

# Almond Historical Society Newsletter

June 2001

DONNA B. RYAN, EDITOR,

JEFF RYAN, ASST. EDITOR

Chartered in 1965

## UPCOMING EVENTS:

### STRAWBERRY FESTIVAL

MON, JUNE 25  
5 p.m. till ??

Hagadorn House  
Lawn

### NEXT MEETING:

SUN, SEPT 16, 2001  
"Blacksmithing" with  
Bill Banker

### VISIT OUR WEBSITE:

<http://www.continue.to/AlmondHistorical>  
or  
<http://www.rootsweb.com/~nyahs/AlmondHS.html>

### FOR SALE:

BEERS HISTORY OF ALLEGANY COUNTY ON CD ROM

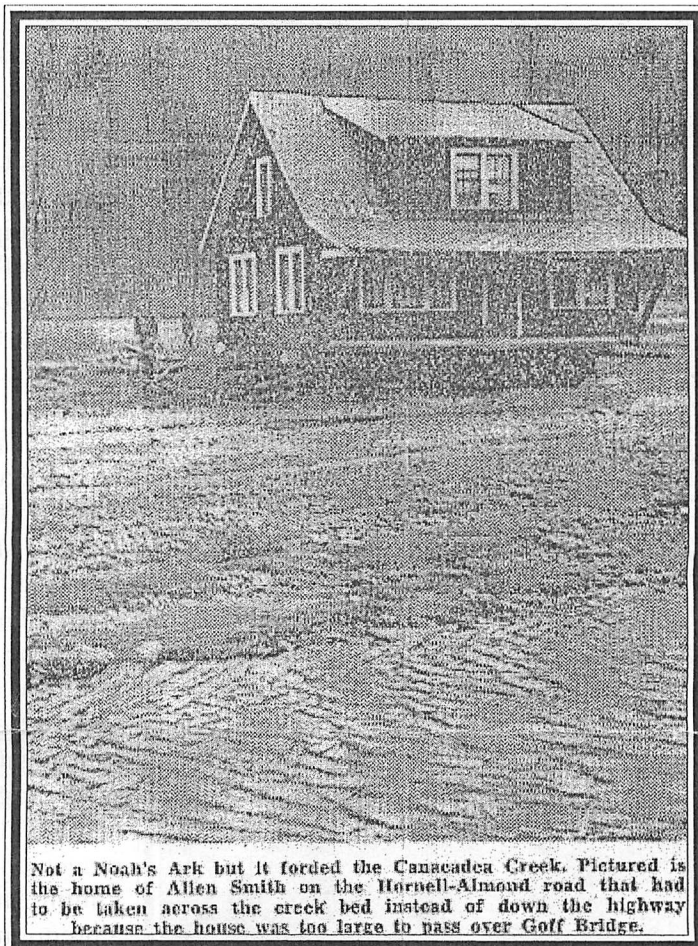
AHS NOTEBOOKS and CD ROM (Information inside)

## The 1940's ALMOND DAM PROJECT

"The Search for the Missing Houses" could be a good title of the story that has resulted from finding an interesting newspaper clipping in the Hagadorn House archives. The photo of the Allen Smith home being moved through Canacadea Creek prompted us to find someone who could tell us its final destination, and fill us in on "what it was once like" in the Almond Dam area fifty years ago.

Gladys Preston Farley, who has lived most of her life in this area, became a wonderful resource for us as she began to describe the three-mile stretch of now uninhabited roadway between Almond and Thacherville.

Try to picture these former landmarks on the old Almond Road: Large productive farms with unusual barns and multiple outbuildings, herds of dairy cattle grazing in pastures and cash crops growing in the fields, the high-framed Goff Bridge with its infamous sharp curve, the Co. K National Guard rifle range, the Fresh Air camp for "city kids" in "Richtmyer's Grove," Coleman's repair garage and used car sales, greenhouses, nurseries and family-owned vegetable stands, the McManus Tourist Inn, many favorite "hangouts", including the Beacon Inn, and an innumerable variety of well-kept family homes. These were just some of the places displaced by the dam project, some of the remains of which you can find tucked in between the enormous pine trees, forgotten lilac bushes and tell-tale sumacs which now line the road.



Not a Noah's Ark but it forded the Canacadea Creek. Pictured is the home of Allen Smith on the Hornell-Almond road that had to be taken across the creek bed instead of down the highway because the house was too large to pass over Goff Bridge.

Caption States: Not a Noah's Ark but it forded the Canacadea Creek. Pictured is the home of Allen Smith on the Hornell-Almond road that had to be taken across the creek bed instead of down the highway because the house was too large to pass over Goff Bridge

The story started after the Flood of 1935 devastated the Canisteo Valley, according to Bill Cleveland, who has been head dam operator for the past 22 years. After that, the Flood Control Act of 1936 was passed, which allowed the Federal Government to get into the flood control business. He explained that the Army Corps of Engineers was established more than 200 years ago, and because their expertise was engineering, they were commissioned to build the dams. He went on to tell that the Arkport Dam, completed in 1939, was the first one built in the Baltimore district and is one of the oldest constructed by the Corps of Engineers.

The Almond Dam project was "in the works" at the same time,

(Continued on page 2)

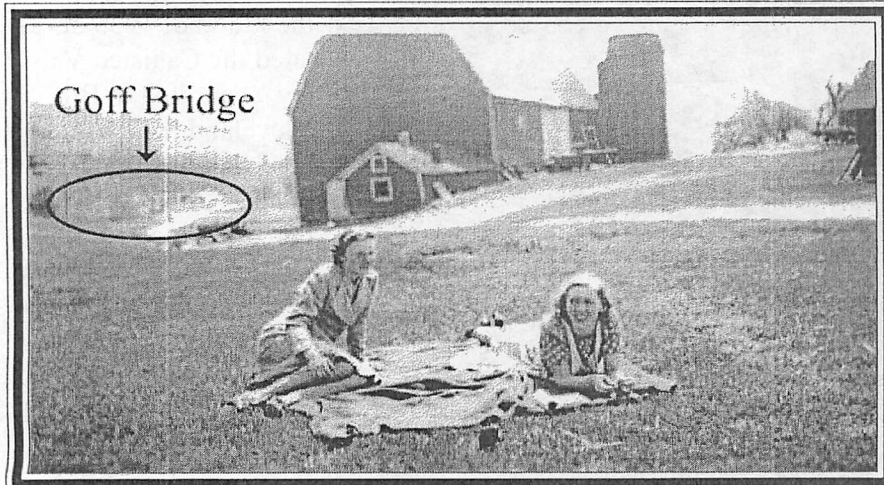
## The Almond Dam Project—Part 1—Continued...

and the government began soil and rock testings on the Frank Ranger Farm, located near the Goff Bridge and now under Almond Lake waters. Chub Lockwood, who lived with the Rangers and worked as a hired hand, remembers: “The first any of us knew about the dam project was around 1938, when they started digging test holes on the farm. These pits were 12 feet by 12 feet, dug by hand and lined with planks so they would not collapse. The government paid Frank to haul their apparatus around by horse and wagon.” Their simple equipment, described by Frank’s son, Curt, consisted of old type gas engines, tripods, pulleys and ropes, and shovels. A neighbor, Lewis Wheeler, paints this picture: “This was all done by hand, and they worked even in the winter, digging those holes. You’d look down and wonder what was way down in there. But they could not put the spillway where it would erode away, and they kept digging until they hit rock bottom.”

Then the war came, and there was no more money, so the digging stopped. Headlines from various Evening Tribune clippings in 1941, provided by Marian Oakes of Hornell, read: “Almond Dam Job Hinges On Its Defense Status”, “Almond Dam Prospects Now Reported Remote,” and “Postponement of Almond Dam Arouses Protest: Cite Defense Value”. The articles describe Hornell City Mayor Ernest G. Stewart’s push for the dam project, and noted that he had written US Senator James Mead, “urging construction of the Almond Dam as quickly as possible because it is needed for the Erie Railroad and other local industries engaged in defense work.” But Mead’s reply was not positive. He noted that he was “fully aware of the importance of the Almond Reservoir”, and promised that “when funds become available for new projects every consideration will be given to starting it at the earliest practicable date.”

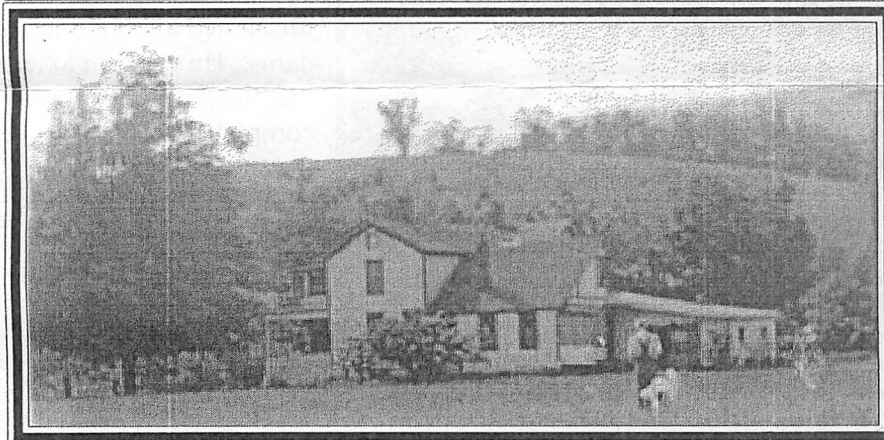
It was five years later, after the war was over, that the project began again in earnest. Landowners were contacted and the government began making offers to purchase parcels for the undertaking. The Ranger place, formerly the Bayless farm, was situated in a strategic location for the construction project. Marked as a “borrow area” on the Corps of Engineers map, the property provided gravel and fill for the actual construction of the dam, spillway and tunnel.

Although it was only one of several farms taken, Lewis believed it was one of the biggest operations that was displaced. “It was a good farm. He (Frank) was a good cowman and was so patient with them. He raised feed for them and could make them give more milk than anyone,” he said. Chub agreed, saying, “Frank Ranger’s farm was the best one on Pennsylvania Hill. It was a dairy farm, but he also had fruit trees, a sugar bush, and he raised potatoes as a cash crop on ‘Round Top’, where the dam tower is now located,” he said.



**Above:** Betty Ranger (right) and Teacher Miss Johnson in the yard at her dad, Frank Ranger’s Farm. Goff Bridge in the Background.

**Below:** The Frank Ranger Farm House



Frank’s son Curt, remembers his father being very upset about having to leave the farm. “It was ridiculous dealing with them. We never got anything near the value of the farm. They would park their equipment as close as they could to the barn to keep putting pressure on us to sell out to them. They started building the dam and we had not even moved off yet,” he said.

“Frank finally moved a short distance away to the John Peake place on the Webbs Crossing Road. It was a step down – he went from a working farm to 32 acres,” Chub said. “The barn was not as big, and had to be changed over. Our old farm was a lot better farm with really great flat land, fruit trees, berries, sugar bush, and was self-sustaining,” Curt added.

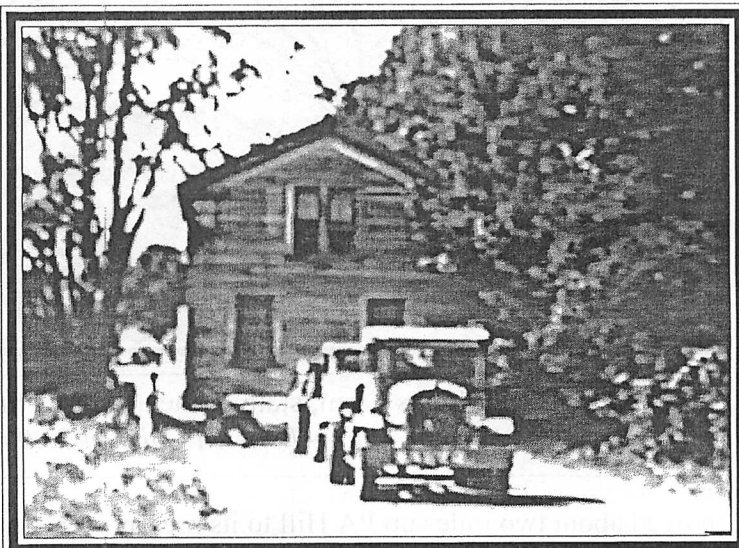
They were able to make arrangements to use some of the adjoining land, but pasture land was at a premium, Chub recalls. With a twinkle, he added that Frank was known to sometimes “let” his cows graze back in their “old pasture” in the dam basin, which proved to be a

*(Continued on page 3)*

## The Almond Dam Project—Part 1—Continued...

consternation to the dam operator at the time. He noted that he came to Frank once and said, “Your cows are getting into the dam basin,” to which Frank responded, “When you survey the land, I’ll build a fence.” The dam operator conceded, saying, “I’ll let you know when the government inspectors are coming and so you can make sure that your cows aren’t down there. . . .”

Among other properties taken was the Hagadorn farm, which was a large parcel of land with a couple of houses, barns, and several out-buildings located on the old County road, a section of which adjoins the PA Hill Road near the Kanakadea Recreation Area entrance. Don and Bernice Burdett, “discovered” the property in 1947 and purchased the farm’s tenant house in 1947 for \$500. Bernice, now 99 years of age, vividly remembers the immense undertaking, and still has her journal that reveals the expenses they incurred during the extensive project. A three-acre field, was acquired for \$400, and the challenge of moving the dwelling to its new location began.



The “Living Room” section of the Burdett House rolls down the road to the spot where it sits today.

*Taken from 1940’s 8mm Home Movie*

The house was cut in half between the living room and dining room and jacked up off the old stone foundation. The open sections were then carefully maneuvered and securely fastened onto steel tandem wheels connected to a large dump truck. Assisted by another smaller pickup truck, the convoy slowly inched the house to its new site about a half mile away. Home movies of the event, now on video, reveal the structures being pulled by antiquated reddish-orange 1930’s trucks and equipment owned by a man by the name of Bauer, whose total bill for the move was \$710.

Rain and the moving crew’s irregular work schedules hampered the operation, and at one point the two sections were marooned in the lower end of the new lot for several days. The Burdett family, anxious to “live in the country”, “camped” in that section one night. The next morning, Bernice left for a little while to take her husband to work in Hornell. “When I came back, the movers had surprised us, showed up to work, had hooked their truck onto the rig and were moving the building through the lot. They did not know that my children were inside – and the girls were having a great adventure, riding in that house,” she laughs.

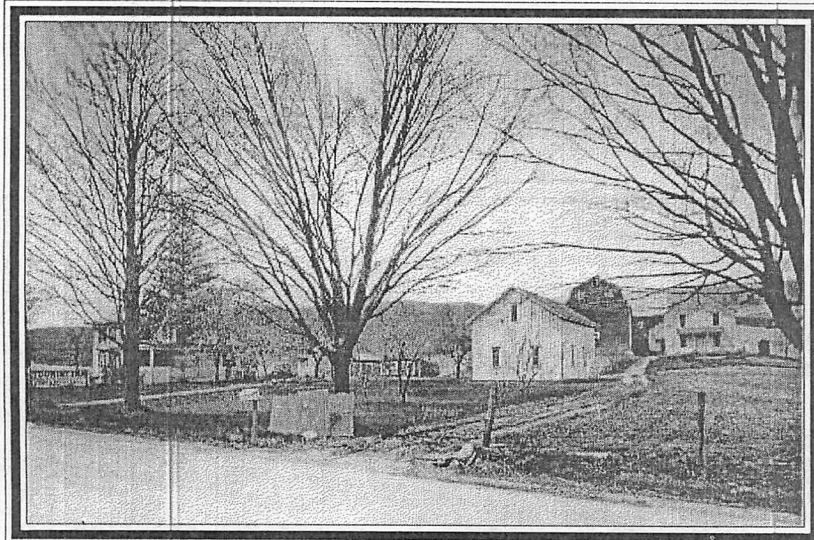
The Beacon Inn, a favorite local hangout, was also a dam project “casualty.” Purchased in the early 40’s by Leo Burdick and Harold Whitford from former owner Leon Claire, it was termed a “very popular spot” by its patrons. The horseshoe-shaped bar, tended by such popular personalities as Tom Guthrie, John Gorton, and Leon Hanks, was the site of much camaraderie and good fellowship. “People came from all over – and they had their favorite bartender,” one person remembered. “There was always music and singing there. Leo Burdick was a drummer, and he would play his drumsticks on the bottles on the back bar. If they weren’t exactly in tune, he would have to drink a little out of the bottle to tune them up.” Stories abound of witnessing the dramatic roll of the dice, which determined Leo to be the partner who would receive the US Government relocation funds. The business was rebuilt on the Almond Road below the dam, and was later sold to John Ninos, who constructed a large addition on the building. Some years later, it became the Eagles Club, and today is vacant.

Many folks witnessed the complicated relocation of the Zirkelbach house, located on the Almond Road below the dam. Phil MacMichael tells of that house being moved “clear over to the North Main Street Extension area via PA Hill. It was spectacular seeing them go down the steep grade to Webbs Crossing,” he wrote via e-mail. Gladys Farley recalled the event as well, and described the house “sitting” at the foot of that hill for a couple of days, because of lack of permission to cross the railroad tracks. She remembers that they resolved the problem this way: “At that time, there were multiple tracks there, several trains went through each day, and they could not obtain the permits. Finally after a couple of days, they just took their chances and crossed as quickly as they could between trains!”

The Lewis McManus farm, located near the present intersection of Rt 21 and Pennsylvania Hill Road, was a modern 140-acre farm, the site of many Cornell University field trips, according to Stacy Pierce. His in-laws owned the farm along with their son, Richard, and at one time had 7 hired men and 7-8 teams of horses. “It was a full production farm,” he shared. He termed the operation “state-of-the-art”, featuring a huge barn built in the shape of an “H” with self-supporting rafters. “One of those legs was dismantled and taken up to the Gerald Baker farm on Jericho Hill, where it still stands today,” Stacy stated. His mother-in-law, Josephine McManus, was known as a very hospitable woman who also operated a tourist home in her

*(Continued on page 4)*

## The Almond Dam Project—Part 1-Continued...



The Lewis McManus Farm, state of the art for its time.  
Sign states: "Tourist Inn—Roasted Chicken \$1.00"

17-room house. It was not unusual for bums riding the Erie railroad to visit her kitchen frequently, looking for a good home-cooked meal. "She gave them the same full plate of food she would give anyone else who came by," Stacy remarked.

The house was also the site of many social events attended by big crowds of neighbors and friends. "They would roll up the carpets, move all the furniture into the front room and have a square dance on Saturday nights," he recalls Josephine telling.

Family members relate that the McManus operation was eventually moved to the Mark Karr farm, located just south of the Alfred Almond Central School, and was later operated by Bob Jefferds. The tenant house was purchased by Arnold Plank and

moved about two miles up PA Hill to its present location near the Hillside Baptist Church.

Not too far from the McManus Farm, on the Almond side, was the Richtmyer farm. Tall pine trees mark that spot, in front of which the "corn man" is usually parked in the summertime. "WJ", the father of Earl and grandfather of Bill, was described as philanthropic, well liked, and a staunch supporter of the church. He owned considerable land across the road, extending to a special area of rocky ledges in the Canacadea Creek where he developed a camping area for fresh air children from the city. Some folks remember a large pavilion-type building located there, others remember great times of picnicking, swimming and ice skating. It was told that several tent revival meetings were held at the site, featuring the famous evangelist, Billy Sunday. Although details are not clear, it is believed that during the Flood of '35, children camping there were in grave danger and were rescued from the raging waters by Lew and his hired men, who loaded them on his horse-drawn haywagons and took them back to the McManus house.

Whether the camp continued after that is uncertain, but for several years it remained a place of fun for many families until the dirt road leading to it became overgrown with brush and poplar trees and was finally shut off by new highway guardrails. The Richtmyer name is also remembered from the grocery store and freezer locker rentals they owned for years at the current site of Loohns' Cleaners, corner of Seneca and Genesee Streets in Hornell.

It is not known exactly how many homes on the three-mile stretch of Almond Road were actually removed. But at least five houses were moved into the North Main Street section of Almond, once commonly called "Upper Battery."

These include the Neff house, now occupied by the Westlakes, the Ewell property where Foxes live, the Kernan house now owned by Crooks, the Straight house rented by Smiths, and the Ken Stuart home. Ron Coleman remembers the latter building, co-owned by his father, Paul, and Carmen Davis, because he rode on the roof during the move to make sure it got underneath the utility wires. Its final destination was the asparagus bed of one of Almond's master gardeners, Fred Makeley.

Others were moved right on through town, providing lasting memories for those that watched the procession. Betty Washburn, who has lived in her N Main Street home for 74 years, said, "We had a lot of fun because we sat here on the porch and watched the houses come by on those big trucks. It was fun to see how they maneuvered them!" Some, like the Ken Crusen home, now occupied by Doug Norton, and the Mensinger home, where Kristi Hurd lives, were on their way to their new sites on the old Whitney Valley Road.

The destination of several others was South Main Street, known then to villagers as "Hollywood." The Dale Patton home was moved from its location on the left side of Almond Road near Lincoln Notch to Nellie MacMichael's hay field. Ken Patton, via e-mail, writes this: "This was a most exciting time for me. When our house was moved, it took two days after it was jacked up and ready to roll to move it to where it now sits at 124 South Main Street. It was left in the center of Almond overnight, and I believe it was pulled by a Farmall farm tractor. It was the talk of the town. It isn't every day someone's house is sitting "on" Main Street in the middle of town. It sat across from the park area in town. People could drive around the park to pass. There sure wasn't much room to get past on the south end of town, but in town on the north end they

Of the Fresh Air Kids Camping Area near Canacadea Creek:  
"It was told that several tent revival meetings were held at the site, featuring the famous evangelist, Billy Sunday"

(Continued on page 5)

## The Almond Dam Project—Part 1-Continued...

could use Chapel Street.” After talking with his mother she added this post script: “There were quite a few snakes around where the house was moved from and my mother said she remembers going in the house after it was moved, finding a big spotted adder snake coiled up in a corner of the kitchen. As she remembers, she didn't stay there that night,” he writes. Today the Norris family owns the house.

An e-mail inquiry to Louise Newman Schwartz about the Newman home, located on the right side of Almond Road just below the village line, revealed this information: “The original Newman homestead was located just the other side of the road that led to the ‘Red Bridge.’ This house was not moved. My dad, Charlie, and my Uncle Irwin, (Shorty), tore the house down and used a lot of the lumber to build the two new houses where Betty (Newman) and Granduskys now live. On that Newman homestead, my grandfather, Jonathan Newman, once had a cigar business in the early 1900s,” she wrote. She further explained that after the lumber they wanted had been removed, the men, anxious to get rid of the debris, burned the remainder of the house. However, her mother, Leola, later found out that some of the contents, including an heirloom crib and her grandmother’s quilts were still in the building – something her mother regrets to this day!

Chapel Street was the new location for the Harold Hanks house, providing a young widow and her family a new home. Bryde McIntosh Kuhne had been living with her small children, Mary Alice and George, at 45 Main Street, when it was sold to the Dexters. At the time, there was a housing shortage in the area due to the many veterans returning from World War II. “I could not find a place that would rent to children, and I was desperate to find a place to live,” she said. Someone told her that the Hanks house was being taken for the Dam project and she decided to buy it and have it moved. But the dilemma was where to put it! “Mary Alice was walking down Chapel Street one day, and came home and told me she had found a place for the house. Martha Easterbrooks, who lived across the street, owned the lot, which was next to her flower garden. I hired Ray Hanks and his sons to move the house there and put it back together for us,” she recalls.

Many other houses were moved to various locations in the Hornell-Almond area. Gladys has a remarkable memory when it comes to where houses originally stood, who owned them, and where they were taken. When asked to help with this project, she sketched several maps of the roads between Thacherville, PA Hill and Almond prior to the construction, complete with names of owners and their current location or demise. In 1946, she and her late husband, Don, purchased one of the homes displaced from the dam area and which are now located above Thacherville on the Almond Road. The four dwellings, once owned by the Castellanas, Albrights, Prestons, and Houghtalings, now sit side by side and are occupied by Donegans, Masons (formerly Claude Lewis home), Farleys, and Ordways.



Former homes of Castellanas, Albright, Preston, and Houghtaling.  
Now Owned by Donegan, Mason, Farley & Ordway

As a child, her father, Floy Preston worked for the Thacher family, who owned most of the land from the Morris Bridge to the gray house (owned by Huff) east of the Beacon Inn. “There was no Thacherville back then,” she explained. “That whole area was a large apple orchard next to their big barns. They sold off lots 49 ½ feet wide and people began to build houses,” she said. At least three were moved in from the dam: Cones moved theirs down, Spencers bought the former Conine place and moved it, and the Smith house was moved through the creek (see photo on page 1). This was necessitated by the fact that it could not be taken over the Goff bridge, due to its high framework and supports. Others from the dam area were moved even farther down past Wilkins RV next to the former Jimmy’s Supper Club, but none of those building exist there today.

An interesting document entitled “Final Project Ownership Map”, produced by the War Department and loaned to us by Bill Cleveland, shows the entire area prior to the project. More than 125 land parcels are identified with owner’s names, with highways, railroads, streams, power lines, and elevations included in the drawing. The proposed dam is laid out across the center. Because sections of Route 21 followed alongside the Canacadea Creek right through the center of the proposed project, several miles of roadway had to be moved to the east. The railroad tracks were already up on the hill, but there was not enough room for the road, so they had to be moved farther into the hillside. Lillian Hanks, who worked in Hornell during those years, remembers driving from Almond to Hornell on old Route 21 and looking up on the hill where the railroad tracks were, wondering, “How are they going to put a road way up there?”

(The story of how they did that -- and more -- will be continued in the AHS newsletter September 2001 issue. This is your chance to contact us with stories you remember about the Almond Dam project!)

## "FORGOTTEN BRIDGES"...

A 1936 issue of *Reader's Digest*, recently given to the Almond Historical Society archives by Ron and Judy Coleman, reveals an article written by Ron's uncle, the late Harold ("Choc") Colburn sounding a strong warning about the condition of America's bridges.

Entitled "Forgotten Bridges", the story elicited tremendous response from all over the country, and eventually resulted in Coburn's invention of the steel mesh bridge decking used on Hornell's West Main Street "overhead" bridge prior to its recent replacement.

The former Allegany County bridge engineer sets the scene, 65 years ago, this way: "Most people, including many engineers, seem to have the idea that a bridge is a permanent structure—or at least that it will stand up for decades under any kind of load. But those of us who devote most of our time to bridgework realize that the tendency of bridges to deteriorate is rapidly creating a serious highway problem. A highway is no stronger than its weakest link, and the links are the bridges," he wrote.

Describing the situation that existed in the 1920's, he cites these situations: "America now has thousands of narrow, obsolete bridges, condemned and posted for restricted loads. A few days ago a gasoline truck, weight twenty tons, went through an old bridge posted for four tons. . . . Recently a chain store truck broke through a bridge on a main route near my home . . . Thousands of children are crossing unsafe bridges in heavy busses every day of the school year. If parents realized the danger, they couldn't have an easy moment until their boys and girls were safely home from school. I was under a bridge last spring, making an inspection, when a bus load of laughing school kids was hurtled over my head by a thoughtless driver. The bridge was posted for three tons with a speed limit of 15 miles an hour. The load was far in excess of three tons and the speed of the bus must have been at least 40 miles an hour. The drop from the bridge to the stream was over 20 feet. The old structure creaked and sagged, but mercifully it held."

Coburn further claimed that "nobody pays much attention" to the weight restrictions posted on the bridges. "I have a neighbor who makes his living trucking. His truck, empty, weighs six tons and he ordinarily hauls eight or ten tons, making a total load of around fifteen tons. He can't go three miles from home with his empty truck on any road in any direction, except one, without exceeding the posted limits of some bridge. If the laws of various States covering the crossing of bridges with excessive loads were rigidly enforced, our whole motor transportation system would be paralyzed," he charges.

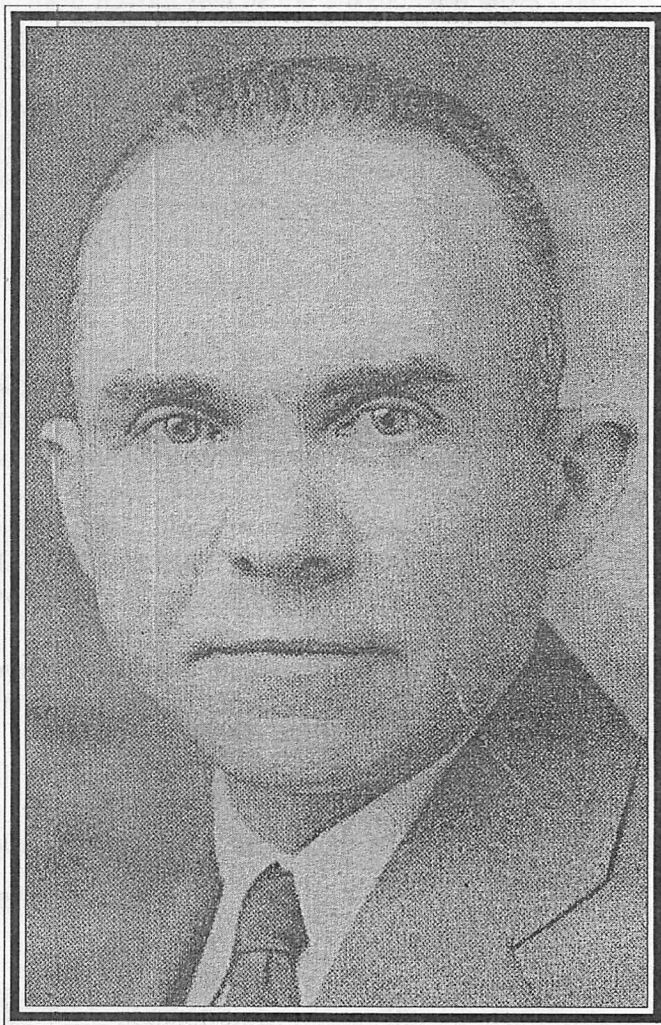
The problem at that time was compounded by the fact that, due to the lack of technology at the time, "it is impossible to determine accurately the strength of any structure which has been in use over a period of years." He tells of an old steel bridge falling under the weight of a light coupe, over which ten minutes earlier a heavy bus loaded with passengers had crossed safely.

Coburn prescribes "just one logical course: New road construction must be discontinued or greatly curtailed until the bridges are made reasonably safe," he states. He went on to give this example of mismanaged spending: "Recently a huge viaduct was completed in New York State at a cost of nearly \$500,000. It eliminates a grade crossing and two bad curves—a highly desirable improvement—if there were not more important things to be done. Within a radius of five miles of this structure there are about twenty condemned bridges of comparatively short span. All of them could have been replaced for \$100,000, or about one fifth of the cost of the viaduct."

Compare that to today's economy, and the figures are staggering!

Coburn concludes the article thus: "And so we return to one inescapable fact. Without increasing taxes to a prohibitive point, sufficient money will not be available to rebuild the old bridges and also continue the present rate of road construction and crossing elimination. It is only common sense to spend the money where the need is the most urgent—on the bridges."

A follow-up to the *Reader's Digest* story is found thirty years later in the May 27, 1967 *Evening Tribune* article, also given by the Colemans. An interview with Choc's widow, the late Cecil Coleman Coburn (Paul Coleman's sister) tells of a scrapbook full of clippings and letters resulting from the nationwide publication. Among the letters of congratulations was one from the chief engineer of the Golden Gate Bridge. Thousands of reprints were ordered by leading bridge engineers, legislators, and insurance companies, and the article was reprinted in many other periodicals throughout the country. Sen. Joseph B. Downs, a member of the highway safety committee of



Harold Coburn

## FORGOTTEN BRIDGES" Continued...

Connecticut, wrote: "Hope that you are receiving some satisfaction in knowing that you stirred up something that will conduce in all probability, toward the saving of a few human lives." He went on to say that reprints of the article played a part in passing a bill to improve bridges in the State of Connecticut in 1937.

After serving as the County bridge engineer for ten years, Coburn became employed by the Irving Subway Grating Company for the next 25 years as a sales representative. "During this time, he became interested in inventing a steel mesh decking for bridges which would do away with the 'swaying' motion which seemed to be universal in all bridge of that type construction at the time. This he was able to accomplish with the assistance of consulting engineer Mark Krause and it was named "CK" decking, using the first initials of both men's last names.

The Almond man's main interest for more than 30 years was bridges, and, as the Evening Tribune article concludes: "He left his mark in that area. He took a stand on an important issue of the day – the deplorable condition of bridges in the 1920's – and he invented a process to improve the bridges of today." His admonition and words of warning, however, remain timely in light of recent media articles on the plight of local bridges today.

## Our Condolences to the Families of . . .

**Dean Kelly**, 77, who lived on Pennsylvania Hill in his early years, died February 16, 2001. Dean was a graduate of AACCS, and spent many years in the Panama Canal area, where he retired in 1979 as a Senior Tug Board Captain. He is survived by his wife, Freda, of Canistota.

**Nate Hardy**, 86, died February 27, 2001, while he and his wife, Ellen, were in California. A graduate of Almond High School, Class of 1932, he also graduated from Fredonia State Teachers College and gave 50 years of service to Almond Union of Churches as their choir director. He was very active in musical groups and "was proud and pleased that he passed his love of music to his children."

**Jesse Bowen Barton** died March 21, 2001, in Wellsville. She was a graduate of Hornell High School and Oberlin and Smith Colleges. She served in the American Red Cross in Japan, and after World War II, was a social worker in Monroe County.

**Dorothy Bowen Bayless**, sister of Jesse, died at the age of 90 on April 6, 2001 in Wellsville. Known to many children as the "Cookie Lady", she was a life member of Almond Historical Society. She was a graduate of Buffalo State, and taught at Delmar and Alfred Almond Central School. She was also active in Almond Union of Churches and Allegany County Bird Club.

**Jeannette Sturtevant Drake**, formerly of Wellsville, died at the age of 96 on March 25, 2001 in Erie, PA. She had just recently become a life member of the Almond Historical Society, and was a granddaughter of local inventor Ira Stillman, whose 1870 Defiance washing machine was featured in the AHS February 2001 newsletter. Special thanks goes to her daughters, Emelyn Olson and Damaris Schulte, for recently gifting valuable family heirlooms to AHS

## WELCOME NEW LIFE MEMBERS. . .

To date we have fifty-five living life members.

Among the newest is a brother/sister combo: **Fred and Patricia VanOrman**, of West Gardner, Maine, and **Roxanne VanOrman Waight**, of Almond, children of the late Ruth and Bill VanOrman who lived on the Karrdale Avenue and graduated from AACCS.

**Robert G. Walker** of Wauconda, IL, who "found" us through our website and signed the guestbook this way: "In the 1950's the David Vincent family was the largest family in Almond at the time. I am always interested in information on David and Freegift Vincent and their 16 children from Almond."

**Sylvia Armer** of Albion, NY, and daughter of Raymond Sisson and Shirley Ide Sisson.

**Jennie M. Wright** of Winchester, VA., a graduate of AACCS and daughter of Lillian Guthrie Hanks and the late Leon Hanks. Thank you for your generous donation, as well.

**Patricia Davis Bowers**, of Rochester, NY, another AACCS grad who spent her growing-up years on Main Street with her parents, Helen Spratt Davis and the late Walt Davis, and her sisters.

**Karl and Judy Sniffen Grantier**, Main Street residents and AACCS grads. Karl has done much volunteer work at the AHS, including trucking and lawn mowing.

## TRASH and TREASURES SALE A SUCCESS...

Thank you to all who helped make our annual Trash and Treasures Sale a success. Even though the weather did not cooperate, we were able to realize a profit of \$615.88. Thank you to all who worked so diligently the entire week prior to the sale, as well as those who spent Saturday helping us out!

## WE HEAR FROM OUR MEMBERS...

We were excited to hear testimony from **Diane Mitchell** of New York City, a visitor to our AHS website: "Until the day I logged onto the AHS website, I knew very little about my **MCINTOSH** ancestors, except that they settled in the Almond area after emigrating from Scotland. I explored the site and after entering my family's surname, found that Kelly Krause was writing a book on Almond soldiers who served in the Civil War and was looking for their descendants. I immediately e-mailed Kelly – and that was the beginning of my genealogy research.

"Through AHS and several other websites, as well as Kelly, I have learned a great deal about my ancestors and have made two present-day family connections. One is to Lona McIntosh, who married my 4<sup>th</sup> cousin, Kenneth McIntosh, son of Percy. The other is to a 3<sup>rd</sup> cousin living in North Carolina, who descended from Charles W. McIntosh, my great-grandfather's brother.

"My thanks to **Kelly (Taft) Krause** and the Almond Historical Society. I hope to visit Almond in the coming months to see where my ancestors lived."

Be sure to check out our website, and sign the guestbook: <http://www.continue.to/AlmondHistorical>

Thank you to **Dale and Anne Lorow**, who included a generous donation in memory of his parents, Carolyn and "Corny" Lorow with their dues renewal.

## SPECIAL THANKS...

**WE WISH TO EXPRESS SPECIAL THANKS** to Dick and Kitty Baker for donating a Gateway computer in memory of their son, Gary W. Baker, for use in the archives work. We have been thinking for some time how helpful a computer would be in the research and inventory work done by our archivist, Doris Montgomery, and her faithful Friday afternoon assistants. This will be a new challenge – and we are very grateful for this gift!

## BEERS HISTORY AND AHS NOTEBOOKS, 1806-1876

Dick Baker is offering BEERS HISTORY OF ALLEGANY COUNTY, 1806-1879 including alphabetical index on CD Format for sale at a cost of \$13.50, which includes shipping and handling. Send check or money order to Dick Baker, 376 Karr Valley Rd, Almond, New York 14804 to order.

A lasting repository for AHS newsletters is also available in the form of a loose-leaf notebook, complete with full color cover photo of Hagadorn House and a collection of thirty photos of many long gone buildings and places of interest. Order the notebook from Lee A. Ryan, PO Box 236, Almond, New York 14804, at a cost of \$13.50, plus \$3.95 priority mail postage if applicable.

Net proceeds from both the CD Rom and notebook will benefit AHS. Thank you, Dick and Lee, for all the work you have put into these fund-raising projects.

### ALMOND HISTORICAL SOCIETY NEWSLETTER

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