

starred Pearl White; and "10 Nights In a Barroom," which, as the story has it, netted almost \$500,000.

It is said that the money made with "10 Nights" went into the building of the camp that lies on that site today. Dr. John Larrabee, Johnstown, who now owns the land, says he often digs up old reels of movie film in his garden.

Although Russell's movie company made three or four successful pictures, he slowly drifted into bankruptcy and the movie company disbanded.

What happened to the "Kanaughta?"

Intensive Search

No one will know until the skin divers complete their search, and perhaps not even then. The divers

are presently covering each square foot of muddy bottom for any trace of the ship.

Richard Stock, a member of the group, said the search is a difficult one. The state map of the lake, he said, lists 60 feet as the deepest portion while members already have dived to 110 feet in that area.

If they find the ship, he added, they may try to bring it to the surface.

What if they don't find it there? The mystery of the disappearance of the boat will probably never be solved, and the time the proud "Kanaughta" made its last trip on Canada Lake will be open to endless debate.



SUMMER 1973

Senate Passes 3 Bills Dealing with Future of Stewart's Landing Dam

Three bills dealing with the future operation and maintenance of Stewart's Landing dam in the Town of Stratford were passed Friday by the state Senate after having been previously approved by the Assembly.

Introduced by Assembly Majority Whip Glenn H. Harris of Canada Lake, the bills now go to Gov. Rockefeller for his action.

The first bill, if signed into law, would turn over the title, operation and maintenance of the dam to the State Department of Environmental Conservation.

Enactment of this bill was recently requested by the Fulton County Board of Supervisors, which currently holds tax-acquired title to that dam that controls water levels at Lily, Canada and Green Lakes.

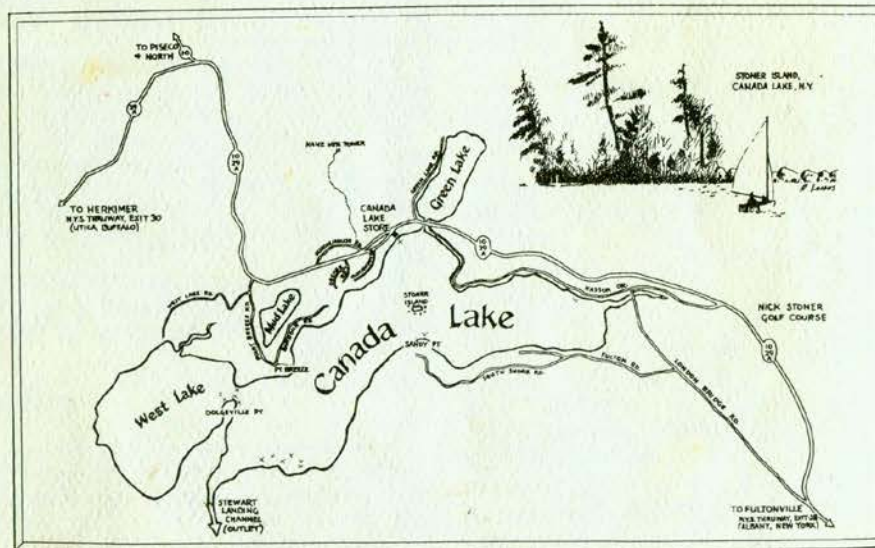
The second bill would authorize the town boards of the Towns of Stratford and Caroga

to establish a water level control district to maintain and control the water level of Canada Lake.

Also approved was the third bill which would authorize Fulton County to establish a water level control district in the Towns of Stratford and Caroga and to maintain and control the water level of Canada Lake.

Assemblyman Harris, commenting on the Senate passage, said, "I am greatly encouraged with the action taken today in the passage of my bills and anticipate solution to the problem, concerning the operation and maintenance of the Stewart's Landing dam, will be reached with the signature of Gov. Rockefeller on these three proposals."

In a related action, the Senate passed and sent to the Assembly a bill sponsored by Sen. Mary Anne Krupsak of Canajoharie to authorize establishment of a water level control district in the Towns of Stratford and Caroga.



x's on map indicate approximate location of rock hazards in lake. Caution is advised when boating in the vicinity of any indicated hazard.

This year's issue of the Echo was printed on paper manufactured from 100% reclaimed fiber.

This article pertaining to the future operation and maintenance of the Stewart's Landing Dam is a reprint of article appearing in the May 21st issue of the Leader Herald newspaper.

**SCHEDULE OF EVENTS
SUMMER - 1973**

JUNE	
29 C.L.P.A. Directors Meeting Bernie Caringe's Camp	8:00 P.M.
JULY	
4 Flare Lighting (Rain or Shine)	9:00 P.M.
7 C.L.P.A. Meeting in the Wheelerville School	8:00 P.M.
18 Luncheon and Card Party Nick Stoner Inn	12:30 P.M.
AUGUST	
10 C.L.P.A. Directors Meeting Gerald P. Theisen Camp	8:00 P.M.
15 Luncheon and Card Party Nick Stoner Inn	12:30 P.M.
18 C.L.P.A. Meeting in the Wheelerville School	8:00 P.M.
26 Boat Parade (Rain or Shine)	2:30 P.M.
SEPTEMBER	
2 Flare Lighting (Rain or Shine)	8:00 P.M.

When you see the Island ringed with flares,
please light your flares.

1973 COMMITTEES

Boat Parade	A. Zipp
Bridge Parties:	
July 18	Nancy White, Barb Leaf
Aug. 15	Claire Mason, Betty Kasson
Echo	Bill Bates
Fishing	Merton Lesser
Flares	A. Zipp
Island Maintenance	Hal Eagan
Nominating	Bernard Caringe, John Ryan, Doug Leaf, Jr., Walter Short
Planning Board and Environmental Committee	Bernard Caringe, James McDonald, Jack Ryan, Hal Eagan
Publicity	A. Zipp, Bill Bates
Publicity of Scheduled Events	Barb Patterson
Pollution	Walter Short
Sailing	Monty Mason
Membership	John Fielding
Fire Safety	John Kasson
Water Safety	Bob Wilber
Dam	B. Caringe, Hal Eagan, Jack Ryan

1973 OFFICERS

President	Al White - 835-8560
1st Vice Pres.	Tod Ballard - 835-8165
2nd Vice Pres.	Albert Lunden - 835-2512
3rd Vice Pres.	Doug. Leaf - 835-6454
Secretary	Mabel Kane - 835-6421
Treasurer & Budget	
Director	Gerry Theisen - 835-2516
Directors 1 yr	Bill Bates - 835-8166 Bob Wilber A. Zipp
Directors 2 yrs.	John Brower Jack Ryan - 835-6882 John Kasson - 835-6751 Bernie Caringe
Directors 3 yrs.	John Fielding - 835-6061 M. Lesser - 835-2526 Walt Short - 835-8567 Hal Egan - 835-8164

THE PRESIDENT'S MESSAGE

Welcome to our 1973 Season at Canada Lake.

Our membership should have received the **PROGRESS REPORT ON THE STEWART LANDING DAM PROBLEM**, mailed March 19, 1973. The membership owes a vote of thanks to Bernie Caringe, Jack Ryan and Hal Egan for a job well done.

We have two new committees: **FIRE SAFETY**, headed by John Kasson and **WATER SAFETY**, headed by Bob Wilbur.

We have printed the permit for **RESTRICTED BURNING** which all camp owners should follow. You can obtain your burning permit from **HALTON SEELEY**, Town of Caroga. You must have a permit for any outside burning.

We have also printed **SUGGESTIONS FOR WATER SAFETY**. Please have your families read and follow these suggestions. **IT MAY SAVE A LIFE!**

Have a happy summer.

Al White

This year we have suffered the loss of two outstanding gentlemen, Adolph Jung and Monty Mason. The C.L.P.A. has suffered a great loss.

Both gentlemen were always more than willing to contribute their time and effort to Association problems and activities whenever needed.

Al White, Pres.

**NICK STONER
(Born 1762 - ?)**

Years past, they saw his bent and sinewy form
Hunting these woods for beaver and for bear;
His eager face, ruddied by sun and storm
And frosts of eighty Winters on his hair.
With knife and hatchet, powder-horn and gun,
He tramped the Adirondacks after deer,
Still as a panther, through the rain or sun —
And bay of timber wolves conveyed no fear.
He knew shrewd Indians with a dark design
And kind Redmen who roved this hunting
ground.
He knew a lake where from a stand of pine
Five distant echoes of the voice resound.
Remember, when some golden morning
breaks,
Lost foot-prints in these woods by crystal
lakes . . .

Catharine Bryant Rowles

ECHOES

Dr. & Mrs. Arden Zipp and daughters Allyson and Alaina, have been spending the past several months in Salt Lake City, Utah, where Dr. Zipp has been studying at the University of Utah. They will be returning to Cortland in June where he is a teacher in the Chemistry Dept. at SUNY. Hopefully they will spend some time at Canada Lake with his parents, Arden and Dorothy.

The Walter R. Kurgan family from "Little Swiss Chalet" are celebrating their nephew's graduation from Utica College. Michael DeTraglia will have a degree in Chemistry and expects to continue studying towards a doctorate. They are looking forward to a summer visit of their family from Florida.

Even though the Knapp family has moved from Massapequa, New York, to Georgia, they still expect to spend some time at the lake. Mr. Knapp has retired from Grumman Aerospace Corp. and now has a business in Chamblee, Georgia.

The Wesley Smiths of South Shore Road and St. Johnsville, New York, have a new grandson. Danny Jay Smith, Jr., was born on Thanksgiving Day, November 23, in Fort Devens, Mass.

Doug and Barbara Leaf of West Lake and Scarsdale, celebrated their twentieth anniversary in April in Aruba. Their daughters, Cindy and Diana, enjoyed the vacation with them, and Cindy is thrilled that she has been

accepted at Bucknell University in Pennsylvania.

Vincent Kane spent September wandering in Europe. Mabel visited the Dunstons in the south this spring. Their family is very busy, daughter Barbara graduated from Wellesley in January and is working in Cambridge. Michael is economic advisor to the Governor of Maine and is setting up a state office for Maine in Washington. Bill is teaching and coaching at St. Andrews School for Boys in Providence and raising St. Bernards on the side.

Dot Leavitt is expecting her son, John MacDougal, and his family for a July visit. The MacDougals are now living in Charleston, South Carolina.

Richard Parkhurst reports that his daughter, Dr. Priscilla Parkhurst Clark, is in Paris this year, where her first book is to be published this summer. Michael Parkhurst has become a security analyst for the Anchor Corp. of Elizabeth, New Jersey.

Otto Stahler managed to find snow this winter, and enjoyed a week of skiing in Colorado. His son, Lt. (jg) Scott Stahler, a 1971 Naval Academy graduate, completed flight training this spring in Corpus Christie, Texas.

Richard Ireland, who is now living in the Fred Saunders' camp, had a "camp warming" for over forty family members last summer. His sister is Eleanor Saunders.

Paul Franz and his family enjoyed a skiing vacation in Austria in February.

Margaret O'Dell, Madge to all her friends, died this winter. She and her husband, Clay, were residents of the north shore for nearly half a century.

Jack and Gretchen Fielding experienced a fine winter vacation this year. They flew to Caracas, Venezuela in early March and spent eight days sightseeing with their son and family.

IMPORTANT NOTICE

If emergency medical care is needed, the Emergency Department of Littauer Hospital in Gloversville is equipt to help. There is a doctor on duty from 8:00 a.m. until midnight weekdays, and until 2:00 a.m. on week-ends. Dr. Frank Denning started this service several years ago and today there are three full-time and two part-time doctors.

ADIRONDACK PARK PLAN

How does the Adirondack Park Land Use and Development Plan effect the residents of Canada Lake? The plan seeks to regulate growth of the Adirondacks so that its natural resources will be protected while at the same time development for both part time and permanent residents will be permitted in such a way as to ensure that the Adirondacks will be preserved for future generations.

There has been much local criticism of the plan, and all lake residents are urged to read the full plan. A copy of this will be available at the Store.

Briefly, Canada Lake is classified for Low Intensity Use, except for the Inlet and Jung's Beach Area which are classified as a Hamlet Area. While the classification for Low Intensity Use is in keeping with the way Canada Lake has already been developed for recreational uses, both classifications potentially permit greater development than now exists.

Private building will not be effected by the Commission in these areas, but large developments of commercial structures and possible further large scale development of the inlet wet lands could be regulated by the Commission's guidelines. Most of the building that will take place in the vicinity of the Lake will still be controlled by local planning boards and the Town of Caroga.

If you have not read the full report, you should do so. This plan, if properly implemented, can be of benefit to all Lake residents and all the permanent residents of the area.

SAILING INTO 1973

(Monty Mason looked after the interests of Canada Lake sailors and promoted sailing for many years. As Chairman of the Sailing Committee he wrote this report for the sailors just before he died. The Sailing Committee is printing the entire report in the Echo as a tribute to his great leadership.)

The Sailing Committee

Sailing is a CLPA Activity

While watching the ice break up in this year's early springtime, we could practically see the marks in place, the boats on the line and John Ryan's steady hand on the cannon lanyard, counting down the seconds for the start of the 1973 CLPA Fourth of July Race.

The big BANG of our imaginary cannon

returned us to reality and a few thoughts about last year's racing season which was highlighted by the formal introduction of the 420 Class of sailboats in addition to the Sunfish Class and the One-of-a-Kind Class which have existed for some years.

Incidentally, the 420 group sort of "slid" into existence at Barbara Patterson's 1972 winter wingding during which a few of our members, (perhaps influenced a bit by the flowing of goodies), allowed as how they would come into the 1972 season with 420 boats, by gum, no matter what! And so they did, with the result that Uncle John Castilloux came thru to win the big 420 money for the season!

SPEAKING OF THE 420's — which we always do, this outstanding and inexpensive sloop class gained about another 6000 boats this past year to surpass the venerable Snipe Class and become the largest sloop class in the world with over 21,000 boats total.

Such popularity has to be earned. Because the 420 is so versatile and presents a complete boat for racing or day sailing, and because of its safety features and low cost, thousands of sailing clubs have turned to it as a Class in addition to such institutions as West Point, Annapolis, the Coast Guard and Merchant Marine Academies, and others.

If you are a Sunfish Sailor consider stepping up to a 420 this year.

If you are buying a first boat there is no better choice for our lake than the 420.

Talk to John Castilloux who has a ready source of good 420's at a very reasonable price.

Incidentally we do not expect to start any more classes. This is it. Our present three classes are more than enough for our small lake.

Trophies: We are pleased to announce that Mr. Bernie Caringe is donating the special trophy for the 420 Class in the 4th of July Race. His welcome donation completes the list of trophies for the various divisions in this race. Our thanks to Bernie!

Races and Get Togethers this Summer: Our schedule is similar to last year's as per the accompanying list. Trophies for last year's CLPA races and this year's 4th of July Race will be awarded at the July CLPA meeting as usual.

HOLDERS of the Bogart Trophies: They are urgently requested to bring these early to the lake and return them to the committee so that we can engrave the names of last season's winners.

Safety in Sailing: As in power boating, sailors need to be protected from potential mishaps resulting from action of wind and wave and other sailors. To maintain adherence to the basic rules of yachting, the committee has had to discuss eligibility for membership in the Sailing Club. Our stalwart president, Al White, himself a sailor of experience, has suggested the following four racing eligibility rules, which the sailing committee suggests should be carefully adhered to — for our mutual good. The adoption of these rules will be discussed at the first organizational meeting of the Sailing Club.

1. All CLPA immediate family members may race.
2. No transients may race; transients being people from other lakes, visiting boats, etc.
3. People renting cottages and bona fide house guests of CLPA members staying at the cottages for at least a weekend may sail the course provided that:
 - a. **THEY KNOW THE RACING RULES.**
 - b. They keep clear of the starting line and all CLPA competing boats until the starting gun.
 - c. They keep out of the paths of CLPA Competitors while sailing the course.
 - d. They avoid protest situations at all times.
4. No record of starters sailing under section 3 will be kept either of performance, list of entry, scores, etc., since they are in truth non-competitors.

We feel that it is not fair to CLPA members sailing for points to be interfered with by non-member skippers, and we ask all to abide by these ground rules for the benefit of our own people.

Safety Boats: Our Races are New York State Licensed as well as CLPA sponsored. We need safety boats for safety and rescue, for patrolling the course, as well as protecting the skippers from potential hot-rodders crashing thru the race.

If some of our older experienced teen-agers or adults can spare a couple of hours on a racing afternoon to serve as safety boats, your contribution will be greatly appreciated. Contact the sailing committee if you can help.

So Summer is nearly here! Let's pray for good weather, moderate winds, and have a great sailing season in 1973!

1972 SAILBOAT RACE WINNERS

Trophy	Open Class	420	Sunfish A Div.	Sunfish B Div.
1st Place	Cannon	Castilloux	D.White	M.Cannon
2nd Place	—	Mason	P. Franz	D.Fisher
3rd Place	—	C.Michaels	Greg Young	M.Cook

The Bogart Memorial Trophy will be given to Kim Franz and Jackie Egan because they best represent the young sailors contribution to sailing on Canada Lake.

Schedule of Sailing Events for 1973

July 6 at 10:00 a.m. on the Patterson's dock, Organizational Meeting

July 7 at 1:30 p.m., the July 4th Race — Rain Date Sunday, July 8

The eight CLPA trophy races, (a sailor must complete five of the eight to compete for a trophy), will be held at 1:30 each of the following eight Saturdays, **July 14, 21, 28, and August 4, 11, 18, and 25, and September 1**, with Sundays as rain dates.

Saturday, August 4 The Pot Luck Supper will be held at a place to be announced.

Saturday, September 1 the end of the season cocktail party will be given by Jack Ryan on his dock.

The Racing Committee
Monty Mason, Chm.
Jack Ryan
Bill Bates
Barbara Patterson
Courtney Young, Jr.
Paul Franz
John Kasson

WANT ADS

Baby Sitters: Lise (18) and Anne (16) Berling, Dolgeville Point — June 12 to September 1. Phone 835-9661.

NOTICE:

The Post Office will re-open in June. Over-the-counter sales of stamps, money orders and other services is most important to insure the continuance of a Post Office at Canada Lake.

Caroga Lake—Wheelerville Fire Department Ice Cream Social will be held at the Fire Department Building August 11, 1:00-4:00 P.M. Everyone Welcome.

TOWN OF CAROGA CHURCHES

Caroga Chapel

Starting 7/1/73:

Sunday Services @ 11:00 A.M. thru 12:00 Noon

North Bush Methodist

Pastor - Rev. Joseph Beatty

All year:

Sunday School - 9:00 A.M.

Church Services - 10:30 A.M.

St. Barbara's Chapel

Pastor - Father Charles E. Walsh

Asst. Pastor - Father Robert Dunn

Starting 5/6/73 to 6/24/73 - Mass as follows:

Saturdays @ 7:30 P.M.

Sundays @ 12:00 Noon

Starting 7/1/73 - July and August - Mass as follows:

Saturdays @ 7:30 P.M.

Sundays @ 9:00 A.M., 10:30 A.M., 12:00 Noon



New Owners of the Canada Lake Store - left to right, Dorothy, Merryn, and Bill Fielding.

CANADA LAKE STORE

The Canada Lake Store opens under new management this year as it was sold last October to Bill and Dorothy Fielding.

They have plans for many improvements over the next few years. Most visible, at present, are new docks and the change of store color to dark brown with white trim. There are two new bulletin boards on the porch - one for the use of "C.L.P.A." and "the Sailing Club" and the other for "General Use."

Further plans are to add a larger selection

of frozen foods, a wheel of sharp cheese, cold cuts, and cheeses sliced to order. There is a possibility that fresh seafoods will be available upon advance order and based upon demand.

Donald White, Rick Fink, Cindy Leaf and Jane Sheffer will be working at the Store this summer.

Bill has been a foreign field service engineer for General Electric for the past seven years and now will continue with the gas turbine division in the Schenectady office. Dorothy was a school teacher. Therefore, store management is new to them and they will welcome your suggestions, requests, criticism and patience. They are anxious to meet you and invite all to come in and introduce yourselves.

CONDITIONS REQUIRED WHEN APPLYING FOR A PERMIT FOR BURNING BRUSH, ETC. ON YOUR PROPERTY.

1. Where required, an open fire or restricted burning permit must also be obtained from local authorities having jurisdiction.
2. Tires, fuel oil or similar materials which cause visible air pollution shall not be used to ignite or to sustain an open fire.
3. Tree trunks, stumps and roots shall not be burned.
4. A restricted open fire is allowed only when the prevailing winds are away from populated areas. Fires shall not be started during heavy winds.
5. Restricted burning shall not be conducted when a period of high air pollution or when a period of high fire danger is announced by the State Commissioner of Environmental Conservation.
6. The applicant shall show this permit to any person who requests to see it.
7. Rubbish piles to be ignited shall be isolated to prevent fire spreading.
8. No fire shall be unattended at any time or be left unattended until entirely extinguished.
9. The applicant shall be liable for damage to trees or other property resulting from fires ignited by him.
10. Should it become necessary to extinguish any fire, the applicant shall pay the entire cost of suppression.
11. This permit is non-transferable and may be suspended if the applicant fails to comply with permit conditions.

RACONTEUR EXTRAORDINAIRE

by Eleanor Franz

"There was a John Faville who fought in the American Revolution in Captain Lefler's company of Bateamen" according to an old account. This same John Faville for his services in the Revolution was given a tract of land in Salisbury. His own choice was to move to the town of Manheim, Herkimer County, where he founded a small community, Faville's Falls, and with his wife raised 12 children. There was there a grist mill and saw mill, a school, blacksmith shop, log cabin and barn. An old letter written by Captain Frank Faville states, "None of the boys were hunters. Grandfather had no gun. But all of them, including the mother, were fishers."

From this pioneer, frontiersman and outdoorsman by direct descent is 5th generation Lendol "Skeet" Sliter.

Skeet's ability to tell stories is his own. We taped some Canada Lake experiences.

"Captain Frank Faville built my original house on Dolgeville Point either before or right after the Civil War. My mother, Laura Sliter, bought his camp in Dolgeville Point in 1903 I think, and the first time I came to Canada Lake was in 1902 when my mother was pregnant. I've been here ever since."

There was an interim though when Skeet existed in Dolgeville and went to school. He is remembered with mixed feelings.

"When I was in high school Mrs. Zoller came in and called the roll one morning, and I wasn't there. After everything had started I stepped out of a cupboard and said, 'Good morning, Mrs. Zoller'."

"Years ago I had a motorcycle I rode down to high school. I got kicked out of high school for some reason, I forget what, and I was mad, so I rode it up the back steps, cut out the ignition, made it backfire, and rode it through the hall and down the front steps. The next night I had to go up to Fancher Youker's to a Board of Education meeting. Paul Franz was on the Board, and he laid me out in lavender, and when it was all over he said, 'Come on, we'll go down to Tom Dygert's and I'll buy you a beer.'"

Skeet flew commercial planes in the early days of aviation. He got his first license, number 26, and flew for 10 years, including a Ford tri-motor run New York to Providence. He concluded flying in 1937

Marie Dare and he were married 32 years ago in October. They lived on Dolgeville Point where Skeet was in the boat and motor

business for 35 years. "It was fun once, but when we got older it wasn't so much fun in the winter," he said, "So we've sold that house, and we've bought a house in Mount Dora, Florida, which we love, and we're all through shoveling snow as far as I'm concerned."

"We've had the store for 9 years up until this coming Friday which will be September 15, and then we're out. The store, the boarding house, were out where the main road is now when the saw mill was running. When the new road was put through the store was cut in two and put side-by-side over where the present location is. Lord ran it, and then they sold it to a Van de Walker, and we bought it from him."

"At the old sawmill just below where the store is now they had a steam steamer that was named the Bedbug, and Burt Yates said it sank in the lake. Well, I found out that Dave Miles in Lassellville bought it, and he had it in his back yard for years, and he finally sold it for junk."

"When I was 16 years old I got a job up in the sawmill. I had to paddle my canoe up here at six in the morning, (half an hour at noon for lunch), and paddle the canoe home at night. Every morning there was an east wind, and every night there was a west wind. A partner and I worked on opposite sides of a saw table making lathe. One day the big saw hit a nail or a bullet or something and broke, and a piece of it flew through a partition, hit my partner right in the head, laid his head open. He just stood there for the fraction of a second and down he went, and away I went. He dropped, I threw up, and quit. I never went back to get my last day's pay."

"This big saw mill and lumber mill had an overhead track across the road. They lumbered up on the mountain up by Colored Lake (not Nigger Lake). They had a big boom out there in the bay, and the Bedbug started to tow it across the lake, and the boom broke, and all the hardwood logs went down in the bottom of the lake. The bottom now is covered with logs."

"Stuart's Landing is about 1/2 mile from the present dam. There was a good-sized building with food and lodging and a big dock, and the steamer went down there twice a day. How they got through a stone dam on a battery nobody can figure out. Jim Blue ran it, and I worked for him. He picked me up at my dock, and I'd hand the wood to the man who took care of the boiler, and when we'd come back up, he'd pull up close to my dock so I could

jump off, and every time I did he'd yank the wheel and I'd fall in. He'd laugh all the way up to the island. The original dam was built by Bill Watts who had a lumber company. The mill and several houses and barns were where the water backs up now. The steamboat burned when the old hotel burned. Jim Green's car, Dr. Thompson's (the dentist from Dolgeville), and my father's car were in the barn. They got them all out except my father's spare tire which was burned."

"I've known a lot of famous people here. Clare Dwiggs was a cartoonist and artist, Jim Stanley was a famous singer, Herbert Asbury was an author, Charlie Sarka was a famous artist, Paul Bransom is still a famous artist. He lives here yet and is still working. Tod and Phoebe Ballard are authors and have a house here and at Mount Dora. Margaret Widdemer who won a Pulitzer prize for poetry has a camp on Center Lake yet. It used to be Mud Lake and still is to me. Mickie Hahn, (Emily Hahn), Helen Asbury's sister, now lives in England. She wrote *China to Me*, *The Soong Sisters*, *With Naked Foot*, and *Africa to Me*. She went across Africa all alone except for colored porters."

"In the early twenties Jack Russell came here and made movies, *The Last of the Mohicans* and the *Face on the Barroom Floor*. That one was made up on the old Auskerada, and the *Last of the Mohicans* was located up on the trail that goes to Goose Egg Lake. It started out at the Frozen Dog where there used to be a speakeasy. He built a fort, a log cabin up there, great big trees. I got paid \$5 a day to work in the movies, and all I had was paint, feathers, a jock strap, a bow and arrow. Every time when the camera turned toward me I got out from behind a tree and waved. Of course when the film was finished they cut me out."

"When they got through making movies Charlie Sarka bought the old log cabin, the fort, and moved those great big logs down to his lot which is next to the present Jack Ryan place. Charlie Sarka had John Conolly from Dolgeville build a fireplace you can almost walk in and paid him \$6000. He had the logs built up to about 6 feet, and then went broke, and the logs are all rotten now with trees growing out of them, but the fireplace is still standing."

"Several years ago when Kippy Grant was working for me I had a Model A roadster, and we went down to Fran Sutton's to deliver a motor and screen door. We got close to shore and the ice broke, and the Ford went down.

We got out without getting wet, but while we were trying to turn the car around to pull it out I fell in, and Marie took a movie of me. People after that that saw the movie wanted to know if I jumped in the lake deliberately so she could get a movie of me. I said 'No', it was 12 below zero!"

Skeet told several more anecdotes about the lake. "This is one about Ray Kilborn's camp on West Lake. Connie McGuire and I got an old deer head and fastened it up in some bushes with a long string, and when Ray and Blanche came down, we wiggled the bushes. Ray grabbed his gun and shot, and it was during the war when shells were hard to get. He emptied his gun and said to Blanche, "Blanche, quick, get me some more shells. He shot the head all to hell before he found out what it was."

"Ray's camp on West Lake was the one that Gary Schlusher and I owned for several years. Ray had a bunch of friends up there, and he wasn't much in the woods, so he'd take rolls of toilet paper and string them through the trees so he could find his way home. One day we went down there hunting, and the wind came up and tore the toilet paper all over. Ray was lost and toilet paper was all over the Adirondacks."

"Herbert and Helen Asbury and Marie and I were down at Unger's one night, and Herbert asked Jake if he'd been fishing. Jake said, "Yeah, I got a big bullhead nine inches between the eyes. Herbert said, "Jake you're lying!" Jake said, "I'll prove it. If I prove it will you buy a drink for everybody?" Herbert said, "Yes". Jake went across the road to his house and came back with a board with a foot ruler on it with a bullhead that he'd split half way down, and the eyes were nine inches apart."

"This will tell you how the island got in Canada Lake. Years ago the people down at Caroga Lake wanted an island down there so they hired old Jake Unger to take his oxen up to Pine Lake, cut the island out and bring it down to Caroga. He got down here where the old sawmill was and decided he'd take a shortcut. He got out in the middle of Canada Lake, and the ice broke, and down went the island, sleigh and all. He cut the oxen loose and said "To hell with that", and when he told me this I said, "Jake, I think you're lying." He said, "Skeet, you've got that unbelieving look in your eye, but when the water's low go up on the north end of the island and look, and you'll see the end of my

sleigh still sticking out."

"Well, Eleanor, that's all the lies I can think of for the present."

LOGGING AT CANADA LAKE

Did you ever wonder what the lake looked like fifty to seventy years ago? It is certain that it looked much different than it does now. Canada Lake was the center of a huge logging operation, which ceased forty years ago. That interval has allowed the trees to cover the mountains again and obliterate almost all sight of all the old logging camps and roads. Only a few pictures remain to show us what it was really like.

Ann Kukla's father was Guy Durey and her uncle was Cy Durey. Together they ran a logging operation that included the saw mill on Canada Lake and many smaller camps. Her grandfather, Josiah, came from Niagara Falls and bought land in North Bush. Gradually he bought many other parcels to the north and west until he had thousands of acres. There was so much land that forty years ago, the Durey Company was able to sell 15,000 acres at \$4 an acre to the state for the Adirondack State Park.

That company built the biggest saw mill in the area before 1900. It was located on Canada Lake near Green Lake and it burned 42 years ago. In the half century before the mill burned, the logging operation spread all over the woods that surround Canada Lake.



The old Durey Saw Mill located just below Canada Lake Store, toward Green Lake. Photo, courtesy Ann Kukla.

There had been an Indian settlement between the two lakes and arrowheads and other artifacts were found when the saw mill was built. But the Indians only inhabited the lake during the warm months, because their camp was only a summer fishing camp.

There was another saw mill at Pine Lake. The dam on Canada Lake outlet was originally built to provide more area in which to float logs.

There was a logging camp at Eastman Lake. The logging road to Eastman went along Otter Lake, between the cliffs that are on the back of Camel's Hump above Stewart Lake outlet, and up to the Indian Lake stream. There the road turned east around the mountain and then north to the south shore of Eastman Lake. Today there seems to be no trace of this road.



Logging operations in Green Lake back in the 1800's. Photo, courtesy of Mrs. Brower.

The old State Road approached Canada Lake via London Bridge as it does today. But it used to continue west of Green Mountain and north of Green Lake. It crossed a little bridge near the fish hatchery pond and continued south of Otter Lake to emerge near Pine Lake and the Arietta Road. It was in this area that Josiah found a cannon ball that dated to Revolutionary times. Time has obliterated this road, too.

There was another logging camp at Stewart Lake between the Camel's Hump and another at Pleasant Lake. The winter road for drawing logs went over Canada Lake and west over frozen swampy ground to Pleasant Lake.

When the road around the north shore of Canadas Lake was built, logs were hauled to the mill on it. The little rise in the road, just west of Hanson's camp came to be known as Dead Horse Hill, because of the death of one of dragging team at that spot.

Another old road, remnants of which are visible today, went from Glasgow Fly to Negro Lake and on west along the Canada Lake outlet. This road had a spur that went over the hill and down to Sand Point on Canada Lake.

Now our area has really only a few surfaced roads and it is hard to imagine the network of logging roads and camps in the

area. It is just as difficult to try and picture the hills around the lake without the trees that are there now. How strange the lake must have looked with barren shores. And how good for us that all this land is now in the Adirondack State Park, so that the forests are forever preserved for our enjoyment.

The following are reprints of some interesting OLD newspaper articles:

STORM AT CANADA LAKE.

Parties in Launches Caught By Wind and Rain and Have Exciting Experiences.

One of the worst wind and rain storms which ever visited Canada Lake, occurred at about 6 o'clock last evening. It lasted only a few moments, but its force was terrific. A few crafts were out on the lake and before they could reach shore they were caught by the storm. Fulton's steam launch, "Kanaughta," in charge of Francis Fulton, was at the lower end of the lake, with fifteen passengers aboard. The wind struck the craft with such force that it was thrown over to one side, and was only kept from capsizing by cutting down the curtains. The women screamed and one fainted, while all on board felt that they had a narrow escape. The rain fell in torrents throughout the gale.

Delos Brower and family, who started across the lake in their naphtha launch, were struck by the storm in the middle of the lake, the canopy being snatched from the boat by the wind and was hurled high in the air. The party landed safely, but the boat was nearly filled with water.

CANADA LAKE NOTES.

Further Details of Sunday's Storm at That Resort—Other Notes of Interest.

[Special Correspondence to the Republican]

Those sojourning at the lake over Sunday had the opportunity of seeing the resort graced in its two phases, first the beauty of fair weather and in the majesty of storm. Not until late in the afternoon did any omen of the coming rough weather present itself, and then great banks of dark, ominous clouds rose from behind the western

mountains, causing every craft to seek the shelter of some friendly dock.

But two vessels were unable to gain shelter, the "Kanaughta," loaded with twenty passengers, on its way to Stewart's landing, and the naphtha launch of Delos Brower, containing himself, his wife and John Brower. The launch had reached the center of the lake, en route to Fulton's Lake House, where they are in the habit of dining. On these the storm burst in its full and unrestrained fury. To those at the hotels, watching through the occasional rifts of spray, the progress of the Brower launch, it seemed that the little boat must be swamped, and row boats were launched, ready to go to the aid of its occupants.

Suddenly, between the rifts of spray the canopy covering of the boat was seen to shoot into the air and the boat rolled over on its side. The driving sheets of rain and spray then shut them from view. When the next rift opened, the watchers had expected to see the craft capsized and floating upon the lake, and the passengers struggling in the water, but with the next view the boat had righted, but the canopy was gone.

Mr. Brower's presence of mind probably saved him from a disagreeable, if not disastrous experience. Realizing that the canopy was acting as a sail and was endangering the boat, he cut the fastening and allowed it to blow overboard. As it was, the boat was fortunate to make the landing with results no more serious than the loss of the canopy and a thorough drenching of the occupants.

The experience of those on the "Kanaughta" was, perhaps, the most thrilling of the day, and it is a wonder to those familiar with the lake that the vessel was not wrecked. On the way to the dam, it had reached a point in lower West Canada lake where it would receive the fullest fury of the storm. A rain was expected and all of the side curtains were down and securely fastened. The storm swept down upon them with a heavy wind. The side curtains served, as had the canopy on the naphtha launch, as a sail and so violent was the wind that the heavy steamer was tossed and rolled

as though it had been a canoe. The wind increased in fury and there was but one way to save the vessel—to loosen the curtains.

It was impossible for Francis Fulton, who had charge of the boat, to leave the wheel, and he shouted to the men on board to cut the curtains away. With knives and fists, the desperate men slashed and tore them away from the fastenings, and the boat then rode easier. At the climax of the storm, several women among the passengers

fainted and for three quarters of an hour the occupants were subjected to the rain and wind. Finally the boat was brought to the hotel dock and a rather spoiled but thankful party disembarked.

The storm was one of the most severe ever experienced in this section, and the manner in which Fulton conducted himself and handled the boat reflects much credit upon himself and speaks highly of his seamanship.

Divers Will Hunt Resting Place Of Famed Canada Lake Steamship

By RAYMOND LARSEN

The "Kanaughta," a 50-passenger, wood-burning steamship that plied the waters of Canada Lake more than 60 years ago, has recently become the object of an intensive search on the part of the Fulton County Skin Divers Association.

It is believed that the ship lies at the bottom of the lake just off shore at Stony Point.

What ill fate befell the vessel? A better question might be, is it there at all?

Decided on Boat

In 1888 James Y. Fulton began construction of the Fulton Hotel, or Fulton House, at Canada Lake. Sometime early in the 1890's he conceived of the canopied "Kanaughta," and decided to build it at the hotel boathouse where several smaller ships had already been completed.

The boat, probably the largest ever on the lake, was referred to by many as "Fulton's Folly."

But it served several purposes, carrying people to summer homes accessible only by water and lugging guests and baggage to Fulton House and the Auskerada Hotel, a stately 5-story building directly across the lake.

Ran Daily Tour

The ship also ran a daily tour of the lake, starting at the two hotels and traveling up to Stewart's Landing seven miles away at the dam, for the round-trip price of 50 cents.

It is said that the fire that consumed the Fulton House in October, 1914, claimed the steamship, which had been beached near the hotel, as well.

This would seem to be the end of the story, but the Fulton County skin divers are hoping "it just ain't so."

For another story has it that the ship escaped the fire and was bought by John Russell.

Was Movie-Maker

Russell, who owned a camp on the lake, went into the motion picture business. He filmed several movies at the lake, including "Cardigan," in which it is claimed were shots of the "Kanaughta" as a log-hauler; "The Perils of Pauline," which



STEAMSHIP 'KANAUGHTA.'

Is it at the bottom of Canada Lake?