

LAKE ONTARIO

Trade and military operations on Lake Ontario were conducted from the side of Kingston, Ontario, a place which sometimes with several spellings in different sources was called Cataraugus. At this place the south shore and the north shore of the St. Lawrence River to Montreal.

ENGLISH TRADERS TRIUMPH
By the Oswego River and Mohawk River routes came and went that English trade and diplomacy which was very slow in becoming effective but in time grew in power and might and ultimately expelled the French from dominance on this continent. With fair prices and with a certain respect for the Indians' mode of living, the French during the earlier years of Fort Frontenac were able to make all but the Oswego canoe route give a major portion of the fur trade to them. New York traders, however, presently had been cutting into the French fur trade, and it was in order to get them to get them to build Frontenac on Lake Ontario in order to hold the trade.



This Map from the Canadian Government Archives is one of the earliest charts of this region. In addition to its interesting data on Lake Ontario, it shows such a correct knowledge of the Finger Lakes and their environs that its maker might be called "Champlain of the Finger Lakes."

The effect of Fort Frontenac on the south shore travel can be imagined. Any Indian who could get his canoe and furs to Lake Ontario would find some of the things he needed at the fort: guns, gunpowder, knives, kettles, blankets, and cloth, and a string of Italian glass beads to take home to his women folk.

At the time when LaSalle was commander of Fort Frontenac by his friend, Governor Frontenac of Canada, the Seneca Indians and the other tribal members of the Iroquois League had conquered all their enemies north of Lake Ontario and Lake Erie as far as Lake Huron. In Western New York the Neutrals, near Lockport, the Erie, near Salamanca, and the Andastes near Waverly, New York and Athens, Pennsylvania had fallen to the Seneca guns and military prowess. Soon after the founding of Fort Frontenac, Seneca warriors were in 1711 and later they were fighting the Flat Heads in the back country of South Carolina and Georgia.

As the Senecas and their allies began to dominate the other Indian tribes of Eastern North America, they came into a position where they were treated with the most respectful attention, or they could demand some of it from the French to the English and vice versa. The building of Fort Frontenac tended to preserve and foster the authority of the French over the con-

quering Iroquois. Often self-important Seneca chiefs made voyages along the south and east coasts of Lake Ontario to the fort. LaSalle soon began to build sailing vessels at Fort Frontenac, Irondequoit Bay and Cataraugus designated in a letter of 1681 as "a little river, where the ship of the governor was accustomed to come for trade." (History of the Chapter of Seneca, New York, Vol. IX, p. 229.) Later in the fall of 1678 LaSalle sent a ship containing building supplies along the north shore to Niagara. Father Louis Hennepin, Recollet, was chaplain, and Sieur de LaRoche was commander of the expedition.

The building of the Griffon, a ship for upper lakes transportation, was begun above the Falls. Forts or log warehouses like lumber camp cache houses were built "on the Niagara." The palisaded warehouse was built by de LaRoche and his men at the site of Lewiston, New York December 26-18, 1678. Lewiston is where the portage path begins upon which the goods and canoes had to be carried in order to get them to navigable waters above the Niagara rapids and falls.

We have now proceeded in our story of Lake Ontario from the time of the first settlements which led to its discovery in this time to the year 1679 when there was at the northeast corner of the lake Fort Frontenac and on the southwest corner of the lake were the warehouses of LaSalle. Beyond the guardian posts of the Niagara portage were the vast wildernesses of the continent, a region, much of which was already conquered by the Iroquois and for which LaSalle had a charter from Louis XIV of France. The shore line canoe routes of Lake Ontario were vital to the commerce between Fort Frontenac and the Niagara portage and to the region beyond. The south shore route seems to have been preferred to the north shore. On this route Irondequoit Bay was a strategic harbor about midway of the journey.

At Irondequoit Bay food supplies could be replenished by purchasing corn, dried meat, fish and berries in season from Seneca Indians. It also was good diplomacy to stop at Irondequoit Bay, because back in the country at twelve to twenty miles distant were the village houses of 1,000 Seneca fighting men and an estimated population of 4,000 Senecas.

MADE FRIENDS OF INDIANS
Friendly visits to the Senecas in their villages and an exchange of gifts with their important chiefs might prevent a hostile encounter with roving Senecas who were accustomed to parade the wilderness almost everywhere within five hundred miles of Irondequoit.

During his brief visit in January and February, 1679, on the Niagara, LaSalle completed his official inspection of the work of his lieutenants and returned to Fort Frontenac and to his financial worries in Montreal. It is a fair guess that his line of travel from Niagara was through the Seneca country on the great middle trail between Batavia, Galedonia, Avon and Canandaigua.

Toward the beginning of spring in the year 1679 when navigation opened up on the lake, Father Hennepin who had remained on one of the vessels from Niagara in Frontenac in order to make his spring religious retreat with other members of his Franciscan order under the direction of their superior who had come up the St. Lawrence River to meet them.

PRIEST WAGES BAREFOOT
Imagine this, Superior of the Franciscans, a man with the dignity and importance equal to a Bishop, wading barefoot on the pebbly rapids of the St. Lawrence in order to meet his appointment at Fort Frontenac.

When this meeting was ended and the several Franciscans were assigned to their posts, those who were to go to Niagara and to the west with LaSalle got aboard a brigantine, and came to Irondequoit Bay, where the episode of building a chapel of "barks of trees" took place about June 1679 as recorded on the monument at Mercy High School on Blossom Road. "La Salle came along eight days later," says Hennepin in his fascinating book, *A New Discovery*, "and there the whole party went out of the bay and crossed the western shore to Niagara."

Open UP NEW LAND
Now all you dwellers beside the lake implant this passing of LaSalle and his priests and lieutenants in your pictorial imagination and label it. Put my lake door on a day in June 1679 when the men who opened up a new land which became the dwelling place of scores of millions of people.

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January, 1941

1	Circumcision of Christ. Concordius, Bonifilius, Macarius, Martinian, Isidore, Sirdion, Argens.	S.R. 722 B.S. 445
3	Genevieve, Anterus, Theonas, Daniel, Cyrinus.	
4	Rigobert, Eugene, Benedictus, Tryphon, Titus.	
1. Sunday, Sunday after New Year's G. The Holy Name, Luke 2.		
5	Holy Name of Jesus, Simon Stylites, Telephorus, Epiphany of Our Lord, Maces, Melanias, Nilamon.	
6	Clement, Nicetas, Crispinus, Casus, Felix, Lucian.	
7	Patience, Theophilus, Eugenius, Maximian, Severin.	
8	Julian, Basilina, Finan, Marcina, Secundus.	
9	Agatho, William, Nicanor, Florida, Marcellus.	
10	Hyginus, Honorata, Theodosius, Anastasius, Chudas.	
2. Sunday, Sunday after Epiphany. G. The Child Jesus in the Temple, Luke 2.		
11	S. S. Sunday after Epiphany. G. The Child Jesus in the Temple, Luke 2.	S.R. 720 B.S. 456
12	Holy Family, Tatiana, Satyrus, Arcadius, Benedict.	
13	Porcius, Leontius, Glaphyrus, Stratonicus.	
14	Hilary, Felix, Malachy, Marcina, Euphrasius.	
15	Paul the Hermit, Maurus, Secundina, Bonifidus, Mida.	
16	Marcellus, Fursey, Titian, Priscilla, Berardus, Otto.	
17	Anthony, Abbot, Leonilla, Miligtha, Marjanus.	
18	Peter a Chair at Rome, Prisca, Liberata, Anthoniger.	
3. Sunday, Sunday after Epiphany. G. The Wedding Feast at Cana, John 2.		
19	S. S. Sunday after Epiphany. G. The Wedding Feast at Cana, John 2.	S.R. 720 B.S. 456
20	Marinus, Audifax, Canute, Germana, Bassianus, Pia.	
21	Faban, Sebastian, Euthymius, Neophytus, Agnes, Meinrad, Publius, Fruentius, Eulogius.	
22	Vincent, Anastasius, Orontius, Gaudensius, Dominik.	
23	Esposita, B. V. M., Raymond, Immaculata, Aquila.	
24	Timothy, Metellus, Mardonius, Babylas.	
25	Conversion of St. Paul, Ananias, Donatus, Sabinus.	
4. Sunday, Sunday after Epiphany. G. The Centurion's Servant, Math. 8.		
26	Polycarp, Paula, Theogenia, Batilda, Gabriel.	
27	John Chrysostom, Avitus, Vitalian, Julianus.	
28	Peter Nolasco, Flavian, Leonida, Valerius, Thyrsus.	
29	Francis de Sales, Aquilinus, Constance, Sabinianus.	
30	Martina, Aldegunde, Hyacintha, Alexander.	
31	John Bosco, Louise, Germain, Cyrus, Marcella.	

Patrons of the Month: The Holy King
Sweet beyond words' power,
Sun on seas, gleams, disappears,
Through life's every hour:
Line of angels and of men
Speak words full of fond air;
Fire and hearts from holy a gleam
Greet me fond and tender.
Mother's face comes into view
Daily brighter found,
Fresh with childhood's blessed day,
Scented message borne:
Word and form bring me the great
Greatest words of glory,
And so the constant love
Waits its' resurrection eve.
Deep within me shines a star
Which as it shines, I see
On its' right mission.

HAD OVERSIGHT CAMPS
The Denonville expedition came along the south shore and then went to Niagara with overnight camps about thirty miles apart. It returned to Fort Frontenac by the north shore and thence to Montreal. By this expedition more than two thousand men were brought to circumnavigate the lake. Some estimates of the numbers of this expedition go as high as 7,000. Every Frenchman with wilderness scout ability had been called in to help in this expedition. It was the greatest assembly of white wilderness scouts which ever took place in Monroe County.

ENGLISH USED DIPLOMATIC
In some things reading is a poor substitute for actual knowledge. It should be recorded that the English used strong diplomatic pressure to cause the dismantling of Fort Frontenac after Denonville's expedition, but the fort was rebuilt by the French in 1695.

One result of these expeditions was that white men and Indians from far away places came to know the navigation of Lake Ontario, and soldiers were tempted to return to become members of Indian tribes. Another result of the

the inland middle trail, afterwards Denonville's expedition was that it caused Iroquois Indians to withdraw from villages along the north shore of Lake Ontario so that Mississauga Indians of Algonquin blood came to take their place.

The friendship of the Algonquins with the French began with Champlain and was much less likely to be diverted to the English than was the allegiance of the Iroquois.

SOLDIERS WIDEN TRAILS
Just as a trail he kept through the wilderness by the heavy transportation of the men and machinery of big lumber camp opens up an easy path for the canoeist and trapper to follow, so these military expeditions would widen and make cruder roads out of the narrow portage paths around the rapids on the St. Lawrence River. The traveler now could find his way easily.

STRATEGIC LOCATION
Loyal residents of Sea Breeze will of course, say that a view of Sea Breeze was worth the difference in the values of the transportation exchanged. But even loyal residents of Sea Breeze do not fully visualize the strategic value of the ground on which they live. Sea Breeze was of strategic importance for two thousand years, at least.

It is at the southernmost part of the great south reaching curve of Lake Ontario. A straight line from Nine Mile Point on the east to

it was more by the St. Lawrence River and Lake Ontario.

Sea Breeze is the name of an amusement resort on Lake Ontario at the northwest corner of Irondequoit Bay. Since 1900 with the development of motor car traffic a large village of public spirited suburban residents has grown up near to the amusement area, and the position is called Sea Breeze.

Sea Breeze in the "pre-war" days was connected with the city of Rochester by a two mile narrow gauge steam railroad. There was controversy between railroad presidents in those days, and rumor says that a president of the Sea Breeze Railroad traders free pass over his ten-mile line with the president of the Northern Pacific for a free pass on his road, or some such trans-continental line.

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