



Warrensburgh Historical Society Quarterly

Volume 19 Issue 2

Summer 2014

Warrensburgh Resident Cassius J. Logans, MD.

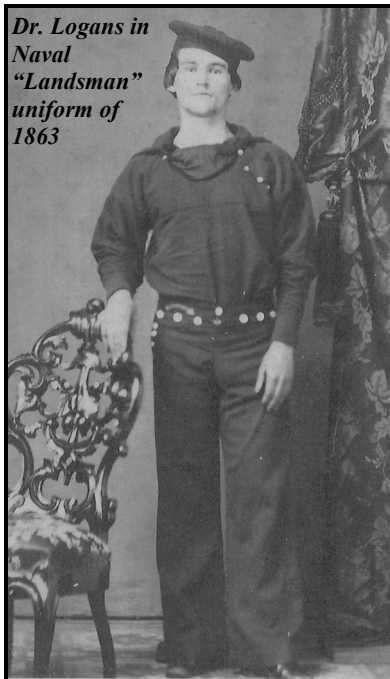
By Marie Rhodes Ross

Cassius J. Logans was born in Williston, Vermont on May 26, 1845. The family genealogy records that his grandfather, Samuel Loggins (Loggans) emigrated from Scotland sometime in the mid 1700's. His father, Sheldon Loggins was born December 13, 1797. True to common practice for immigrants from other countries, over the years, the family name underwent several different versions of the home country name. This is evidenced on many land deeds of the family.

Civil War Years

Cassius grew up in Williston and attended district school and high school there. In 1863, at the age of 17, he enlisted in the US Navy where he served for two years, under the Surgeon General Eversfield, in surgical department of three ships

which were involved in the blockade of ports and waterways of the Confederate States. His first assignment was on the Sebago, a large double-ended gunboat. He was next transferred to the USS Vermont which was anchored at Port Royal,



being used as a hospital ship. The Ironclad Atlanta was a confederate ship, captured by the Union Navy in June of 1863 and became a US Navy ship for the duration of the Civil War. Dr. Logans served on this ship until his discharge at the war's end.

After his return to Vermont, he married Miss Emma Safford of Essex Junction in 1867. They had one son and two daughters.

Post War Medical Experience

In 1874 he entered the Medical Department of the University of Vermont to seek a medical degree. His certificate (which the original remains in the family genealogy records) states,

"We do certify that at the examination held in this college on June 24, 1879, for the Degree of Doctor in Medicine, Cassius J. Loggins was one of the Five candidates who received the highest marks in all departments, and that this Diploma of Examination Honors was accordingly awarded him at the Annual Commencement of the College, held on June 26th, 1879".

His fairly large collection of medical and surgical books have been carefully preserved by his great-grand daughter, Marie Rhodes Ross. She remembers sitting by a basement window on the cellar steps reading them as a teenager and it gave her a desire to go into a medical field. The pictures in the book and the descriptions of trauma treatment, give a graphic picture of the traumatic impact of "life" during the war and in

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Calendar of Events

Wednesday May 21: Historic Preservation Meeting *Defining a Preservation Approach* by Paula Dennis at the Emerson Town Hall, 7:00 pm

Thursday May 22: *Dams of the Hudson River* by Mike Prescott, Richards Library, 7:00 pm

Tuesday June 24: Historic Preservation Meeting *Historic Preservation: What's It All About?* by Steve Engelhart at the Senior Center, 7:00 pm

Sun., June 29: Museum exhibit opening: "Community Service: Fire, Health & Police"

Tuesday July 16: Historic Preservation Meeting *NYS Historic Homeownership Rehabilitation Tax Credit Program* by Sloane Bullough at the Senior Center, 7:00 pm

Sun. Aug. 10: Annual Sticky Wicket Croquet Tournament and Picnic.

For more events and details go to: www.whs12885.org.

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We welcome comments, corrections, articles, pictures, letters, and reminiscences. Send to:

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Note Change

The Board of Directors meets at the Senior Center (May-October) at 6:30 pm on the **FIRST Wednesday** of each month. Call Paul to confirm at 623-3162.

Warrensburgh Historical Society Quarterly

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Welcome

New Members:

Mary A. Tennyson, the Grygiels, Carol Galusha, Matthew and Io Bruce, Robert & Barbara Green, James C. Dawson, Jane Feldblum, Prescott E. Nead III, Thomas & Beverly Roach, Gerald Wakeley, Diane France Simpson, Joseph & Carol Yaroschak, Dennis Coker, Eileen Frasier, Gary & Michael Gronert, Gerald & Michelle Hamilton, Leonora Lucon, Grace-Marie O'Donnell, Lynn & Larry Richards, Mechelle Roskiewicz, Susan Miller, Robert & Beverly Burnham

Membership Information

Students \$5.00 Individual \$15.00 Family \$25.00 Senior (62+) \$10.00 Senior Family \$18 Contributing \$55.00 Business \$50.00 Life (Individual only) \$300 (membership is on a calendar year basis)

If you would like to join and receive the Quarterly by mail, please send a check for the amount of the membership classification, with name, address, and phone number to: **Warrensburgh Historical Society, P.O. Box 441, Warrensburg, N.Y. 12885**

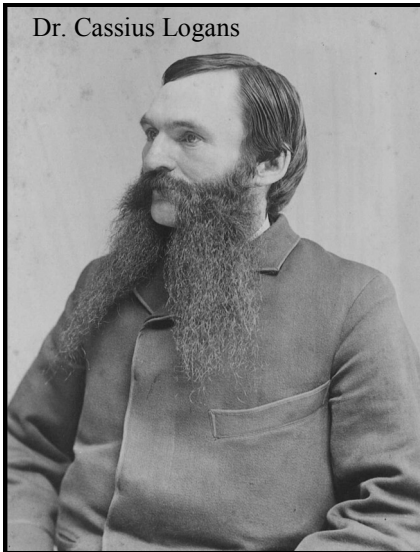
NOTICE

The recording of history is an interpretive and ever changing study. Therefore, the Warrensburg Historical Society or its Board of Directors or members shall not be held liable for the accuracy or authenticity of the material herein. **We welcome and encourage corrections, comments, and additional information.**

Masthead Photo

This photo is a view looking north-westerly with the Union School on the right and Richards Library on the left, near the Elm Street and (current) Stewart Farrar Street intersection

(Continued from page 1) Cassius Logans



rural America in the 1800's.

Mrs. Dennison B. Logans, told Marie of the experiences, her father-in-law doctor, had in "country doctoring". Life was hazardous with lumbering, logging, and the multiple industrial sites in and around Warrensburg. Also, there were few medicines to "cure" contagious diseases. Most medicines were palliative in nature, to make the patient "suffer less". Because of his ex-

perience in the Civil War with severe injuries, amputations and the diseases he encountered, he was well equipped to handle whatever he was called to treat.

For example, a newspaper article of the time states that a "Troy, NY, well known physician and surgeon, Dr. Heuston, came to Warrensburg to consult with Dr. C. J. Logans on the treatment of the fracture recently sustained by Captain John Russell of Bonnie Brae Villa." The article states that he "assured the patient that Dr. Logans had handled the fracture with great skill." Another newspaper article in June, 1900 cites his care of a patient with typhoid fever and pneumonia. "She was unable to breathe without difficulty because one lung was getting no air. Dr. Logans tapped her plural cavity and extracted 49 ounces of pus and she recovered." This type of surgery was very rare at that time. Doctoring in the 1800's was definitely not the easiest of professions.

Where He Practiced

The day after he graduated, Dr.

Loggins began a practice in Burlington, VT. and practiced there until 1884. At the age of 38, he moved his family to Chestertown, NY and practiced there for three years. He then moved to Wevertown where he practiced for ten years continuing his "horse and buggy" practice.

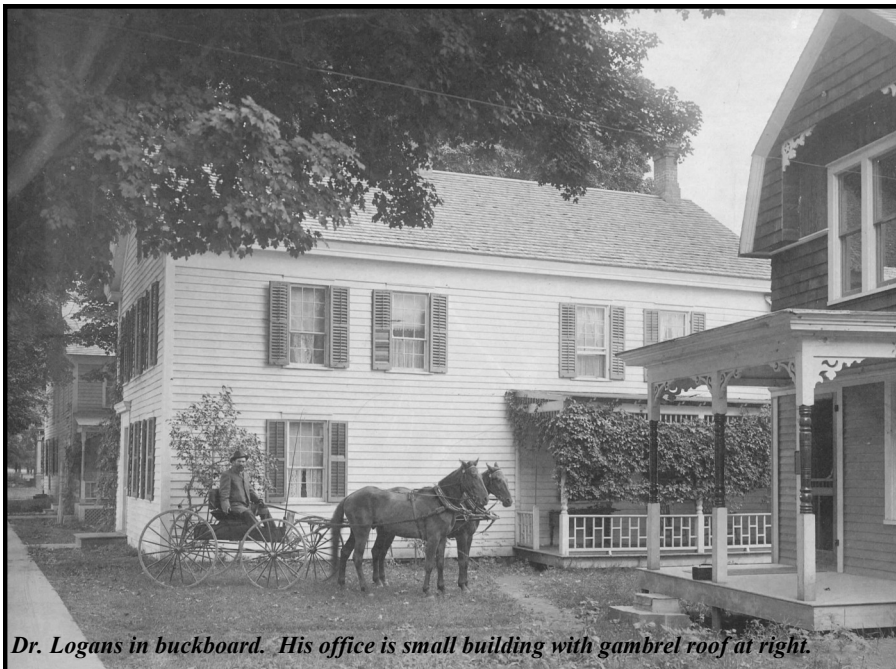
Warrensburg was rapidly becoming an industrial town in 1895. This prompted Dr. Logans to move again and he soon built up a large practice in this town. Dr. Logans had a house built on upper Main Street. The small green house set back from the sidewalk between what now is the liquor store and the large house currently being used for apartments. The house is no longer in existence. However, what was the sidewalk to the house still exists. The inside of the small two-story house was a large "waiting room" separated by a massive floor-to-ceiling fireplace constructed of stone from Hackensack Mountain. There were open doorways on either side of the fireplace allowing entrance to the back rooms where the office and treatment rooms were. Here, he treated patients and continued to visit the sick and injured for 10 years, until 1905. There were small living quarters on the upper story. On an interesting side note, while working with Dr. C.E. Lawrence, a local physician during the 1970's, Dr. Logan's own great-granddaughter, Marie Ross, visited one of their patients who was living in this same little house, to treat her with a series of injections.

The Logans Family

Dr. Logans' eldest daughter, **Anna** died in 1898 at the age of 26. She is buried in the Warrensburg Cemetery. Grand-daughter, Anna Laura Logans was named after her.

Dr. Logans' son, **Dennison B. Logan**, married Ida Maria Smith, daughter of Judson Caleb Smith of (what is now

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Dr. Logans in buckboard. His office is small building with gambrel roof at right.

(Continued from Page 3) Cassius Logan

21 King Street) Warrensburg. Dennis



Cassius J. Logans, MD, Cassius J. Logan (grandson), and Dennison Logan (the son)

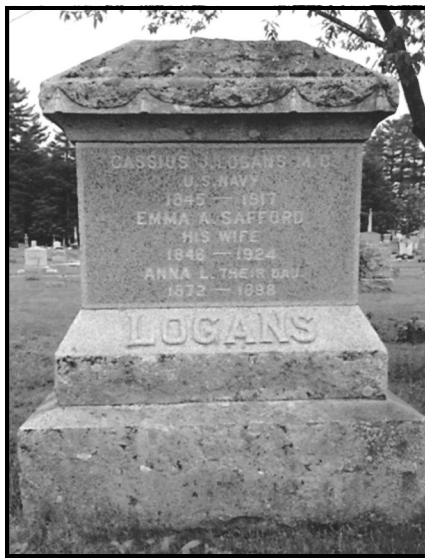
built their home on 8 Hackensack Avenue. This house still stands but has been changed in appearance over the years from the small house with a white picket fence where Ida continued to live after the death of Dennis. Dennis was a member of the Warrensburg Town Band for more than 20 years, playing clarinet. He also was a telegrapher for Western Union, using the old “key” equipment. He died of a heart attack on a Sunday afternoon in 1935 after going back to work at his “key” in the office on Main Street.

They had two children, **Cassius J. and Anna Laura Logan**. Cassius J. Logan was named after Dr. Logans and grew up in Warrensburg and was a part of the Maplewoods Baseball Club, playing second base and outfield. He was a Naval Officer during WW I and served on board ship along the coast of Brazil. He brought back a parrot to his mother. He had named the bird “Sailor”. “Sailor”

lived to be a ripe old age and though he had a male name, eventually surprised everyone by laying an egg. Cassius was active in Republican politics in Albany and was a census Supervisor for Albany County at the time of his death in 1939.

Anna married Floyd Rhodes of Warrensburg in 1917. Anna was a telephone operator for many years. After service in the Navy in WWI, Floyd worked in the Warrensburg industries of the time, including working on the river unjamming logs. (Floyd learned to swim many years later!) He said he never fell off the logs. He later took schooling in Cleveland, Ohio and became a commercial lighting expert for Niagara Mohawk. The family lived at 9 Hackensack Avenue from 1925 until their deaths. Sig Wachter, local business man, also lived with the family from 1919 and was considered “family”, until his death at age 85.

Floyd and Anna Rhodes had two children, Martha and Marie (who wrote this article). Martha and Marie married two Ross brothers,



Logans monument in the Warrensburg Cemetery

Lionel and Herbert. Martha Rhodes Ross, who died in 2010, is credited with doing the family genealogy for many years after she retired from Nursing. The multi-spelled family name (Loggin, Loggans, Logans, Logan) would have disappeared from this family genealogy because of lack of male heirs. However, Anna named her daughter Marie Logan Rhodes and Marie’s daughter Tamara Ross Jones, named her second son, Logan.

The doctor’s second daughter, **Pearl**, married George Harris, a Spanish War veteran. They lived in South Glens Falls. After George’s death, Pearl later returned to Warrensburg and bought the old Methodist Church building which had been converted in 1916 into a two-family dwelling at 47/49 King Street. She moved into the north side. Interestingly, this is the same house and side that, in 1917, Floyd and Anna Rhodes started their married life.

Dr. C.J. Logans’ Later Years

After leaving Warrensburg, Dr. and Mrs. Logans moved to South Glens Falls in 1905 where he practiced for a few years. They resided with their daughter for the remainder of their lives.

Cassius J. Logans, MD died in January of 1917 at the age of 72. He and his wife Emma are buried in the Warrensburg Cemetery. His daughter, Pearl Harris is also buried at the same site with other family members. His son, Dennis and his wife, Ida, are buried on the Rhodes/Logan/Ross plot across the road, in the “new” section of the cemetery.

Marie Logan (Rhodes) Ross serves frequently as a docent at the Warrensburg Museum, along with her daughter, Tammy Jones.

The Hudson on a Rampage

By W.J. Schramm

(Editors Note: W. J. Schramm's article and photos were "rescued" by Dean Ackley and turned over to Town Historian Sandi Parisi. The late Mr. Schramm was employed by the Delaware and Hudson Railroad and maintained a home near Thurman Station.)

For years to come the night of March 17, 1936, St. Patrick's Day and the following day will be remembered and be a favorite topic of early Spring conversation among the Adirondack track forces as well as all the inhabitants of the Upper Hudson District.

The Upper Hudson between Hadley and North Creek is characterized by its rough and rugged course. The stream meanders among the hills and mountains in many sharp swings, sometimes taking a sharp angle about some cliff or gorge, often flattening out suddenly over a wide shallow bed, narrowing up between the steep bank of rock cliffs where the water is rough, deep and treacherous. Many of the broad shallow places in the river are occupied by single or groups of low

flat islands, which are more or less timbered.

Hundreds of small brooks feed the Hudson in this territory and several streams of good size, typical mountain streams contribute large volumes of water along the route. Most important in respect to size of these streams are Stony Creek, Wolf Creek, Thurman Creek, Paterson Creek, Avery and Glen Creek. At Thurman the lengthy Schroon river dumps its heavy flow into the Hudson among a group of low flat islands at its mouth.

Usually the Upper Hudson does not freeze over in many of the rough places where the water is too fast to allow thick ice to form. The winter of 1935-36 was an exception. A spell of six weeks of very cold weather in January and February froze the entire river. By the middle of January there was 15 inches of ice and by March 1st many places boasted of 24 to 39 inches thick.

The usual channel flow of anchor ice which helps in keeping the river porous was lacking.

Snow storms from early January to early March were numerous. No thaws occurred in this period and accumulation reached depths of 4

feet in the mountains and from 2-3 feet in the open country.

The week of March 8th brought several days of hard, steady rain which

March 22, 1936 - Looking north from MPA71. (Abt. 1 3/4 south west of Thurman Station) The track ahead to the bridge had to be cleaned by hand on account of undermined track.

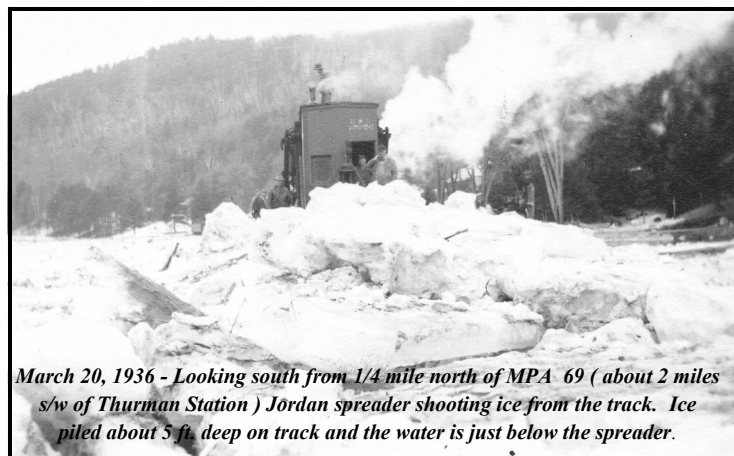


raised many streams over their riverbanks. The upper regions having so much snow held this water very well and the week end passed with little damage, although slow orders in rapid succession were numerous on account of flooded trackage.

Monday, March 16, which was marked with general rains, small sections of the Hudson began to show signs of breaking. Several of the main tributaries, among them Mill Creek, Glen Creek, Stony Creek and Wolf Creek, broke up and went out. These breakups smashed the ice in the Hudson at the points of entrance of the several streams and small jams formed down stream of these points. There was still no sign of a general break-up of the Hudson and its level was not unusually high.

On St. Patrick's Day, March 17th, rains continued. The over-saturated snows in the mountains began to release enormous volumes of water suddenly. The Hudson began to rise rapidly.

Mill Creek, Avery Creek and Glen Creek dumped an unusual amount of ice and water into the Hudson and broke it up from a point three miles



March 20, 1936 - Looking south from 1/4 mile north of MPA 69 (about 2 miles s/w of Thurman Station) Jordan spreader shooting ice from the track. Ice piled about 5 ft. deep on track and the water is just below the spreader.

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(Continued from page 5) Hudson Rampage

north of the Glen to a point three miles south of the Glen. An ice jam of large proportions formed at one of the numerous islands, 5 miles north of Thurman.

Late in the afternoon of March 17, a four mile strip of the Hudson south of North Creek broke up and passed southward to form a jam, four miles north of Riverside.

The ice at North Creek and north of there soon followed and for a time piled up just south of North Creek. The jam south of North Creek built up a huge reservoir and rapidly rose to about 15 feet above normal. Trackage at North Creek became flooded to a depth of from 1 to 2 feet. Rowboats supplanted engines and cars in the yard. The turntable pit filled with ice and water. Ties, timber and plank floated about the trackage. Such a volume of water could not hold long in check, and the jam south of North Creek soon let go.

By midnight of the 17th, the jams were passing Riverside with a 10 feet head of water behind them. They moved rapidly southward to pile up on the already high jam, four miles north of Thurman.

The jam north of Thurman could not withstand the shock of new jams nor the head of water behind them, and it also broke loose and continued southward, roaring and tearing its way along at an unbelievable speed.

Immediately south of Thurman there

are a number of low flat islands seated throughout the first 3 ½ miles. The river flow through these islands is most erratic. One can hardly decide where the main channel is. A more difficult region for an ice jam to pass through could hardly be found.

The jams that came tumbling down on this territory did not get through. The south end piled up 30 feet high at one point 4 ½ miles

A few minutes only was sufficient time to see a great hole torn in the track roadbed at this point. A mile long jam of ice soon followed the flow across the track, one half mile south of Thurman.

No embankment, even one ripped with heavy marble and partly frozen, could withstand this flow of water nor the shock of enormous cakes of ice 24 to 30 inches thick, striking it at a speed of 10 to 15 miles per hour.

Ice tumbled and slid across the track in immense piles. Ballast soon disappeared; sub-grade lasted a few minutes more because of the frost. Rip rapped embankment held on stubbornly for a time but finally gave way before the torrent. Rails swing crazily out into the jams and stretched, twisted and bent into the adjacent fields. Ties were quickly stripped from the rails and many came to rest on the crest of the flood in a farmyard, one-quarter mile away. Steel ties tumbled far out into the fields.

The destruction at the first break-over was soon complete. The Hudson had found a new channel to blast its way southward to Thurman Creek a mile away. Great piles of ice 8 to 10 feet high remained perched on the railroad for a mile each way from the big break. Two miles of track completely buried with ice, two, three and even five tiers high.

Thurman Creek Bridge a mile farther south could not take such a volume of water and ice as the roaring jams demanded. Water and ice tumbled over the bridge to a depth of 3 feet over the iron. The bridge filled with ice, the

March 22, 1936 - Looking north toward Sugar Loaf, MPA 71.10. Washed out track in foreground. The water was 3 feet above top of the bridge.



south of Thurman and rapidly backed the water and ice up to a mile north of Thurman. The jam was now over five miles long. Water and ice rose rapidly to a depth of 22 feet at Thurman, covering the pump house and knocking it off its foundation. Water entered the section's tool house to a depth of 3 feet.

The tremendous water pressure behind a jam of such proportions could not long be held in check.

Unfortunately the railroad was not high enough to accommodate such a height of water. Water poured over the track, one-half mile south of Thurman to a depth of 4 feet.

A thousand feet north of Thurman siding the water and ice crossed the track westerly, formed a large pond west of the fill at this point and then started easterly again at a point 300 feet north of Thurman.

(Continued on page 7)

(Continued from page 6) Hudson Rampage

sturdy little structure stood it well and forced the jam and water to go around it.

Reinforcements of high trees snapped off at the base or entirely uprooted, ties, planks, fence posts, wire telegraph poles rapidly joined the ranks of the destructive ice cake army.

Roaring, scrapping, grabbing greedily at anything close at hand the jams swung back across the track at Thurman Creek only to crash into the body of the main jam already lodged on the easterly side of the railroad. The shock was great. Ice and water rose high on both sides of the railroad. For a quarter of a mile, the railroad became the main channel of the Hudson. The main jam loosened at its middle and again crossed the railroad to the west coming back across again a mile farther south near its own head.

Each crossing of the track, each contact with the embankment left its wake of destruction. Ballast disappeared as by magic, embankment chewed out in great gouges. Ties bunched in groups of 6 or 8. Sections of track moved out of line, ice striking the rails put in elevation or took it out. Sections of roadbed and embankment tore out in lengthy stretches raggedly 2 to 4 feet deep.

High water from heavy rains were causing trouble elsewhere on the Adirondack Branch on March 18. A work train with a ditcher outfit and cinders had left Saratoga early on the morning of the breakup to relieve the situation at South Cor-

inth where water had been on the track for several days prior to March 18. Hurried calls from Thurman, North Creek and Stony Creek came in rapid succession, and the work train was pressed into service to try and get service through to the north. The work train did not get very far, heavy fog hung close to the ground, all

Looking north from the bridge across Cameron Street, 1 mile of ice from 4 - 10 feet high ahead.



streams were overflowing their banks and a heavy rain was falling, conditions rapidly became alarming and dangerous.

Three miles out of Saratoga an ordinarily well-behaved stream changed its course and came across a field, dropped off the top of a cut and poured straight into the track. Ballast was rapidly washing away and the track undermining hurried diversion of the stream, but the quick replacement of a pile of rock which fortunately was close at hand saved the track from a complete washout.

Another similar encounter was at South Corinth, where a creek which had caused a bad wash out 8 months before, was well on the road to repeat its performance.

At Wolf Creek a wild little brook had tumbled tons of boulders down its course and blocked the culvert that passed it through the

track. Five hundred feet of track was under a foot of water. The boulders themselves were all that saved a very bad washout. Diversion of part of the stream relieved the situation at this point.

Three quarters of a mile north of Stony Creek a pond had overflowed and was discharging a sturdy stream across a 150 feet stretch of track. Section men were making valiant efforts to stem the tide when the work train arrived to assist them.

Nine hours had passed and the work train had covered only thirty miles in its effort to open the line. Two miles north of Stony Creek progress was barred by deep water over the track. The work train had been

standing about 15 minutes close to the inundated track when a sudden roar was heard to the north. Telegraph poles began to quiver. A deep rumble was heard. Fog obscured the view so little could be seen of what was occurring. Water adjacent to the track at the work train began to rise rapidly. The train moved south quickly and just in time. The big jam had broken and the train was in danger of being caught in it.

Three quarters of a mile north of Stony Creek the sudden rise of the river had overflowed the track. Great cakes of ice came plowing into the road bed. It became a race between the work train and the jam as to which would get to Stony Creek first. A great cake of ice came up on the track and had to be chopped away by hand before the train could get by. The river water was pouring over a long stretch of track as the train

(Continued from page 7) Hudson Rampage

moved over the same stretch. Half a mile farther south and just north of Stony Creek ice and fallen trees again threatened to cut off the trains return to higherground.

After the passage of the jam and recession of the high water, three miles of track was covered with ice in a compact mass two to ten feet high. Removal of this ice by hand would have been a three week job for a hundred men. About three-quarters of a mile was removed by hand and the use of dynamite. The rest was removed with the Jordan spreader which could have cleared

the whole three miles in two days were it not for the wash outs found beneath the ice.

In the territory from one-half mile north of Thurman to 3 ½ miles south of Thurman, there were six washouts, totaling about 2100 feet of track. Fifteen hundred feet of these had to be cribbed. One of the six washouts reached a depth of 15 ½ feet, one 10 feet and the rest were from 2 to 4 feet deep. Over 600 ft. of track was torn out completely, more than half of which was lost or destroyed. Thousands of feet of fence were lost. About two miles of telegraph poles and line were destroyed. About 300 cars of ballast

and fill were washed away. The pump house at Thurman and its machinery were badly damaged. Much other damage occurred to roadway structure too numerous to detail.

Viewing the scene of destruction that occurred during the flood and passage of the great ice jam, one stands in awe. He is struck with the thought of how helpless man can really be against the mighty forces of nature, how fragile are his sturdy structures when these forces are hurled against them, how fortunate he is when nature seeks him not for an opponent.

Mystery Photo

The photo below is of a circa 1930s Warrensburg baseball team. Can you identify any of the individuals or details of the photograph? None are known but some possibilities are noted. If so, give John a call at 798-0248 with you information or email at jthastings@roadrunner.com. Thanks to John Parker for providing the photo.

Those who correctly identified the Mystery photo in the last issue as being the Burhans Bank which is now the Rectory for the Catholic Church, are: Patricia Allen-Roberts, Pete Wood, Alice Maltbie, and Delbert Chambers.

