

"It lies upon the sides and base of an amphitheatre, enclosed by ranges of high hills, not widely apart, and arranged in the form of an extended ellipsis, through the length of which the Grass river sends its dark and reluctant current. I should not, perhaps, use a term which implies a conscious unwillingness on the part of the stream to deliver its waters to the regions below, for in point of fact it is dammed here for the benefit of two or three manufacturing establishments. The hills which make this natural Colosseum are of volcanic origin, and interesting subjects for the geologist.

"Four roads, running at right angles, centre in the town; the hotel stands upon one corner and the other corners are occupied by shops; about 60 dwelling houses, mostly painted white, many of them with green plats in front; two moderate sized churches; two blacksmith's shops; a bridge which never could have been built on its present foundations, but must have been taken up in Canada, or somewhere else, and providentially dropped by the great tornado; a three-story brick arsenal, constructed during the last war, for what earthly purpose, nobody has yet discovered, standing like a grim sentinel over the whole, and you have as good a picture as I can draw of the quiet village of Russell. This will do for a rough sketch - and now for a few touches in detail.

"Opposite the hotel, - which is built of brick, and has an air of decayed gentility about it, - is a grass plat, with an old house upon it, a little retired from the street, which, a conspicuous sign upon the front informs me, is occupied by the modists of the village.

"I notice this with interest and pleasure, and express my satisfaction by imbibing frequent additional drafts of the healthful breezes that sweep down from the hills. So, I said to myself, we are not yet beyond the pale of fashion. Presently a door opens, and a maiden descends by a single step into the green lawn, glittering with the morning dew, and tripping lightly to the well, returns again, her face glowing in the warm rays of the smiling Phoebus, who is just taking his first look into the valley."

Those, who today visit the quaint old village of Russell, will not that Russel Attwater rambling house, standing off apart from the heart of the village, has but one step to the spacious lawn in front of it.

Amos Lay's 1812 map shows that it crossed the Indian river, the West and East branches of the Oswegatchie, <sup>moved</sup> across the Grass river at Russell, and that there was then no intervening villages between the starting point and Russell. From Russell the pike passed De Witt, crossed the Raquette river, entered Parishville, crossed a branch of the St. Regis river, went on to Hopkinton where it again crossed the St. Regis and then moved in a more Easterly direction toward its Eastern terminus in the town of Malone. There it joined the <sup>old</sup> road which came through Chateaugay from Plattsburgh. It was never completed to the village of Malone, a legislative act of 1813 permitting its stoppage at Bangor, a hamlet of but a handful of houses six miles from <sup>Malone</sup> ~~Malone~~.

As rationalized with present-day road maps, the Russell Turnpike began less than a half above the old Fargo's hotel, moved for the Lewis county township of Diana, crossed that town just inside its northwestern boundary passing through Lewisburg and proceeding a short distance to the West of Indian lake.

Entering St. Lawrence county in the town of Fowler the pike <sup>went</sup> passed through the present Kellogg's Corners, continued crossing the West branch of the Oswegatchie about three-quarters of a mile below Fullerville. This route today from the St. Lawrence county line to Fullerville is county road. From there, there is a short stretch of town highway ~~which~~ <sup>which</sup> joined state road at the Fowler-Edward line. The state road continues across the town and through the village of Edwards and then picks up another county road which runs into the village of Russell. Thence this county road continues on through West Pierrepont and Pierrepont to finally junction with the Potsdam-Hannawa Falls-Colton state road a short distance to the southwest of the Raquette river. There a town road carries on to cross the river at Brown's Bridge, proceed through West Parishville to the High Flats area and there join a county road. Some distance West of Parishville this county road picks up a state road which zig-zags to cross the West branch of the St. Regis at Parishville, then continue to and through Hopkinton and head directly for Nicholville, there crossing the East branch of the St. Regis. From there the course is through Dickinson, East Dickinson, West Bangor and Bangor, the Eastern terminus. <sup>at the</sup>

It is possible that there may be some slight divergences in this current highway route from the point near Fargo's, which <sup>was</sup> ~~and~~ the olden days was known as the Checkered House, but a comparison of today's road maps with Amos Lay's maps of 1812 and 1818 would indicate that the divergences are slight, if any.

However that may be there is much romantic history associated with this old turnpike

Inspired and sponsored by men of immense wealth who owned the millions of acres of virgin forest that blankets the state northward from Utica to the Canadian frontier, the venture constituted a transport avenue through one of this nation's most picturesque regions, an avenue which also became an important link in a military highway from the state's Eastern boundary at Plattsburgh on Lake Champlain and curved around the north and down to Sackets Harbor. And it was completed just in time to be of important military service to this country in the war of 1812. Some major fighting was done at both of its termini, Sackets Harbor and Plattsburgh, during that second war between the United States and Great Britain. Troops and military stores passed over it. And while the block of St. Lawrence county's ten towns had a binding of St. Lawrence river shore along the 50-mile northern edge of five of them, and thrust a total depth of 20 miles into the interior to form a bulwark against aggression, the Russell Turnpike swept down well away from their innermost boundary to assist in the protection of the interior communities.

But notwithstanding the fact that war had been threatening for some time when the pike was built and that it had military value, the prime purpose of its construction was of quite a different nature. To sell land and get the settlers coming in, for the greatest land still retained most of their holdings in the 3,670,715 acres of the Macomb tract which Alexander Macomb and his partners, William Constable and Daniel McCormick had, in 1791, contracted to purchase for eight pence per acre.

At the very beginning of 1800 James Le Ray de Chaumont had bought 220,000 acres of that tract for 21 cents an acre and Gouverneur Morris had taken over an equal amount for slightly over 22 cents an acre. Later Le Ray accumulated much more ~~than that~~ and, when he made an assignment for benefit of creditors Dec. 31, 1823, he owned 358,205 acres of which 73,947 acres were in St. Lawrence county and 30,758 acres in Franklin. Hezekiah Beers Pierrepont was said of have possessed a half million acres. David Parish, the Ogdens, Harison, the Clarksons and others held title to extensive blocks.

The original Macomb Purchase was divided into six tracts, one of which consisted of 553,020 acres embracing the town of Parishville, Hopkinton, Colton, Brasher, Lawrence and a small part Massena, while the rest of St. Lawrence county south and west of the Ten Towns took up another tract of 458,222 acres, and a third tract of 821,819 was entirely in Franklin county.

Almost entirely the early pioneers along the Russell Turnpike route were Vermonters, with a sprinkling from Connecticut and Massachusetts, and most of them were people of small

Settlement of this northern area did not begin until about 1800, <sup>and</sup> First these pioneers had to provide themselves with log cabin habitations. Next they had to clear their tracts of the trees that they might have fields for their crops. By the end of seven or eight years some of them had been able to replace their log cabins with frame or stone houses, but they still needed roads to get their produce to market. Roads for this purpose were quite as essential as for the purpose of enabling the landowners to dispose of their land.

The problem <sup>of road-building</sup> was the financing. To have heavily assessed the settlers would have been confiscatory and would also have acted as an astringent <sup>a</sup> against selling lands. Lotteries were early resorted to by the state. On Mar. 26, 1803 a state lottery limited to \$41,500 was authorized for the construction of roads principally in the Black river country. On Apr. 9, 1804 another one was provided to raise \$22,000 to be used for constructing a road from the head of the falls at Carthage to Nathan Ford's mills at Oswegatchie, and for one from Troy to Greenwich. However, the lottery plan did not continue long.

In the late 1700s turnpikes built by private capital had come into vogue in the metropolitan and Hudson river area of this state and down along the Atlantic coast. Then in the early 1800s many turnpike companies began to be incorporated in New York state until, at the close of the War of 1812 there was a substantial network of them, <sup>and all of these Northern turnpikes</sup> ~~the~~ were conformable to the regulations of the turnpike act of Mar. 13, 1807. Most of them followed pretty much the same pattern as to width and manner of construction of ~~the~~ road, number of toll gates and schedule of toll charges and the Russell Turnpike was no exception.

The name assigned to this Russell turnpike company in the legislative act of Apr. 2, 1810 incorporating it was "The President and Directors of the St. Lawrence Turnpike Road Company." It was capitalized at \$80 per share and the subscribers were permitted to take one share for every one-sixteenth of a mile of <sup>their</sup> land through ~~which~~ which the pike went. The shares could be paid for in money or in land, but if in land they were allowed but \$2 to the acre.

A right-of-way was specified at six rods wide, of which four rods was to be cleared of trees and underbrush, while ~~of that four rods~~ the roadway was to be of 20-foot width, "leveled and faced with earth, rising in the middle by a gradual arch, so as to form an even surface, and where the ground shall be so soft as to require it, the same shall be bedded with stone, gravel, sound wood, or other hard substance, so as to secure a firm and solid foundation."

Notwithstanding the <sup>se</sup> provisions in the incorporation laws, those early turnpikes were <sup>later</sup> pretty well the same as the wagon roads and not a great deal different than the wagon roads. In the

Any attempt to compare them with the modern multiple-laned concrete turnpike would be ridiculous to the <sup>ut</sup>th degree. The one point in common of the New York state Thruway and the Russell Turnpike is the charging of tolls. It is ~~un~~superfluous to say that the word "turnpike" means a bar or gate to stop traffic while tolls are collected, <sup>or</sup> and does not define a type of road construction.

Benjamin Wright, Charles C. Brodhead and Elisha Camp were appointed by the St. Lawrence turnpike act to designate on the Black river road the starting point of the pike between the head of the Long Falls (Carthage) and the great bend of Black river, then survey and lay out the route of the road impartially and to the best public interest. A map of the road was then to be made and a copy filed with the clerk of each county through which the road was to pass. The president and directors of the turnpike company were ordered by the act to pay non-stockholder owners of land taken for the pike such value and damages as they might demand, within 18 months after the route was designated.

The stockholders of the company were James Donatien Le Ray de Chaumont, Daniel McCormick, Abijah Hammond, David A. Ogden, Samuel Boyd, David Parish, Hezekiah B. Pierrepont, David B. Ogden, Joshua Waddington, William Bayard, Herman Le Roy, James Mc Evers, Richard Harison, George Lewis, Thomas L. Ogden, Michael Hogan, Philip Kearney, John Murray, William Ogden, Charlotte Dauboney, Louisa S. Dauboney, Garrit Van Horne, David M. Clarkson, Frederick De Peyster, Theodosius Fowler, Robert Gilchrist, Nicholas Low, Russell Attwater and Roswell Hopkins. These petitioners plus persons, Moss Kent "and such other ~~members~~ as may hereafter become members of the said company, shall be authorized and hereby are constituted and declared a body corporate" under the name of the company, ~~which~~ purchase and to ~~take~~ such lands and properties as necessary for the pike up to the amount of \$5,000.

The property, affairs and concerns of the company were to be managed by an 11-member directorate, of whom the president was to be one, and seven members constituted a quorum. The term of office of each director was fixed at one year. The third Monday in February was the annual meeting date, at which new directors would be chosen. The new board was <sup>then</sup> to meet as soon as possible thereafter and choose a president, secretary, treasurer, as many clerks, toll-gatherers and servants as necessary, also fixing their salaries and allowances, and establishing rules and regulations.

The act named the first directors James D. Le Ray, Richard Harison, Daniel McCormick, Thomas L. Ogden, David Parish, Hezekiah B. Pierrepont, Abijah Hammond, Russel Attwater, Samuel Boyd, Moss Kent and Theodosius Fowler, with James D. Le Ray president.

As soon as the road, or any ten miles of it was completed, notice was to be given the state government, which then appointed "three discreet freeholders" to examine and report before it could be placed in operation. A notice bearing schedule of tolls was to be conspicuously posted at each toll house. The rates fixed for the Russell Turnpike follow:

For every cart or wagon drawn by one horse, mule or ox six cents or  $12\frac{1}{2}$  cents if drawn by two of such animals. For every additional horse, mule or ox a further sum of three cents.

For every stage-wagon, chariot, coach, coachee, phaeton, curricule or other pleasure carriage drawn by two horses 25 cents, plus six cents more for every additional horse.

For every chair, sulkey or chaise with one horse  $12\frac{1}{2}$  cents and in like proportion for every additional horse.

For every horse rode six cents. For every horse led or driven four cents. For every sleigh or sled drawn by one horse, mule or ox six cents.

For every score of cattle, horses or mules 20 cents. For every score of hogs or sheep eight cents.

But there were quite a number of exemptions. Toll could not be collected from any person passing to or from public worship, a funeral, ~~or~~ a grist mill for the grinding of grain for his family's use, or a blacksmith shop usually frequented by him. Nor could toll be collected from any person residing within one mile of a toll gate, nor from any person entitled to vote when going to or returning from any town meeting or election for giving a vote. Neither could toll be collected from a person going for a physician or midwife or returning; or from a ~~juror~~ <sup>juror</sup> or witness going to or returning from court when legally summoned or subpoenaed.

Tolls could not be collected from state or federal troops, or from any person going to or returning from any training where, by state laws, they were required to attend.

Not more than half-rate could be charged for any wagon or other carriage whose wheel-tire or track was six inches wide. If the width of tire or track were nine inches only one-fourth rate could be charged. And if the width were 12 inches no charge could be made. <sup>at all</sup> By a prior act if inspection by the commissioners showed a section of road out of repair the gate must be opened and no toll charged. If this provision should be violated before repair was completed and the gate closed, the payer could demand \$5 from the treasurer of the company. Then, if the \$5 was not paid, he could sue and recover judgment against the company.

In 1809, the year before the St. Lawrence, alias Russell, turnpike was authorized, James

These settlements grew continually until within the next 15 years original townships had to be broken up and new townships formed. Fowler was set off from Russell and Rossie in early 1816, Edwards from Fowler in April, 1827, Pierrepont from Russell in April, 1818, Lawrence Nicholville and Bangor at later dates.

The section of the pike in the present town of Edwards was ~~origin~~ built by Enos ~~Chapin~~ Chapin 1810 to 1812 and in January, 1812 Asa Brayton became the first settler on that part of the pike. Later, after the War of 1812 started, troops began moving down through, camping in Pine grove near the Brayton farm. Brayton entertained the officers and Mrs. Brayton was busy baking bread for the soldiers.

Russell Turnpike was extremely profitable during that second war with England, but after 1815 when the war ended it gradually dwindled in use until it was no longer maintained as a corporation affair in 1829.

However, during its period of important utility it had played such a great role in the development of the interior region of St. Lawrence and Franklin counties that tributary pikes were established to connect it with outlying regions. Le Ray secured a legislative act Feb. 21 1812 empowering him to build a turnpike from a point opposite Watertown passing near Le Raysville where he had his residence to a point where the Russell Turnpike crossed the Indian river. The same act authorized him to build another pike from Chaumont to Cape Vincent.

On June 8, 1812 the Ogdensburg Turnpike Road Company was incorporated, through the effort of David Parish, at a capitalization of \$50,000, to start in Jefferson county where the St. Lawrence Turnpike crossed the Indian river, <sup>It went</sup> It went through Antwerp, Rossie and Morristown to Ogdensburg. There were 1,000 shares at \$50 each in its capitalization.

Eleven days after the Ogdensburg Turnpike company was incorporated ~~there was incorporated~~ there was incorporated the Albany Turnpike company to build a road between the capital city and the foot of sloop navigation, which was at Ogdensburg, and the state land office was <sup>on the St. Lawrence</sup> directed to sell 20,000 acres of state land in the Totten and Crossfield purchase for its use.

Incidentally, it may be pointed out here that by act of June 8, 1812 Russel Attwater and associates were authorized to build a bridge over the Black river where the road leading to Oswegatchie crosses at Long Falls (Carthage). The bridge was to be not less than 16 feet wide be adequately strong to sustain laden vehicles and have railings on either side of it. A toll house was to be established on it and a schedule of toll charges was set up by the act. of Ogdensburg

It may be stated here that the name of Silvine Hoard, and of Daniel

Similarly on Mar. 3, 1816 an act was passed enabling Benjamin Hoar and family of Cambridge, ~~Massachusetts~~ Washington county, to change their names to Whitney. *But returning to the subject.*

Amos Lay's map of 1818 shows the Hamilton (Waddington) Turnpike running from Hamilton down through Madrid to Russell, where it crossed the Russell Turnpike and then bent southeast to the point where <sup>St. Lawrence and</sup> Franklin county and the Totten and Crossfield tract come together.

Crude and rough as those old turnpikes were, they were roads of romance over which jounced the four-horse coaches of those spectacular and glamorous/land titans who were <sup>speculating</sup> endeavoring to populate and develop a great wilderness and make vast fortunes for themselves <sup>at the same time</sup>. They bought the land for a few cents an acre and sold it for \$1.50 to \$2 per acre. <sup>which was not a great profit.</sup> But for the Erie canal, which was created a few years after the building of the pikes, they would have been successful. Le Ray was bankrupted and compelled to assign for benefit of creditors on Dec. 31, 1823. Parish, the banker from Hamburg, Germany and Philadelphia, Pa., who had one time been a party to loaning our federal government millions of dollars, was the victim of an ~~exposed~~ unfortunate financial arrangement in Europe and met a tragic end. Russell Attwater lost his money and his property, as did Roswell Hopkins.

It is to be deplored that there were no North Country Boswells to have written the biographies all of those great northern New York land speculators whose millions of acres, if now covered with the <sup>virgin</sup> stands of timber, would have a value of billions of dollars. It is deplorable there were no Winslow Homers to have painted the beauties of the forested region through which the Russell and the other northern turnpikes threaded their tortuous way or that there were no Holbeins, Francis Davis Millets, ~~Hans~~ Hals or De Hooch <sup>or</sup> to paint those notables in their mansions and in their meetings.

A book could be written about the officers, directors and stockholders of the St. Lawrence Turnpike Road Company and the grand mansions of some of <sup>these</sup> the leaders. Of Le Ray, friend of Benjamin Franklin, and whose father expended his fortune in helping finance the American Revolution. Of David Parish, induced by Gouverneur Morris to purchase <sup>large</sup> northern New York <sup>acres of</sup> lands, develop Ogdensburg, Parishville and Rossie, build a large mansion at ~~Rossie~~ Ogdensburg with Ramee, designer of Union College, to design its interior. Yet Parish was so impressed with Parishville that he planned a big house there, the furnishing of which alone cost \$1,846.42.

In a letter written by Parish to ~~his~~ his agent, Joseph Rosseel Mar. 13, 1810 he had this to say: "Having serious thoughts of settling and building a house for myself in Cookham, near the St. Regis river when I return from Europe, you may give my name to the village and call it ~~Parishville~~" and later on Sept 5 1812 he spoke of being "much gratified with the situation

*And consider they*

The Ogdens were a most brilliant and remarkable family, descended from John, the immigrant ancestor, some of them Tory and some of them strong Federalists. David A. and his brother Thomas Ludlow Ogden were law partners of Alexander Hamilton, explaining why the pretillage of Waddington was first named Hamilton. And Joshua Waddington was their brother-in-law. Their uncle, Samuel Ogden, was an extensive landowner in the Ogdensburg area and gave his name to that city. Another Ogden, William Butler Ogden, was the first mayor of Chicago, and Peter Spence Ogden who gave his name to Ogden, Utah, was an important fur trader and explorer in the Northwest, who was born in Quebec, son of Isaac Ogden, a Tory member of the family. Isaac, who lost little time in getting into Canada when the Colonial break came, there became a judge of the Court of the Queen's Bench, was a judge of the admiralty courts. He was born in Newark, N.J. and was the son of David Ogden, a noted lawyer, judge and Episcopal churchman, who had another son Nicholas who held important office in Nova Scotia. Still another prominent Ogden was Aaron Ogden, a soldier, lawyer, United States senator and governor of New Jersey. He was a Federalist, and in the Revolution was a brigade major who led the van of Hamilton's regiment at Yorktown. Josiah Ogden Hoffman, whose mother was Sarah Ogden, daughter of Samuel, was a walking fashion plate, one of the nation's most brilliant lawyers, and was attorney general of this state from 1798 to 1801. He was a law partner of Cadwallader Colden and his first wife was Mary Colden, by whom he had three children, one of whom, Matilda, was betrothed to Washington Irving, but died of tuberculosis at an early age. Hoffman was a Federalist, but during the Revolution the Hoffman family had Loyalist sympathies and he was one of the leaders opposing New York state militia going outside the state in the War of 1812. David Bayard Ogden was a nephew of Gouverneur Morris.

Interesting indeed, were the family connections of many of those North Country land-tycoons who were interested in the St. Lawrence Turnpike. Maria, the wife of H Ezekiah Beers of Pierrepont, owner of the towns of Pierrepont, Stockholm and Louisville and for whom Pierrepont was named, was the daughter of William Constable.

Like David A. and Thomas L. Ogden, Richard Harison, who had a house at Malone which, by the way, was first named Harison and next named Ezraville for Ezra L'Hommedieu before it was named Malone, was a law partner of Hamilton and was named United States attorney by President Washington at the beginning of his term in New York city.

Not the least important of the turnpike founders was Col. Dr. Roswell Hopkins, a highly educated man who held many important posts during his lifetime, was the owner and founder of

Tragedy stalked to the end of his life. In the development of Hopkinton his son Benjamin Weight Hopkins, who had been in partnership with him and operated the first store in the village, decided to go South and build a fort at Mobile Point, Alabama under contract with the government. His father went on his bond as surety, but before the job was completed the schooner "Halifax," aboard which he was on a business trip, was driven by storm in Havana harbor. In Havana he contracted yellow fever and died Aug. 13, 1819 leaving his father "holding the bag." It ruined Dr. Hopkins financially, but, to compound the tragedy of his life, he himself was thrown out of his carriage and killed at Chazy ten years later on Sept. 5, 1829. Strangely coincidental Isaac, a younger brother of Dr. Hopkins, was killed by a runaway team at their native Amenia, N.Y., on Apr. 25, 1794.

Threads of the Hopkins family line were woven into the skein of St. Lawrence county history. Mary Cook Hopkins, a daughter of Dr. Hopkins, was married to Artemas Sawyer who became one of the agents of David Parish both in Ogdensburg and at Parishville, and Sarah, another daughter of Dr. Hopkins, married Sewall Raymond one of the leading figures in the history of Potsdam. The Raymonds, in turn, had a daughter Lydia S., who married John F. Rossee, son of Joseph Rossee, David Parish's first land agent.

#### the Ogdens

Like the Le Rays, the Constables, and the Parishes in the northern New York giant land-owning group, the Clarksons, the Harisons and the Pierreponts came up to build fine establishments, and occupy and develop their lands. Outstanding in such performance were the Clarksons who, over a longer period of years than any of the others, played their great development role in Potsdam. The lineage of the Clarksons is a proud one and long has that family been prominent in New York city. The early in ~~Benjamin Clark~~ Matthew Clarkson was secretary of the Province of New York in the reign of William and Mary, and a great-grandson of that Matthew was another Matthew who was an officer in the Colonial army at the battle of Yorktown.

Besides David M. Clarkson as a founder of the Russell Turnpike was Garrit Van Hornes who, incidentally was the husband of a sister of Gen. Matthew Clarkson.

Herman Le Roy, another stockholder in the turnpike company, was an extensive owner of North Country lands who forsook New York city where he was a leading merchant and citizen, to whose transactions extended all over the young republic, to reside in Potsdam. His daughter was married to Daniel Webster.

And still another Potsdam land-owner and stockholder in the pike company was another

## II.

Frederick De Peyster, another stockholder, for whom the town of Depeyster was named, was a New Yorker and shipping merchant. Abijah Hammond, for whom the town of Hammond was named, was a brother-in-law of David A. Ogden, <sup>was</sup> an artillery captain in the Revolution, New York merchant and speculator. Michael Hogan was a New York merchant, onetime U.S. consul general at Valparaiso, Chile, ~~which~~ and Hogansburg was named for him, while the town of Bombay was named because his wife was born in Bombay, India. Another New Yorker was Theodosius Fowler, a Continental army captain who also served at Yorktown, and for whom the town of Fowler got its name. He was the first supervisor of <sup>that</sup> the town. Edwards was named for Edward McCormick, a sea captain in the East India trade.

As we started with Russel Attwater, the greater builder of turnpikes, in honor of whom the St. Lawrence Turnpike was dubbed the Russell Turnpike, and who was also instrumental in the formation of the Parishville Turnpike of Feb. 5, 1813 sponsored by David Parish, which pike ran from Parisville, Potsdam and Canton to Ogdensburg, we will end with him.

He was born at Cheshire, Conn., June 20, 1762 and in 1798 when he was 36 years old bought 13,600 acres, in the afterwards Russell township, from Daniel McCormick for 40 cents an acre. <sup>He</sup> was an unusually enthusiastic and energetic pioneer, a man of great personal charm and influence as his election to the state senate indicates. He enjoyed the confidence of Gov. Daniel D. Tompkins and at the close of the 1813 session of the state legislature it was to him that a stand of 1,000 muskets and a proportionate quantity of ammunition was delivered to the Russell state arsenal which he had influence <sup>to</sup> to be located there in 1809 on a state appropriation of \$3,000. It was he also who had been commissioned to organize a guard for the arsenal consisting of a corporal and six privates.

There still stands in occupancy in the <sup>his old</sup> village <sup>of Russell</sup> ~~which bears his name~~ the rambling old house which was his residence until he lost his property to the Mohawk Valley Bank, leaving him to die a poor man at the home of his son in Norfolk in 1851.

An anonymous writer from New England in 1864 who was a member of a party which had been investigating the mineral, timber and agricultural resources of the northern Adirondacks, <sup>that year</sup> described the village of Russell with pen dipped in ink tinged with poesy. The party had journeyed from Canton to Russell the previous night and put up at the hotel, and arising early the next day he wrote:

"But the morning, how delicious it was! If the air was not full of balms, it was full of