much of this amount was estimation due to effects wrought by the wind. See notes at end - RBS)

WEATHER EVENTS BY DAYS BEGINNING JAN. 1st
(Temperatures are in degrees F. and rainfall and snowfall
are in inches) (Official locations: Post Office, then College)

- Jan. 1, 1940 19-inch snowfall
 19, 1904 Minimum Temp. of -22 absolute low for Jan.
 22, 1906 Maximum Temp. of 69 equaled the absolute
 high for January and for the winter months.
 25, 1950 Maximum Temp. of 69 equaled the absolute
 high for January and for the winter months.
 31, 1966 The famous all-day blizzard (See notes on
 snowfall at end of paper - RBS)
 31, -February 1, 1956. 19.5-inch snowfall (unofficial
 measurement at Ellen Street.) Snowfall
 occurred with a high and rising barometer
 from about 30.60 inches to about 30.74 inches.
 Feb. 9, 1912 35 inches of snow on the ground; the greatest
 depth of snow on the ground for any February
 on record previous to 1966.
 9, 1934 Record minimum temperature of -21 for
 the month of February.
 14, 1940 St. Valentine's Day blizzard with wind from
 NNE and heavy snowfall.
 28, 1954 Record high temperature of 63 for February
 (College)
 Mar. 1, 1900 19.1-inch snowfall
 1-5, 1947 Famous snowfall
 5, 1872 Record low temperature of -11 for March
 17-20, 1941 Maximum wind velocity of 24 miles or more
 per hour from the northwest daily with 10
 to 13 inches of snow on the ground.
 23, 1875 Latest day in March with minimum tempera-
 ture below zero. Temperature fell to -2.
 28, 1945 Record high Temperature of 83 for March.
 29-30, 1954 18-inch snowfall (unofficial measurement
 at Ellen Street). Unusually heavy snowfall
 for so late in the season.
 Apr. 1, 1919 Minimum temperature of 11 equaled the
 lowest recorded temperature for April.
 13, 1945 Maximum temperature of 85 equaled the
 highest recorded temperature for April.
 20, 1941 Maximum temperature of 85 equaled the
 highest recorded temperature for April
 20, 1893 Maximum wind velocity for the month of
 April; 43 miles per hour from the southeast.

- May 10, 1902 Minimum temperature of 27 lowest recorded for month of May.
- 24, 1963 Heavy frost. Unusually late in the season for a heavy frost. Unofficial minimum temperature of 32° recorded on Ellen Street.
- 30, 1879 Maximum temperature of 94 highest recorded temperature for May.
- June 6, 1929 Minimum temperature of 39
- 9, 1885 Minimum temperature of 39
- 24, 1875 Maximum temperature of 98 highest recorded temperature for June
- July 1, 1878 Maximum temperature of 100 highest temperature recorded for any month
- 1, 1946 Ball lightning during a heavy thunderstorm was observed on Ellen Street. It exploded and injured a boy nearby.
- 1, 1959 High winds during a thunderstorm blew down trees. Unofficial 24-hour rainfall of 3.61 inches was recorded at Ellen Street, on 1st - 2nd.
- 2, 1885 Minimum temperature of 45 equaled the lowest recorded temperature for July
- 3, 1885 Minimum temperature of 45 equaled the lowest recorded temperature for July.
- 16-17, 1911 Greatest 24-hour rainfall of 3.71 inches recorded for July
- Aug. 6, 1926 Destructive wind and hail storm.
- 22, 1883 Maximum temperature of 98 highest recorded for the month of August.
- 24, 1923 Minimum temperature of 44 lowest recorded temperature for the month of August.
- 28-29, 1893 24-hour rainfall of 3.76 inches greatest recorded for any month.
- 31, 1958 Small tornado passed through the center of Oswego from west to east ripping off part of the roof of the Cyclotherm plant. (Very weak tornado - RBS)
- Sept. 16, 1939 Maximum temperature of 94 highest recorded temperature for the month of September.
- 24, 1963 Unusually early heavy frost. Unofficial minimum temperature of 32 recorded on Ellen Street.
- 28, 1947 Minimum temperature of 32 lowest recorded temperature for the month of September up to that date.

- Sept. 30, 1899 Snowfall of 0.1 inch earliest measurable seasonal snowfall.
- Oct. 6, 1937 Maximum temperature of 86 highest recorded temperature for month of October.
- 14, 1893 Maximum wind velocity of 44 miles per hr. from SE. Highest recorded for the month of October.
- 15, 1954 Hurricane "Hazel" struck Oswego blowing down trees.
- 30, 1928 Minimum temperature of 22 lowest recorded for the month of October.
- Nov. 1, 1950 Maximum temperature of 78 equaled the highest recorded for the month of Nov.
- 7, 1938 Maximum temperature of 78 equaled the highest recorded temperature for the month of November.
- 7, 1953 5.5 inches of snowfall. Unusually heavy for so early in the season.
- 25, 1950 Probably the most destructive wind storm of this century. (In this area. A cyclonic storm with heavy rain that soaked ground, allowing wind damage to be excessive on trees. Damage would have been greater had leaves been on trees due to increased friction - RBS)
- 30, 1875 Minimum temperature of -1 lowest recorded temperature for the month of November and earliest recorded sub-zero temperature for the winter season.
- Dec. 2-3, 1942 High winds from the west to southwest resulted in the drowning of several men of the U. S. Coast Guard at the harbor entrance.
- 4-5, 1964 Ice storm resulted in power failure in parts of the City from fallen limbs.
- 7-8, 1958 Snowburst. For the 24 hours ending in the morning of the 8th there was an official measurement of 40 inches of snowfall at the College (Dr. Charles Yager, observer - RBS)
- 14, 1901 Maximum temperature of 66 highest recorded for the month of December.
- 20, 1942 Minimum temperature of -20 lowest recorded temperature for the date.

Dec. 25, 1932	Maximum temperature of 65 highest temperature recorded for the date.
25, 1940	Beautiful day. Green Christmas, sunshine all day with a maximum temperature of 57.
25, 1958	23 inches of snow on the ground
29, 1933	Minimum temperature of -23 lowest recorded for any month.

AVERAGE TEMPERATURE FOR THE WARMEST MONTH Beginning 1871

January	35.8 in 1880
February	32.9 in 1954 (College)
March	42.8 in 1945
April	52.0 in 1878
May	62.0 in 1880
June	69.8 in 1876
July	75.8 in 1921
August	73.4 in 1947
September	71.0 in 1881
October	58.5 in 1947
November	48.2 in 1931
December	36.8 in 1881

AVERAGE TEMPERATURE FOR THE COLDEST MONTH Beginning 1871

January	13.6 in 1920
February	10.8 in 1934
March	18.8 in 1885
April	37.2 in 1926
May	46.4 in 1917
June	57.6 in 1926
July	64.6 in 1891
August	63.0 in 1903
September	56.0 in 1918
October	43.0 in 1925
November	32.8 in 1873
December	18.1 in 1917

Unusually warm growing seasons	1921, 1949, 1955
Unusually cold growing seasons	1885, 1926

GREATEST AND LEAST MONTHLY PRECIPITATION Beginning in 1871

Greatest		Least	
January	6.49 in 1884	January	0.60 in 1921
February	5.02 in 1910	February	0.22 in 1877
March	5.61 in 1936	March	0.48 in 1885
April	6.21 in 1969*	April	0.61 in 1915
May	7.47 in 1931	May	0.18 in 1920
June	9.81 in 1889	June	0.12 in 1955
July	7.62 in 1874	July	0.54 in 1960
August	6.47 in 1893	August	0.29 in 1874
September	7.04 in 1925	September	0.76 in 1881
October	10.10 in 1955	October	0.18 in 1924
November	8.97 in 1927	November	0.45 in 1904
December	10.57 in 1878	December	1.02 in 1876 and 1917

* 5.64 in 1954 at Ellen Street
5.69 in 1969 at E. Mohawk St.

GREATEST AND LEAST MONTHLY SNOWFALL Beginning in 1884

Greatest		Least	
January	67.0 in 1966	January	3.9 in 1921
February	58.3 in 1968*	February	3.0 in 1886
March	47.4 in 1947	March	Trace in 1898
April	11.2 in 1904	April - Always a trace or more	
May	1.0 in 1907	May	0.0
June	None	June	0.0
July	None	July	0.0
August	None	August	0.0
September	0.1 in 1899	September	0.0
October	10.3 in 1895	October	0.0
November	34.3 in 1886	November	0.5 in 1913
December	85.5 in 1958	December	1.6 in 1891

Wettest year 55.83 in 1878
Driest year 23.41 in 1887
*Unofficial record at Ellen St.

January 6, 1969
Elmer Loveridge

NOTES:

1. In 1965 the Environmental Sciences Service Administration (ESSA) came into being within the Department of Commerce. It combined the functions of the Coastal and Geodetic Survey, the U. S. Weather Bureau, and initiated the Environmental Data Service and the National Environmental Satellite Center and the Institute for Environmental Research. The Central Radio Propagation Laboratory, formally the National Bureau of Standards, became ESSA's Institute for Telecommunication Sciences and Aeronomy joining the Institutes for Atmospheric Sciences, Earth Sciences, and Oceanography. ESSA's mission stated briefly is the observation, description, and prediction of the processes and phenomena of man's physical environment from the earth and oceans to the upper atmosphere and space. (From - Threshold ESSA, 1968). Courtesy U.S.W.B. - Hancock Field.

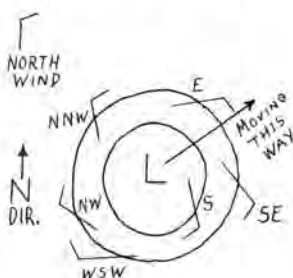
2. Local records in Oswego Area include:

- 2.1 E. F. Loveridge, 78 Ellen St. since 1953
- 2.2 W. N. Gregway, 180 E. Mohawk St. (Recent months)
- 2.3 William Larrabee, Mallory (near Central Square). Reports to U.S. Weather Bureau, Hancock Field and some TV stations.
- 2.4 State University, official USWB record for Oswego since 1953.
- 2.5 R.B. Sykes, Jr., RD #3, Oswego (SW Oswego) Since 1965. (Only continuous pressure; wind speed and wind direction; and, temperature continuous strip (or analog) recordings in this entire area between Syracuse and Watertown and Rochester.
- 2.6 Precipitation measurements are made by a number of agriculture facilities and along the Lock System in this area. Precipitation can be crucial during certain planting and harvesting periods to the extent that some local growers maintain records for private purposes.

3. Concerning the term "storm": The Glossary of Meteorology gives us a definition of "Any disturbed state of the atmosphere, especially as affecting the earth's surface, and strongly implying destructive or otherwise unpleasant weather." It also includes a definition according to the Beaufort Wind Scale of winds between 64 and 72 mph, or in modern units, 56 to 63 knots. According to meteorologists, "storm" frequently refers to a complex on weather charts

relating to pressure, wind, precipitation, clouds, and so forth. These storms range from very small features to very large ones such as may occur out in the North Atlantic Ocean and may be 1500 to 1000 miles across in contrast to the tornado which may only be a few yards in diameter where it touches the earth. Also, the term "storm" is something of very local and very particular interest which is of relatively short period but may involve spectacular or destructive aspects. Here we would consider our lake effect snow storms, blizzards, ice storms, dust storms, etc. And finally, the man concerned with water on the earth, the hydrologist, may view the term "storm" to some special rainfall aspects for a given area or region.

In our hemisphere the large "storm" feature obviously involves low pressure system as illustrated in the small diagram to the left. Note the general movement of air is



against the clock, so to speak; i. e., counterclockwise. Very generally storm centers with accompanying weather phenomena move across our region from W to E or from SW to NE. If you note, however, the circulation around the center, you will see that differing wind directions will accompany the passage over the location where you are.

Certain weather features have the term "storm" right in the name. The outstanding example is, of course, the thunderstorm. For us here, who can overlook the "snowstorm"? Quite frequently in popular useage, however, a term like "snowstorm" is used to depict conditions in different places at the same time as though the places were having separate "storms". While this may be true, quite frequently a rather large area is having conditions but of the same "storm system".

The diagram accompanying these notes is a kind of surface model relating to snowstorminess conditions deriving from special circumstances relating to the proximity of a large water body with some specific heat characteristics. In a general way we could say that there are two broad "types" of lake effect snow storms (LESS).

a) The most common type is when the action channel is more or less at a large angle (approaching the perpen-

dicular) to the shore. A "channel" or "band" of real action including the possibility of very heavy snow extends inland from the Lake over the coastline and beyond, sometimes for many tens of miles. The associated cloud band(visible in satellite photographs) may be scores of miles long. The "action zone" may fluctuate in width, North or South, and in intensity, of action. During the latter stages of the "Blizzard of '66" there was such a zone of action in our general area.

b) Perhaps somewhat less common is the situation when the action is more or less parallel to the shore. Winds are likely to be rather light in this grouping in contrast to rather strong winds in the preceding grouping. Outstanding examples of this type, I believe, were the Oswego snowburst of 1958 and the snowburst of December 20, 1963. In the latter case some 25-28' of snow were measured at about 7:30 p.m. at 6th and Seneca Streets, West. The snow began shortly after 4:00 in the morning and effectively ended around 6 p.m. There was obviously some settling.

4. Snowfall: In truth if we are going to talk about snowfall, we much refer to a precipitation, commonly coming from clouds and falling to the earth. Thus snowfall does not include blowing or drifting snow or any kind of frost. It is well to remember that snow crystals are generally relatively flat and rather small, usually less than 1/8 of an inch across the longest diameter. Some are much larger. These crystals aggregate into snowflakes, most of which volumes are obviously air, particularly as temperatures decrease from freezing.

Snow is thus very susceptible to compaction through the weight of other snow above. Absorption of the sun's radiation, precipitation, and other factors may also affect changes in the snowcover. There is frequently confusion between the terms "snowfall" and "snowcover". One certainly would expect that snow reaching the ground and then subsequently moved across the ground, or against obstacles can be severely altered. Thus, snowcover can represent the original fallen snow plus variations due to compaction, drift, precipitation, sublimation, evaporation, etc.

Measurement of snow is extremely difficult at best and probably should be considered as the poorest of the weather features that is measured and recorded. One cannot obtain a meaningful measure of "snowfall" if one measures depth only once a day or even more often. This will be particular-

ly true if there are severe wind conditions. Obtaining snow-fall measurements during conditions of high winds necessitates some "estimation means" in so far as current instrumentation and techniques are concerned. Please do not overlook what will happen to an original snowflake, perhaps 1/2" in diameter, after it has fallen to the surface and then subsequently moved with winds of 20 to 40 mph, or even less. The flake is broken into fragments and the fragments into smaller fragments so that the original flake may be broken into parts of 1/50ths or 1/100ths the size of the original flake.

Remember the ice crystals are flat so the bits really become "snowdust" or snow fragments. These small bits can arrange in really parallel patterns in drifts so that one can walk on such drifts while hardly leaving an imprint. Here then is a part of what happens to snow in our area under wind conditions. Finally, one can see the great differences then between the "Blizzard of '66" with its high winds and the much quieter "storms" of 1958 and 1963, both of which had practically no wind.

Railroads In Oswego County

Part I "The Hojack"

All segments of what is now the Penn-Central Railroad in Oswego County originally were a part of the Rome, Watertown & Ogdensburgh Railroad. In each chapter, each segment is treated individually.

Earliest predecessor of the R.W. & O. was the Watertown & Rome Railroad, incorporated April 17, 1832 to build a rail line from Rome, to a point "where Lake Ontario meets the St. Lawrence River." Nothing was done at this early date.

Although financially unable to do any construction, the founders managed to keep the charter alive, and it was renewed in 1837, 1845 and 1847. The latter year the company was organized and construction began. By autumn, 1850, some 24 miles of track had been laid. Passenger service commenced between Rome and Camden on September 10, 1850. On September 5, 1851, the rails reached Watertown and on May 1, 1852, the line was opened to Cape Vincent. On July 4, 1861 the Watertown & Rome and the Potsdam & Watertown Railroads were merged to form the R.W. & O., so you can see, railroad mergers are nothing new. The line was a money-maker from the start. Finally, as will be seen, the R.W. & O. became a part of the New York Central & Hudson River Railroad on March 14, 1891. For many years, the Central's "Ontario Division" shops were located in Oswego, on the west side. Due to labor problems arising over modes of paying employees, these shops were later abandoned. Before the coming of the automobile and improved roads, the line continued to prosper. In the past decade, however, the old "Hojack," as it is called by railroaders, has been stripped of its former glory and is a bedraggled, sliced-up series of branchlines. The old mainline between Camden and Richland was abandoned on November 19, 1957.

One by one, passenger trains were lopped off as passenger

traffic dwindled. It is said, however, that the Central didn't go out of their way to encourage such business. Last service between Utica and the north via Richland ceased to exist in October, 1956. On Feb. 14-15, 1964, the last remaining passenger service on the "Hojack," a single "Beeliner," rail diesel car, made its final run between Syracuse and Massena and return. Your author was among the last riders.

This railroad today is merely a trunkline between the mainline at Syracuse, and Canada. One of the major shippers is the Jones-Laughlin Steel Corp. of Benson Mines.

No more do passenger trains pulled by Pacifics stop at the famous restaurant in the Richland station. The old "Hojack" is only a shadow of its former self. But it isn't hard to visualize the "varnish" rushing across the shining rails on its way to the White Mountains. And if you listen hard enough, maybe you can hear the click of the telegrapher's sounder even though the wires have long-since been stripped from the poles.

"The Lake Ontario Shore Railroad"

It took more than talk to build a railroad in the old days. It took money. And money isn't what the Lake Ontario Shore Railroad had at its disposal.

The company had been incorporated on March 17, 1868, with a goal of connecting Oswego with Suspension Bridge and the "Great West." Capital of the company was to be \$4 million.

Its construction was slow, and for a few years, the "rail-head" was just 18 miles west of Oswego. The city of Oswego and a number of towns along the proposed route had invested in bonds to aid in construction, but somehow this wasn't enough.

However insolvent, the "Shore Road" or "West Hojack" managed to carry a distinguished roster of directors, including such prominent Oswegonians as Gerrit Smith, Luther Wright, Alanson S. Page, Frederick T. Remington, and Theodore Irwin.

The promoters were persistent but they chose to overlook the fact that the territory they sought to thread promised but little local traffic returns for many years to

come. Some saw the prospect of making a profit in the near future a small one indeed. The nearby Midland Railroad had something the "Shore" boys didn't -- a D. C. Littlejohn.

In their somewhat weak sales pitch, Lake Ontario Shore promoters stressed that valuable connections would be made at Sterling with the coal-hauling Southern Central; at Sodus with the Sodus Point & Southern, and at Rochester with the Rochester & State Line. Not to mention the future prospects of pushing through to Suspension Bridge.

The railroad attempted to revive itself when, on Sept. 29, 1874, it was reorganized into the "Lake Ontario Railroad Co." Finally, with a tremendous effort and the stimulation of fresh capital from wealthy Rochester, it was brought to Kendall in 1875.

For sometime after the road had been pushed through the Lake Plain of Western New York, the promoters had contemplated building a bridge across the Niagara River and the international boundary, between Lewiston and Queens-town, in competition with the Suspension Bridge, which had been an overwhelming success since its opening in 1849. This dream died "a'borning." Schemes of making it a part of the route between Boston and the west via the Hoosac never materialized either.

In 1875 the road, due to financial difficulties, was sold at Oswego at auction to the R. W. & O. at 73 cents on the dollar of its bonded indebtedness. The R. W. & O. completed the road to Lewiston in 1876, and shortly after, to Suspension Bridge.

To reach the tracks of its new link, the R. W. & O., in 1875 and 1876, drilled a tunnel under the old county courthouse, and built a bridge across the Oswego River. Some years before, the R. W. & O. had gained control of the Oswego & Rome Railroad between Oswego and Richland. The R. W. & O.'s original depot was in the old Lakeshore House.

Delighted with their "bargain" the R W & O high-ups now boasted of their new east-west line. But as time passed, the "Shore Road" didn't garner the business anticipated. There simply wasn't enough local business to sustain its operation. Instead of being an asset, it became a millstone around the R W & O's neck. It defaulted on its bonds in 1876-77, and in 1878 the proud R W & O itself defaulted on its own bonds.

The enthusiasm with which R W & O President Marcellus

Massey showed over the extension of his road to Suspension Bridge soon wore off. He soon found he had made a dangerous move, in which there was no turning back.

Men who had been the R W & O's leading spirits began to "get out from under," and northern New York lost control of its beloved road to the Lackawanna -- Samuel Sloan, its president, in particular. The Sloan era was one of gradual deterioration on the R W & O. It is said he milked the road for all it was worth for the furtherance of his Lackawanna interests.

Sloan's "D. L. & W." tapped the R W & O at Oswego and Utica. During his five years of administration, things went from bad to worse. One rail historian, the late Edward Hungerford, termed Sloan's tactics as "deliberate sabotage."

One of Sam Sloan's first acts, one of the few that made much sense, was to split the R W & O into divisions. He took the former Syracuse Northern, Lake Ontario Shore, and the Oswego & Rome and molded them into a new division with headquarters in Oswego. He emphasized that it was all but impossible for an operating officer at Watertown to supervise properly the western end of such a far-flung system. Another pure-Sloan move was to convert all R W & O locomotives to hard-coal burners, thus producing another customer for his anthracite interests in Pennsylvania.

In 1882 Charles Parsons of New York, a lank, taciturn businessman, gained control of the R W & O. For some time he had been picking up the stock at \$10 and \$15 a share while other investors shied away.

Old Sam Sloan went his merry way after Parsons handed him a check for \$300,000 in payment of past due notes. Parsons proceeded to rehabilitate the road, rebuild the track and replenish it with new rolling stock. The Lake Ontario Shore, once despised, came into its own as part of a new through passenger service between Chicago and Portland, Maine. Along its rails eventually grew the greatest orchard industry in the United States, which, to this day is its sole purpose of existence.

Parsons extended the R W & O mainline to Massena, near the Canadian border, where it connected with the Grand Trunk (now Canadian National) to Montreal. He connected Syracuse with his road at Oswego by taking over the Syracuse, Phoenix & Oswego, which was opened

to Fulton in 1886. From there, the New York, Ontario & Western was more than willing to grant it trackage rights at an annual fee.

Parsons gained entrance into the heart of Rochester by purchasing a suburban railroad between there and Windsor Beach. He built new bridges by the dozens. In 1890 he had 643 mainline miles of as good a railroad as any that existed at that time.

Soon, the envious eyes of the Vanerbilt empire turned his way. The New York Central & Hudson River Railroad became alarmed as the R W & O strengthened its position, thus becoming a thorn in its side.

Then it essayed strategy. It thought it could put a scare into the R W & O by purporting to build a rival road called the "Mohawk & St. Lawrence," which would parallel it through the North Country. "The Central didn't really wish to build, it wanted the R W & O ready made," said Alvin Harlow in his book, Road of the Century.

As persistence would have it, the Vanderbilts finally gained control of the R W & O, by hook or crook, on March 14, 1891. On that day, out of General Manager E.S. Bowen's office in Oswego, came the following telegraph message:

"To All Division Superintendents:

The entire road and property of this company has been leased to the New York Central & Hudson River Railroad, and by direction of the President, I have delivered possession to H. Walter Webb, Third Vice-President of that company. Each Superintendent please acknowledge and advise all agents on your division by wire."

Under the Vanderbilt wing, the R W & O was greatly improved. Some of the rates were slashed from 25 to 50 percent, and Mr. Parsons lived long enough to see more equitable systems of freight carrying-charges established. R W & O headquarters were moved back to their original home base -- Watertown.

Into the R W & O the Central poured money like water. New track went down, express flyers and plush passenger trains flashed through Oswego by the score. There are a few people alive today who remember the ornate cars on the through trains that ran from New York to Chicago via the Ontario & Western, R W & O and Wabash Railroads, the infamous immigrant trains, the pleasant summer excursions to Fair Haven, Sodus Point and Charlotte.

As time went on, passenger trains began to vanish from the scene, one by one, until there remained but one train a day each way between Rochester and Oswego and Rochester and Suspension Bridge. Soon these were discontinued as passenger trains and became mixed trains, in which passengers, if in no hurry, could eventually reach their destination. (The last passenger run was made on April 1, 1932.) On Feb. 2, 1935, the mixed trains remaining made their last runs, bringing such service to an end, except for an occasional railroad fan excursion.

Today, the "West Hojack," as it is called, is little more than a weed-grown almost forgotten branch line of the mighty Penn-Central but one-way freight a few times a week groans its way westward to Charlotte past boarded up depots with their attendant memories of better days.

Passenger service between Oswego and Syracuse on the New York Central was discontinued April 6, 1951, and after abandonment of the New York, Ontario & Western Railroad in 1957, the Central purchased the Fulton-to-Oswego segment, and rebuilt it.

The Oswego branch, commencing at Woodard near Liverpool, still enjoys a thriving freight business; its prime customers being Sealright and Nestle Chocolate Co. in Fulton, the Port Authority and the Niagara-Mohawk Power Corp. in Oswego, as well as Armstrong Cork Co. north of Fulton.

"The Oswego & Rome Railroad"

In the days when railroads promised great wealth to communities, a line was projected eastward from Oswego to connect with the Rome, Watertown & Ogdensburgh at Pulaski. This line, known as the "Oswego & Rome Railroad," was opened between those two points on Jan. 1, 1866.

The company that built it was incorporated April 11, 1863, and on September 7th of that year was leased in perpetuity to the R W & O, which subsequently bought a majority of the stock.

Elizabeth M. Simpson, in her book, Mexico Mother of Towns, wrote:

"The question locally was whether the road should take the lake shore or the inland route. The former would run through Texas and the latter nearer to Mexico village. One hundred and twenty-five thousand dollars worth of bonds

were to be sold along the line, Gerrit Smith agreeing to buy \$50,000 worth."

The R W & O offered to lease the branch, paying seven percent on the investment and to furnish the locomotives and other rolling stock. It is clearly evident that the R W & O was anxious to gain access to Oswego. In July, 1863, it was announced that the road would take the inland route because of easier grades.

The cautious local government finally agreed that the town of Mexico would raise \$45,000. Over the next two years, construction progressed at a steady pace, finally being completed in January of 1866.

The Mexico Independent of Jan. 4th that year announced that the first regular trains "began running Monday last. A great profusion of omnibuses were rumbling in every direction to bring in passengers. Every station had a coach of its own and all were filled. A little before eight the shrill whistle of the western train re-echoed over hill and plain as the cars came thundering into the depot. There was much excitement for people who had traveled in stage coaches over horrible roads for the past forty years. The 11:20 from Richland came in with cheers. Over 80 got on for Oswego. The cars and engine are magnificent in every respect. At New Haven an aged veteran palsied by the breath of death sat under an umbrella to see the locomotive and train. At Sand Hill (Daysville) the night train with fiery snorting locomotive caused one who had never seen a train to faint. When asked why, he replied he thought the monstrous slave power had got loose and come north on a raid."

Today, trains no longer trundle into or through Mexico. Passenger service came to an end on September 25, 1947 and the New York Central, in an economy move, received permission from the Interstate Commerce Commission on April 13, 1959, to abandon the line from Mexico to Paul, a mile east of Oswego.

This abandonment was brought about when the New York Central purchased the former NYO & W trackage between Fulton and Oswego.

Prior to its abandonment, the O & W had handled the Central's freight business north of Fulton, the Central only having trackage rights to operate passenger trains.

More often than not, the Central found it more advantageous to take the more circuitous route from Syracuse to

Oswego via Pulaski. Businesses in Fulton were served by the "Phoenix Local." After acquisition of the O & W trackage on June 17, 1958, there was no further need for the branch from Pulaski to Oswego as a through route.

Subsequently, the rails were torn up and 8.8 miles of trackage between Pulaski and Mexico were retained for a number of years to serve a few industries in Mexico. Permission to abandon the rest was granted by the I. C. C. on June 10, 1966, and the line was ripped up the following year. Thus ended Mexico's career as a "railroad town." Its station still stands next to Route 3, reduced to the ignominious class of a storage shed.

Before passing, it may be proper to include an interesting anecdote relating to this line. Quoting from Mexico Mother of Towns,

"Before the day of rotary snowplows and snow fences, the cuts near Mexico were the Waterloo of many a train and even of the older type of snowplow sent to extricate the train. In the winter of 1878-9 the line was blocked from December 23rd to January 10th with the exception of one day. It became the custom of train crews marooned east of the station to go to the stone house of Richard Hamilton for food to feed their hungry passengers. Tradition says that the usual fare offered was baked beans and that traveling men who frequently had the experience of sharing this food named the place the 'Beanery.' The family claim, however, that this was but a corruption of the real name of the homestead, the 'Deanery.' Whatever its name, the house, with its Victorian Gothic addition and its Captain's Walk built in 1878 by the Hamilton's son-in-law, Mr. Wilcox, remains a picturesque feature of the landscape, standing near the site of the first home in the village."

Syracuse Northern Railroad

Efforts to connect Syracuse to the north by rail date back to at least 1836. On May 1 that year, the "Brewerton & Syracuse Railroad Company" was chartered, with a capital of \$80,000, to build a road between those two points.

Brewerton, at that time, was growing, with its many industries, including sawmills, a tannery, a brick yard and an eel fishery. At that time, the state was improving

navigation channels in the Oneida River. The Brewerton & Syracuse Railroad never left the drawing boards, and was abandoned during the ensuing financial panic of 1837.

In 1853, agitation for a railroad to the north was again revived and in March of that year a Dr. H. D. Borden of Syracuse made a survey for a line between Brewerton and Sand Banks. (Altmar)

The project lay dormant another 10 years and on Mar. 16, 1863, a call for a public meeting at City Hall, Syracuse, was advertised "to consider the question of constructing a railroad from Syracuse to Sand Banks." Words flowed forth, but nothing further developed.

The next attempt towards construction occurred on a cold and blustering Jan. 25, 1868, in Central Square, when a large crowd gathered to form the Syracuse Northern Railroad Company. However, the formal incorporation did not occur until Feb. 25, 1869. It was resolved that the \$1,250,000 in capital stock would be used to construct a railroad from Syracuse to Lacona (then Washingtonville) where it would intersect with the Rome, Watertown & Ogdensburg Railroad.

A. C. Powell was appointed chief engineer, and a survey was commenced under the supervision of James Barnes of Phoenix. After considerable opposition bonds were issued in aid of the road by the city of Syracuse and the towns along the line, as follows: Syracuse, \$500,000; Hastings, \$25,000; Parish, \$35,000; Richland, \$80,000; Sandy Creek \$80,000; and Salina, \$120,000.

Officers upon organization of the company were Allan Monroe, president; Patrick H. Agan, secretary; E. B. Judson, treasurer. Prominent businessmen along the line were directors.

Twenty proposals were received from contractors and the contract was finally awarded to Dennison, Belden & Co., of Syracuse. The work was commenced on May 18, 1870, after ground-breaking ceremonies on the farm of Col. Oremus Johnson, near Brewerton. President Monroe threw the first shovel full.

The road was comparatively easy to build. The only major obstacles were the bridging of the Oneida River at Brewerton and the Salmon River in Pulaski. Work proceeded rapidly during the ensuing year.

On June 16, 1870, Judge John L. Stevens of Brewerton recorded in his diary that "there are nearly 250 men to work within 3 miles of Brewerton." Secretary Agan was

busy most of that summer securing the right-of-way.

The bridge over the Oneida River was about 500 feet long, consisting of four spans. One of these spans was the draw-open for the steamboats. This draw was sobuilt as to be turned parallel with the channel to enable navigation through the river. The bridge itself was of the "lattice truss" design, consisting of large timbers forming on each side of the spans.

The depot master, or "station agent" or his assistant operated the draw span. The bridge at Pulaski, over the Salmon River, was built of stone.

The railroad was officially opened on Nov. 9, 1871, and was celebrated with much fanfare and excursions too numerous to mention.

No town was more enthused over the new railroad than Sandy Creek. Although not yet entirely completed, rails had been laid within the village limits by early September. On the 9th, the local townsfolk decided to celebrate the coming of the railroad in traditional 19th Century Style.

The Sandy Creek News, the following Wednesday reported that "last Saturday the engine 'Sandy Creek' crossed Main Street, it announced with a loud whistle, the glad tidings to all. In anticipation of a good time, a number of Pulaski citizens, ladies and gentlemen, came to rejoice with us in this auspicious occasion. Near the track, on an open flat, a beautiful repast had been laid which the ladies, having an eye to the 'eternal fitness of things,' had provided. Meat and drink, bread and cakes, and the band played in front of the engine..." One of the speakers termed the event a "railroad dispensation."

The "Northern's" first depot in Syracuse was at the corner of Saxon and North Franklin Streets. A permanent brick station was opened Nov. 30, 1875 at the northwest corner of South Franklin and West Washington Streets. This building still stands, being occupied by Frank Taglia Co., railroad contractors.

The Syracuse Northern started off in grand style, operating two daily passenger express trains, an accommodation and two freights in each direction. The first superintendent was E.H. Bancroft, who was later followed by C.C. Morse, and J.W. Brown. J. Dewitt Mann was the accounting officer and paymaster.

Hungerford wrote: "Within a twelvemonth after its opening the prosperous Rome, Watertown & Ogdensburg, having already seen the advantages of a two-footed connection with the New York Central, planned its purchase."

The road, having failed to become the financial success dreamed of, soon found itself in financial difficulties which reorganization could not cure. Late in 1875, it was sold under foreclosure and was consolidated with the R W & O.

The Syracuse Northern hit the headlines when, on May 20, 1874, a passenger train went through the open drawbridge at Brewerton, killing the conductor and engineer. The following account is excerpted from the Syracuse Journal:

"The unfortunate train was the regular train from this city, going north, which left here at four o'clock this morning. It was in charge of Conductor Edward S. Church, of this city, and drawn by the engine SYRACUSE, Charles C. Wiggins, engineer, and Charles Miller, fireman.

This locomotive has just been transferred from a wood to a coal burner, and this was its first trip over the road. At Brewerton, the train stopped for water. While taking water, some of the passengers got out and walked about. They discovered that the danger signal was set at the bridge, and several of them asked the conductor what the draw was open for. After taking water, and the train business translated, the conductor went to the engine, and getting up into the cab, asked the engineer and fireman how the engine worked. On being told, Church, who was well informed as to coal burning engines, directed the fireman to wet the coal, which he proceeded to do. While the fireman was going this, Church asked the engineer if everything was all right and receiving an affirmative answer, the conductor pulled the throttle valve and the engine started for the drawbridge, which was plain to be seen was wide open, a passing steamer being only a few rods from the bridge."

The fireman said "I had barely got into the tender, when I felt the whole engine sinking under me, and the next thing I knew I was among the debris under water. I came to the surface and as I did so I received a kick in the head by Wiggins, who was near me." He said he attempted, in vain, to rescue Wiggins, as the current carried him downstream.

Accounts of the catastrophe were carried in local newspapers for days, and blame was attached to everyone, from the superintendent on down to the conductor.

Fortunately, only the engine went into the river. It was later retrieved and hauled off to Syracuse for re-

pairs. It would see several more years of active service under the R. W. & O. regime.

The final chapter in the early history of the Syracuse Northern Railroad was written in September, 1877, when the eight-mile portion of the line between Pulaski and Lacona was abandoned. On Thursday, September 6, 1877, the Pulaski Democrat reported:

"Several days since green flags were placed at each end of the Syracuse Northern RR bridge, in this village, as a caution for trains to "go slow" while crossing, it being reported that the bridge was in an unsafe condition. At the same time it was stated that trains were about to be discontinued on that road between Pulaski and Sandy Creek, and that none would run after the first of September. A rumor was set afloat on Saturday that the railroad company would proceed to take up the track on the Sunday following to avoid service of an injunction; but this proved to be incorrect. The people of Sandy Creek are highly incensed at the contemplated change and on Saturday, Mr. O. R. Earl went to Syracuse to investigate the matter. It is now reported that the 'Y' which has been laid at the junction of the Northern with the Oswego and Rome road will be brought into requisition so that traffic may go by that way. Another rumor has it that a round house is to be erected here. -- The railroad officers keep everything dark so that we have no official communication on the subject. Still it is universally conceded that a marked change is in contemplation. Should the track be taken up, Richland will lose about two and a half miles of railroad which the assessors value at \$15,000 per mile. The latest report is that authorities propose to remove the bridge across the river, thus compelling the village to build another or oblige its citizens to travel an inconvenient distance in order to reach the depot. Such a policy would be widely reprobated and deservedly unpopular."

"Deservedly unpopular" was indeed an understatement, at least for the residents of the town of Sandy Creek, who had paid dearly for the railroad. Thursday, Jan. 24, 1878, the Democrat reported that "Last Thursday morning a gang of railroad workmen proceeded to Lacona and commenced taking up certain portions of the Syracuse Northern track which connect that line with the R. W. & O. road, and the mainline with the engine house."

On Thurs., April 18, when weather became favorable,

the Democrat said "The railroad employees have commenced taking up the Syracuse Northern track between this place and Sandy Creek. They began operations at the northern limits of this town and the work extends southward. Thus slowly fades from our vision the little toy for which our town has agreed to pay \$80,000."

"Sandy Creek is about to call a meeting to try and force the railroad company to keep open their line between that village and Pulaski," said the Democrat of May 16th.

"Our neighbors do not like to be left out in the cold." The same issue reports that the crews "are relaying the track between this village and Sandy Creek. Old rails are being used in the operation and it is understood that the authorities are taking this measure in order to forfeit the right of way."

From his study of early railroad tactics, the author feels that one of the main reasons the R W & O sought to abandon this line was because of the precarious condition of the bridge over the Salmon River in Pulaski. Sometime between 1881 and 1884, this structure was removed. The Democrat of April 21, 1881 said the bridge "is pronounced so unsafe that the authorities have forbidden the crossing of cars for any purposes. Since the abandonment of this section of the road single cars have occasionally been run across the bridge at the convenience of parties on this side of the river but this must be done no more." A birdseye view of the village of Pulaski published about 1884 shows the bridge removed except for abutments.

Despite discouragements such as this, the citizens of Sandy Creek did not give up without a fight. On Jan. 11, 1883, the Democrat reported that "Several of the Sandy Creek railroad committee have been to Oswego and held a consultation with Supt. E. A. VanHorne, of the R. W. & O. R. R., in regard to re-opening the abandoned track between Pulaski and Lacona. Mr. VanHorne asked for 15 days to consider the matter." What the R W & O's decision was on this "consideration" is not known, but it can be safely assumed it was negative.

Dissatisfied with the R W & O hierarchy, the committee appealed to the State Board of Railroad Commissioners for assistance. On April 21, 1884, the board ordered the R W & O to restore the line. The R W & O did not comply, and on Nov. 15th, the matter was turned over to the State Attorney General for action. The case was appealed

to the Supreme Court on Nov. 20, 1885, but did not come to trial until June 3, 1886. On October 5th, the court rendered a verdict in favor of the railroad. In their case, the R W & O maintained it would cost \$70,000 to restore the line, with an annual operating expense of about \$15,000. Thus died Sandy Creek's efforts to have the railroad restored. Forever after, trains from the south came to Lacona via Richland.

The old roadbed is still very evident as it follows Rt. 11 for several miles.

"The Phoenix Branch"

Although the village of Phoenix agitated for a railroad many years, it was the last Oswego County community to get one.

For many years, its only rail connection was the DL&W at Lamson's, some four miles to the west. One of the first attempts at railroad building came in 1869, with the organization of a "Syracuse & Northwestern Railroad Co." which was to build a line from Syracuse to Mexico, via the village of Phoenix. Needless to say, nothing ever came of this.

An attempt to revive this idea was made on October 18, 1871 at a meeting in Phoenix. Representatives from Mexico, Palermo, Phoenix and Baldwinsville pledged "the united efforts of the people they represented to make the proposition a success." Accordingly, the Baldwinsville, Phoenix & Mexico Railroad Company was formed to have a capital of \$400,000. Thirteen directors were elected; two from Mexico, two from Palermo, three from Baldwinsville and six from the town of Schroepfel. Gouverneur M. Sweet, a Phoenix merchant, was elected president. Edmund Merry and Edmund G. Hutchinson of the Phoenix Bank were named secretary and treasurer, respectively. D. W. G. Peck of Mexico was named vice president.

Directors included Samuel Avery, President of the Phoenix Bank; Amasa P. Hart, a land speculator, and Reuben Sutton, owner of a large and prosperous farm in Pennellville, through which the proposed railroad was to pass.

Crossing the New York & Oswego Midland at that point, Pennellville envisioned itself as a future railroad junction town.

While all of this was going on, a railroad from Syracuse to Oswego, via Phoenix and Fulton, also was being promoted. The 38 miles could be accomplished by constructing only 17 miles of new track, it was emphasized.

This would be accomplished by trackage rights over the Syracuse Northern from Syracuse to Woodward Station, from there to Fulton over new track; and the remainder with trackage rights over the Midland. It was estimated that the total venture would cost about \$320,000. Primarily interested in the project were the flour mill interests in Phoenix. Its board of directors included seven from Syracuse, three from Phoenix and one each from Liverpool, Fulton and Oswego. Oliver Breed and Joseph J. Glass of Syracuse, partners in the Glass, Breed & Co., flour mill, and Stephen O. Howard were the Phoenix directors. Howard was a one-third owner in H. Wetherby & Co.'s flour mill.

George G. Breed of Phoenix was elected president, with Allen Munroe and Patrick Agan, the eternal pair of Syracuse railroad operators, acting as treasurer and secretary, respectively. These two played an important role in the development of the Syracuse Northern.

Since financial support in the form of public bonds from the town of Schroepfel was critical to the construction of either railroad project, public opinion in the town was of upmost importance. After a period of agitation, the Baldwinsville, Phoenix & Mexico railroad project was "pigeonholed" indefinitely and plans for the Syracuse, Phoenix & Oswego went ahead.

The town of Schroepfel was asked to bond itself for \$50,000 to support the railroad, while \$20,000 was asked from the village. A controversy ensued as citizens in the eastern part of the town tried to block approval of the bonding. In order to win support of this area, the Syracuse, Phoenix & Oswego directors announced plans to make a junction with the Midland "at or near Pennellville." Finally with a majority of 388 landowners (out of a 755 total) signed their approval and the bonds were issued.

By the end of 1873 some \$90,000 had been paid in on stock subscriptions. Of this, about half was spent for land, fences, grading and engineering. On July 29th that year ground was broken "on the farm of Peter I. Quackenbush, located between Euclid and Belgium, and just east of Teal's corners." Sealed proposals for construction were advertised and the contract was subsequently awarded to S. D. Keller. A. J. Brown of Syracuse was low bidder for the construction of a bridge at Three Rivers.

On July 30, 1873, the Syracuse Journal reported:

"Today a large force of men and teams are at work between Woodward Station on the Northern Railroad and the Morgan meeting house; also near the road leading from Three River Point to Brewerton, on the south side of the river."

Work progressed rapidly through the succeeding spring and summer. In the fall of 1874 the grading was completed, "ready for the superstructure, at an expense of less than \$116,000 and all paid for except a floating debt of \$10,000," reported James Barnes of Phoenix, the civil engineer on the project. Bridging of the Oneida River was accomplished with the construction of a two-span structure 200 feet long, of the Howe's truss design.

Meanwhile, arrangements were being worked out for trackage rights from Woodward to Syracuse over the Syracuse Northern. But soon, the Northern fell into the hands of the R W & O. Patrick Agan wrote "it was found to be impossible to make a satisfactory connection of the two lines at Woodward Station, and an independent line from that point became necessary. To effect this object in the best way the 'Syracuse Northwestern Railroad Company' was organized and consolidated with the Phoenix road through an amendment of the general railroad law..." If built, this road would be built along the Oswego Canal to "Haymarket Square" in Syracuse.

But the country, in general, soon found itself reeling under the shock of a financial depression and no more funds from railroad stock were forthcoming. Company resources were soon exhausted and the project, on which about \$100,000 had been expended, went into a dormant state.

In the late '70's, rumors, at times, were circulated as to the fate of the abandoned railroad project. Once it was said the New York Central was interested in acquiring the "assets." Some thought the Midland might see the opportunity of using the line to gain access to Syracuse.

All speculation, including making it a link in a through route from Boston to Lake Ontario, proved false, and it was not until the railroad was acquired by receivership that outside capital finally completed the task of making Phoenix a railroad town.

Early in 1885, George Potts of Ocean Grove, N. J. purchased the property with the idea of completing the long talked-of railroad. Again, James Barnes was ap-

pointed resident engineer to supervise the work. Potts was confident he'd have trains running July 4. He was only a few days off. Except for some unexpected delays in shipments of rail and supplies, work was pushed as fast as possible. On June 7, the Syracuse Standard's Fulton correspondent reported "Satisfactory progress has been made during the past week on the Phoenix railroad, the track having reached to within a short distance of the village of Phoenix. From Fulton the road is ballasted for some miles south. Work has also commenced at Woodward's Station and will be continued without interruption to Three River Point."

From such accounts, it was learned that this later construction of the railroad commenced at the junction with the now New York, Ontario & Western R. R. and proceeded southward.

Finally, the road was officially opened as far as Phoenix on July 8, 1885; the line being operated by the Rome, Watertown & Ogdensburg. The bridge that had been built several years before at Three Rivers was replaced with a new one. On September 7, 1885, the moment so many local people had been long awaiting came. The Syracuse Standard of a day later said:

"Just one minute after 8 o'clock yesterday morning the first regular train over the Phoenix road moved away from the Northern station. Twelve minutes later Liverpool was reached, and Woodward, where the new road begins, was arrived at in five minutes more. The road to Three River Point is as straight as a line. The new bridge, which seems a most firm structure, was crossed at 8:30. In six minutes more Phoenix was reached, where the uptrain from Oswego was waiting. At this point all trains will meet until further notice. Fulton was made a little ahead of time and Oswego at 9:28. The road-bed is as smooth as that of the Central or Erie, and there will be no trouble in materially shortening the time between Syracuse and Oswego in the forthcoming timetable. The train from Oswego brought a number of passengers. At Phoenix where the greatest interest in the new road has centered nearly half of the population was at the station. Some fifty persons, including many leading citizens, came on board."

Apparently, the railroad ran into some trouble over trackage rights on the Midland from Fulton & Oswego and accordingly, the Fulton & Oswego Railroad Company was formed that December in anticipation of building a parallel line. This company extended the Phoenix line from the

N Y O & W junction to Broadway, Fulton, and there erected a depot. Nothing further was done, as satisfactory arrangements were worked out with the N Y O & W.

I would like to thank Lawrence Hiler of Phoenix for his assistance in preparation of the account of The Phoenix Branch.

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Appendix A

Proposed Railroads in Oswego County (Never Built)

<u>Name</u>	<u>Date Incorporated</u>	<u>Capital</u>
Oswego & Utica	May 13, 1836	\$ 750,000
Rome & Port Ontario	May 13, 1837	350,000
Oswego, Northern & Eastern	Feb. 18, 1853	400,000
Oswego & Troy	April 6, 1854	2,000,000
Oswego, Binghamton & N. Y.	Oct. 16, 1855	400,000
Boonville & Ontario	April 16, 1868	500,000
Syracuse & Northwestern	Feb. 16, 1869	250,000
Boston, Rome & Oswego	Sept. 25, 1871	3,000,000
Boonville & Port Ontario	Oct. 25, 1872	2,000,000
Boston, Saratoga & Western	April 6, 1873	
Boston, Hoosac Tunnel & Western	Feb. 16, 1877	10,000,000
Syracuse & Ontario	Nov. 28, 1881	400,000
Syracuse, Phoenix & Ontario	Jan. 8, 1883	750,000

Appendix B

Corporate Structure of Railroads in Oswego County, N. Y.

1. Watertown & Rome R.R. Co. incorporated April 17, 1832. Reorganized as the Rome, Watertown & Ogdensburgh Railroad Co. July 4, 1861. Acquired by New York Central & Hudson River R.R. Co. March 14, 1891.
2. Oswego & Syracuse R.R. Co. incorporated April 29, 1839. Capital Stock, \$482,400. Leased Feb. 13, 1869, to the Delaware, Lackawanna & Western R.R. Co. Merged into D L & W Dec. 20, 1945. D L & W and Erie merged Oct. 15, 1960 to form Erie-Lackawanna Railroad.
3. Oswego & Rome Railroad incorporated April 11, 1863, Capital Stock, \$300,000. Leased to 1 on Sept. 7, 1863.
4. Syracuse Northern R.R. Co. incorporated Feb. 15, 1868, Capital Stock \$500,000. Re-incorporated as Syracuse & Northern R.R. Co. Sept. 22, 1875. Consolidated with 1 on Dec. 23, 1875.
5. Lake Ontario Shore R.R. Co. incorporated March 17, 1868, Capital Stock \$4 million. Reorganized as Lake Ontario R.R. Co. Sept. 29, 1874. Consolidated with 1 on Jan. 14, 1875.
6. Syracuse, Phoenix & Oswego R.R. Co. incorporated Nov. 19, 1871. \$400,000 Capital Stock.
7. Syracuse Northwestern R.R. Co. incorporated Sept. 19, 1874. Capital Stock \$150,000. Merged with 6 on June 10, 1875 to form a new Syracuse, Phoenix & Oswego R.R. Co. Sold under receivership Jan. 31, 1885 and reorganized as Syracuse, Phoenix & Oswego Railway Co., incorporated Feb. 16, 1885, Capital Stock, \$500,000. Subsequently operated by the R W & O. Acquired by R W & O in April 1886, and consolidated Aug. 7, 1889. Opened July, 1885; to Syr. in Sept.
10. Fulton & Oswego R.R. Co. incorporated Dec. 18, 1885, Leased to R W & O March 6, 1886, consolidated April 22, 1886. Completed line Fulton Junction to Broadway, Fulton, Jan. 1886.

Appendix B - Cont.

11. Oswego River Bridge Co. incorporated April 20, 1885.
Consolidated upon incorporation into R W & O.
12. New York & Oswego Midland R. R. Co. incorporated
Jan. 11, 1866. Sold to New York, Ontario & Western
Rwy. Co. Nov. 14, 1879. Later company incorporated
Jan. 21, 1880. N Y & O M Capital Stock, \$10 million.
Abandoned operation March 29, 1957.
13. Penn-Central merger effective Feb. 1, 1967.

Appendix C

New York Central Station Agents in Oswego County - 1925

Phoenix	G. W. Murphy
Fulton, Broadway	C. L. Davis
Fulton (NYO&W)	J. W. Gillard
East Oswego (NYO&W)	J. J. Hartigan
Oswego	John Turkington
Lycoming	O. A. Reed
New Haven	E. A. Prior
Mexico	C. M. Weeden
Pulaski	J. A. Litts
Richland	Miss E. Look
Lacona	E. H. Merriman
Altmar	L. E. Mott
Kasoag	L. O. Cagwin
Williamstown	H. J. Pulver
Fernwood	L. M. Geer
Maple View	T. K. Smith
Parish	E. M. Pond
Morse	W. K. Mathewson
Mallory	R. G. Herrick
Central Square	F. L. Hamilton
Brewerton	D. Borden (just over county line)
Furniss	F. C. M. Sabin
Hannibal	L. Stopellben
Crocketts	A. J. Hendricks (just over county line)

H. S. Rauch - Division Superintendent of motive power, Oswego.

P. L. Barker - Division Engineer

Dr. A. C. Calisch - 13 W. Bridge St., Oswego, Company Surgeon.

Dr. J. E. Mansfield, 55 E. 5th St., Oswego, Company Surgeon.

Dr. J. F. Dwyer, 242 W. 1st St., Oswego, Company Oculist.

Agents, New York, Ontario & Western - 1926

Cleveland	C. D. Soule
Bernhards Bay	E. A. Baker
Constantia	C. H. Bonneau
West Monroe	C. E. Munson
Central Square	C. N. Best
Pennellville	C. A. TenBroeck
Fulton	E. L. Kinney, J. W. Gillard
Arrowhead	G. A. Baker
Minetto	F. J. Beadle
Oswego	J. Williams, J. J. Hartigan, P. H. Legure



The first official train puffed into Phoenix on July 8, 1885. Line was completed to Syracuse that September.



The inspection engine "Ontario" was a familiar sight up and down the old Ontario division of the New York Central, which included Oswego.

Thirtieth Anniversary

It was thirty years ago when the Third Publication of the Oswego County Historical Society was published. The First Publication (1899), forty pages, contained, among other things, the Society's officers and "An Historic Sketch" (of Oswego) by George Tisdale Clark. In 1905, William Pearson Judson compiled the "Ancient Field Notes and Maps." The above publications bore the imprint of the Society's seal.

The Third Publication, 1939, contained a list of officers, standing committees, dedication to Dr. James G. Riggs and the following articles: Harry E. Landon, "The French Regime in Northern New York"; Edwin M. Waterbury, "Col. Marinus Willett's Expedition Against Oswego in 1783"; Major Wheeler Chapin Case, "How the Local Militia Defended the Lake Ports"; John M. Gill, "The Battle of Oswego in 1756"; Frederick W. Barnes, "100 Years in Business or The Story of an Old Shop"; Ralph M. Faust, "National Figures Behind the Early Purchases of Oswego Lands"; William J. Gallipeau, "History of the Old French Fort at Liverpool and Its Relation to the Oswego River Valley"; Rev. Earle F. Anable, "Early Jesuits in Central New York."

The Society has since published an annual volume of the papers presented before it. A wide variety of subjects and topics touching on almost all aspects of human activities were given not only by competent historians, graduate students but also by specialists in their interests and by amateurs interested in local history. In the absence of an up-to-date comprehensive volume on the history of Oswego County, these collective articles do, indeed, serve a very useful purpose.

NECROLOGY

FREDERICK G. GRIESMYER

January 6, 1969 - Cleveland, New York

MALCOLM L. WILLIAMS

February 8, 1969 - Lake Oswego, Oregon

MRS. CLARA STOWELL PETERS

February 28, 1969 - Oswego, New York

PARKER VAN BUREN

November 4, 1969 - Fulton, New York

MRS. FRANCES E. WHITE

December 4, 1969 - Oswego, New York

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