



# The Backbone

A publication of the Backbone Ridge History Group of  
Schuyler, Seneca, and Tompkins Counties

BECAUSE HISTORY MATTERS

## LOGAN METHODIST CHURCH

BY SANDRA BRADFORD

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The Logan Methodist Church was built in the fall of 1832 and closed its doors as a church in 1970. After its closing and seeing vandalism, some of the community got together and formed an association to preserve and restore the building.

In 1986 the association purchased the building and one acre of land that it stands on from the Central New York Conference of the United Methodist Church. The Logan association agreed the building would be used for community events and activities.

Many volunteers and hours have been put toward the restoration of the building since. Donations and fund raisers have been important to its maintenance, recently the bell was removed from the tower and has been set in the yard for safety reasons.



Continued on page 3

Greetings to all members and subscribers to the Backbone Ridge History Group newsletter!

As the fall season is beginning and the golden rod and asters add color to our roadsides and the harvest season is well underway, we'd like to send a big thank you to all who continue to support us in our efforts to keep the history of the area of the land between Seneca and Cayuga Lakes and surrounding area alive.

To that end we publish this newsletter and have brought several successful and well attended programs this year to the public at the Logan's Landmark Community Center. We extend a big thank you to them for the use of their wonderful space for our presentations! James Jensen of that group has been so helpful to us as has the Nelson B. Delavan Corporation for their grant that allowed us to do the programming.

This year thus far we have had a program in June by Cynthia B. Neale in which she presented her book, an historical novel *Catherine Queen of the Tumbling Waters*, that so vividly describes much of the history surrounding the time period in which Queen Catherine Montour lived and the time in which she was a leader of the peoples of the Iroquois tribe to safety at Fort Niagara Canada as the campaign by Sullivan to destroy their villages proceeded. In July, attendees were entertained with music by Spudz'n'Taggit, a group that specializes in acoustic Celtic, Old Timey, Tin Pan Alley and Americana music. In August, transcribers Judy Butterfield and June Szabo with Keith Jensen, our GPS and digital expert told of the transcribing process of the original 1790 surveying work done in Hector, Ovid, and Ulysses for the military lots which were given to Revolutionary War soldiers in payment for their military service. This was a several years long project by a group of dedicated transcribers under the auspices of the Backbone Ridge History Group originally conceived by Alan Buddle and Robert Kibbee, both of whom we have lost before the project could be completed. The work is still underway for parts of Ulysses. Plans are for all three of these areas to be available digitally for all those who are interested in knowing more about the military lots. A link has been provided on our website.

A future program planned at the Logan's Landmark on Saturday, October 21<sup>st</sup> at 2 PM will be a combination musical and a social gathering where we are inviting all of our members and other interested folks to come to interact and tell us what programming would be of most interest to you. Harold Bush, our vice-president and harmonica expert will entertain us with the harmonica and educate us about the history of the harmonica. Refreshments will be provided.

We also would like to announce that Kari Milliman Gauntt, who has done the setup for the newsletter for several years from her home in Texas has returned to the area and recently become a trustee of the Backbone Ridge History Group. Joann Neal of Watkins Glen has also become a new trustee. I would like to extend a big welcome to these folks and look forward to working with them. We would love to have more new members and trustees. Also, we'd welcome other help, such as newsletter articles, and help with programs and etc. As we are having to put a new roof on the building in Lodi which houses our archives and where we hold our meetings and plan for future access to our files to the public, we'd also welcome donations to help us go forward with getting the roof fixed and our front steps redone. If you would like to help in any of these various endeavors, you may contact us by e-mail at [backboneridgehg@gmail.com](mailto:backboneridgehg@gmail.com) or you can call me at 910-988-2268. Our mailing address is: The Backbone Ridge History Group, P.O. Box 62, Trumansburg, NY 14886 to contact us by postal mail.

Thanks to all for your support.

Your president, Charlotte Dickens



BY SANDRA BRADFORD  
(CONTINUED FROM PAGE 1)

In 2001 the Logan Methodist Church was officially designated to the National Register of Historic Places. Earlier this year the Town of Hector historian Sandra Bradford applied for a grant from the William G. Pomeroy Foundation for a Historical Marker. Working with James Jensen, president of the Logan Landmark, "as it is now called", the grant was submitted, approved, and the funds and marker were delivered to the Town of Hector and has been installed by the town on the premises.

We are grateful to William G. Pomeroy, who after learning that New York State had stopped funding for historic markers, leaving communities to raise their own funds established the Pomeroy Foundation in 2005, because of his love and passion for history. One of the main initiatives was to help people celebrate their communities' history by offering grants for historic markers and plaques nationwide.

The dedication took place this year, to help educate the public, encourage pride of place and community and promote historic tourism. They dedicated the marker for the Historic Logan Methodist Church, a building that is more than a simple wooden structure, but a building that will serve our community for many years to come.



THE TOWN OF LODI

Invites you

To the dedication ceremony for the

*Silas Halsey NYS Historical Marker*

*Funded by the William G. Pomeroy Foundation*

Saturday, June 3rd, 2023 at 3pm

At the former home of Silas Halsey  
now owned by Linda Farr Lucas  
8375 North Main Street

Silas Halsey served as a State of New York Representative  
to the 9th US Congress (1805 – 1807)

*Recognized for his resilience in the face of poverty and struggle  
during the American Revolution, he built a farm from the  
wilderness, he left a legacy of service and as a public servant, he  
was a pillar in his community; a leader of men.*

*Reception to follow at the Lodi Historical Society*

In case of rain, the dedication will take place at the LHS  
8493 South Main Street in Lodi, NY

RSVP (845)0399-4094

knodish1@mac.com





BY JUNE SZABO

Much has changed on the Hector Backbone and if you ask a farmer it is likely they will tell you that includes the weather. When I was a child snow constructions populated our yard for most of the winter and I don't ever remember waiting for enough snow to get out my sled. In the past the local papers were full of stories about snow storms and though they still make the news, we do not have the same weather we had 30 years ago.

One of the earliest and worst blizzards I found reported in the local papers happened in 1888. These stories appeared in the *Farmer Review* on February 4, 1888.

—Ovid Centre item in Independent:—  
Last Thursday, in the storm, Thomas Conley started for home on the railroad track, going north from Ovid Centre, carrying a sack of flour and some other bundles he had purchased. He was overtaken by the snowplow coming at full speed. He did not see it till it was about six feet from him. He tried to jump off the track, but the plow caught and threw him up in the air and over the fence. The engineer did not see anything of him till he saw his feet and legs flying in the air over one side of the train. He landed over the fence in the snow. — The train stopped and backed up to pick up the remains, when Conley got up and told them "he was all right, they could go on, and not waste any more time."

—Thirty men were at work in the snow banks near Will Porter's on Monday last. It was necessary to shovel a passage toward Lodi, for about half a mile.

—This is a good time for snow bank stories. While the bank in front of Wm. Porter's, on Lodi street, contains the most snow, and on Sunday was fully twelve feet high, the bank near A. D. Peterson's, at the railroad crossing north of this place, is said to have measured fourteen feet to the highest point. It was tunneled and teams driven through all day Sunday and part of Monday, when for safety the covering was removed.

The two stories below are from the *Seneca Falls Reville*, they describe how the 1888 storm disrupted the various modes of transportation in the Finger Lakes region. The stage coach routes were blocked between Cayutaville, Ithaca, and Mecklenburg and there was no communication or travel from the 26<sup>th</sup> of January until the 30<sup>th</sup>. Things were much worse farther north, "it required a snow plow pushed by four engines, aided by half a hundred men with snow shovels, to get through the banks" between Seneca Falls and Waterloo.

—The stage routes of Western New York were probably never before so blockaded with snow as during the week preceding Jan. 30th. There was no communication between Cayutaville and Ithaca from the 25th until that date, and the Mecklenburg stage did not make a trip over the eastern section of the line from the 26th to the 30th. Bad, however, as were the blockades in this section, they were much worse in the counties to the northward.

—It required the efforts of an immense snow plow, pushed by four engines, and aided by half a hundred men with snow shovels, to get through the huge snow banks between this village and Waterloo on Sunday last. A good part of the day was consumed before the work was accomplished. The scene of operations was visited by hundreds of people from both villages, and when the train reached Seneca Falls, all felt that the road was once more in running order. At 6:30 p. m. the regular passenger train reached this station, bringing the Rochester papers of Friday evening, Saturday and Sunday.—  
*Seneca Falls Reville.*

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## BACKBONE BLIZZARDS

BY JUNE SZABO

(CONTINUED FROM PAGE 4)

The *Geneva Courier* reports that on Thursday the 26<sup>th</sup> of January the W. B. Dunning, a steamer, left Geneva and headed south on Seneca Lake. It stopped in Dresden to let off some passengers who returned to Geneva by rail because the passage was such a rough one. The steamer finally arrived in Watkins but could not return because of the wind and ice. It finally left Watkins Glen on Sunday but upon arriving in Geneva on Monday, the steamer was unable to get into the harbor. "After much hard work a landing was effected at the extreme east end of the dock."

After the 1888 blizzard every year for the next decade had notable winter storms. Here is a recollection of the worst weather from the *Watkins Glen Express*, published on February 16, 1899.

### Mid-Winter Storms.

Being snowed in last week and having his attention called to the subject by the raging elements without, Mr. O. F. Corwin, our faithful weather observer, looked over his records for the past decade to see on what dates the annual mid-winter storm had come. For be it understood there is every year and at about the same time what might be called our mid-winter storm and it is just as much to be expected as a January thaw.

In 1889 the storm covered February 22-26 and brought a twenty-eight-mile-an-hour wind and temperature 12° below zero.

In 1890 the storm period was March 5-10, wind twenty-five miles and lowest temperature 1° above. This however, was a very mild winter, distinguished for remarkable auroras and dandelions blooming on Jan. 13th.

In 1891 February 3 to 6 brought the storm wind thirty-five miles an hour and the mercury 3° below.

In 1892 the elements did their worst January 25-28, with wind at thirty-five miles and a temperature of 6° below.

In 1893 the storm period was January 9-18 with wind on the 17th as high as fifty miles an hour; five inches of snow on the 12th and the mercury between zero and 9° below for nine consecutive days. This was a howling week and the mean temperature for the month was 14.2°.

—The steamer W. B. Dunning, Capt. Smelzer in command, arrived in Geneva on Monday night. This was the first that had been seen of her in Geneva since on Thursday. The trip upon that day was a very rough one, and some of the passengers got off at Dresden, and returned to Geneva by rail. After a stormy passage, she arrived at Watkins on Thursday, but on account of the wind and ice, she was unable to return. The storm continuing Friday and Saturday, no effort was made to leave the dock at Watkins, but on Sunday she cut her way out, and on Monday she made the trip through to Geneva. Arriving here she was unable to get into the harbor, the ice having frozen to quite a thickness. After much hard work a landing was effected at the extreme east end of the dock. Captain Smelzer reports the docks all along the Lake in a bad condition, and it is difficult to effect a landing anywhere.—*Geneva Courier*.

In 1894 the bitter week was February 21-26. The wind came skipping over the hilltops at about a twenty-eight-mile pace, and the mercury drew itself into its hole until it stood at the minus 15° mark.

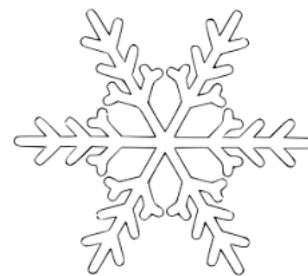
In 1895 the violent week was February 2-9. Each day brought wind of between thirty and forty-five miles an hour, and the mercury kept from zero to 14° below during all the eight days.

1896 February 15-19 brought the storm with wind from twenty to thirty miles and mercury as far down as 17° below.

In 1897 the winter did its worst January 23-27. The wind raved around the housetops at from thirty to thirty-five miles and the mercury got to 3° below.

In 1898 January 29 to February 4 was the arctic week with wind at twenty-five miles and lowest temperature 9° below.

This year, 1899, our trouble began on February 8th and held its own until the night of the 13th. The velocity of the wind varied from fifteen to thirty-five miles an hour and from the 8th to the 13th inclusive the mercury at its lowest reading stood—2°, —14°, —14°, —15°, —10°, and —4°, making the coldest six consecutive days in the eleven years.



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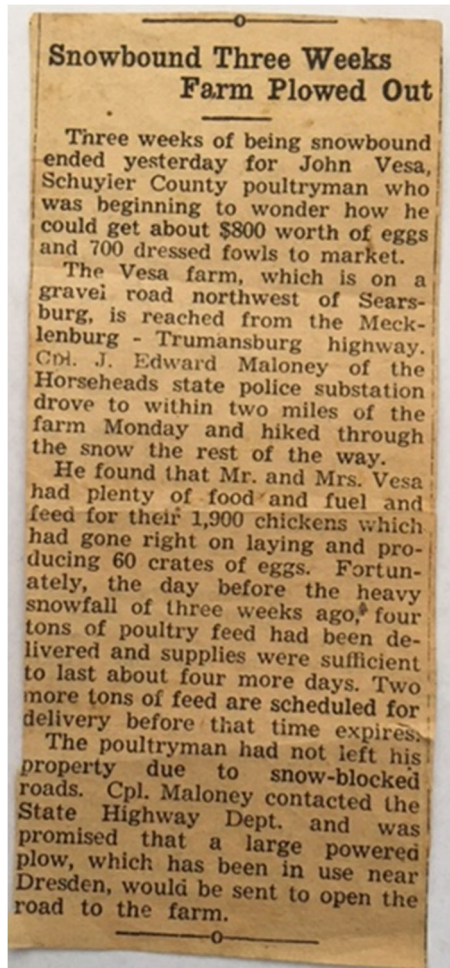
BY JUNE SZABO

(CONTINUED FROM PAGE 5)

In the 20<sup>th</sup> century the newspapers are full of snowstorm stories year after year, and some of my neighbors recall the biggest ones. Oiva Vesa remembers being snowed in on the backbone for weeks in 1945. When school re-opened after the storm, Vesa Road did not. Oiva walked on top of the snow drifts, about a half mile to the corner of Vesa and Searsburg to catch the school bus. The family survived on chicken, eggs, milk from a few cows, and canned goods from their garden, but after three weeks of being stranded, supplies on the farm were getting low. Oiva's mother was pregnant and getting close to her due date in March.

Before the storm Oiva's father, John Vesa, left his car on the corner of Searsburg and Vesa Roads. John hiked to the corner, dug out his car, and drove to Watkins Glen to find help. When the feed for their chickens arrived the road was still not plowed. They loaded the feed onto a sled attached to a tractor, and drove it through the fields to the barn.

Oiva has saved a newspaper article that described his family's situation for those three weeks in February 1945.



Fayette Zimmer, 76, retired farmer, died unexpectedly on Friday, Feb. 2, at his home in Ovid, following a heart attack. He was stricken while shoveling snow in front of his home.

The worst storm in several years swept over the state Wednesday, a fall of light snow and a hard wind causing a howling blizzard. Traffic was tied up over night on main highways and around 200 motorists were marooned in and near Interlaken.

The blizzard beginning last Thursday was the worst storm that has visited this section in many years. All railroads in New York state were completely tied up and the Ithaca branch of the Lehigh Valley was blocked from Friday morning until Monday night.

Articles about the same storm from the *Interlaken Review* – Friday, February 16, 1945

(continued on page 7)



An article in the *Interlaken Review* about the storm in 1945 describes the cost to taxpayers for snow removal. Something we still talk about today.

## State Asked to Assume Costs of Snow Removal

Calling on the state to assume all costs of snow removal on the state highway system by using a part of the gasoline tax revenue contained in the 310-million-dollar reserve, Don J. Wickham of Hector, vice president of the New York State Farm Bureau Federation, declared that the depth of snow and frequency of snowstorms this winter have proved the urgent need for legislation to provide such operation.

"Thousands of farmers throughout New York have been snowbound this winter, untold financial losses have been caused by failure to get farm products to market, schools have been hurt, and business has suffered due to the inability of existing snow removal equipment and crews to deal with the situation," Mr. Wickham said.

The State Farm Bureau Federation, together with the other groups that make up the State Conference Board of Farm Organizations, requested Governor Dewey and the legislature last month to relieve counties and towns of the costs they are now burdened with in removing snow from state highways. Mr. Wickham, who operates a farm at Hector, said that the Farm Bureau Federation recognizes the fact that the snow removal situation, bad as it is, cannot be corrected immediately because of the manpower and material shortages, but that it believes now is the time to plan for the future.

Mr. Wickham urged that the state use part of the gas tax revenue contained in the 310-million-dollar reserve set up by the legislature for snow removal on state highways. "In our opinion," he said, "no better use can be made of the gas tax revenue than to use part of it to pay all the costs of removing snow from state highways so counties and towns can give better service to those living along local roads.

"To require local taxpayers to pay 50 per cent or more of the cost of snow removal on state highways is an unreasonable and unfair burden on

situation, bad as it is, cannot be corrected immediately because of the manpower and material shortages, but that it believes now is the time to plan for the future.

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"To require local taxpayers to pay 50 per cent or more of the cost of snow removal on state highways is an unreasonable and unfair burden on local owners of real property," Mr. Wickham continued. The State Farm Bureau Federation has maintained for 12 years that state highways are public in nature because they are used far more by people outside the county than by people within the county and town. All the money raised within counties and towns for snow removal and winter maintenance should be used on local roads."

Mr. Wickham said that during this winter many rural homes and farms have been isolated so that they could not be reached by doctors, milk truck drivers, feed distributors and fire fighters. Old equipment and short manpower were largely responsible, he said.

"Only in recent years has the state assumed any part of the cost of snow removal," Mr. Wickham stated. "It now shares with the counties on a 50-50 basis up to a ceiling of \$75 per mile on state highways. The 1944 legislature raised the ceiling from \$50 a mile up to \$75. If snow removal in a given county totals \$150 a mile, then the state pays half and the county pays half. If the costs run as high as \$200 a mile, then the state pays only \$75 and the county the balance.

"Because of extra heavy snowfall this winter, many counties have already exhausted their entire appropriations for the year and boards of supervisors have had to make additional appropriations. Under present policies these appropriations can come only from increased taxation on real property."



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BY JUNE SZABO

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Tim Grove remembers a winter storm that happened in 1958. His father, Clayton (Bunk) Grove, worked for the Town of Hector highway department. There was so much snow in February of 1958 Clayton had to use a bulldozer with a V plow on the front and wings attached to the sides to break through the accumulated snow drifts. It took days to plow all the roads and the schools were closed intermittently for two weeks. Every time Clayton went out he worried he would hit a buried car. He slept at the town barn until all of the roads were clear. It was more than a week before Clayton made it home.



David Clayton Grove on a snow drift



Clay and Tim Grove with the family car, a Nash



Clayton (Bunk) Grove with his bulldozer plow 1958



Clayton (Bunk) Grove and bulldozer plow

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BY JUNE SZABO

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Much of the surrounding area was buried by that storm and the following article explains the predicament farmers, highway departments, the post office, and a doctor found themselves having to overcome.

In 1961 and 1966, many families living on the Hector Backbone found themselves snowed in. The 1961 storm was a category 4 (crippling), 1966 a category 3 (major). The Havens family lived in Mecklenburg and Sandra Bradford shares her memory of one particular storm that happened when she was a child between 7 and 9 years old.

Sandy said, "I remember when I got up that morning and dressed there was a strange quietness all around and school was closed. My sister and I were excited about staying home and playing in the snow instead of going to school. [Ha Ha] We soon found out we couldn't have made it to the bus anyway and playing outside was out of the question. We watched as my Dad got ready to go out and shovel, and when he opened the front door we all got a big surprise. All we saw was a wall of solid snow! Mind you my Dad was 6 ft. 2in. and the snow was way over his head and the door. It was too far and too much snow to shovel from the back of the house to the front, so my Dad went upstairs. My sister and I watched as Dad stepped out the window and tested his weight to make sure he didn't sink into the snow, then he began the arduous work of shoveling, and shoveling. The shoveling went on and off as he took well needed breaks to have meals and rest up. When the shoveling was finally done there was a tunnel from the front door to the road, way over our heads. When school reopened I remember waiting at the end of the driveway, not being able to see in either direction, but listening for the bus to come up the hill. Walking through that tunnel was awesome, but I'll never forget the immense quietness all around along with the snow blanketing everything." (cont'd on page 10)

## Severe **Blizzard** Closes Highways, Shuts Down Schools and Factories and Isolates Areas; Farmers Use Toboggans, Mailmen **Snow** Shoes

The lack of **snow** the past few years has resulted in surplus funds in the **snow** removal budgets of both counties and townships in the area. But this year the worm has turned.

After a near record snowfall in January, the area has been kept busy during the first few days of February, shoveling out from under what many consider "The worst winter weather since 1943."

A severe week end **blizzard** closed practically every highway in Central and Northern New York, and a state of emergency was declared on Sunday in several up-state cities. Buses and Trains were stopped, factories and schools were forced to close. Most main highways were opened on Monday but several days were needed to remove the hard packed **snow** which blocked secondary roads.

Interlaken Central was scheduled to reopen today for the first time this week.

Town Highway Superintendent, Charles Ball, and his crews were handicapped when one truck broke down from the heavy strain. Another became stuck and they were unable to free it until heavy equipment could be brought in on Tuesday.

The local post office reported that **snow** shoes and skis were used Monday and Tuesday by rural mail carriers, Bill Holman and Bob Dickerson, as they worked into the evenings attempting to get the mail through. Even then they were unable to reach a good many of the homes in outlying areas.

The farmers suffered heavy losses

because many of them were unable to get their milk to main roads where it could be picked up, and some were forced to dump out several days supply. Others used such means as sleds, toboggans and sliding discs to take milk across fields to main roads.

According to Mr. Lawrence Peer, manager of the local milk plant, only 45 out of 91 dairies who regularly deliver to Interlaken were able to report on Sunday and 48 on Monday, however, many carried 2 days milk.

Another story resulting from the **storm** could well be entitled, "The stork wore snowshoes," or "Dr. Folts Saves the Day." Whatever it is called, it meant very serious moments for both the good doctor and his passenger, Mrs. Vernon Brown, of Ovid. Four hours and 40 minutes were required on Monday to drive the 20 miles from Interlaken to Seneca Falls Hospital, where, soon after arrival, an 8 pound boy was born to Mrs. Brown.

Dr. Folts alerted County Superintendent, John Carey, shortly before 11 P. M., Sunday, and in a few minutes the trip was started behind 3 **snow** plows. They arrived at the hospital at 3:40 A. M., and the baby arrived at 4:24.

At times both Dr. Folts and Mrs. Brown, the former Esther Gage, thought they would have to stop at a home or change their course to Willard State Hospital.

In the days that follow the digging out process many more such tales will be related, and in the years to come many will recall the "winter of '59."



BY JUNE SZABO

(CONTINUED FROM PAGE 9)

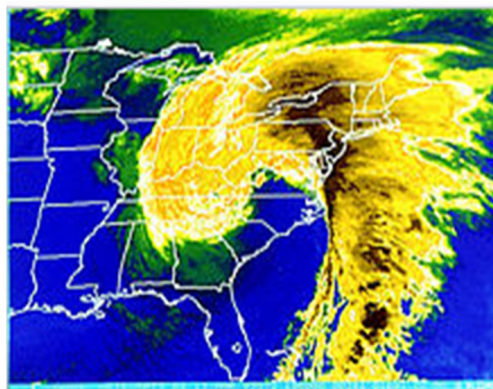
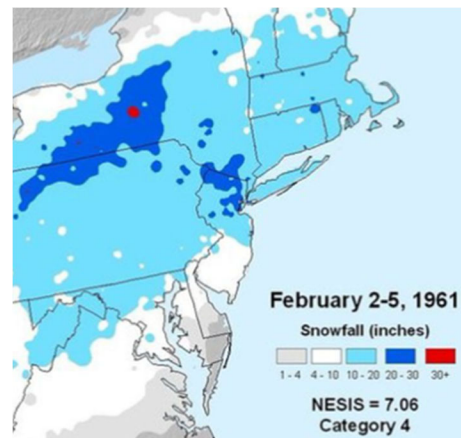
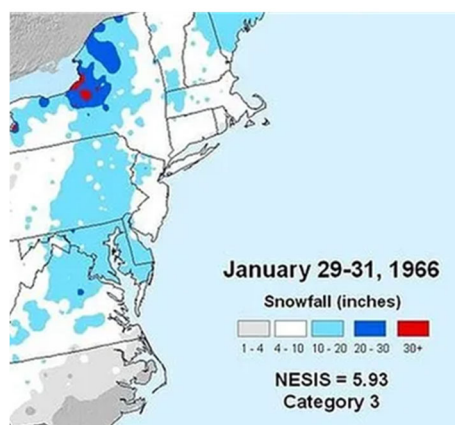
The blizzard of 1966 was referred to as “the storm of the century”. That winter storm devastated almost half of the United States with tornadoes, flooding, hail, rain, and snow. It was a combination of a nor’easter and lake effect snow. New York declared a state of emergency as snow fell at a rate of 3 – 4 inches per hour.

Temperatures were recorded at -26 F in Syracuse, and within the first few days at least 142 people died – 31 froze to death and 46 died in fires that started as a result of people trying to heat their homes. Others died from heart attacks brought on by shoveling, or pushing cars out of the snow. Some perished in traffic accidents that happened on slick roads. When it was over the death total had risen to 201.

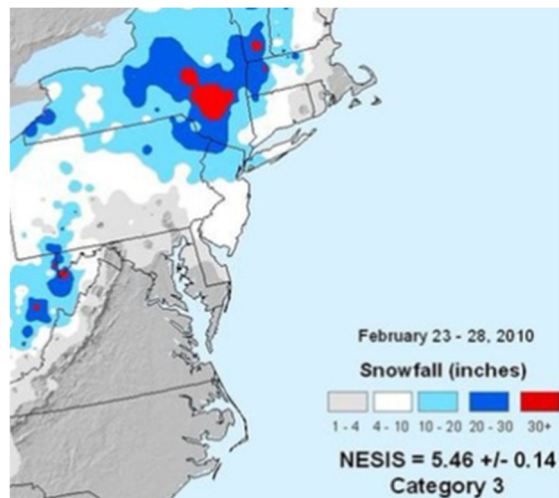
In March of 1993, Tim Grove remembers a storm creating a drift that grew to the top of a smoke house in his barnyard, about 20 feet high and 50 feet long. The wind was howling and it was so cold Tim had to herd all of his cows into the lower level of his barn. The storm happened during calving season and 50 cows, some with new calves, were squeezed into the space.

If they had been left out in the storm some of the cows would have perished and the calves would not have survived. Tim visited the barn in the middle of the night to check on his herd. To keep from being trampled the babies were standing underneath their mother’s bellies and all of the cows managed to stay calm. When he returned to his home the thermometer read 5 below zero.

The 1993 blizzard was also referred to as “the storm of the century”. It was another nor’easter that blew up from the Gulf of Mexico. Winds were sustained at 35 mph or gusting higher. This created white-out conditions, the NYS Thruway and other major roads were closed, secondary roads were impassable. New York and six New England States declared disaster emergencies during the storm. Some places experienced thunder snow that fell 2 – 4 inches per hour. The amount of snow it dropped in the Finger Lakes varied from 26 – 30 inches, Syracuse got 43. Across the eastern part of the country 3 million people lost power and 6 billion dollars’ worth of damage was done. In New York State 23 people died.



A satellite image of the Storm of the Century on March 13, 1993.



(Continued on page 11)



BY JUNE SZABO

(CONTINUED FROM PAGE 10)

The last blizzard I remember on the Hector Backbone was in February of 2010, a category 3. More than 30 inches of snow fell in upstate New York. We waited two days for our road to be plowed by the Town of Hector. A neighbor cleared a small path through the drifts with his tractor, so most of the neighbors could escape if necessary. But it doesn't snow like that anymore and even that storm can't compare to the blizzards we experienced years ago. With better equipment roads are cleared much faster and with advances in weather forecasting people are better prepared. This year we only managed one snowperson in our yard, and I only had to avoid the drifts on Searsburg Road three times. This last article from the *Watkins Express*, mentions how the uplands are always a different world in the winter than the lowlands along the lake. I imagine that will never change.

*Watkins Express* December 8, 1898

—How well is shown just now the effect of elevation and nearness to a body of water on the climate of a given locality. While the streets of this village are bare of snow, and either muddy or hubby, a half mile up the Burdett road, there by Jack Brown's, sleighing begins, and we have the word of Mr. Shoemaker, the stage man, for it, that in all his twelve years of staging he has never before seen such splendid sleighing all the way from Mr. Brown's to the foot of the hill at Ithaca. The gale which whitened with snow all the uplands of our county went screaming over the hilltops and across our valley a thousand or two feet up, but down at lake level the full force of the storm was scarcely felt. Besides this, such was the difference in the temperature, owing to the heat given off by the lake, that the snow flakes were almost rain when they reached this village. A lake in a deep valley is like a tub of water in a cellar in its modifying influence upon the temperature.



After a snowstorm in the National Forest  
February 2023, not much snow but beautiful!







Cynthia G. Neale's presentation at Logan's Landmark



Howard Bush and his harmonica at Logan's Landmark



Spudz'n'Taggit at Logan's Landmark



Military Lot Presentation at Logan's Landmark. Judy Wickham Butterfield, Keith Jenkins, and June Szabo



Left, our display at the Trumansburg Fair

BACKBONE RIDGE HISTORY GROUP

*Special Event*

For Friends

of the

Backbone Ridge History Group



# Harmonic Balance

Harmonicas Program

by Harold Bush

Friends!

Join us for a fun filled afternoon at  
Logan's Landmark.

**We will be collecting ideas** from you for  
our 2024 Program line up, and  
**entertaining you** with a **special program**  
by Harold Bush.



**October 21st, 2023, 2 to 4 p.m.**

**Logan's Landmark**

Corner of County Road 2 and County Road 4

For More Information:  
Charlotte Dickens, President, BRHG  
(910) 988-2268

Event sponsored by the  
Nelson B. Delavan Foundation

## Backbone Ridge History Group

PO Box 62

Trumansburg, NY 14886

President: Charlotte Dickens

Vice President: Harold Bush

Secretary: Sandra Bradford

Treasurer: Dave Smith

Trustees: Harold Bush,

Sandra Bradford, Charlotte

Dickens, Kari Milliman Gauntt, Joann Neal,

Bill Sebring, David Smith

Newsletter Coordinator: Charlotte Dickens

Editor: Kari Milliman Gauntt

Webmaster: Dan Huston



**We need you!**

The Backbone Ridge History Group needs **you** to

- serve on the Board;
- help plan & run events;
- write newsletter articles;
- research and write grants; and
- plan for the future.

**Can you help?**

If so, please email [backboneridgehg@gmail.com](mailto:backboneridgehg@gmail.com)  
or call Charlotte at 910-988-2268.

Your assistance is vital to our continued work.