

INFORMER

Volume 32, Issue 1

Annual Dues \$18 Individual, \$20 Family

January 2025



Last Passenger Train "Beeliner" M-463 at Watertown

Train #193 ends passenger service to Watertown. In final years, service was handled by single Rail Diesel Car (RDC), called "Beeliner" by the New York Central.

Richard F. Palmer Collection; shared with CNY Chapter NRHS
New York Digital Heritage Collection

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INFORMER JANUARY 2025

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President's Message:

Hello. I am Thomas "Tom" LaClair, your Jefferson County New York Genealogical Society President. Happy New Year 2025 to all our members, guests, and friends who receive the *Informer* newsletter. This 24-page newsletter is mailed out four times a year; January, April, July, and October. JCNYS is beginning our 31st year serving you, our members. Whether a member for one month, one year, or 31 years, our goal is to assist in promoting your family research.

I extend a hearty welcome to JCNYS member Yvonne Reff, retired Director of Flower Memorial Library, to our *Informer* team. Jerry Davis, the current *Informer* designer, has been choreographing the newsletter for over 20 years and 94 *Informers*. He is stepping down to focus on his health and family. We owe Jerry a debt of gratitude for all that he has done! Jerry has produced over two-thirds of all *Informers* since our organization's inception in 1994. Thank you, Jerry!

Yvonne started her turnover processes in October 2024 by first sitting down with Jerry and receiving a crash course on computer programs, *Informer* content, processes, and so much more. She then went home and spent hours formatting content into a 24-page document. The *Informer* may look different from what Jerry produced and that is welcomed. She will bring new ideas and a new style of formatting. We are thrilled to welcome Yvonne to the *Informer* team! 2025 looks to be an exciting year in genealogy. It is common for many of you to have new year goals in genealogy. We invite you to submit articles or queries that share what you know while seeking information about what you don't know. The *Informer* is a research tool unto itself.

Lastly, the JCNYS website is under construction. In fact, we may be moving away from our Go-Daddy platform to a new platform altogether. Please be patient as we work through the improvements. The goal is to have an affordable website that serves our members best. Feel free to use the site as some functions are still active. We are thankful for all the unsung volunteers who keep JCNYS functioning; from Vice President Anne Davis, Treasurer Greg Plantz, Secretary Kelly Brown, the membership clerk Kevin Subra, the *Informer* committee, to the speakers at our meetings.

If you have any questions or recommendations, please reach out to me at email tomlaclair624@yahoo.com.

Membership	
Application and Renewal	
MAIL TO:	
JEFFERSON COUNTY NY GENEALOGICAL SOCIETY P. O. Box 6453 Watertown, New York 13601	
ANNUAL MEMBERSHIP	
Individual.....	\$18.00
Family.....	\$20.00
Donation (if desired) \$	_____
Payment Total.....\$	_____
Name: _____	_____
Address: _____	_____
City: _____	_____
State, Zip: _____	_____
Phone: () _____	_____
Email: _____	_____
Annual membership provides you the most current issue of the <i>Informer</i> via the mail, as well as unlimited internet access to current and past <i>Informers</i> since 1994! There are no on-line payments at this time.	
CHECK YOUR MEMBERSHIP STATUS ON THE BACK COVER ADDRESS LABEL	

The *Informer* is published in the months of January, April, July and October. The *Informer* can be "searched" on our website using Optical Character Recognition (OCR) technology. Open an *Informer*, save it to your desktop and type a name or word in the search box. If the name or word is in that *Informer*, the cursor should go to that page.

**Jefferson County New York Genealogical Society
Leadership Meeting Minutes, September 12th, 2024
By Recording Secretary Kelly A. Brown**

The meeting was held September 12, 2024, at the home of Greg Plantz in Watertown, New York. Those in attendance were Tom LaClair, Greg Plantz, Kelly Brown, and Jerry Davis.

President Tom LaClair opened the meeting at 5:08 pm.

Items discussed:

History & Genealogy Fair on 28 September.

- Manning the table: Kelly will do this while Tom will have his Town of Clayton table.
- Offer a reduced membership rate for the H&GF event: we'll do \$10 individual, \$12 family for NEW members only.

October, November, and December JCNYGS programs

- October tentative Sons of Civil War Veterans member Sam Lundy on Monday, 14 Oct. 6:00 pm, at the LDS Church.
- November tentative at Dexter Historical Society -- Day and time TBD (Monday the 11th is Veteran's Day). John Stano will do a quick overview and then we'll be free to roam the museum.
- December Christmas Party Sunday, 8 December, noon, at Greg and Tammy's home.

October 2024 *Informer*

- Jerry has the newsletter done two weeks early & is already working on the next one for next quarter.
- Need to send out before the 28 September, History & Genealogy Fair.

Greg and Kelly to look at what Tom does for the newsletter in case of a worst case scenario.

Membership numbers

- Although good today, we are slowly decreasing in numbers. Today, we have 223 households/museums/libraries. Of that, 37 are courtesy memberships (nonprofits). 17 are delinquent by one year or more. If we deleted them, we lose a lot of numbers. 16 just expired this July.
- Membership Clerk Kevin Subra doing a good job.

Yvonne Reff wishes to be more involved with JCNYGS

-- Tom asked which one she'd be willing to help with: website or *Informer*. She's interested in doing the website. Jerry looking to have someone take over the *Informer* as he's having health issues. Discussed possibly Tom learning the newsletter program while someone else takes presidency or if someone can learn newsletter program while he continues presidency...or if there's anyone else that we can recruit for the newsletter. There was a suggestion of someone from the Watertown library that we can approach.

Our internet site failing in some areas

- Query pages and links not working.

We looked at CNY Genealogies website to compare and like it (they use EasyNetSites.com). Discussed whether it's possible to have things on our Facebook page. We don't want to continue using, GoDaddy.

The 2024-2025 calendar year coming: For the last 10 years we kind of just roll with staying in our positions. All of us indicated that we do want to stay on. The meeting concluded at 6:12 pm.

Genealogy Fair, September 29th, 2025 - Jefferson County Historical Society



Jefferson County New York Genealogical Society
October 14th, 2024
By Recording Secretary Kelly A. Brown



A member meeting was held on October 14, 2024, at The Church of Jesus Christ of Latter-day Saints in Watertown. There were 23 attendees: Tom and Janine LaClair, Greg and Tammy Plantz, Kelly Brown, Donna Trumbo, Tom and Judy Wood, James Gregory, Rita Barker, Paul Beers, Jerry and Marilyn Davis, Tracy Robertson, George Inglehart III, Larry and Connie Barone, Lawrence Corbett, Kelly and Larry Colton, Jeff French, "Sergeant" Kris Haskins, and "Captain" Rev. Canon Samuel P. Lundy.

President Tom LaClair opened the meeting at 6:00 p.m. Greg Plantz provided the treasurer's report: he reported a current balance of \$6,954.53 in the checking account and a balance of \$2,569.93 in savings. Paul Beers motioned to accept the report, seconded by Tom Wood. The motion passed.

We are seeking a volunteer webmaster. We currently have GoDaddy but it's getting expensive. One member suggested a fellow LDS member and will ask if he's interested.

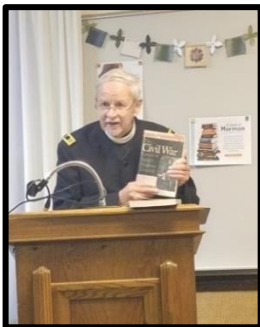
The theme of the January *Informer* newsletter will be about trains. We're looking for stories (about one page) related to this theme as it relates to Jefferson County.

Yvonne Reff will work with Jerry Davis to take over the publishing of the newsletter. Jerry has been doing the newsletter for over twenty years and will coach Yvonne.

We're seeking a transcriber for cemetery and marriage info from an old books. Contact Tom LaClair if interested in transcribing genealogical data.

Donna Trumbo from the LDS Church reported that the local history library is now called the FamilySearch Center. Donna is available to help us with genealogy on Saturdays 1 pm-4 pm, Tuesdays 6 pm-8 pm, and Sundays 1 pm-4 pm. You can also call 315-486-5194 to make an appt with her. Their FamilySearch Center website is free if you use it at the library.

A motion was made to close the business portion of the meeting at 6:20 by Paul Beers, seconded by Tracy Robertson. The motion passed.



Our presenter, the Rev. Canon Samuel P. Lundy, a member of the Walter H. French Camp #17 Sons of the Union Veterans of the Civil War, spoke about the Civil War from the perspective of a chaplain in the military. Rev. Lundy is an ordained priest in the Anglican Church. His ministry is to the emergency services community, currently serving as chaplain to the City of Watertown Fire Department, the Jefferson County Office of Fire and Emergency Management, and as a serving chaplain to the Lewis County Sheriff's Office. Father Lundy is a widower with children and grandchildren and re-enacts as an American Civil War chaplain on his free days. He is the author of "Bars for my Bedroom" and a contributor to several fire service trade publications. He has resided in Copenhagen, New York, for the past several decades.

Rev. Lundy delighted the audience with a unique perspective of the Civil War and the many ways chaplains served. The captain's rank was the highest paid rank for a chaplain in the war. The Union paid \$100/month and a horse while the South paid \$80/month and no horse. To be qualified, one had to be white, male, and a Christian; eventually that changed but slowly.

A massive number of immigrants served in the war including 20,000 Canadians and 37,000 Germans. About 35,000 Jewish men served; Leopold Sarner was a rabbi—the first Jewish chaplain to serve, and the first chaplain to be shot. It's estimated that roughly 500-700 women served but disguised as men. It was difficult for Black men to offer their services as chaplains; chaplains were officers, but many troops wouldn't salute or eat with a Black chaplain. Napoleon Lewis was a black aide who started acting as chaplain but was addressed only as Uncle Napoleon Lewis. Chaplains were best utilized as anesthesiologists (aka gas passers). They could also be found writing letters dictated to them by wounded and dying soldiers; the letters could be sent for free through the chaplains and was known as Franking (after Ben Franklin). This only touches upon some of the fascinating information presented by the reverend! The meeting closed at 7 pm and the audience took the opportunity to have their picture taken with the reverend and sergeant, as well as visiting with them, and enjoying some Halloween treats.

Before departing the night's event, Tom LaClair motioned to give the Walter H. French Camp #17 Sons of the Union Veterans of the Civil War organization \$50.00 as a token of appreciation for their presentation. All agreed.



Jefferson County New York Genealogical Society November 9th, 2024

By Recording Secretary Kelly A. Brown

A membership meeting was held on November 9, 2024, at the Dexter Historical Society Museum. There were 13 attendees: Tom LaClair, Kelly Brown, Jerry Davis, Marilyn Davis, Tina Thorpe, Yvonne Reff, John Stano, Rita Barker, Dan Devine, Warren Allen, Constance Barone, Larry Barone, and Julia Gosier. President Tom LaClair opened the meeting at 12:02 pm.

Treasurer's Report: Greg Plantz was unable to attend but later notified us that as of November 7th, the balance in the checking account is \$7,048.53 and the savings account balance is \$2,569.93.

The theme for the January edition of the *Informer* will be about trains. Jerry Davis and Yvonne Reff came to the front of the room for a ceremonial passing of the *Informer* from Jerry to Yvonne. Jerry has worked on 94 editions of the *Informer*! Yvonne and Tom will be meeting with Coughlin Printing on Tuesday to see what they have to offer for a new website.

Tom LaClair has a booklet containing handwritten records of a few hundred marriages from the First Presbyterian Church in Watertown from 1831-1855. He's looking to get it transcribed and new member, Rita Barker, volunteered for the project. The information will eventually be available in *The Informer* and on the Jefferson County NYGenWeb site. The membership was reminded that we don't hold January or February meetings, but that our Christmas Party will be December 8th at Greg and Tammy's house in Watertown at noon. Members, family, and friends are welcome. We do collect Toys for Tots at the party if you wish to bring an unwrapped toy. Meat will be provided, and guests are asked to please bring a dish to pass. A motion was made to close out business portion by Tina Thorpe. The motion was seconded by Marilyn Davis and passed.

John Stano gave today's presentation. He is the Village of Dexter Historian and on the Board of Directors for the Jefferson County Historical Society. As of January 1st, he'll also be the Town of Dexter Historian. He has always lived in and around the village of Dexter.

He gave us some background the museum's beginnings. The building is probably the second oldest large structure surviving in the village. It began as a Universalist Church which was completed in 1841. Funds of \$1,500 were raised to complete the project. In today's world, that would equate to roughly \$54,000—it's amazing that they were able to raise that amount of money in the 1840s! John also gave us the history for the Last Station which is next to the museum; it contains the fire department's memorabilia and antique apparatus items but also contains a lot of storage area for both buildings (including their funeral bell). John mentioned that a genealogy section will be created for the museum. After the meeting, we were allowed to browse both buildings which were full of interesting items. The meeting closed at 12:36 pm.

Website Update!!!

Here are the results of the November 2024 digital vote on the motion to have Coughlin Printing develop our website for \$2000.00.

DISCUSSION: The Jefferson County New York Genealogical Society (JCNYS) established a GoDaddy Website in 2014, which has served us generally well for the past decade. Members have used the site to submit queries, see upcoming events, assess genealogical sites, and read/download our quarterly newsletters back to 1994. However, due to rapid technological advances, this GoDaddy site has become outdated and is not serving the organization's leadership or its members well. JCNYS leadership is seeking to have an improved website, one managed locally.

MOTION: Request approval for JCNYS leadership to spend roughly \$2,000.00 on a new website created by Coughlin Printing of Watertown. The society has approximately \$7,000.00 in cash assets on hand.

APPROVED: No less than 70 members / households.

DISAPPROVED: 0

Holiday Party and Meeting!



Except for the purse, Toys For Tots

The weather was cooperative and we had a wonderful Holiday Fest at Greg and Tammy Plantz home. Fifteen were in attendance. Janine and Barbara were the photographers for our group picture.
HAPPY HOLIDAYS TO ALL!



I Tripped Over a Fallen Headstone: Railroad Hero Ed Snell, By Ted Rivera

I'm both a history aficionado and railroad buff. I visit Mount Hope Cemetery in Rochester NY from time to time. Over 300,000 people are buried there, including Susan B. Anthony and Frederick Douglas. The cemetery opened in 1838. Last year I was walking through the cemetery when I tripped over a fallen monument. Looking down at the monument, I saw a very ornate train locomotive and an inscription that was very hard to read. The monument was for a fallen train engineer named John Snell. Here is his story, (accident description by Richard Reisen, his book mentioned below).



It was a wintry night in February, 1857 and John Snell's NY Central locomotive, "The Daniel Webster," was making a mail and passenger run from Albany to Buffalo. While going around a curve in Canandaigua, NY (about 20 miles from Rochester) he slowed down to about 20 mph. Suddenly, up ahead he saw steel rails laying across the track, he attempted to slow the train down and did well by keeping it on the track. Finally, the locomotive jumped the track and he was thrown twenty feet down an embankment. The conductor ran to his side and it was clear he wouldn't survive. His last words were to the effect of "take care of my locomotive." Remember, it was 1857 and railroading was still a new industry. A huge funeral was held for him in Rochester, NY. Many believed it was the efforts of the engineer, Snell, having kept the train on the track as long as he did after the collision, that allowed for other casualties to be avoided. Fellow trainmen from around the state attended, and the railroad had to add special cars to carry all the trainmen to Rochester that would be in attendance. The major hotels in Rochester offered their carriages to take the men to the church. He is buried at Mt. Hope Cemetery. The railroad men raised funds to pay the mortgage on his family's home and help provide for the education of his children. The railroad men also purchased a monument to John Snell with a picture of his locomotive on it. The inscription reads: "He generously sacrificed his own life for the preservation of those under his charge and that it was "erected by his fellow engineers...not only as a monument of their respect for his magnanimity as a man but also as a tribute of their esteem for him

as a companion and friend". The stone also features a likeness of Snell's beloved Daniel Webster locomotive. The monument today lies broken, on the ground and I'm involved in an effort to raise funds toward its renovation. I also have spoken with the "Friends of Mount Hope" organization to help get their support for the renovation. A picture of this monument is shown below. The accident was widely believed to have been caused by sabotage, whereby steel rails were placed across the track. A few moments after the accident four people appeared fully clothed at the accident scene. Authorities were surprised that four people would have had time to dress themselves and get to the accident scene in such a short amount of time. The four were questioned, but no charges ever placed. In later years some believed that perhaps it wasn't an accident but instead the steel had been placed on the side of the track but eventually made its way close enough to interfere with Snell's train. The longstanding belief of this being an act of sabotage still stands.

If you go to Findagrave.com and search for John Snell, died in Rochester, NY 1857, his old monument will appear with information about his family and pictures of articles from that time frame. I mentioned that I wanted to help raise funds for the restoration of the monument, costs anticipated to be about \$925. So, I approached a couple historical organizations in Rochester, NY about help with the funding, they showed interest but cited inability to help fund. Then I thought, let me find descendants of this John Snell, I will share the story with them and see if they would help make a small contribution. According to some census records, my railroad hero John Snell was born about 1819, and probably born in the area of Montgomery County, NY. Based on this information I thought I would easily be able to find who his parents were and if he had siblings, so I could maybe trace lineage to some current descendants. Unfortunately, I have found many John Snells born in that area in that 1820 approximate timeframe, none of which seem to be "my" John Snell. (So many John Snell's from that area and that era. I began to wonder if Adam, from Adam and Eve was a Snell. LOL.) I did search the children of my John Snell. Only one child of

Continued on page 7.

I Tripped Over a Fallen Headstone: Railroad Hero Ed Snell - continued

John's had any children, two boys (grandsons of my John Snell), and each of them died about 1950 with no children of their own. I did find that my John Snell is married a Mary Powers (Ann, I think her middle name), married about 1846. Mary Ann was from Jefferson County. John and Mary Ann moved to Rochester, NY about 1846 and he worked in the mills along the Genesee River, before he joined the railroad about 1853. I have looked for a marriage record for my John Snell and Mary Ann Powers, hoping that such a marriage record might show where John came from. But no marriage record has yet been found. I have also wondered if when born my John Snell was maybe born a Schnell or was born with a different first name like maybe Johann (just possibilities).

Now as for John's wife, Mary (Ann) Powers, I did find some interesting things. Mary Ann had a sister, Laura Powers, married name Morgan. Laura was appointed Postmistress of Watertown, NY about 1850. Laura's husband died at an early age, and Laura moved to Rochester, NY where she spent her later years not far from her widowed sister, Mary Ann (John Snell's wife). Laura and Mary Ann both died in 1908, a few months from one another. Laura is buried in the Watertown/Dexter, NY area and Mary Ann is buried in Rochester, NY. I have learned that Mary Ann (and Laura's) father was an Asal Powers, who fought in the War of 1812. More importantly, I found that Mary Ann's grandfather (Asal's father) was an Amasa Powers. Amasa fought in the Revolutionary War and he was a scout for his cousin Ethan Allan, as part of the "Minutemen" from Vermont. This Powers family had ties to Vermont and before that, ties to Massachusetts. I'll add something interesting here, music seemed to be important to this family across generations. I saw a record of Amasa as being a "fifer" during the Revolutionary War. Mary Ann Powers had a brother who I saw listed as a musician in his Civil War record. Finally, John Snell's (and Mary Ann's) children and grandchildren (the two men that died about 1950) were very musically inclined. They each played the viola and I saw articles that spoke to their musical talents. A word about John Snell's daughter, Laura R. Snell (presumably named after her aunt), Laura never married. She became an elementary school principal during the 1890s and the decade afterward in Rochester, NY. A woman being a school principal in that timeframe I'm guessing was rare. She died in 1915, the record says suicide after a long illness. I have seen Laura's application to the Daughters of the American Revolution (DAR), she signed it May 1915, some 10 weeks before she passed away. Her application was accepted, based on her great grandfather Amasa Powers. I found reading her DAR application very informative.

So where does this leave me now? I'm still in touch with the Cemetery organization from time to time, lobbying my interest in the renovation of the monument. But what I really want to yet find is where did my railroad hero John Snell really come from? Who were his parents? Did he have siblings? If I can find he had siblings, I can then hopefully find paternal descendants of his that I can share this long forgotten story with. Thank you for letting me share this story with you! Should you have any thoughts or feedback for me, please email me at trivera2@rochester.rr.com (note the 2).

Ted Rivera (I live both in the Rochester, NY area and in the area of Tulsa, Oklahoma too).

PS---there is an account of this accident in the book by Richard Reisen: *Mount Hope, America's First Municipal Victorian Cemetery*, p.42. (I can share a copy of that excerpt with you via email if you want, just let me know.)



Have you noticed? The *Informer* has a totally different look!



I have been asked to do the impossible - to create the newest edition of the *Informer* with the same high level of information, fun, and excitement that you have seen for the past 20+ years. Unfortunately, I lack Jerry's experience, sense of humor and the necessary software to do the job. So, the January *Informer* doesn't have the same look that prior *Informers* have had. Please be patient, as I learn the many tricks that Jerry has mastered over the years. And I welcome your thoughts and suggestions on ways to make the *Informer* more enjoyable. Thank you! Yvonne.

Hojack Passenger Service – Part 1

By Richard F. Palmer

Email: railroad@twcny.rr.com

From its inception the Rome, Watertown & Ogdensburg Railroad and its predecessor lines put high priority on passenger service. In most cases it was a passenger train and not a freight that initiated service. A timetable dated May 5, 1856 shows two daily eastbound express trains between Cape Vincent and Rome with a running time of five hours and fifteen minutes. Seemingly slow by today's standards, this service was a great improvement over stagecoaches that would have taken at least two days to cover the same distance.

The R.W. & O. entered the intercity passenger business in December, 1866 with the *New York Express*. Known as Train #10, it left Watertown at 5:35 p.m. It stopped at Richland at 7:05 p.m. and arrived at Rome at 9:10 p.m. where the car was switched to the New York Central, arriving in New York at 7:15 a.m. the following day. Returning, it left New York at 7 p.m., arrived in Richland at 6:40 a.m. and Watertown at 9:50 a.m. Sleeping car service continued for several years, then discontinued. It was restored in 1891 after the New York Central took possession of the R.W. & O.

Operations were greatly improved with the installation of the telegraph in 1863-64 to dispatch trains instead of depending on hand signals. The railroad augmented its regular service by providing excursion trains to special events by all sorts of social organizations ranging from a local Sunday school group with a single coach and engine bound for some park to a Grand Army of the Republic convention that might require 15 or 20 coaches.

By 1871, two daily express trains were running without having to change cars from Rome through to Ogdensburg. In 1876 cars were provided to carry visitors to the Centennial Exposition in Philadelphia, PA., via the R. W. & O., D.L. & W. and New York & Oswego Midland connections at Oswego. The railroad also did its best to accommodate passengers aboard trains that became hopelessly stalled in the snow by putting them up in local hotels or farmhouses until the line was cleared.

Passenger service on the Utica & Black River

In the 1880s the Utica & Black River, through the efforts Theodore Butterfield, its extremely talented general passenger agent, established a passenger service second to none, in the summer offering through sleeping and parlor cars that were the epitome of the Victorian era of elegance, with tasseled curtains to ride in style to Clayton. When the "Black River Line" was absorbed by the R.W. & O. Butterfield moved on to become general passenger agent for the entire system, and still later with the New York Central.

By then rail travel had become much more sophisticated than earlier days. Essentially the interior of a parlor car represented the finest Victorian elegance "looked just like home" with overstuffed chairs, curtains, carpeting and modern appliances such as gas lights and flush toilets. The heavy six-wheel cars rode smoothly over the tracks as a baby carriage on a sidewalk. It was the only way to go and quickly made stagecoach travel obsolete. Eventually, air brakes, block signaling and automatic couplers made rail travel much safer and efficient. But it wasn't until well into the 1900s train travel was made much safer with steel instead of wooden cars.

The Utica & Black River was the first railroad to tap the Thousand Islands that developed into a lucrative business. Butterfield and General Superintendent J. Fred Maynard knew how to attract ridership with their lavishly illustrated tour guide books that are a treasure of information to this day. They reflect the best railroads and summer resorts had to offer during the Gilded Age of that millionaire's playgrounds on the St. Lawrence River.

Butterfield's beautifully designed tour guides brought well healed sightseers to Clayton in droves in the summer. Clayton became one of most popular summer destinations in the eastern United States. Travelers used to say much of the enjoyment was "riding the plush" to get there. Trains with full consists of parlor, sleeping and dining cars flowed in from all parts of the country. The *Thousand Islands Express* and *Steamboat Express* frequently ran in several sections.

Some passengers were summer tourists. Others spent the entire summer at resort hotels or at their mansions on one of the islands. At train time a fleet of steamboats and yachts were in waiting at Clayton. Frequently as many as 11 long passenger trains consisting of coaches, sleepers and parlor cars arrived and departed there daily. The railroad wharf was a busy spot. The business was enormous.

The R.W. & O guidebooks suggested more than 500 possible itineraries over its entire system tied in with connections of other railroads all over New England and eastern Canada. There were literally thousands of resort hotels throughout the Northeast to choose from and a railroad ticket agent was more than happy to assist travelers
Continued on page 9.

Hojack Passenger Service – Part 1 - continued

with deep pockets and sand in their shoes. For many travelers in those days, money was no object and travel was comparatively inexpensive. Train travel of this sort remained popular into the Great Depression.

A New York Central St. Lawrence Division timetable dated August 8, 1932 still reflected an amazing array of parlor and sleeping car accommodations for Cape Vincent, Clayton, Ogdensburg and Massena. One could even still board a Pullman car at New York bound for Newton Falls during the summer months. There were also Pullman accommodations available between Clayton and Boston. Watertown also boasted parlor car service to New York. As roads and automobiles improved trains became poorly patronized. The last passenger train ran in and out of Clayton on April 29, 1951.

White Mountain Express

The last two decades of the 19th century were the glory days of the passenger trains. The Rome, Watertown and Ogdensburg held a high place as one of the great passenger-carrying railroads of the country. It was no slouch when it came to providing first class passenger service - both on the mainline and branches.

The most famous train on the R.W. & O. was the *White Mountain Express*, established on June 15, 1879 to run from Watertown to the famed Fabyan's Hotel in New Hampshire; via Norwood, Malone and St. Albans, Vermont, without change of cars. A more expanded version of this was established in June, 1884 between Chicago and Portland, Maine, a three-day trip.

The run from Niagara Falls to Portland was 23 hours and 50 minutes, the consist being a baggage car, smoker and nine Wagner cars including coaches and sleepers. The train left Chicago on the Michigan Central at 10 p.m., arriving in Portland at 7:55 a.m. on the third day. It operated over the Michigan Central, Rome, Watertown and Ogdensburg, Ogdensburg and Lake Champlain, (later Rutland); St. Johnsbury and Lake Champlain, and Portland and Ogdensburg (later Maine Central) railroads. It was advertised as the "quickest and most comfortable route from the Midwest to Niagara Falls, the Thousand Islands and the White Mountains."

At Portland, connections were available for those wishing to continue to other summer resorts in New England and eastern Canada. This was a dedicated run of frequently 12 Wagner Drawing Room, Buffet and Palace cars. Passengers could book reservations ahead from a provided list of more than 500 hotels and boarding houses. Even at the best of them the average weekly rate was \$5 on the American Plan which included meals. It operated mid-June through early September. In 1895 this train left the Michigan Central at Niagara Fall; then east on the New York Central took over this train, also known as No. 119 eastbound, was switched to the New York Central at Niagara Falls, and then on the mainline to Syracuse; then back north to Watertown; then east on the old route. It was discontinued in the early 1900s.

The Wabash Flyer

The last name train to burnish the rails of the Hojack was the *Wabash Flyer* between New York and Chicago. Originally it appeared on the timecard as the *Night Express*. It was initiated in the mid-1880s. Unlike the *White Mountain Express*, it ran year-round. It was a regular long distance train with parlor cars and sleepers but also carried coaches for immigrants. It was handled by the New York, Ontario & Western to Oswego where it was turned over to the R.W.& O. At Suspension Bridge, it was switched to the Wabash for the balance of the journey to Chicago. Occasionally this train ran in several sections depending on the volume of traffic.

It was said it was rarely on time. In the fall on the old Lake Ontario Shore line, long trains of newly-harvested apples took priority and the "flyer" took to a siding and waited until the mainline was clear - then highballed it. During the winter, the train frequently stalled - sometimes even a day or so in some remote region far from civilization before getting dug out of a snow drift.

Jay Knox was frequently at the N.Y. O & W. station in Oswego when the Wabash Flyer pulled in. "The coaches were filled with immigrants from Ireland, Italy, German, France and other countries. They were a happy lot and were contented brothers and sisters, parents and grandparents, all anxious to secure new homes in the West." He said an enterprising vender would be there with hot coffee, doughnuts and sandwiches. Wilfred Kearns, son of Ontario Division superintendent Samuel Kearns, said: "I remember the immigrant train well. It passed through westbound daily around noon carrying almost entirely immigrants bound for the Middle and Far West. It was known as 'The Wabash Flyer' because it ended its run over the tracks of the Wabash Railroad. It came into Oswego over the New York, Ontario & Western Railroad from Weehawken, N.J., where the immigrants got off the boats

"There were two railroad stations in Oswego. One was on the east side of the river, which was actually the O.& W. terminal on New York Central tracks. The station on the west side of the river was in the old Lakeshore Hotel. When that burned a new station was built at the same site. The division offices were in another building across the street from the station. **Continued on page 10.**

Hojack Passenger Service – Part 1 – continued

“As a boy of 12, I was down at the station quite often, since railroading seemed to be in my blood. A few doors along Utica Street from the railroad offices, a Miss Sullivan had a small candy, tobacco, and grocery store patronized principally by the railroad men. One day as the Wabash Flyer, packed to capacity, was standing at the station, Miss Sullivan suggested that I take some bread and bananas and other comestibles and hawk them along the side of the train. It was very hot weather and the windows were all open. This I did with great success, until a day or so later when my father looked out his office window, saw me, and promptly sent someone to bring me into the office, thus ending my efforts to emulate the Union News Co.”

On December 29, 1912, the Wabash Flyer stopped running to Oswego. It was switched to the Chenango branch of the New York Central to Syracuse, then ran west on the mainline. Railroad officials claimed it was losing passengers due to frequent delays on the Hojack as well as with problems with connections with the Wabash at Suspension Bridge. After June 24, 1917, the train ran over the N.Y. O. & W. to Utica and then west on the New York Central mainline. Known as Trains #5 and #6, it continued until January 28, 1918 when it was annulled.

[RW&O per Historian’s Office, Town of De Kalb, NY](#)

[DL&W per Delaware, Lackawanna & Western Railroad Historical Society](#)

Part 2 coming in April, 2025 *Informer*

DID YOU KNOW?



A local repository for local trains is the Railway Historical Society of NNY at 9781 NYS Rte. 812 in downtown Croghan which is only 35 minutes from Watertown. They usually collect donations but during the local “Maple and Mistletoe” event on Saturday, November 30th, they offer free tours while also selling BBQ chicken. A recent leader is Ron Trottier, who otherwise has a boat facility near Cape Vincent.

You probably know that the first railroad to Watertown began not in Syracuse but in Rome, and probably followed the valley which is now NYS Route 13, via Pulaski and the Town of Richland.

INSTANTLY KILLED BY SHIFTING CARS: BRAKEMAN AT CARTHAGE FALLS UNDER MOVING CARS Synopsis by JCNYGS Member Lawrence “Larry” Corbett Watertown Daily Times, May 27th, 1908

Carthage, May 27, 1908 – John Johnson, a New York Central brakeman residing in this village was instantly killed here yesterday afternoon. He was a brakeman on the local shifting crew who were engaged in shifting cars on the tissue mill siding. The accident occurred about 200 feet south of the Mechanic Street crossing.

It is thought that Johnson was opening the knuckle of a coupling between two cars when his foot became caught in the heel of a switch point, and that before he could free himself the train knocked him onto the rails. The train crew was unaware of the accident and two cars had passed over him and dragged and pushed his body along for about 40 feet before the train was brought to a stop.

When the crew rushed to the stop, they found Johnson dead and his body in a mangled condition. His head had been severed completely from his body and his skull was smashed.

The sudden death of Mr. Johnson has its pathetic side from the fact that he leaves seven children and two stepchildren, all of whom are of tender years. Mr. Johnson was 40 years of age and had resided here for several years and was considered a faithful employee of the railroad. Besides the nine small children, he is survived by his wife and four brothers: Alexander Johnson of Carthage, Thomas Johnson of Natural Bridge, Robert Johnson of Watertown and David Johnson of Canada

[NYS Historic Newspapers](#)

**THE JAREO BROTHERS
AND THE GRAND TRUNK RAILROAD**
By JCNYGS Member Lawrence "Larry" Corbett



My great-great grandparents, Samuel and Martha Denny Jareo, had two daughters, Mary and Rose, and six sons, Walter, William, Henry, Francis, Samuel, and Mitchell.

Walter moved to Canada from Watertown and worked as a fireman on the Grand Trunk Railroad. While his engine was standing in the Toronto rail yard, Walter alighted from the cab and crossed the tracks to get a drink of water. As he was returning across the tracks to his engine he was struck by a train. He was taken to the emergency hospital where he died less than twenty-four hours later.

His younger brothers Henry, Mitchell, and Francis all worked on the New York Central, Henry over a 33-year period and Mitchell, for 42 years, began as switchtenders and conductors.

The Jareos boys grew upon Portage Street, a stone's throw from the tracks, and were very familiar with trains.

On February 13, 1913, sixteen-year-old Francis took a shortcut through the yard, but a stopped train prevented him from crossing to his home. While he was crawling under a boxcar, the train started to move, rolling over his legs about one foot above the knees, this was according to the *Watertown Daily Times*.

His screams alerted workers who stopped the train and called Guilfoyle's ambulance. He was taken to Sister's Hospital, but was not expected to survive. Dr. Charles Pierce, the railroad physician, stated that the condition of the boy was very critical, although he believed that he might live the day out. Reverend Father Z. Peloquin of the Sacred Heart Church was called and Last Rites of the Catholic Church were given.

The next day, the paper reported that there was practically no change in Frank's condition, but by February 18th, it was reported that his condition continued to improve. On Friday, February 19th, the *Times* reported "the condition of Francis Jareo, the 16-year-old boy, who was run over by a train at the Pine Street crossing last week, is very much improved today. Dr. Charles E. Pierce, who is in charge of the case, stated that he believed that the legs of the boy can be saved and no operation will be performed for a time at least, until it is found whether or not the legs will heal. The boy was in good physical condition at the time of the injury and it is believed that if given a chance, the bones will knit."

On March 19, a short paragraph in the *Times* noted that there was a change for the better in Frank's condition and that his legs would probably not be removed.

Frank did not lose his legs. He regained the use of his legs, and went to work for the New York Central as a switchtender. Later he was employed in the coal yards of the Marcy-Buck and Winslow Co. for 25 years and then the General Crushed Stone Co. for 16 more years before his retirement and death in 1970. An undated photo of Francis with his younger brothers Mitchell and Sam is provided.

The remains of the late Walter J. Jareo, who was fatally injured Saturday in Toronto, Canada, arrived in Watertown this morning. Mr. Jareo was employed as a fireman on the Grand Trunk railroad, and while his engine was standing in the Toronto yards, he alighted from the cab and crossed the tracks for a drink of water. As he was returning across the tracks to his engine he was struck by a train. He was taken to the emergency hospital and died within 24 hours.

This was noted in the *Watertown Daily Times*, dated September 9, 1903.

**FREIGHT AGENT FLOYD H. CROSS
NEW YORK CENTRAL RAILROAD, CARTHAGE, NY**

By JCNYGS Member Shelley Morrison

morrisonshelleya@gmail.com

My grandfather, Floyd Harper Cross (1893-1981), was born on the family farm in the Town of Antwerp, NY at a time when a team of horses and wagon were used to move freight to and from the trains and coal powered the locomotives. The son of Sherman and Louise (Schulz) Cross, his father had been a dairy farmer, as was his grandfather Spencer and great-grandfather Enoch. But freight and trains were in my grandfather's blood. In 1903 his parents moved the family to West Carthage and in 1905¹ they settled in Carthage.

1908: Even though he was still attending school, at about the age of 15 he went to work for the NYC RR Carthage as (in grandfather's words²) a "yard boy". There were no child labor laws that prevented him from working to help out the family back then. My grandfather's job may not have had an official title and this was part-time, unrecorded work but the job the "yard boys" did was dangerous. He said his job was to make sure the boxcar side doors were closed and latched and the boxcars coupled together properly before the train moved out. The fastest way to do this was by running from boxcar to boxcar, checking each one, the entire length of the freight train (which was not a mile long like today). They were supposed to do this from the ground but my grandfather said some boys did not. Instead, they ran on top of the boxcars, some falling and seriously injured or killed.

1910: Graduated high school. The 1910 federal census³ shows him working as a laborer at a laundry but in 1912, the official start date in his employment record⁴, he began by calling in freight crews and a year later made yard clerk. He held this position until World War I. He was learning the job of yard master when he was drafted and forced to resign months after he married our grandmother, Florence Mable Bowles (1899-1983), in July 1917. (See related July 2020 *Informer* article *Floyd and Florence Cross*. Volume 27. Issue 3. Page 7).

1920-1930: After his return home from Europe in 1919 he began again with the NYC RR Carthage. He worked as a repairman in the car repair shop, yard clerk, bookkeeper, back to yard clerk until 1928 when someone decided to make him a clerk in the ticket office; where business and personal travel transactions were done at a ticket window (and not by a cell phone app). This was not a position he liked working but he stayed with it and by 1930⁵ he had made rate clerk for the NYC RR Carthage freight office. But the Depression in northern NY during the 1930s found him taking any rate clerk job with the railroad and commuting long distances.



1932-1937. By now my grandparents had two young children, my Uncle Chris and mother Marjorie. My grandmother told me they could not afford to rent a house as grandfather's pay had been reduced. His job hours were reduced because not a lot of freight was moving. They rented a room at a boarding house in Watertown where, she said, it was very crowded and not the best of living conditions. When grandfather was in-between jobs, they had to go on 'relief' (welfare). Working as a rate clerk in 1932⁶ he commuted for eight months between home and Boonville until September and then was sent home. In 1933 he was without work in April and May; in July, the railroad sent him to Benson Mines for three months and then came back home. January and February of 1934 he was off payroll again

but back on in March. Finally, in September the railroad sent him to Lowville. No more commuting- the Cross family, according to *The Journal and Republican*⁷, "removed to Lowville". Published August 23, 1934, "Mr. and Mrs. Floyd Cross, who have been caretakers of the Bassett-Baxter post, American Legion, home in Carthage for the past eight

years, will move to Lowville, where Mr. Cross will become a rate clerk at the New York Central railroad station in this village". They were in Lowville for three years. About 1938 he took the position of freight cashier (railroad bookkeeper) for the NYC RR Carthage. In the 1940 federal census⁸ he is shown as freight clerk; in 1949 he was made chief clerk and in 1950 freight agent⁴.

1958: He retired as Freight Agent from the NYC RR, St. Lawrence Division, Carthage⁴ with a gold watch, a pension and two lifetime railroad passes good across all lines, which my grandparents used extensively.

Railroad Job Descriptions⁹

Freight Agent. Railroad's representative with the public who transacts business for and in the name of the railroad. The freight agent is generally in charge of an agency and the clerical employees at such an agency.

Rate Clerk. Authorizes price for transportation services, handles billing, customer issues (example: lost shipment), and transportation of items and services. A rate clerk is also responsible for updating and maintaining freight rates. Today, computer and software skills are now essential on the job.

Yard Clerk. Person engaged in clerical work in and around yards and terminals. In some locations, usually small towns like Carthage, they also check tracks and freight cars.

Sources

¹ 1905 New York State Census. Township of Wilna, Carthage, Jefferson, New York. District 1, page 30, lines 26-30. (ancestry.com)

² Stories my grandparents told me. Oral family history as told by Floyd and Florence (Bowles) Cross.

³ 1910 United States Federal Census. Township of Wilna, Carthage Village, Jefferson County, New York. Roll 954, Book 1, Page 266. Line 2. (ancestry.com)

⁴ National Archives of Atlanta. Railroad Retirement Board Records. Claim: Floyd Harper Cross. A-596078. (<https://www.archives.gov/atlanta/public/railroad-retirement-board-records>)

Side note: His pension was awarded for 30 years' service; service prior to the 1937 Railroad Retirement Act was calculated differently and he was awarded the maximum allowed.

⁵ 1930 United States Federal Census. State of New York, Jefferson County, Part of Carthage Village, Wilna Township. Sheet # 3A, Lines 43-45. (ancestry.com)

⁶ Carthage Republican Tribune. About February 1958. Uncredited. Loose newspaper article owned by author. Title: *After 43 Years with Railroad Floyd H. Cross Will Retire.*

Side note: This 1958 CRT article written on his retirement states he had 43 years' service but our family thinks he had closer to fifty. The gold watch, inherited by his son, was said to be for fifty years' service.

⁷ The Journal and Republican, Lowville, N.Y., published Thursday, August 23, 1934. Page five, left column. (Old Historical Newspapers Project. fultonhistory.com/Fulton.html)

⁸ 1940 United States Federal Census. Carthage Village, Wilna Township, Jefferson, New York, Sheet 2A, Lines 2-4. (ancestry.com)

⁹ CSX Railroad Dictionary. Accessed 6 October 2024. (<https://www.csx.com/index.cfm/about-us/company-overview/railroad-dictionary/>)

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U.S., City Directories, 1822-1995. Carthage, NY. Years: 1925, 1930, 1935, 1940, 1950. (ancestry.com)

**A STORY ABOUT MICHAEL JOHN MORKIN
LATE OF WATERTOWN, NEW YORK,
CONCERNING RAILROADS**

Written by his Great Grandson, Michael Heher

The following is an excerpt from a story I wrote about my great grandfather, Michael John Morkin, who was born in Watertown, New York in 1857. His father, Philip Morkin, worked as a laborer for the railroad in Watertown. Michael was an only child. Since this newsletter is about railroads, I thought I would share those sections of my great grandfather's story that involve Michael's work and travels with the railroad. The various people mentioned in the story have Watertown connections, but I do not know if they are related to the Morkin family.

A year after Michael graduated from Watertown High School in 1877, his mother, Catherine "Kitty" Meagher Morkin died on May 28, 1878, in Watertown. She was buried at Arsenal Street Cemetery across the street from her home. Michael wrote a poem about his mother. He said, "she left us in the early summertime and hastened to her home beyond the sky. The trials endured while on this earth she trod are turned to joys for all eternity." After his mother died Michael took a trip west with his friend Dan. They went to the Watertown Train Station and went to Canada. They missed their connection to Michigan and had to wait for the next train. They traveled in the smoking car and Mike had his first cigar. They traveled all night and got to Michigan the next morning. They boarded a ship named the "City of Toledo" on Lake Huron and traveled to Ludington, Michigan on the east shore of Lake Michigan. They then traveled north to Mackinaw which he felt was "a white, lovely city." They sailed out on Lake Michigan where Mike smoked his last cigar. As they sailed along the crew talked him into singing and he sang his best version of "Old Kentucky Home" for them. After more than three hours they landed in Milwaukee and then took a train to Chicago, which he called the "Queen City of the West". They returned to Watertown where he found employment that was easy to get. He walked the streets, searched stores, offices and shops for several weeks before he could find anything to do.

Michael John Morkin and Nellie Margaret Reed were married on April 15, 1883. I believe that they were married in St. Patrick's Catholic Church in Watertown. St. Patrick's was built in 1857 by the large Irish population in the Watertown.

On February 4, 1884, Mike left Watertown for Streetsville, Ontario, Canada. I believe that he went to Streetsville for a job with the railroad, but I am not sure. He wrote to Nellie Reed Morkin (his wife) on February 5th from Parkdale, Ontario, Canada. He told her that he traveled by train from Watertown to Richland and then to Syracuse. He road almost all the way with Tom Mothersells who got off the train near Rochester. While he was in Syracuse he met a fellow from Watertown named Charles Clark. He purchased a life insurance policy from Charles for \$3,000 payable to Nellie "if he should get killed along the way." (I don't know where he got the funds to buy the policy.) He arrived in Suspension Bridge and stopped at the New York Central Hotel overnight. In the morning, he went prospecting around and called on Peter Softus who lived two houses from the hotel. He spent an hour with Peter and his family. He commented that Peter's mother "was the same old Kit." He then boarded the train for Hamilton, Ontario. He went to Toronto and changed cars. He met Tom Flanagan and walked around the city. He missed the train to Streetsville but was able to get the next one in the morning. He finished the letter telling Nellie that he will let her know what duties were once he arrived. I do not know how long he stayed in Streetsville. On April 29, 1884, he was in Wellington, Ontario and wrote Nellie a short letter. He told her not to sell anything in the house. He could not find any houses for sale and the guy who promised him a house reneged on the deal. He also told her that Flanagan was all for himself. I am not sure who he was working for, but my guess is that it was for a railroad. Since he was unable to find a house, he returned to Watertown and found a job at the Eames Vacuum Brake Co.

The Eames Vacuum Brake Company was established in 1876 in Watertown New York. They made braking systems for railroad engines and cars. Michael was not physically strong, and the foreman thought he would not be able to accomplish his laborious task, but he did. He worked for the Eames Brake Company until the summer of 1890.

In 1890 the Eames Vacuum Brake Company was reorganized in order to manufacture railroad air brakes and renamed the New York Air Brake Company. Michael left the company during the summer of 1890 and took a job as a telegraph operator for the *Daily Gazette* in Watertown. He worked for them for five months. He left the newspaper and took a job in the freight offices of the New York Central Railroad. After a short time, Michael returned to the Vacuum Brake Company and worked as a cashier. Speaking about his job when he first worked for the company a few months before he died, he said: "It was a bread-and-butter job for wife and I and the little ones.

Continued on page 15.

A STORY ABOUT MICHAEL JOHN MORKIN - continued

And if it knocked the skin off my hands and made the sweat run into my boots, there was joy in the thought of what my earnings would buy. But there wasn't much poetry in it. When I trudged home and had a wash and my supper, I was ready for bed-played out. And then on Sunday, when I came home with the music of the Mass ringing in my ears and tingling in my fingers, and the future seemed bright, I would get a pencil and there would be a thought left in verse."

Michael belonged to many organizations. He was the county President of the Ancient Order of Hibernians, Deputy Grand Knight of the Knights of Columbus, an active worker in the Royal Arcanum and a life member of the Jefferson Club. He was a lifelong Democrat. And while attending a meeting of the Jefferson Club one evening, he met the Honorable David B. Hill who was a candidate for Governor of New York. David Hill was there to give a campaign speech and Mike was asked to do something to enliven the meeting. He sang one of his catchy, original songs, and he sang it so well that Mr. Hill insisted that Mr. Morkin should be engaged to tour the state with him. Mike never told in verse the experience of that trip, but in one of the fraternal meetings he told it one evening, long afterwards, in one of his humorous little speeches.

"When I started to tour the state with David B. Hill," said he, "you may take it for granted that I was proud. At Albany I found that all the party had been arranged for at the hotel – except me. I registered and paid my own hotel bill. I found out where the meeting was going to be held and turned up behind the scenes. They said they had been looking for me. No doubt: but I felt as though it would have been better if they looked for me at supper time. I sang the audience into a good humor for Mr. Hill. Then they didn't look for me. I went to the hotel, after finding out that Amsterdam was our next stop. The party were all provided with railroad tickets – except for me. I was also left to look up my own hotel accommodations – and pay for them. Well, they were looking from me that evening again. I was there and repeated the Albany performance. But if they were looking for me the next evening, they didn't find me. I took the early morning train home and went back to my work, leaving Mr. Hill to save the country without me. Gentlemen, the country is here yet." The droll manner in which he told his experience kept his audience in an uproar. It was cleverly done; and this recalls the fact that Mr. Morkin was a very clever amateur actor, and on the several occasions in which he appeared before a Watertown audience he was a favorite.

The aforementioned story is taken from the book "Morkin's Poems" published in 1902 by Michael's friends.

During the noon hour at the Eames Vacuum Brake Shop, as at all other large establishments, the employees have various ways of amusing each other and whiling away the few moments between the time for eating their dinners and beginning work again. The blacksmiths at the brake shop organized a minstrel show and played the banjo and the tambourine and sang. Michael wrote songs for the group to play during the lunch hour.

I am not sure of the exact date but sometime in early 1902, Michael become ill. I believe that he may have had kidney disease. Whatever was wrong with him health wise must have been serious and incurable. He retired from his accounting job at the New York Brake Company at age 45. There is an article in the Daily Times and in the Morkin's Poem book describing the day he retired: It was M. J. Morkin's last day in the office of the Brake Company. He said good-bye to the accountant's desk to make his bow to the public at the telegraph editor's desk in the Watertown Gazette. Naturally he lingered around the old place a little longer than usual that night, as any man with any sentiment does when leaving a place in which he has worked faithfully over a decade. So, it was 6:05 when he was ready to go. He noticed that his friend and associate with whom he usually started for home at the close of labor was hanging around too, but he thought it was a little touch of sentiment with him, perhaps. The friend seemed as anxious for delay as Mike was and as the latter put a spindle in its place and gave a book another pat or kicked the waste basket in a kindly way, the friend seemed not at all impatient and not at all inclined to leave him. Finally, they started, but just as they passed the shipping room door and Mike was about to go through the gate for the last time as an employee, he was called back to explain something. As he reached the shipping room door a strong arm shot out toward him, a strong hand grasped his collar and, in a trice, he was yanked into the midst of a roomful of people and confronted the entire brake shop force.

Before the victim had time to faint, Edward Hankin claimed his attention with a speech in which he told Michael some things which were good for him to know. He told him the importance of the way in which he has gone in and out among his fellows with his honest ways and genial disposition. How he hid his sympathy with all in joy or in grief and his consideration for everyone at all times. He had won the best thing that earth can give, the respect and friendship of those with whom he has been associated. The speech concluded with the presentation to the astonished Mr. Morkin of a handsomely encased gold watch with a gold chain and charm, the united gift of the Brake shop force, a substantial token of their sentiments toward him. **Continued on page 16.**

A STORY ABOUT MICHAEL JOHN MORKIN -continued

The torture through which Mr. Morkin passed at this point was so evident that everybody was delighted. It is a grand thing to see a man who is usually quite glib and who talks well when he does talk, knocked out so completely that he stammers and stutters like a four-year-old and finally gives it up. But Michael's face was more eloquent than words and the tear that trickled down his face and glistened on his whiskers had in it all the sentiment of his best poetry. The few words that he tried to say told his comrades how he would always remember them and how this great surprise had overwhelmed him and how the gift would be treasured through life because it came from them.

An interesting fact about the gift is that while Mr. Morkin has enjoyed many of the good things of this life, including a happy home and babies, he has never owned a watch. Now he has a ticker which he can show with pride in any crowd.

Michael was a very active member of the Royal Arcanum which was a society founded in June 1877 by Dr. Darius Wilson in Boston, Massachusetts. Its motto was "mercy, virtue, charity". It provided scholarships for members children. It helped in the community that a chapter was in with various charitable contributions. It also provided members with death benefits called the Widows and Orphans Benefit Fund. When Michael died and left a young family the death benefit was between \$1,500 and \$3,000. I do not know how much his widow received.

His funeral was conducted at the Church of the Holy Family. The church was formed from members of St. Patrick's and others in June 1895 by about 75 families. Michael and Nellie were some of the first parishioners. The first class to receive Holy Communion was in 1898 with 35 boys and girls. The Church was located on Winthrop Street and had 800 seats. Father Michael R. Burns became the first pastor on June 2, 1895. The sermon at Michael's funeral was delivered by Father Burns. It was eloquent in the facts Fr. Burns stated as well as in the beautiful language in which he clothed them. "Why this large gathering?" he asked, and then proceeded to say that Mr. Morkin had not held important offices, had not given large sums to endow public institutions, nor had he been prominent in the business or political affairs of the state or community. Yet here was a large church filled with sorrowing people, coming to pay their last respects to one who had lived a humble life. The clergyman said it was only an incident showing how he had won the hearts of the people, by his manner with those who had come in contact with him, by his writings with those who had not enjoyed the privilege of a personal acquaintance.



Just a quick note to this story. After Mike's mother died, his father married another Kate. And after his father died, Kate continued to live at 10 Willow Street in Watertown. Mike had died in 1902, and his wife and children had moved to Oil City, Pennsylvania. So, Kate lived alone. Kate must have had a hard life trying to scrape enough money together to live. On April 29, 1909, Kate was gathering coal in the New York Central freight yard in Watertown. She was picking up the coal between two freight cars on a sidetrack. There were a large number of cars in the string and in shifting more cars to the same tracks those between which Kate stood were shoved along and she was knocked down. The trucks of one freight car and one pair of trucks of another passed over her legs severing them just below her knees. "Trucks" are located under the chassis of a railroad car to which the wheel axles are attached. Kate died on April 30, 1909, from shock and hemorrhaging.

This picture appeared in the Watertown Newspaper showing Michael Morkin at the New York Air Brake Company. Michael is sitting on the right side of the picture looking at the camera

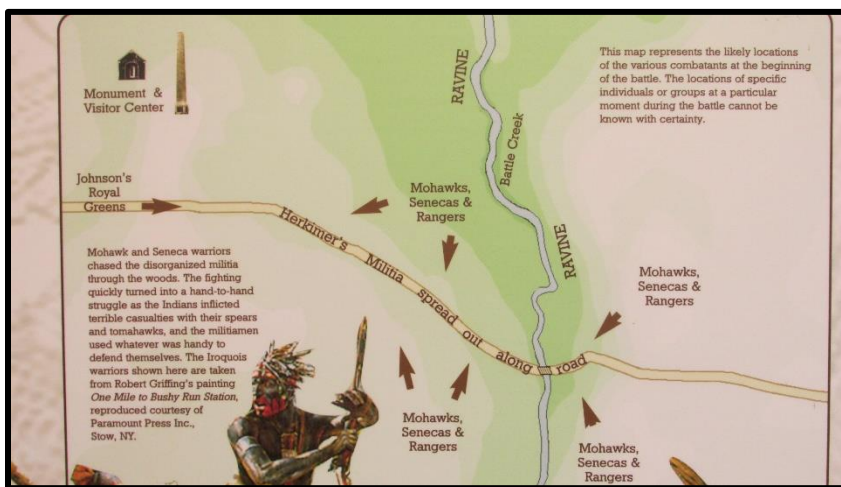
MY ROAD TO THE SONS OF THE AMERICAN REVOLUTION (SAR) By JCNYS Member Stephen Rutigliano

My family genealogy search started 18+ years ago, even though in my mind I always wondered what my family past would have been like, the hardships, the good times and the bad. I loved American history and the early wars, the fight for freedom and independence. I'm a Navy veteran and liked the military, the history the service and the sacrifice for our country. My dad's mother and father came from Italy, my mom's mother told me that her family came from Canada. My mom's father though was a different story. No one ever talked of him because he left his family when my mom was in her late teens and he died in 1945 when I was six months old. He was never mentioned much my whole life.

One day my cousin stopped by and asked me if I wouldn't mind calling a person who had been in contact with his brother and claimed to be a granddaughter of our grandfather Ward Loadwick. I asked myself what secrets were in my family that my mom had kept from me. I guess every family has a few things in their past that they don't talk about, but this was very interesting to me so I made the contact. She was so nice, and had also been searching her family genealogy. She found some very interesting data. My grandfather and her grandmother had a relationship and her grandmother had given birth to her father in July 1910. Four months later my grandmother was pregnant and soon married to my grandfather in December 1910. Their baby was born August 1911. Sounded to me like an old fashion shotgun wedding.

Well, this is where my family search started. With this new information I was off to St Johnsville, south east of Utica, where the Loadwick family came from. I acquired a copy of the family bible and other related data. I then joined My-Heritage to do my research. I began to collect a ton of family member's information all over the north country. mostly farm workers, laborers, blacksmiths and small business owners. I soon found out this was the tip of the iceberg in the following years of my research.

My big break was the marriage of my G-G-G-Grandfather Casper Loadwick to Elizabeth Bellinger, both from Stone Arabia, Montgomery Co. NY, in the early 1800's. They later moved to Jefferson County. Elizabeth's father, Henery Bellinger, was only 13 years old when he survived a battle of the Revolutionary War. This search was not that easy, as most genealogist know, it is very hard to trace these names and many times it is frustrating making these connections. It slowly starts to come together and make some sort of sense. This is the fun of genealogy. So, for the next few years, I was searching my family's past and totally confused half the time.



Henery Bellinger's father it turns out was Lt. Johannes Bellinger serving under General Nicholas Herkimer of The Tryon County Militia and he had two sons serving with him. At this period in time, the summer of 1777, Gen. Herkimer had orders to march to Fort Stanwix (in present day Rome, NY) to aid the fort. His route took his militia through Oriskany, NY. This is where Gen. Herkimer and his militia of around 900 men were ambushed by British loyalists, Mohawk and Seneca warriors. Nearly half of the militia were killed including my 61-year-old grandfather

and his two sons, PVT Johannas II age 30 and PVT John Frederick age 28. Thirteen year-old Henery survived that ambush. Another survivor was a 43-year-old private Christian Nillis, serving under Capt. Winn. This ambush became known as the Battle of Oriskany, August 6, 1777. **Continued on page 18.**

MY ROAD TO THE SONS OF THE AMERICAN REVOLUTION (SAR) - continued

Some years later, that private Christan Nellis and his wife Christiana's daughter Margaretha was to marry Henery Bellinger in 1785, they also had a daughter Elizabeth, born in 1793. When Elizabeth was 17 years-old she married my G-G-G-Grandfather Casper Loadwick in 1810. This is what makes genealogy fun and exciting, revealing your family history.

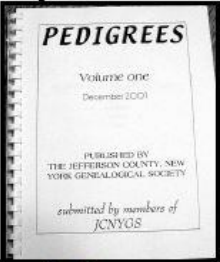


I shared my findings with my cousin Margret who lives in Boonville where my mom's family is from, just north of the Oriskany Battle site. Margret took my findings and with a lot of work and some local help was happy to receive her Daughters of the American Revolution certificate. I was so proud of her accomplishment, and with her encouragement, I also decided to apply for my SAR certificate in the spring of 2024. Margret also helped her sister MaryJo to achieve her DAR certificate this year.

My Sons of The American Revolution has been traced now to three Grandfather patriots who served in that Battle of Oriskany. As history shows, this was a very important battle at that time, even with the great loss of life that had enormous effect on the families of the Mohawk Valley region of New York.

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 Reed Road, Watertown, NY 13601
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JEFFERSON COUNTY NEW YORK WILL ABSTRACTS 1830 – 1850

The Will Book contains will abstracts dating from 1830 to 1850. The book contains 194 pages, two maps, and a chart showing the formation of Jefferson County Towns. \$15.00 + \$5.00 for postage. Checks made out to JCNYGS



How to Submit Articles For The Quarterly *Informer* Newsletter

The *Informer* newsletter committee welcomes submissions from Members, friends of members, historic and genealogical societies, who often ask, "How do I get my Jefferson County, New York, ancestral story in the *Informer*?"

Here are a few helpful tips:

1. If pondering the submission of an article, then do so while the idea is fresh in your mind. There is nothing better than doing it before it is too late.
2. Send articles in Microsoft Word. Limit bolding and special fonts.
3. Send jpeg digital photographs as attachments and not embedded into the Word document.
4. Make sure your images are high resolution, at least 300 DPI. As best as possible, identify all individuals, places, or important facts about the photo.
5. Keep your article, including photos, to two or no more than three pages. Articles must have a Jefferson County, New York, connection, or a genealogical "How To" that applies to all members.
6. Provide your name and address so other readers and researchers can contact you. Provide an email and or phone number if you feel comfortable doing so.
7. Email the article and attachments to tomlaclair_624@yahoo.com or yzone99@yahoo.com or mail the article to MCNYGS, P. O. Box 6453, Watertown, New York 13601. Emailing is preferred.



**By: JCNYS Member and Genealogist
Jean Wilcox Hibben, PhD
Riverside County, California**

Occupations: (this topic was briefly addressed in 2020, a slightly different perspective is here)

Q - I have just started doing genealogy and am somewhat confused by what is really needed when filling in the forms. I understand names and dates and places where things took place. And I can see that including alternate names can be helpful, but what about all those other things, specifically “occupation” and “residence”? Are these important? If so, how?

A – When I started doing genealogy back in the 1970s, I didn’t “get it” either and, sadly, just omitted some of the “superfluous details.” But let’s consider our own lives, first. When I meet someone, often the question “what do you do?” is included in the conversation. I rarely respond with the places and dates of my marriage, death of a family member, etc. Most of us understand that the question is referring to an occupation, former or present, or hobbies, etc., often dependent on where the meeting conversation is taking place. In my life (so far) I have worked as a clerk, a service representative, a travel counselor, a secretary, a college professor, a musician, a square dance caller, a folklorist, and a professional genealogist. But not all at once! And I have lived in different places when performing some of these jobs. If someone tried to locate me as a college professor in Illinois in the 1980s, there is nothing to find. It may not be just the occupation, but the time and place that will assist in identifying a person. So, here is where the residence information can come in handy. Our ancestors, while they might not have been as mobile as we are in the 21st Century, could be welders at one point of life and builders in another. And those might not actually be different occupations, just defined differently based on who provides the information and how detailed it needs to be. Dates of the occupations can help sort it all out (as can the actual employer information, though that may not always be available).

But it’s not just about answering the curiosity of the researcher; these elements can help differentiate one person from another. In many cases, especially in small villages, a name may be shared by a number of people (and they may or may not be related). This makes sense if a family wants to honor a particular person or follow a traditional naming pattern, with children (cousins) about the same age and with the same names, confusion will certainly reign. If both have gone into the family business, how can we tell which is which? Read the occupations carefully. One might have a leadership job while the other is little more than an apprentice. “Laborer” and “shift supervisor” might be the only things that help differentiate one from another (of course, any “nickname,” age, and residence might also help).

I have a number of examples from my own research where, had I not made note of the occupations of possible ancestors, I would perpetually be climbing the proverbial brick wall. A competent researcher needs to use all the resources at his/her disposal, make careful notes (with clear identification of where the information was obtained, when, and by whom – yes, even if that person is you, future readers of your research will appreciate it). Today, people are often found changing jobs/occupations (i.e., I worked at one primary occupation for a number of years, but held different jobs within the organization; those might be considered separate, even though the employer was consistent). The Bureau of Labor Statistics (April 2024) reports that “the average” adult will have 12 jobs within his/her lifetime. But most of our ancestors were not likely to have more than a very few, and maybe just one, throughout his/her life. Other than his jobs to work his way through school, my father had one occupation throughout his entire life: professor. He did other things on the side (editor, musician, author) but those were not what kept the family eating. And looking back at other forebears, I see a similar pattern: most were single-occupation folks.

One last piece of information on occupations: when identifying an ancestor’s work, be sure to be clear on the date and the source. Often, I use City Directories for occupation information. This makes sense since these are issued every few years and, in some cases, annually! But the data they contain has usually been gathered over the course of the previous year. This means that a 1910 City Directory, compiled in 1909, may show a different occupation from that same person’s information on the 1910 Census, which was compiled over a much shorter period of time, closer to publication, and in the same year of release. Awareness of these little details can help the genealogist from being prone to knocking their head against that brick wall.

**A TYPICAL STREET SCENE:
Watertown Daily Times, Tuesday Afternoon, January 22, 1895
Transcribed by JCNYS Member Larry Corbett**

A Montondo Horse Quits and is Kindly Relieved of the Burden of Life: In the southwestern portion of the city, that section of the "flats" enclosed in a right angle by Arsenal and Smith streets, live and reign the Montondos. Here also dwell and reign the Duffys, the Foys, the Pelos, the Whiskerandos, and with his brass cannon and orange flag, the much-edified King David. In the parlance of the initiated, this conglomerated abiding place is known as the "French Settlement." Here have occurred in memory's train, numerous French balls, where the incautious firing of loaded pistols and maudlin hurling of seven pound flatirons have caused the gay dancers to make daring leaps through windows and where the visitation of brass buttons in the night-time is a novelty.

The high mogul of the "settlement" whose 24 children call father, and whom 101 grandchildren call grandpa, and to whom no one knows how many great grandchildren warble great-grandpa, is Louis Montondo. His shoulders are weighted down with the trials and vicissitudes of 90 summers and through whiskers frosted with age, the winds of 90 winters have whistled. He resides with his aged wife in a well-built house on the corner of Arsenal and Duffy Streets. His descendants would make a company of soldiers. His brothers, to the number of three, with their children and grandchildren, cluster in the houses in the "settlement". But Louis is looked up to as if he were a Pantata.

The ambition of a Montondo is to own a horse. It does not matter what kind of a horse it may be, if it only answers the Websterian definition of that noble steed. It may be bald-headed; it may have false teeth; it does not have any teeth at all it is so much the better. It is a horse and that is sufficient in itself. The highest price set upon a horse by these equine fanciers is \$10. That, in their estimation, ought to buy a trotter. Time-honored has been their practice to attend the auction sales of old and decrepit horses and purchase one at an average price of \$5. Many times have the horses which they purchased dropped dead on the way to their improvised stable. There are few Montondos who are able to vote who do not possess a nag. In the summer, they make a speedway of Arsenal Street, and down the highway and across the railroad tracks they dash at breakneck speed.

The whistles were blowing loudly at 6 Monday evening when Henry Montondo, a son of the mighty Louis, started for his home on Duffy Street in a light cutter behind his 30-year-old and decrepit mare, which reveled in the cognomen of "Kittie." The horse was gaily caparisoned in a rope and leather harness, mostly rope, her neck encased in a collar, fringed with grass, and with a head-dress of light clothes-line. The old mare trotted along in her usual stage-coach gait, with frequent coaching from a whip in the hands of Henry, until the armory was reached. Then the horse suddenly grew pale, staggered and, as the harness was not staple enough to sustain her weight, she fell to the ground. A neighboring arc light cast its pale rays over the scene, and Henry's face grew perceptibly paler.

Immediately, the ubiquitous crowd collected, and soon Henry's relatives surrounded their brother in distress in undoubted numbers. Forthwith numerous appliances were brought forward to aid in raising the animal to its feet. No one could tell Henry that the beast was sick. After numerous trials to raise the animal by ordinary means, it was pronounced a failure to endeavor to lift "Kittie" on her pins, and many were the ludicrous remarks and suggestions which followed.

Having at last been convinced, when a half hour of earnest pulling and hauling had failed to put the mare on her feet, that she was sick, one of the Montondos offered in explanation the following: "We bought her the other day for \$5 from a feller who never fed her anything but hay. Today we gave her 12 quarts of grain and that's what's made her sick. She's been over-fed."

This cogitative explanation was too much for the majority of the on-lookers, and they succumbed. But the crowd increased. Somebody with an inventive turn of mind, produced a plank. This was placed under the supine form of the dumb animal. Then they tried to pry her up. The board reached an angle of 45 degrees, then broke. Their efforts had been for naught. The man with the inventive turn of mind suddenly disappeared.

Eight o'clock saw the same crowd and the animal still on the ground. Then someone spoke of the S.P.C.A. and that turned the hearts of the Montondos to pity. One of that numerous family was dispatched for Warren White. He returned with an axe. It took three blows to put the animal out of misery. Henry said she had blind staggers.

Parrish Cemetery (Part 1)

Town of Pamela, Jefferson County, New York
 Compiled By Mrs. Charles P. Gruman,
 Chairman Comfort Tyler Chapter D.A.R.
 (page 156)

Transcribed From: Jefferson County Cemetery Inscriptions
 Compiled By Mrs. Charles P. Gruman
 Indexed By Genealogy and Local History Department
 Syracuse Public Library, 1960

Transcribed by: JCNyGS Informer Committee Member &
 4th Vice President National [2024-2027], N.S.U.S.D. of 1812
 Beverly Sterling-Affinati

Source: <https://www.familysearch.org>

Note: In parenthesis Mrs. Gruman writes "Wonderful
 Condition" in referencing this cemetery.

Alexander, Robert H. – b Baltimore, MD 1805 – d Feb.
 20, 1886

Allen, Hirman – b Oct. 18, 1810 – d Nov. 9, 1891
 Wife Fanny Taylor – b Oct. 23, 1811 – d Oct. 30, 1891
 Allen, Elihu – 1806 – 1886

Wife Almira Andrews – 1815 – 1897
 Son George – 1840 – 1917
 Son Edward Betts – b Sept. 22, 1849 – d May 29, 1879

Allen, Joseph – b May 24, 1791 – d Jan. 13, 1864
 Wife Phoebe – b Jan. 6, 1800 – d Nov. 23, 1864
 Allen, John A. – d. May 6, 1876 ae 82 yrs 9 mo
 Wife Melissa – d July 22, 1884 ae 80 yrs 4 mo

Allen, John M. – b Jan. 21, 1828 – d Feb. 26, 1903
 Allen, Helen – 1868 – 1870
 Adelaide E. – 1847 – 1931

Allen, Jerome B. – b July 15, 1821 – d Feb. 28, 1894
 Wife Olive A. Castor – b May 5, 1830 – Feb. 29, 1912
 Son Herbert H. – b June 25, 1859 – d Jan. 26, 1863

Allen, Harvey – d Apr. 6, 1879 ae 80 yrs 10 mo 13 da
 Wife Lucy N. Freeman – d Dec. 18, 1901 ae 96 yrs 4
 mo 3 da

Allen, George – 1568, Weymouth, Eng. 1635, Lynn Mass. D
 1648

Joseph – 1642 – 1704
 Joseph – 1667 – 1735
 Allen, Joseph – 1704 – 1822

Daniel – 1729 – 1822
 Joseph – born at Westport, Mass. Nov. 4, 1758 – d Sept.
 23, 1838. He was first settler at Bear Creek 1805
 Wife Prudence Earl – b at Darmouth, Mass. Sept. 14,
 1768 – d Dec. 27, 1843

Allen, J. Corydon – b Apr. 8, 1834 – d Sept. 25, 1907
 Wife Louisa Andrews – b Dec. 20, 1823 – d Feb. 21, 1884
 Dau Minnie Allen Fowler – b Jan. 2, 1855 – d July 30,
 1880

Andrus, Samuel J. – b Aug. 5, 1823 – d Sept. 2, 1900
 Wife Marion B. Abbott – b Feb. 18, 1831 – d Aug. 15, 1903
 Andrus, David – b June 23, 1833 – d May 26, 1901

Wife Hannah A. Robinson – b Dec. 6, 1848 – d Feb. 7,
 1925

Bailey, Clark – b Sept. 25, 1811 – d Feb. 22, 1885
 Wife Maranda Randall – b Sept. 16, 1817 – d July 31, 1888
 Bailey, Addie L. – b Nov. 5, 1851 – d Apr. 2, 1870

Barrett, Maria, Dau C. H. & Lydia Barrett – d Apr. 19, 1862
 Bateman, Stephen W. – 1832 – 1884
 Wife Marion – 1837 – 1916

Bateman, John – 1821 – 1901
 Wife Nancy D. 1828 – 1908

Bateman, Henry A. – 1851 – 1892
 Bateman, Martha L. – 1866 – 1885

Bateman, Isaah – d June 23, 1864 ae 77 yrs
 Bateman, Jerome – d Jan. 3, 1857 ae 33 yrs 20 da
 Beaudin, Lucus H. – d Dec. 24, 1891 ae 20 yrs 2 mo 16 da
 Adelia M., wife of E. T. Beaudin – b June 11, 1839 – d

Apr. 18, 1880

Belle, Mary Ann, wife of H. G. Harrington – b Feb. 24, 1846
 – d June 14, 1878

Bell, Willis Elliott – 1853 – 1917
 Wife Mary Louise – 1852 – 1927

Bell, Willis – 1853 – 1917

Bellinger, George – 1848 – 19—
 Wife Hattie M. Valluie – 1856 – 19—

Bemis, Joseph A. – b June 8, 1833 – d Sept. 17, 1901
 Wife Ophelia L. Holley – b Aug. 20, 1831 – d Apr. 23,
 1903

Son Henry Holley Bemis – b June 15, 1859 – d Feb.
 25, 1882

Bent, Milo G. – b 1822- 1852
 Brownlow, Maria Bent – 1823 – 1870

Bleecku, Henry, son of Jos. & Eunice Reynolds – d Feb. 24,
 1851 ae 16 yrs

Bonner, Alvin – d Sept. 24, 1893 ae 54 yrs, Co. G. 24th Reg't
 N.Y.S. Vol.
 Wife Mary – b Aug. 17, 1847 – d May 9, 1882

Brown, Hubbard – d Jan. 13, 1858 ae 83 yrs
 Wife Rebecca Jane – d Mar. 26, 1869 ae 85 yrs

Brown, Dea. Ebenezer – d Sept. 2, 1864 ae 83 yrs
 Wife Olive, dau of Ebenezer B & relict of George Bailey - d

Sept. 10, 1874 ae 87 yrs 2 mo

Bailey, George – d May 27, 1838 ae 64 yrs 2 mo

Brown, Martha, wife of P. G. Brown – d Aug. 28, 1844 ae 38
 yrs 1 mo

Brown, Ruth, wife of Orville – d Dec. 25, 1846 ae 39 yrs
 Brown, George G. – d Mar. 20, 1877 ae 74 yrs

Wife Charlotte – b Oct. 12, 1802 – d Apr. 11, 1887
 Brown, Franklin N. – 1812 – 1861

Wife Olive J. Litts - 1812 – 1902
 Burr, Hannah, wife of Orrin Burr – d Aug. 7, 1843 ae 38 yrs
 2 mo 8 da

Bushnell, Lester, Co. G. 24th Reg't N.Y. Infy – d Sept.
 15, 1877 ae 35 yrs

Calkins, Charles F. – 1824 – 1897
 Wife Harriette Griffin – 1830 – 1911

Calkins, Charles Henry, buried in Watertown – 1873 – 1924
 Calkins, Rosie G. – 1864- 1870

Clafin, Henry H. – 1861 – 1934
 Wife Myrtle E. Decker – 1857 – 1927

Clafin, Ealbert L. – d Mar. 31, 1858 ae 22 yrs 1 mo 5 da
 Claplin, Sarah, wife of James – d Jan. 24, 1846 ae 43 yrs

Clark, Silas – d Aug. 8, 1887 ae 78 yrs
 Wife Sally E. – d Oct. 1, 1899 ae 89 yrs

Clark, Susan M. – d Mar. 2, 1880 ae 46 yrs
 Lucina S. – d Oct. 1, 1889 ae 56 yrs

Clark, Gary S. – 1854 – 1916
 Wife Jennie F. Potter – 1855 – 1906

Clark, Charles W. – d Apr. 28, 1889 ae 72 yrs
 Wife Adeline A. – d Feb. 16, 1877 ae 48 yrs 2 mo 24 yrs
 Dau Stella D. – d Oct. 11, 1872 ae 19 yrs

Clark, Brayton R. – b Dec. 29, 1845 – d Sept. 16, 1910
 Wife Celestine A. – b Oct. 25, 1845 – d Mar. 17, 1921

Clark, Flora L., adopted dau – b Jan. 1, 1877 – d Oct. 15,
 1892

Clark, Ensign – b Sept. 18, 1809 – d July 22, 1895
 Wife Caroline – b Dec. 22, 1816 – d Aug. 4, 1906

Dau Lucy A. – b Sept. 25, 1851 – d Oct. 28, 1869
 Clark, Abram, Co. G. – d Mar. 14, 1865 ae 56 yrs

Sarah, wife of James Clark – d Aug. 10, 1885 ae 75 yrs 10
 mo 12 da

Clark, Ambrosia, dau of Datus & Caroline – d Oct. 28, 1862
 ae 18 yrs

Cowles, Rev. Leander – d Jan. 23, 1841 ae 60 yrs 3 mo 29
 da

Wife Dorcas – d Oct. 28, 1845 ae 63 yrs 3 mo 18 da
 Dau Melissa P. – d June 18, 1848 ae 24 yrs 10 mo 12 da
 Dau Susan – d Dec. 2, 1834 ae 24 yrs 6 mo

- Culkins, Ralph M. – 1851 – 1888
 Kate M. – 1860 – 1899
 Elizabeth K. – 1883 – 1928
 Mary Ida – 1887 – 1914
- Damon, Henry, Co. L. 10th Reg. N.Y. H. A. – 1832 – 1916
 Wife Mary A. Clafin – 1832 – 1908
 Dau Frances A. – 1862 – 1880
- Damon, Florence A., wife of W. D. – 1858 – 1913
- Damon, Wilbur – 1851 –
- Damon, James, Co. L. 10th N.Y. Vol. H. A. – d Oct. 7, 1902
 ae 74 yrs 9 mo
 Wife Phidelia Hughes – d Dec. 2, 1892 ae 64 yrs
- Decker, Jennie E. – W. H. Decker – d Feb. 18, 1865 ae 26
 yrs 2 mo 20 da
- Earl, Pardon – d Jan. 9, 1844 ae (62?) yrs
 Wife Nancy – d June 11, 1826 ae 45 yrs
 Wife Polly – d Nov. 4, 1878 ae 73 yrs
- Earl, Robert – d Jan. 30, 1813 ae 21 yrs
- Earl, Luginda, wife of Dr. Albert Earl – d Aug. 18, 1865 ae
 21 yrs 8 mo 25 da
- Earl, E. L. I. – b Jan. 1, 1802 – d Feb. 26, 1855
 Wife Hannah – b Nov. 23, 1803 – d Jan. 20, 1890
- Earl, James – b May 24, 1765 – d Dec. 11, 1857
 Wife Elisabeth – d Mar. 7, 1844 ae 32 yrs
- Earl, Nancy L., wife of Albert G. Earl & dau of Harvey Allen –
 d Feb. 14, 1863, Ae 32 yrs 4 mo 15 da
- Earl Henry M., son of A. C. & Abigail E. Earl – d Mar. 1, 1851
 ae 22 yrs 23 da
- Earl, Andrew C. – d Mar. 29, 1870 ae 66 yrs
 Wife Abigail E. – d Feb. 10, 1844 ae 34 yrs
 Wife Eliza – d July 1, 1870 ae 55 yrs
- Earl, Harvey – d Jan. 3, 1853 ae 28 yrs
- Earl, Hamilton – d June 29, 1854 ae 19 yrs
- Earl, James – 1798 – 1875
 Wife Phoebe Taylor – 1803 – 1888
- Edelman, Henry – 1843 – 1927
 Wife Emaline Hammond – 1850 –
- Edelman, George H. – 1882 –
- Wife Ida M. Cutting – 1861 – 1932
- Ellis, Lettie C. – d Jan. 11, 1898 ae 49 yrs
- Eely, Frank E. – 1862 – 1926
 Wife Elizabeth Bemis – 1862 – 1930
- Emerson, Jas. W. – d Sept. 16, 1864 ae 46 yrs
- Emerson, Claudia – d Jan. 14, 1863 ae 18 yrs
- Foreman, William E. – b Oct. 4, 1852 – d Feb. 14, 1927
 Wife Estella – b Oct. 15, 1854 – d Sept. 15, 1890
- Foreman, H. – b Feb. 4, 1816 – d July 19, 1895
 Wife Charlotte E. – b Dec. 3, 1818 – d Nov. 11, 1883
- Freeman, Abigail O. – d Nov. 27, 1850 ae 74 yrs 7 mo 9 da
- Freeman, Joseph – 1840 – 1921
 Wife Frances Bateman
- Garretson, Chas. L. – 1849 – 1935
 Susan – 1848 – 1936
- Garnseys, Philander – 1816 – 1906
 Wife Eliza M. Decker – 1823 – 1851
- Garnsey, John – b June 26, 1776 – d Jan. 2, 1857
 Wife Hannah – b Dec. 29, 1778 – d Jan. 31, 1860
- Giddings, Lyman M. – b Nov. 18, 1816 – d Nov. 24, 1851
- Goodnough, (Morris?) – b 1827 – 1902
 Wife Caroline Griswold – 1833 – 1894
 Son Charles E. – 1853 – 1936
 Son Morris M., Jr. – 1858 – 1859
 Dau Grace V. – 1875 – 1903
- Grant, Joseph H. – d Nov. 7, 1878 ae 55 yrs 9 mo 1 da
 Wife Ann Varnette – d Mar. 15, 1862 ae 30 yrs 10 mo 15
 da
- Gray, Charles D. – 1874 – 1935
 Wife Carrie Hitchcock – 1870 – 19—
- Grenell, Benjamin P. – d July 8, 1864 ae 75 yrs 6 mo
 Wife Kezia – d Oct. 14, 1872 ae 86 yrs 2 mo 11 da
 Son Horatio D. – d Feb. 4, 1846 ae 26 yrs
- Grenell, William Horatio – 1846 – 1915
- Grenell, Anna Wardwell – 1873 –
- Grenell, Benjamin P. – 1853 – 1916
 Wife Mary E. – 1856 – 1922
- Grow, Jay D. – 1846 – 1927
 Wife Flora F. – 1847 – 1931
 Son Oliver N. – 1867 – 1928
- Gurnsey, Avery – b Sept. 10, 1804 – d July 23, 1879
 Wife Mary E. Mellen – b Sept. 30, 1821 – d Jan. 26,
 1906
- Harrington, Mary A., wife of H. C. – b Feb. 24, 1840 – d
 June 14, 1878
 Jenett M. – b Sept. 22, 1844 – d May 17, 1864
 Charlotte G. – b Oct. 26, 1846 – d Aug. 1, 1868
- Harrington, Edwin J. – d Aug. 14, 1891 ae 75 yrs
 Wife Angelina G. – d Aug. 21, 1896 ae 72 yrs
 Eliza – d Dec. 3, 1872 ae 25 yrs
 Son Herbert A. – d Jan. 27, 1863
- Harris, James M. – b Aug. 3, 1858 – d May 24, 1929
 Wife Anna C. Gamssey – b Sept. 22, 1858 – d Mar. 30,
 1885
- Hatch, Henry A. – d Mar. 31, 1874 ae 55 yrs
 Wife Martha A. H we – d Feb. 6, 1905 ae 80 yrs
 Son George H. – d Jan. 6, 1864 ae 16 yrs
- Hinmen, John – d Oct. 28, 1855 ae 34 yrs 2 mo 24 da
 Wife Jane M. – d Jan. 11, 1897 ae 78 yrs 1 mo 5 da
- Hollenbeck, Isaac – d Aug. 15, 1822 ae 49 yrs 8 mo 22 da
 Wife Polly – d Mar. 4, 1846 ae 77 yrs 5 mo
- Holley, Electa M., wife of N. T. Holley – d July 20, 1866 ae
 47 yrs 10 mo 20 da
- Holly, J. D. – d May 7, 1866 ae 28 yrs
- Holly, M. L. – d May 11, 1882 ae 74 yrs
 Wife Ruth – d Feb. 17, 1851 ae 37 yrs
 Dau Isabell M. – d Sept. 30, 1869 ae 23 yrs
- Holly, John Milton – 1784 – 1861
 Mary Taber – 1796 – 1877
 Marietta – 1836 – 1926
 Slyphinia – 1825 – 1915
- Holley, David – d Mar. 4, 1888 ae 85 years 7 mo 13 da
 Wife Betsey S. – d Dec. 8, 1861 ae 58 yrs 7 mo 23 da
- Holley, Dan – b Aug. 21, 1790 – d Oct. 6, 1877
 Wife Cynthia B. – d Nov. 22, 1858
 Charles H. – d Dec. 21, 1861 ae 34 yrs
 Saphronia M. – d Feb. 8, 1862 ae 37 yrs

Part 2 of the Parrish Cemetery Records continued in April 2025 *Informer*

Do you know the term "TOMBSTONE PROMOTION"?

A tombstone promotion is an advance in rank awarded at retirement. It is often an honorary promotion that does not include any corresponding increase in retired pay, whose only benefit is the right to be addressed by the higher rank and have it engraved on one's tombstone [https://en.wikipedia.org/wiki/Tombstone_promotion].

The Act of Congress of March 4, 1925, provided for Navy, Marine Corps and Coast Guard officers to be promoted one grade upon retirement, if they had been specially commended for performance of duty in actual combat, known as "tombstone promotions". Officers who received such tombstone promotions, or also known as "tombstone officer", carried the loftier title but did not draw the additional retirement pay of their higher rank. The Act of Congress of February 23, 1942, enabled promotions to three- and four-star grades. Promotions were subsequently restricted to citations issued before January 1, 1947, and finally eliminated altogether effective November 1, 1959

[https://en.wikipedia.org/wiki/United_States_Navy_officer_rank_insignia].

Jefferson County Queries

Mail queries to:
 Thomas LaClair, 17696 Co. Rte. 181, Clayton, NY 13624
tomlaclair624@yahoo.com
 Subject: Jefferson County Informer Query
 (Some readers do not have internet access. Please include
 mailing address &/or phone numbers as well as email.)

Query: Parents of Minnie Grace Snow,

I am trying to determine the birth parents of Minnie Grace Snow. She was born on Wolfe Island, Ontario and later lived in the Towns of Alexandria, Orleans and Clayton, before relocating to Syracuse a little after 1910. Specifically, Minnie Grace Snow was born 8 November 1882 on Wolfe Island, Ontario; died 2 November 1972 in Eaton, Madison, New

York; married 18 June 1902, George William Britton in Clayton, NY. They had four children; Celestine LeMay Britton (1904-1904), Verna Elaine Britton (1908-1967), Gerald Charles Britton Sr. (1912-1972) and his twin sister Geraldine E. Britton (1912-1990).

Many years ago, I found what I assumed was a transcribed marriage record for George and Minnie on jefferson.nygenweb.net. Unfortunately, I did not record the date of access, but the record as I copied it with some reformatting was as follows:

Vital Records (Marriages) of Clayton, Jefferson, New York 1901,1902,1903

18 JUNE 1902; BRITTON, GEORGE W.; 23; res. OMAR, N.Y.; FARMER; b. OMAR N.Y. (groom)
BRITTON, GEORGE; SPALSBURY, CELESTA (groom's parents)
SNOW, MINNIE J. (sic); 19; res. OMAR, N.Y.; b. WOLFE ISLAND [CANADA] (bride),
SNOW, JOHN M.; FRASER, CLARA (bride's parents)

Src: <https://jefferson.nygenweb.net/tcclm01.htm>

I have encountered many claims online that Minnie's parents were not as shown in the record above, but rather the father and mother of the John M.Snow named in the record, ie. Norman L.Snow (1823-1899) and his wife Lucina Rogers (1834-1914). I have tended to discount this claim because Norman would have been almost 60 and Lucina almost 50 when Minnie was born. So recently, I returned to the website and to my surprise, ***I found the record had been changed***. It now reads as follows (again reformatted):

18 JUNE 1902, BRITTON, GEORGE W.; 23; res. OMAR, N.Y.; FARMER; b. OMAR N.Y. (groom)
BRITTON, GEORGE; SPALSBURY, CELESTA (groom's parents)
SNOW, MINNIE J. [sic]; 19; res. OMAR, N.Y.; b. WOLFE ISLAND [CANADA] (bride),
SNOW, NORMAN L.; ROGERS, LUCINA GRD PAR (bride's grandparents)

Src: <http://jefferson.nygenweb.net/tcclm01.htm>

This leaves me wondering when and why the change was made and what the actual record (on file at the Clayton Town Clerk's office?) says. My DNA tests show that Minnie and I are related through Norman L. Snow and his wife Lucina Rogers. But they are too old to have been her parents, so she must be the offspring of one of their children, but which one? John Millard Snow seems the most likely candidate. He would have been 28 when Minnie was born. I suppose either of the twin sisters of John, Nellie Wadsworth Snow or Nettie Winifred Snow who would have been 19 cannot be ruled out. Nor can Ora Merriam Snow who would have been 17 the year of Minnie's birth. The rest of the children of Norman and Lucina Snow would have been too young to have been Minnie's parent.

So, a couple of mysteries. 1. The changed record on the website. 2. The actual, biological parents of Minnie Grace Snow. Can anyone shed any light on these questions?

I've never found an obituary or will for Norman L. Snow. Lucina does have an obit and it does name Minnie (Snow) Britton as one of her daughters. But again, Lucina was almost surely too old to be her mother and now the transcribed marriage record describes her as Minnie's grandparent in any case.

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INFORMER
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2025 PROGRAMS

Monday, March 10th, 2025, 6:00PM, LDS Church. Writing Your Family Stories. How many of you have done your family research and now are ready to write some of what you have learned? In the November/December 2024, Familytree magazine is an article titled: "*Best Ways to Write Your Family Stories.*" JCNYGS President Tom LaClair will discuss the high points of the article and share with you the pointers to start your writing project with confidence

January and February 2025: There are no formal JCNYGS gatherings during these two winter months. We encourage all members to take some time to do some family genealogy. Then possibly type up a story to be shared in the upcoming *Informer*.

UNLESS OTHERWISE NOTED: JCNYGS lectures begin at 6:00 pm at the Church of Jesus Christ of Latter-day Saints building. Come 30 minutes early to get to know other members and share new finds and experiences.

Thank you Donna Trumbo, church liaison, and the Church of Jesus Christ of Latter-day Saints local leadership for the free use of the building for JCNYGS programs.

Directions to the Church of Jesus Christ of Latter-day Saints church where we currently hold our meetings: From Rt. 81, take exit 44 to Rt. 232 towards Watertown. Drive 1.1 miles and take the second left hand turn onto Ives Street Road. Continue straight into the city. The Church of Jesus Christ of Latter-day Saints chapel is the second building on the right across from the IHCS as you enter the city limits.

From Watertown, the chapel is in Ives Street across from IHCS. Take Washington Street to Barben Avenue. Turn onto Barben and take it until it ends at a T. Turn left and the Church of Jesus Christ of Latter-day Saints will be 300 yards on the left.

Or, from Watertown, take Massey Street south, veer right, onto South Massey, left onto Ives Street.