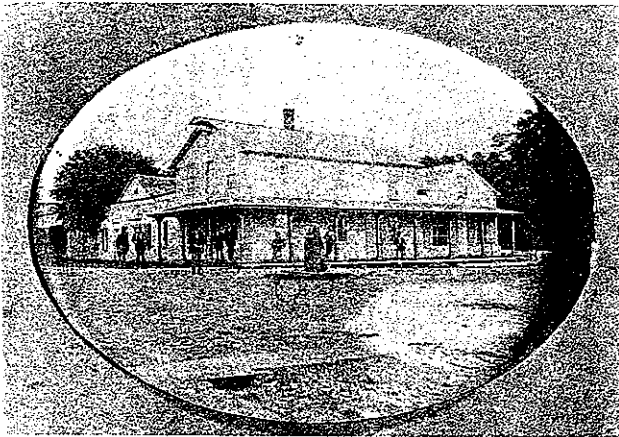


HISTORY

A no more magnificent forest existed in the United States than that which cast its mighty shadows over primitive Carroll, a forest not only vast in extent, but the trees were larger than ever before known. Conewango pineries were the wonder of their day and their fame extended to other countries.

Mrs. Effie Wheeler Parker, a Town of Carroll resident, made that statement in a history written for the Chautauqua County Centennial in 1902. The virgin forest of white pine was indeed mighty and we are told it was once possible to travel from Jamestown to Warren, Pennsylvania, in half light on a sunny day. The forest canopy was too dense to admit sunlight. Many of the trees were five feet in diameter, some as much as seven, of corresponding height, producing three to five thousand feet of lumber and at one time Carroll had some 26 sawmills, probably more than any other township in the county.

All but one of these mills were still operating in 1860, several having been converted to steam power. Frew's Run, now shortened to Frew Run, and Case Run, known now as Cass Run, provided the initial water power. The latter name change is not a corruption but due to a later owner on the stream.



THE TOWN PUMP—The pump near the Frewsburg House figures in property deeds in 1863, perhaps earlier. A description of the property deeded by Horace Fox and Ann S., his wife, to Lucius M. Robertson begins "at a stake in the centre of the road south 6 degrees 8 chains 60 links from the pump near the Frewsburg House in the center of the road; . . ." The deed was recorded April 6, 1863 and shows in a title search of properties at 24 and 26 Water Street. The picture is loaned by Robert Warn, who now operates the Gift Gallery in Frewsburg House.

Because of the rapid fall of the Frew Run, the Wiltsie Run, and some smaller streams, it was possible to set up sawmills with comparatively small investment. In some cases the stream could be simply dammed. In other cases a short mill race carried the water to a point where it could drop onto the wheel. Thus the same water was used over and over, on the Frew Run particularly, as it moved toward the Conewango.

On the Case Run however, the slow fall of the stream required a greater investment. Much of the quarter-mile length of Fenton's mill race can still be seen. Except for Fenton's mill, which could operate year round, the water powered sawmills ran only about

four months of the year, during highest water. In early times, the density of the forest held back water, so that after a thunder shower, quite a stroke of business could be done, even in a dry spell.

After the steam engine came into use, the water wheel gradually gave way. It was noted in 1894 that Fenton's was the only water powered mill left in Carroll, and this converted to steam within a few years. The Post-Journal 50 Year Ago column on April 16, 1972 used the 1912 story of the burning of this mill.

The forests and the streams of our area played a very important part in early development. Historians tell us the first settlers in the area came up the Conewango in 1807, one year before Chautauqua County was formed from Genesee County. It had been Town of Chautauqua and after being a separate county it was still ruled by Genesee County until there were 500 taxable inhabitants, the required number to set up its own county government. It was first divided into two townships, Chautauqua and Pomfret.

This section was part of the Town of Pomfret in 1809 when John Frew and Robert Russell, whose fathers settled in Beechwood (Pennsylvania) in 1800, purchased from the Holland Land Company, going on foot via Buffalo to Batavia where the company agents had an office. In 1808 Frew had assisted Edward Work in building a sawmill near what is now Falconer. That settlement was known then as Work's Mill, or Worksburg. The first lumber cut was planks for eight flatboats which Frew built and took to Mayville for salt which he ran to Pittsburgh. Source of the salt was Syracuse and the salt trade to Pittsburgh remained important until a new source was located in Virginia and the War of 1812 interrupted boat traffic on the Great Lakes.

The Syracuse salt was moved overland to Oswego, by boat to Niagara Falls, carted around the falls and loaded again on boats for Barcelona or Erie. Most was taken from Erie to the headwaters of French Creek in Pennsylvania, but a great deal came over the Portage Road to Mayville, then down Lake Chautauqua, the Chadakoin, through locks after dams were built, and the Cassadaga Creek to the Conewango, thence on to the Allegheny.



HIGH WATER—A few years back, spring floods regularly closed roads and many Frewsburg residents employed in Jamestown found it necessary to go a long, circuitous route to work. This is the road to Jamestown.

The Conewango was the pioneers' highway and was used not only for rafting lumber to the Allegheny River and on to the Ohio River, but for obtaining supplies from Warren, Pennsylvania, where Holland Land Company had a storehouse. Being a few miles nearer Warren was one reason why George W. Fenton Sr., at John Frew's urging, sold his land on Chadakoin River and moved to land adjoining Frew's on the south. Until 1817 when John and James Frew moved the gristmill of their father from Pennsylvania to Frewsburg, grists were taken either to Warren or to Work's Mill via the Conewango.

First efforts to improve water travel in Chautauqua County were in 1820 when a group formed a company and built a boat to navigate the Cassadaga and Conewango Creeks to the state line. Due to the many crooks and bends this proved impractical and the idea was abandoned. The importance of the waterway for travel is pointed out by the fact that at a Carroll Town meeting in 1831, it was voted that Supervisor James Hall "cause to be raised on the town a sum not to exceed \$50 as circumstance of case might require for the purpose of instituting or defending law suits in respect to persons throwing slabs or other stuff into the Conewango or other highways and to prevent the same."

All iron, nails, glass and other goods unavailable in the county traveled along the Conewango in its laborious route up river from Pittsburgh by keel boat. Later, store boats, usually loaded at Fentonville, did a thriving business along the lower rivers selling wood products manufactured locally. Flatboats downstream took about five days but keel boats poled upstream took 17 days.

John Frew took land for himself and Thomas Russell on the east bank of the Conewango and in 1810 built a sawmill at the mouth of Frew's Run. Robert Russell's land was in what is now Kiantone, then known as Covelltown in honor of Benjamin Covell, head of a large family, who settled there in 1810. The Covells were instrumental in building the first bridge across the Conewango. The first school in the area was in Covelltown in 1813.

The first political meeting in the county was held in Mayville in 1812 and the same year this section became part of the Town of Ellicott, which was set off from Pomfret. Chautauqua County had attained its 500 taxable inhabitants and could establish its own government.

The lumbering business brought need for taverns and in 1814 taverns were opened by John Myers on the Conewango about a mile from Frewsburg and in Kiantone by William Sears. In 1816 John Owen went into business at Fentonville and also operated a ferry. He was known as a great story teller and it is said raftsmen fought for a space on the barroom floor to spend the night listening to his tales. A spring dance floor in the old store building gained reputation for Fentonville in later years and brought young people from miles around.

While the great pine forest was a natural resource of great value, it also hindered settlement of those areas of the town which did not border the Conewango or have a down hill pull to the waterway. The land could not be farmed and the sawmills had to have an access to the market. As a result, the Cherry Valley Land Company, three eastern New York speculators, was able to buy almost half the town (9000 plus

acres) from the Holland Land Company in 1828. This purchase was part of a larger purchase of 60,000 acres at \$1.00 per acre, and in Carroll was largely limited to upland lots. These speculators weren't as successful as they had hoped and it was nearly 20 years before they had peddled the last of this property to local interests. This was not the last sale of property by the Holland Land Company in the Town. Selected parcels continued to be sold into the 1830's.

For many years the price of lumber was too low to pay for rafting it to Pittsburgh and thousands of trees were cut and burned just to clear the land. The only salable product was pot and pearl ashes made by boiling down the lye leached from hardwood ashes. After refinement, the product could be sold in Pittsburgh or Montreal for shipment to England where it was used in the manufacture of soap, glass, culinary and medicinal products. Almost every store kept an ashery to utilize the pot and pearl ashes taken in trade. From this business Ashville got its name.

One historian notes that when the first bridge was to be built across the Allegheny River at Pittsburgh, the contractor came to this area looking for timber. Finding what he wanted near the state line, he inquired the price and was told he could have what he wanted for the taking as the cleared land was more valuable than the timber.



SCHOOL DISTRICT NO. 1—This was the Fentonville School in the 1911-12 school year. The building was typical of most country schools of the time. It bears the date of 1877 on the plate over the door. The building stood on land now owned by James Bloomquist.

Town of Carroll was formed from Ellicott March 25, 1825, the 16th township in the county, and was named for Charles Carroll, the last surviving signer of the Declaration of Independence. The first town meeting was held at the house of William Sears March 6, 1826. Officers elected were James Hall, supervisor; John Frew, town clerk; James Parker, Levi Davis, James Frew, assessors; E. Kidder, George W. Fenton, Simeon C. Davis, commissioners of highways; E. Kidder, George W. Jones, overseers of the poor; Asa Moore, collector; Asa Moore, Hiram Dickinson, constables; William Sears, Simeon Covell, Levi Davis, commissioners of schools; George W. Fenton, William Sears, poundkeepers.

The Erie Canal was completed to Buffalo the year

that Carroll was made a township and the canal opened the way for many more settlers, especially those interested in farming. The county had a 68 percent increase in population from 1825 to 1830. It is interesting to note that people then also were concerned with a Southern Tier highway. While the Erie Canal was being built, residents of southern counties in the state secured passage of a bill for survey of a state road. The surveyers arrived in Dunkirk December 24, 1825. Defeat of the state road bill in 1831 caused agitation for construction of a railroad, which became a reality about 25 years later.

New York State law provided a quite practical way for towns to build and maintain roads. Some of the laws seem peculiar in these times but they remained in effect until after 1900. Taxable inhabitants were assessed in labor and an elaborate system of fines furnished money for necessary expenditures in excess of the amount levied and collected by the county, which was not to exceed \$250.

Town road commissioners were elected at annual meetings and the number of commissioners also was decided by vote. Any person elected or appointed to fill a vacancy was required to forfeit to the town a \$50 fine if he refused to serve. The commissioners, usually three, divided the town into districts and assigned to districts inhabitants liable to work on highways, having regard to proximity of residence. An overseer, or pathmaster, was appointed to each district.

The pathmasters were responsible for warning all persons to come with such implements as the commissioners directed and to oversee the work. The pathmaster was subject to a \$10 fine for refusal or neglect and drew pay of \$1.00 a day for time over his own assessment, providing there were sufficient funds in his district from fines or commutations of assessments.

Highway officials were not required to maintain the entire space within the highway limits, but only provide a pathway of suitable width for carriages. They were not bound to build or repair roads or bridges when out of funds. Uninclosed lands adjacent to a highway were considered dedicated to public use and even if fenced, if the highway was "impassable or foundrous or even dangerous or incommodious from being out of repair," the public could, for the time being, pass over adjacent lands whether sown or not, and if inclosed, the traveler could remove enough of the fence to enable him to pass, doing no unnecessary injury.

This rule may have been one reason why the great stumps of the giant pine trees in the area were used for making road fences. Besides clearing the fields for planting, the huge stumps turned on their sides would have made excellent fence with the trailing roots forming a barricade difficult for the traveler to remove. In 1912, Carroll's highway superintendent C. E. Austin proposed furnishing Ingerman Nelson with about 40 rounds of wire fencing to replace a stump fence which caused snow to drift and obstruct the highway, Nelson to do the work. The proposal was agreed to by the board.

Road commissioners were to submit a list and estimated cost of improvements necessary at the County Board of Supervisors' meeting and funds, not to exceed \$250 in any one year, were levied and collected along with other town charges. Town of Carroll asked for the \$250 limit from the very first meeting

and sometimes designated local fines to road work as well. One year, surplus money in the town's poor fund was used for roads.

In later years, the state law was amended so that the commissioners could apply in town meeting for authorization of an additional sum, first \$250, later \$750, in excess of the first \$250. In 1847, county boards of supervisors were empowered to authorize towns to borrow up to \$4,000 for road improvements, repayable within 10 years.



FOUR HORSEPOWER HIGHWAY EQUIPMENT

—This photo is not dated, but the purchase of a wheel road scraper was authorized by the Carroll Town Board in 1908. The road crew is pictured at the five-point intersection, Main, Frew Run, Ivory, Falconer and Institute Streets. The house is currently the Ernest Danielson residence.

Commissioners were to estimate and assess the number of days labor needed, this figure to be at least three times the number of taxable inhabitants, and this included nearly everyone, females too, if they were property owners. Every male, except ministers, priests, paupers, idiots and lunatics, was to work at least one day. Those taxed were to appear on 24 hour notice, furnish a substitute, or commute at the rate of \$1.00 per day. If required to furnish a team of horses, or equipment, he was given three days credit for each day's service. It cost the assessed or his substitute \$1.00 if, after appearing, he remained idle, did not work faithfully, or hindered others from working.

Tree-lined highways were the result of an arrangement whereby anyone liable to road work could earn \$1.00 abatement for every four trees planted along highways, up to one-quarter of his annual assessment. Spacings were specified for each kind of tree. A \$3.00 abatement could be earned for constructing and maintaining a water trough unless the commissioners ruled too many others in the district had already done so.

The commissioners also could assess extra time for snow removal and had the authority to order inhabitants to fight woods fires. Refusal was deemed a misdemeanor subject to \$50 to \$100 fine and 60 days in jail, fines to go as reward to the person or persons judged by officials to have exerted superior effort in fighting fire.

At its first town meeting in 1826, Carroll elected three highway commissioners and appointed 13 pathmasters. The hogs, horses and colts over one year were judged to be "not free commoners and that rams be not free commoners from August 20 until December

1 under penalty of \$10 fine." Each year it was decided at annual town meeting which animals should be allowed to run loose and the fines from those breaking the rules were designated either for roads or for schools, whichever was in greatest need apparently.



THE TOWN BOARD IN 1898—From left, seated, Abner Woodcock, clerk; John Venman, supervisor; Frank S. Cass, Morgan Clark, justices; standing, Herbert Bain, Marvin Frew, justices; and Elmer Vandewark, commissioner of highways.

Fences also were subject for annual town meetings and the rules changed often. The first year, fences were to be 4½ feet high, 6 inches between the rails. The height see-sawed between 4½ feet and heights up to 6 feet, with varying rail spacings. Road commissioners appointed fence viewers, who were usually named pound keepers too, and it was their duty to arbitrate arguments arising from stray animals and to act as witnesses in claims against the town for sheep or cattle killed or injured by dogs. Fence viewers collected their wages from parties to an argument and could decide which was to pay what portion.

In 1828 it was voted at town meeting that the pathmasters were to be fence viewers and pound keepers and that their yards should be considered sufficient pounds. "Sheep, swine and horses be not free commoners, but cattle should be". Fences were to be 5 feet high, spans between rails not to exceed 6 inches 1½ feet from the ground. It was voted that "the highway commissioners take contract for repairing the bridge near John Myers and pay expense from town money to be raised this year."

Minutes of the 1830 town meeting note that officers were elected by ballot, but that remaining business was by voice vote. The first Justice of Peace was elected this year. Included in the remaining business was a vote to "raise all the school money the law allows; that fence viewers be pound keepers, receiving 75c per day compensation, and that assessors and highway commissioners be fence viewers." Fences were back to 4½ feet with 6 inch spans, hogs and horses not free commoners, cattle free from middle of April to December 1. "Any man breaking any of the above rules shall forfeit for each offense \$1 to be applied on roads and bridges." The officers also voted to apply to the state legislature to enable them to tax inhabitants of Carroll to the amount of \$10 for every grown wolf and half that sum for young ones and that such an act apply only to inhabitants of Carroll. The wolf population was evidently considered a problem,

but the outcome of the application was not recorded.

At the town meeting in 1831, a sealer of weights and measures was named and the supervisor was "authorized to cause to be raised on the town a sufficient sum to procure the necessary standards of weights and measures." The standard evidently was hard to procure as for seven consecutive years a sealer was elected and the same authorization was given the supervisor.

One of the questions decided by vote at the annual town meeting was where the next meeting would be held. It seems to have caused more heated debate than most of the regular business. Meetings were held in taverns, and naturally the tavern owners were anxious to have their place of business patronized. The voters apparently had their favorites too, and minutes of meetings show a number of tie votes on the issue, sometimes several in one meeting. Sometimes too, after a decision had been made, and other business conducted, there might be a motion to reconsider, that motion would win approval, and the question would be voted on again, often with quite different results.

The 1837 meeting was perhaps one of the most erratic on record, but it should be noted that some of the records are missing. A fire destroyed the town clerk's office and the minutes book for years between 1848 and 1898. The following is taken from the 1837 minutes.

"Voted to go through with adoption of such rules and regulations as may be thought expedient before balloting for town officers. \$250 roads; 3 constables; double school money; leave to discretion of the supervisor raising \$50 to purchase standard of weights and measures; no pound keepers but two pounds to be built, one on each side of the Conewango Creek; voted to reconsider vote to have no pound keepers and decided to have two; bulls at large, \$5 fine, \$2 sheep and hogs, \$12 horses, \$10 rams August 1 to January 1; \$100 to be raised to build pounds and committee of three appointed each side of the Conewango to locate pounds and supervise building; assessors instructed to levy a tax on dogs according to law. Voted no person nominate a pathmaster in any road district who shall not be an actual resident in said district. 27 pathmasters. Reconsidered building pounds and voted to build none this year. Two pound keepers appointed. Reconsidered vote appointing William Potter sealer and appointed N. A. Alexander."



PASTORAL SCENE—Cattle graze on the banks of the Conewango. The stream once served as means to float the timber rafts to the Allegheny, Ohio and even to the Mississippi to a market.

In 1846, for the first time, the town raised an extra \$250 for roads. This was the same year that Reuben Fenton, later to be governor of New York State, was elected supervisor of the Town of Carroll. The number of road districts and pathmasters in the town increased each year until there were about 40 in 1900. In 1902, at a special vote, Carroll residents defeated a proposal to change the system of highway labor taxation to money taxation. The vote was 185 to 101. Apparently the rest of the state approved the change and in 1907 Carroll estimated its money needs for road work.

Also in 1902, the town board, in response to a petition bearing 125 names, approved purchase of a voting machine and consolidated two voting districts so that everyone could use the one machine. On April 7, 1918, it was agreed to loan the machine to Jamestown for local option election. The town was again divided into two voting districts in 1963.

Establishment of Chautauqua County Bank in Jamestown in 1831 was an important event for the entire county. Before that time it was necessary for lumbermen to send to Buffalo, Canandaigua, and even to Catskill to get cash to pay men. Carroll had no bank until a branch of First National Bank of Jamestown opened here December 1, 1960.

The first post office in Town of Carroll opened on April 8, 1837, according to C. Malcolm Nichols' history of early post offices in the county. He reports that James Parker, a brilliant man and an editorial personality known throughout the state, was appointed as first post master and that his office was supplied with mail from the Jamestown Post Office every Saturday. John Frew succeeded Parker on May 2, 1838. This history also notes that when established, the post office name was spelled as it is now. Shortly afterward it was changed to "Frewsburgh" then the final 'h' was dropped again in the late 1800's. The "Frewsburgh" spelling appears on many early documents and is used in the 1867 Atlas of Chautauqua County.

The 1867 Atlas shows the post office in Eaton's store, one building from the corner of Main, on the west side of Warren Road, or Fentonville Road, as it was known then. For many years the Post Office was in the Venman building on Main Street, then for many years it was at 2 Center Street. The present post office building, at 21 East Main Street, was dedicated in February, 1963.

The Fentonville post office opened September 8, 1852, with Luther Forbush as postmaster. His successor was W. H. Harrison Fenton, appointed April 19, 1854. The Fentonville Post Office operated until June 15, 1929. Mrs. Claribel Shures was the last postmistress.

Two other post offices operated in Town of Carroll, both opened in 1898. One was in Ivory and the other was close to the Pennsylvania State Line and was known as the Special Post Office of Dodge. The Ivory office was kept in Stockwell's store (corner of Emery Hill Road) and operated until December, 1900. Irwin Cowan was the first postmaster. Ivan Stockwell served during the last few months of operation. The Dodge office was in the general store of Frank W. Anderson, who was also the postmaster. This office closed in 1902.

The Second Baptist Church in Christ of Carroll was organized in 1838. The first church was located in Kiantone and its property later (1859) became

Kiantone School District No. 2. The name was changed to First Baptist Church of Frewsburg in 1842 and a church was built in 1847.

Organizing churches and the temperance movement went hand in hand during this period. Several histories note that the Thayer homestead which stands on Ivory Road, built in 1841, was the first building in the Town of Carroll to be raised without whiskey at the raising bee. In fact, there are some claims that it was the first "south of the ridge", meaning the Lake Erie escarpment. An account by one of the Thayer family said a carpenter hired agreed to frame the house and get ready to raise, but doubted any help would be available unless whiskey was furnished. Hiram Thayer declared he'd let the timber rot on the ground first. The hewn lumber is said to have covered nearly an acre. There was much talk about it during the two months of preparation and until the last day there had been no promises of help, but on the day set for the bee, plenty of men showed up, raised the frame of the house, ate hearty of the victuals supplied, and played the old games, pulling sticks or fingers, jumping and wrestling, all things they had been too drunk to do at Thayer's barn raising the year before.

The Methodist Episcopal Society was formed in 1843 and built on the present site in 1844 on land given by James Hall, the town's first supervisor. Minutes of annual school meetings for the years 1842 to 1882 were turned over to school officials in the mid 1960's, having been rescued from burial at the land-fill area. During part of those years, the school was located near the Methodist Church, very near, in fact, as church records show that in 1847 school trustees had to get permission from the Methodist Society to build a temporary woodshed. The 1867 Atlas shows the school in its present location. School District No. 1 was near Fentonville. The school at Frewsburg was District No. 2.

During those years, school taxes were levied against families with children in school, according to the number of children and the total number of days



THE FREW RUN SCHOOL—This school, District No. 9, is now a residence. In 1903 its occupants looked like this. In the first row, the first three youngsters are not identified. The two little girls are believed to be Vergith children. The rest are identified as Charles Austin, Hazel Davis, Roy Davis and Raymond Annis. Second row, also from left, Roy White, Lucy Rhodes, Ernest Bennett, Townsend Annis, Dora Davis; third row, Fremont Davis, Edna Faulk, Floy Bain, Teacher Ava Buck, Jennie Faulk, Laverda Hill and Fred Davis.

attended. At the first Town of Carroll meeting in 1826, three commissioners of common schools and three school inspectors were elected and it was voted to raise double the amount of the school allowance drawn from the county and state. There were four school districts and at that time Carroll included what is now Kiantone. One district was a jointure embracing part of Busti township. In 1840, New York State ruled that no child be required to walk more than 2½ miles to school. As the town was settled, school districts were organized to serve the various areas. By the mid 1800's there were 10 districts in Carroll. Some of these districts extended into South Valley, and a couple of Town of Poland districts extended into Carroll.



FREW RUN SCHOOL INTERIOR—This picture was apparently taken the same day as the other, the students are part of the whole group. On the left side, front to back, they are Roy White, Dora Davis, Fremont Davis, Edna Faulk; right side, Ernest Bennett, Fred Davis, Laverda Hill, Jennie Faulk and Floy Bain.

Consolidation began in 1902 when the Woodchuck Hill and Thayer Districts were joined to the Ivory District. In the 1930's, school buses, some being 7-passenger automobiles, came into use and the common school districts contracted with the Frewsburg District for education of 8th graders, and sometimes 7th graders also. Declining enrollments and a shortage of teachers caused some of the common districts to contract with Frewsburg for education of all their students during World War II. By 1948, when the Frewsburg Central School District was formed, the only common schools still operating in the Town of Carroll were at Fentonville and Ivory. Both schools were operated as part of the Central District for a few years, then closed.

Records of the Frewsburg School Alumni Association begin in 1878 when it was grade school and those wishing high school education had to go to Jamestown or to private academies. Sometime before 1887 the Frewsburg school became a Union Free School. By 1896 a high school course was offered and the first regents class graduated in 1898.

The old section of the present school was built in 1922. Centralization came in 1948 and the Kiantone District's war against it began and gained national recognition. A \$600,000 bond issue for addition to the school was approved in 1949 and the addition was completed in 1951. Since then, the Robert H. Jackson Elementary School has been built on Ivory Street, and enlarged. The high school was again



FREWSBURG SCHOOL'S FIRST GRADE IN 1893—Frewsburg was District No. 2. The class of beginners included, first row, from left, Tom Brooks, Elsie Hanson, Maude Miller, Benley Bjork; second row, Gay Robertson, Alice Venman, Don Chase, Miss Montague, (unidentified), Susie Howard, Neva Gilman; back row, Hattie Brooks, Eddie Lombard, Goldie Smith, Gertie Kinston, Cutler Anderson, Julia Halsey.

added to in 1967-68. This expansion included an "honest-to-goodness" auditorium, a great satisfaction to all who had sat through school functions using folding chairs and bleacher seats. Further expansion was narrowly defeated in 1973 but was approved by an almost two to one vote on May 15 of this year. Student population this year is 1300 plus.

G. W. Fenton, writing for the county centennial in 1902, said the Bone Run Road was cut in 1843. Before that, anyone going that route to the Allegany River used the Indian trail through Covey's Gap, as the Ivory community was then called. There is supposed to have been a fence of sorts across the area, built by Indians of saplings and vines, which they used in hunting. By stationing themselves at an occasional opening in the fence, they could kill game as it sought the opening. Some oldsters of today tell of finding numerous Indian relics behind the Ivory Baptist Church and evidence of a manufactory of arrow heads and other implements near where Little Bone Run Road comes onto Mud Creek Road.

The Ivory settlement was first known as Covey's Gap. Pope brothers built sawmills on Case Run and the name changed to Pope Hollow. The story is told that when the settlement was to get a post office, two word names were forbidden and so the residents held a contest to decide on a new name. The winner is said to have got his inspiration from a soap wrapper.

The completion of the New York and Erie Railroad to Dunkirk in 1851 was cause for a county-wide celebration. Thousands thronged in Dunkirk for the event, the largest celebration the state had ever known. President Millard Fillmore and his cabinet attended. At that time, the railroad was the longest in the world. Another railroad linked the Pennsylvania line to Dunkirk in January, 1852, and the following month went on into Buffalo. In 1860, the Atlantic and Great Western Railroad, promoted by Spanish capital, to connect with the Erie Railroad, was completed to Jamestown. The junction in Cattaraugus County was re-named Salamanca in honor of a Spanish investor. This was the area's first rail link with New York City

and opened a market for dairy products. A plank road with toll gates at Frewsburg, Stillwater and Jamestown, was built about 1852.

Town of Kiantone was set off from Carroll in 1853. The census of 1855 shows 400 residents in Frewsburg and 100 in Fentonville. Sawmills were still big business in 1860. Shingle machines were introduced and timber that could not be split and shaved was sawed into shingles. It was not uncommon to get 25,000 pine shingles from a single tree.

Another church, Congregational, was formed in 1863. The building is now part of the Weidler Memorial United Methodist Church, having been purchased by the United Brethren members in 1894.

Frewsburg was finally linked with the railroad system with the building of the Dunkirk, Allegany Valley and Pittsburgh line in 1870-71. Need of a line to the oil fields in Titusville was a moving factor. Much of the work was done by Swedish immigrants who brought families to the area and remained, causing concern to our 1925 historian over a need for one language.

The D.A.V., as the line came to be known, was built with capital subscribed by citizens and towns through which it passed. The initiating meeting was held in 1866. Edwin Eaton and William H. H. Fenton of Carroll were among directors elected. In 1867, the New York State legislature passed an act authorizing towns to subscribe to the capital stock. Supervisors issued bonds and subscribed stock for their respective towns as follows: George Hinkley, Pomfret, \$50,000; Obed Edson, Charlotte, and B. F. Dennison, Gerry, each \$34,000; John S. Beggs, Dunkirk, \$100,000; and William H. H. Fenton, Carroll, \$20,000. The road was built from Fredonia south and reached Worksburg (Falconer) June 17, 1871. The road was afterward completed to Warren, and continued to Titusville. In 1900, the Carroll Town Board considered the proposal of N.Y.C. and H.R. Railroad to purchase stock held by the town and voted unanimously to sell for not less than \$3,000. We are presently threatened with the loss of this link, though the outcome is not yet known.



EARLY FARM BUREAU MEETING—One of the first Farm Bureau meetings in the county was held on the John Page farm in Town of Carroll, in 1913. Pictured, from left, are Agent Hawley Rodgers, A. C. McNitt, Hollis Davis, Frank Thayer Jr., Clarence N. Taylor, Robert Harrington, Adrian Page, Charles Wigren Jr., John Page, Frank S. Cass, Fred Lee, and Fred Thompson.

Early farming was strictly for survival, plus feed for oxen. Pine stumps precluded anything further. According to Thomas J. Fenton, the stump-puller was introduced about 1850, permitting rapid clearance of cut-over land. Even thereafter, most farming remained largely subsistence and farmers worked in the woods part of the time. Potatoes were a major cash crop, especially on the hill farms. Dairying became important in the 1880's and creameries were set up in numerous locations: Fentonville, Ivory, Dodge, Peterson Road, upper Frew Run, and in Frewsburg.

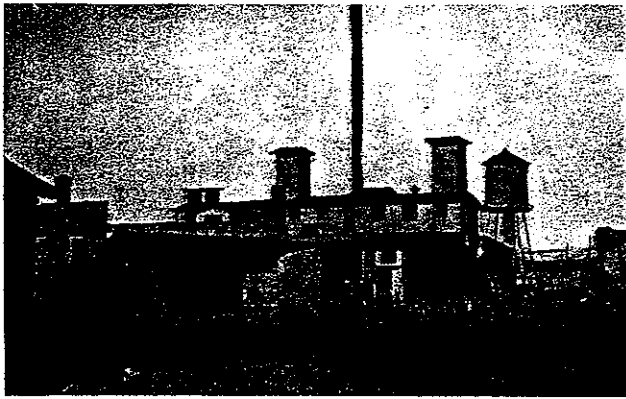
In 1878 the Lutheran Church of Frewsburg was organized and a Swedish Mission Church was established. In 1889 a Swedish Mission Church formed in Oak Hill and the same year, the Nonpareil Creamery was established in Frewsburg. Dairying was replacing lumber as an industry. Most of the timber was gone and by 1916 there were 150 full time farm operations in the township. With the advent of motor transportation, milk could be hauled further and the small creameries became the victims of progress.

A wide variety of industries has operated in the Town of Carroll. Rafting lumber down the Conewango and Allegheny to Pittsburgh, Cincinnati, and even beyond appeals now as an adventuresome way to earn a living. Evidently it held some prestige then too. Mrs. Charlotte Cowan, the Centennial historian, reported that Co. A., 112th Regiment, of the Civil War, was said to be composed of men of splendid physique and wide experience, much of which was gained on the lumber rafts.

Mrs. Cowan, in 1925, said "Perhaps few of the present inhabitants know that three-fourths of a century ago a large tannery occupied the field in the rear of Eric Oberg's present home and did a flourishing business. Many and varied have been the occupations in more recent years. Shingle and stave mills, hub and butter-tub factories, hand sleds and lounges, a basket factory, table factory and the more up-to-date bedroom furniture and novelty furniture shops."

The tannery was on the north side of Main Street and appears on the 1867 map to have been about half way between Pearl Street and the Conewango. The basket factory was on the west side of Water Street on the vacant lot now owned by Orrason Barber, 60 Water Street. There was also another little known industry, sandstone quarrying, which took place during the 1870's and 1880's on Cat Rocks and Bear Ring, overlooking Pope Hollow. The name of the company was Hill & Morrison. Quite a number of Swedish settlers, who probably learned the trade in the old country, worked there.

A cannery and a powdered milk plant have been among the important industries, and furniture is still manufactured here. Moore's Hardware occupies one of the oldest buildings, and is itself the oldest business. The building dates back to the 1860's and has been a hardware store since the 1880's. The Moore name was first connected with the hardware business when Hunt and Moore became owners in the early 1900's. The business was purchased by H. O. Moore in 1914 and has been operated since by his son and grandson. Hand made tinware once was produced during the quiet winter months and milk cans, sap buckets and syrup pails stocked the shelves for sale in the spring. Hardware and appliances are notable purchases by out of township residents according to a County Planning Department survey.



THE MILK PLANT—The Merrell Soule Milk Co. first operated in this building. Other milk companies later operated from the same site. The house on the property (extreme left in picture) was torn down this year. The location is being utilized for a builders' supplies outlet.

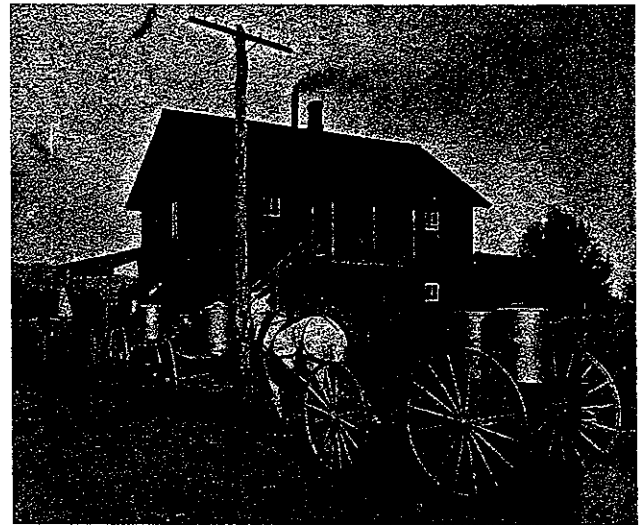
For a brief time (1963), Flakebord, Inc. made use of the forest again, but the industry was short-lived. In 1967 Vac Air Alloys Corp. moved into the vacated building on Falconer Street and has become a valued member of the community. The bright blue building opposite Vac Air houses Plastic Case Corp., which had operated for a number of years in a building on Railroad Avenue before expanding to new quarters.

A great deal of bridge construction and repair took place from 1900 on and the old board sidewalks were replaced with cement walks, the residents providing the labor, gravel and sand necessary, and the town providing the cement and one person to oversee and help with construction. Crosswalks on Main Street were approved in 1909. In 1911, the town adopted an ordinance prohibiting cycles on sidewalks and instructed the highway superintendent to put up signs for automobiles to slow down at the corners of streets and avenues. The following year, businessmen petitioned for permission to ride bicycles on sidewalks and the town clerk was authorized to issue licenses for this purpose, keeping 25c for himself and turning \$1 over to the supervisor.

At the biennial town meeting November 6, 1913, it was voted 57 to 29 to appropriate \$3,000 to buy land and build a town hall. The land was purchased from Frank Chinlon for \$500 in March of 1914 and drawing of plans for advertising of bids was authorized. Bids opened in April were all over the \$3,000 limit of the bond issue authorized by the County Board of Supervisors, so were rejected. Plans were re-drawn and re-advertised. In May, Warren Construction Co. was awarded the contract, with some cuts in specifications, for \$3,968.84. The reduced specifications included yellow pine trim instead of oak; 12-inch foundation instead of 15-inch; one coat of plaster instead of two; two coats of paint instead of three. The hall was completed in time for November voting, which seems quite remarkable now. In September, the board authorized purchase of a single cell cage to be used as a lock-up in the town hall, and appointed a committee to procure electric lights for the hall.

Mrs. Cowan said a few telephones were installed in Carroll in 1902 and her information is probably accurate. She served as central operator for many years. Telephone service spread rapidly through the town and by the 1920's was universal. Electricity was another matter. Niagara Mohawk Power Corp. records

show service dating back to February 26, 1907, when Frewsburg Electric Light and Power Co. was granted franchise for distribution in Frewsburg, Fentonville, and Riverside. In 1908, all rights and interests were assigned to a William Rohn, who in turn assigned franchise to the Carroll Electric Light and Power Co. in 1912. Through various mergers through the years the area came under Niagara Mohawk in 1950. Even though there was service to some areas early, it was many years before the entire township was benefitted. Ivory, for instance, was reached in 1931, and some outlying areas didn't have electricity until after World War II. Natural gas service was inaugurated in September, 1927, and has remained limited to Frewsburg and some sections south.



FENTONVILLE CREAMERY—Horse-drawn milk carts line up at the creamery.

A library was started in 1922 in the town hall by the Frewsburg Study Club. Members volunteered time in collecting books and keeping the library open. Through gift of Miss Lydia Myers, in memory of her brother James, Myers Memorial Library opened in 1930. The library must have been very gratifying for the prophet who wrote for the 1925 Centennial and saw "air mail and perhaps passenger air ships passing over our town in 1950 . . . the long talked of park . . . and an up-to-date library building." The prophet also saw a large, modern church edifice, the only one in Frewsburg.

The churches of 1925 were never consolidated and in 1938 they were joined by a Catholic congregation with the purchase of the old grange building on Institute Street. This was originally the Swedish Mission Church. In January, 1960, a new Our Lady of Victory Church was opened for services and the old building was moved back for use as a parish hall. In 1968, the Evangelical United Brethren and Methodist Church denominations were united, and there now being two United Methodist Churches in Frewsburg, the former E.U.B. congregation elected to rename their church Weidler Memorial United Methodist Church.

In 1965 the Frewsburg Zion Lutheran and Our Lady of Victory Churches held a joint hymn sing at the Lutheran Church to open the Lenten season, the first time in the Jamestown area that Catholic and Protestant congregations had participated in joint

services. It has become a custom with other churches also involved.

An 1899 newspaper gives an account of a disastrous fire in the Frewsburg business district, which destroyed several buildings on the south side of Main Street. The lack of fire fighters was lamented, and residents were reminded that they had suffered heavy fire loss only three years earlier, on the opposite side of Main Street.



MAIN STREET, BEFORE AND AFTER FIRE—

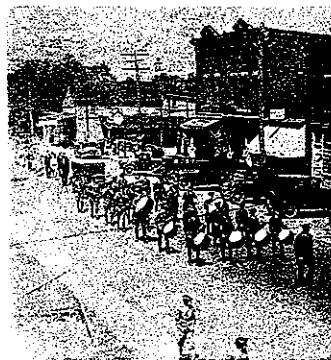
The destruction of the fire which occurred about 1908 is graphically illustrated. Mrs. Charles Derby Sr. remembers the fire well. She and Mr. Derby and their small daughter Mabel lived in an upstairs apartment of the adjacent building at the time. She told of the many, many buckets of water carried from the street level to the roof to be poured over strips of carpeting hung down the side of their building, the only means of protection from the extreme heat. There was no fire department then. She also remembers vividly how another tenant of the upstairs apartments attempted to move a piano down the stairway while the men were carrying water in their valiant, and successful, effort to save the building.

The fire department was organized in 1924 and was responsible for the first interest in a public water system. Firemen were concerned over lack of water supply for fire fighting. Petitions were circulated in 1934-35 but nothing came of it. In 1938 there was more general interest and engineers were engaged to make preliminary plans and help obtain a Public Works Administration grant. The P.W.A. grant was refused and it was decided to try for a Works Progress Administration grant. New petitions were circulated and presented to the Town Board April 29, 1940. Estimated cost was \$110,000. The water district was established August 21, 1940, and in September the contract for drilling was let. Bonds were sold to cover the town's share of the cost, material was purchased, and residents waited hopefully for work to begin.

It was a long wait. Pearl Harbor was bombed

December 7, 1941 and all W.P.A. projects were abandoned and the agency was discontinued leaving the town with \$85,000 invested in wells, plans and material. Several times during the war, the pipe was borrowed for private building because it was not available except on a priority basis. After the war, the need for the system was greater than ever and there was no financial help available. Scott Price, Mrs. Iva White and Mrs. Gertrude Edgarton circulated petitions asking that the bond issue be increased. The first bids were all rejected as too high and the job was divided, pipe laying, and construction of pumphouse and reservoir base, and rebid. Contracts were let in August, 1948. The system was inaugurated September 21, 1949, serving about 400 families. The system has since expanded in district size and capacity, with additional wells and a second, larger storage tank. The district now has 665 metered accounts and is presently engaged in adding more water supply.

As with every community, Carroll was affected by the wars in which our country was involved. The John Owen, who kept a tavern at Fentonville, was a veteran of the Revolutionary War and is listed among those attending the First Independence Celebration in Ellicott July 4, 1816. An account of that celebration says John Frew had been elected supervisor of Ellicott over Judge Prendergast and the federalists, feeling sore on their defeat, did not enter into the spirit of the celebration, which was held at a location which is now in Town of Busti. Both Carroll and Busti were still part of Ellicott. Benjamin Covell also was a soldier of the Revolution. John Owen is buried in Warren, Pennsylvania, Benjamin Covell in Kiantone.



ANOTHER MEMORIAL DAY—This postcard, which served as a notice of a meeting to plan for the annual Decoration Day observance in 1934 prompts Legion members to all be on hand and show the last G.A.R. veteran that the Legion does not forget. It is signed by C. W. Barton, commander, and carries a one-cent stamp. The Civil War veteran honored was John Rowley, last survivor of Frewsburg's Cyrus Adams Post, G.A.R.

A considerable number of War of 1812 veterans are buried in Carroll cemeteries but most of them moved here after the war. Ira Owen of Fentonville was noted for his sharpshooting at Black Rock (near Buffalo) while serving with the Chautauqua County Militia.

Young's 1875 history states that enlistments from Carroll in the Civil War totalled 42. This number appears low and probably does not count those men who enlisted in Jamestown or Randolph. Young's history lists four fatalities: John D. Scudder, from Ivory, Cyrus Adams, for whom the G.A.R. Post was

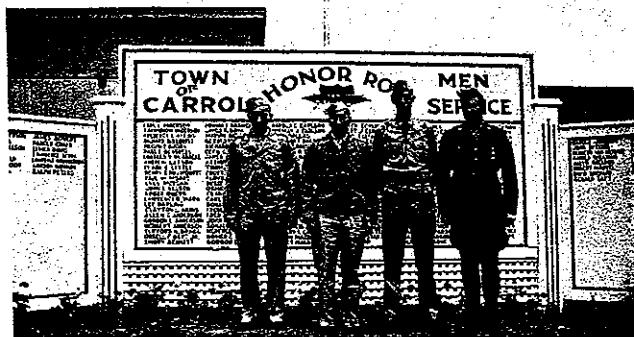
named, Ira Johnson and Calvin Johnson, all from Fentonville. There were several more. Two sons of George W. Cowan died, one at South Mountain, Maryland, and the other of wounds from the Battle of Winchester. Asa Comstock, son of Orsino Comstock, was captured by southern guerrillas and never heard from again. A Moore family monument in Frewsburg cemetery indicates that two sons died in Confederate prisons, and the son of Camaralzo Harrington, Page Road, died of wounds in the First Battle of the Wilderness. There are no known fatalities from Carroll in the Spanish American War, but John Nordine from Oak Hill, Town of South Valley, died of yellow fever.



MEMORIAL DAY 1920—Information provided with this snapshot says it was taken the first Memorial Day parade after World War I, in front of the Will Jackson home, Main Street. The rider is James Wilsie, who became a tradition of such parades in Frewsburg.

The boys returning to Frewsburg from World War I named their Legion Post for the only one of them to lose his life, Samuel Derby, son of Mr. and Mrs. Silas Derby. Royal Smith is memorialized in Ivory Cemetery, where his parents are buried, but it is not known whether he lived in Carroll. Fatalities of World War II were Herbert Van Earden, Lester Ecklund, Edward Shures and Francis Woodcock. Philip Kidd was killed in Vietnam action.

After the war, and the economic lull which followed, the town started to grow by leaps and bounds. New homes sprang up in areas that had been vacant,



WORLD WAR II HONOR ROLL—The four servicemen home for the V-E Day (Victory in Europe) celebration May 8, 1945, were, from left, Wilbur Mara, Paul Moore, Russell Hale and Allen Wigren. The companion picture shows the location of the Honor Roll and the people who attended the service of celebration. Note that the high school band was there.

or farmed only a short time before. The increase in the number of residents brought about some problems, and in the mid 1960's there was flurry of public hearings on a variety of questions, zoning, house trailer permits, multiple dwellings, signs, private landfill operations, and the Town Board found it necessary to establish a fee system to cover costs of advertising and conducting public hearings.

In 1963 the Town earned the envy of neighboring municipalities by becoming the first in the county to operate a landfill system of refuse disposal. Since then there have been a number of proposals that Carroll share the use of this facility, each one arousing much opposition among residents. The future of this facility is presently in doubt.

In 1965 the Town Board proposed combining the offices of town clerk and tax collector and establishing an office in the town hall. Those officers had previously made their own arrangements for office space and office hours. A move to make the office appointive was defeated in a referendum vote, but the combined clerk and tax collector office was approved, as was locating the office in the town hall. The clerk's office opened in January, 1968.

In 1969, Chautauqua County acquired property on Oak Hill for inclusion in the county parks system, and in 1970, the town acquired the John Stoddard property off Frew Run Street for a town park. The county has since purchased the radio tower site adjacent to its Oak Hill property.

In 1968, the Town Board decided to have a special census in the belief the difference in per capita aid received before the next regular census would more than pay for the special count. The population was reported to be 3,150, an increase of 489 over the 1960 census. The 1970 regular census, however, dropped the figure to 3,115, the difference attributed to the method used in recording college students away from home.

In 1971, a Senior Citizens group was organized, the firemen built an addition to the fire hall, a court mandated County Legislature replaced the Board of Supervisors, and the district composed of Carroll, Kiantone, Poland and part of Ellicott elected three representatives. Also, the traditional Board of Assessors was replaced by a "sole" assessor, at state mandate.

In 1972, the Senior Citizens petitioned the Town Board to seek a doctor to replace Dr. Russell Weidler, who had been semi-retired for several years before his death in 1971. Plans for a health clinic, a doctor and a dentist, were announced by the Board in 1974 and the clinic opened earlier this year.



Town of Carroll has been home to many distinguished citizens. Probably the most famous are Reuben Fenton and Robert Jackson.

Reuben E. Fenton was born July 4, 1819, the youngest son of George W. and Elsie Owen Fenton. He engaged in the lumber business and ran a store in Frewsburg. He was elected supervisor of the Town of Carroll seven times, serving from 1846 through 1852. He was elected to the United States House of Representatives in 1852 and served for 10 years. He took a strong anti-slavery position, was active in the formation of the new anti-slavery Republican Party and was secretary of its first meeting in Washington in 1854. In 1864 he was a candidate for governor of New York State and defeated the incumbent Horatio Seymour. He was re-elected in 1866. After serving as governor, he was elected to the United States Senate where he served from 1869 to 1875. He took part in the third-party reform movement of 1872, supporting Horace Greeley for president. He was sent as head of the American Commission to the International Monetary Conference at Paris in 1878. He spent the last years of his life at his home in Jamestown as director and later president of the First National Bank. He died August 25, 1885, in Jamestown.

Robert H. Jackson was born in Spring Creek, Pennsylvania, February 13, 1892, the son of William E. and Angelina Houghwout Jackson. He was 5 when the family moved to Frewsburg. He attended Frewsburg school and graduated from there in the Class of 1910, and from a post-graduate course in Jamestown in 1911. He studied law in the office of Frank Mott, a Jamestown lawyer, and attended Albany Law school for one year. He served a one year clerkship in Mott's office while waiting to reach the age of 21 when he could be admitted to the Bar. He passed his examinations and was admitted to the New York State Bar on November 24, 1913. In 1934 he was called to Washington, D.C., as general counsel of the Bureau of Internal Revenue. This was during the administration of Franklin D. Roosevelt. He later served as U. S. Solicitor General and U. S. Attorney General. In 1941 he became Associate Justice of the U. S. Supreme Court. At President Harry S. Truman's request, he was granted a leave of absence from the Court and went to Europe as Chief U.S. Prosecutor of the Nazi War Crimes Trials held in Nurnberg, Germany. He resumed his Supreme Court duties following his return from Nurnberg. On October 9, 1954, he suffered a fatal heart attack. A funeral was held at the National Cathedral in Washington, D.C., and on October 13 another service was held at St. Luke's Episcopal Church, Jamestown. Justice Jackson is buried in the Jackson family plot in Frewsburg's Maple Grove Cemetery.

Some other distinguished citizens were James Parker, born in 1818 in Westfield. His family came to Carroll in 1821. He served several offices, including Justice of the Peace, Superintendent of Schools for his district, and Supervisor of the Town of Carroll. In 1860 he was one of the presidential electors who cast the vote of New York State for Lincoln and Hamlin. In 1861 he was appointed assistant clerk of the House of Representatives in Washington. He was a well-known journalist and editor of the Chautauqua Democrat from 1854 until his appointment as clerk of the House of Representatives. He died in Frewsburg in 1863.



MYERS MEMORIAL LIBRARY—Part of the Chautauqua-Cattaraugus Library System, the library provides a full range of services. The building and its location is one of the most attractive in the two-county system.

James J. Myers was born in Frewsburg in 1842. He studied at Fredonia and Randolph Academies and graduated from Harvard University. He studied law, was admitted to the bar in Suffolk County, Massachusetts, and was a prominent lawyer in Boston. In 1892 Mr. Myers was elected to the State Legislature of Massachusetts and for many years was an able and leading member of that body. In 1900 he was chosen Speaker of the House of Representatives of the State of Massachusetts and served for two years. Myers Memorial Library was given in memory of James J. Myers by his sister, Miss Lydia E. Myers. They were grandchildren of John Myers, one of the first settlers in the Town of Carroll.

Dr. Clement Child was the son of a pastor of the Frewsburg Baptist Church. He graduated from Frewsburg Union School in 1884, received his A.B. degree from the University of Rochester in 1890 and his Ph.D. from Cornell University in 1897. He was well-known for his work in the field of physics and in X-ray and was professor of physics at Colgate in 1898.

James Parker Hall, the grandson of James Parker, was born in 1871 and graduated from Jamestown High School in 1890. He received his A.B. degree at Cornell in 1894 and his L.L.B. from Harvard in 1897. Mr. Hall taught at the University of Buffalo Law School and at Leland Stanford University. From 1902 until his death in 1928 he was Professor of Law and Dean of the University of Chicago Law School.

Major Martillus Todd graduated from Frewsburg Union School and became a successful doctor and surgeon, teaching at the University of Maryland. Colonel Alfred Bradley was another successful doctor. He served in the Spanish-American War, and before World War I involved the United States he was made a colonel and was ordered to Europe to study methods of caring for wounded soldiers.

Bina Williams Fuller, who graduated from Frewsburg Union School in 1896, established Blockman City in California, a new adventure in education. This school was a community of 50 children averaging 10 years of age, who built the town, set up its government, ran the stores, bank, etc., and elected officers to run the town. Educators all over the world were interested in the experiment, which was continued over a 15-year period.

Another noted educator was Dr. Edgar F. Bunce. He was born in 1887 in Frewsburg, graduated from Frewsburg High School and Fredonia Normal School.

After receiving advanced degrees from Columbia University and New York University, he began his teaching career at Lodi, N. J. In 1930 he was appointed vice president of Trenton Teachers College and in 1931 assumed the post of State Director of Teacher Education for New Jersey. In 1937 he became president of Glassboro State College and served in that capacity for 15 years, retiring in 1952. He died February 20, 1973.



"OVER BY THE DAM"—The Centennial Program gave the site of the historical pageant as "over by the dam". This is the only picture of the participants loaned. There was, as is apparent, a log cabin constructed for the occasion. The actors were, from left, Kathryn Rhodes, Lulu Swager, Flora Wiltzie, John Wiltzie, Ralph Haskins, Ruth Haskins, Clayton Haskins, and in front, Elizabeth Wiltzie Cowen and Bernice Swager Spence.

Dr. Pauline G. Stitt has had an equally distinguished career in medicine. She graduated from Frewsburg High School in 1926 and from the University of Michigan College of Medicine in 1933. She practiced pediatrics in Jamestown for several years. Among the posts she has held are clinical professor

of pediatrics at Howard University College of Medicine, and chief of the Home Care Section, Community Health Service and Public Health Service, associate professor of maternal and child health at the Harvard School of Public Health, associate in pediatrics at Harvard Medical School, associate professor of preventive medicine and associate professor of pediatrics at Boston University Medical School. She has taught courses for nurses, social workers and nutritionists at various schools, and during 1967 was on a three months World Health Organization assignment as consultant to the School of Public Health in Bangkok.

Dr. Clyde Schuyler, one of the foremost dentists in the United States, recently retired from his New York City practice. I'm sure there are many more deserving of mention.

The gathering of material for a history is a continual process which fascinates, enthralls, and consumes great quantities of time. There seems to be always another clue to research, and each provides another little piece to be fitted in. I hope that readers with corrections and additions to this history will send them to me to be filed away ready for the Bicentennial historian. I have been grateful for such material collected by Mrs. Percy Adams, Miss Ruth Sternberg, and Harold Munson, and for pictures donated to the file by Rollin Cass. Many others have loaned pictures for use in this book.

The committee responsible for preparation of this book includes Mrs. Merna Sears, Mrs. Marguerite Shelters, Marion Clark, Wallace Fenton, and Harold Munson. Mrs. Sears, assisted by Mrs. Shelters, solicited histories of all the churches and clubs which are printed herein. Mr. Munson contributed large portions to this text, as well as editing other portions. My sincere appreciation goes to each of the committee.

June T. Richards
Sesquicentennial Historian

