

—1805—

HISTORY

—OF—

LEWIS COUNTY,

NEW YORK,

DETROIT, MICH.

OCT 12 1891

WITH

Illustrations and Biographical Sketches

OF

SOME OF ITS PROMINENT MEN AND PIONEERS.

By FRANKLIN B. HOUGH.

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—1883—

The steamer *F. G. Connell* made her trial trip from Carthage to Lyons Falls Nov. 22, 1865. It afterwards formed a connecting route from Lowville to Carthage, at the time that the railway had its terminus at Lowville, a line of omnibuses being used to transfer passengers and their baggage at the southern end of the line. This steamer was burned near Glensdale Nov. 16, 1869, and an attempt was made to show that it was an incendiary fire.

The steamer *Wren* was also used to connect with the trains for Lowville, and is, we believe, still used.

In the spring of 1853, G. H. Gould fitted up a scow with a small portable engine connected with a stern wheel by a band. This craft, named the *Enterprise*, made a few trips. The little steam tug *William P. Lawrence*, of Lansingburgh, was brought into the river in September, 1856, and on the 11th made the first steamboat visit to Beaver Falls. She soon after burst her boiler near Independence creek and was completely demolished. The captain was badly injured in the face, a boy was thrown through the window into the river, and the engineer into the hold. The fireman was thrown into the river somewhat scalded, and the boiler itself blown ashore, the steam chest going far beyond over the tops of the trees. The accident was attributed to fastening down of the safety valve.

There are at present five other steamboats on the river, viz:—

Nellie Sweet, built by James Ervin and Captain George Sweet, about 1873; owned by the Van Amber Brothers, of Watson.

Van Amber Brothers, built in 1879, and owned by the firm whose name it bears.

T. F. Macoy, built in 1879, and owned by the Van Amber Brothers.

T. B. Baselein, built by James Ervin in 1881, and owned by a stock company, Captain J. Ervin in charge.

Oclawaha, built in 1881, and owned by the Van Amber Brothers; chiefly used in carrying charcoal from the banks of the river to Carthage furnace.

CHAPTER XVII.

THE MILITIA.

First Military Organization after the formation of Lewis County.

THE minutes of the Council of Appointment contain the following, [April 11, 1805]:—

“His Excellency, the Commander-in-Chief, having thought proper to form the Militia of the counties of Lewis, Jefferson and St. Lawrence into a Brigade:—

“Resolved, That Walter Martin be, and he is, hereby appointed Brigadier-General thereof, and that in the said Brigade the following officers be, and are, hereby appointed, to-wit:—

Jonathan Collins, Lieutenant-Colonel;
V. W. Martin, promoted.

Jonathan Edwards, Captain.

Thomas Wolcott, Lieutenant.

Ethe Witmore, Ensign.

Nathan Coe, Lieutenant.

Gideon Sprague, Ensign.

Levi Hough, Ensign.

Morris S. Miller, Captain.

Zeboan Carter, Lieutenant-Colonel.

Daniel Gould, Ensign.

Solomon Buck, Captain.

Nathan Munger, Lieutenant.

Jeremy Chapin, Ensign.

Jabez Wright, Captain.

William Clark, Lieutenant.

Francis Saunders, Ensign.

Oliver Bush, Captain.

Winthrop Shepard, Lieutenant.

Edward Bush, Ensign.

Ephraim Luce, Captain.

Ehud Stephens, Lieutenant.

John McCollister, Ensign.

Enos Scott, Captain.

Jesse Wilcox, Lieutenant.

Benjamin Davenport, Ensign.

Of Light Infantry:—

Richard Coxe, Captain.

Asahel Hoof, Lieutenant.