

The Port Ryerse Journal

The RYERSE-RYERSON Family Association Newsletter

Volume 5 Issue 1

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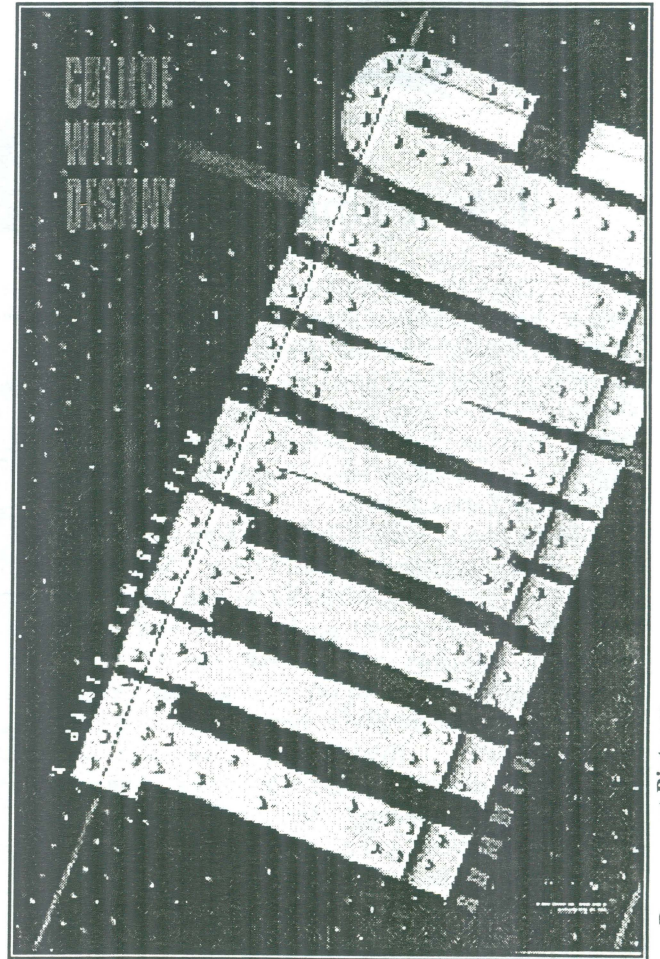
William Edwy Ryerson - saved



Grace Scott Bowen - tutor - saved



*Victorine Chaudanson
maid - saved*



Paramount Pictures

RYERSONS ON THE TITANIC



Emily Borie Ryerson - saved



Arthur L. Ryerson - lost



Ryerson children

*l to r - Arthur L. Jr., Emily, Ellen, Suzette and Jack
* Emily, Suzette and Jack were on Titanic - saved*



A Note from the Editor

There are shelves full of Titanic books. There are Titanic documentaries. There is the Exhibit of Titanic artifacts retrieved from the depths of the Atlantic. There's the *musical* Titanic and now - the *movie* Titanic, winner of 4 Golden Globe awards and a strong candidate for several Oscars. With all of this renewed interest in the terrible sea tragedy, it was a simple choice of main topic for this issue of *The Port Ryerse Journal*.

Many of you have read "Rich Man - Poor Man - The Story of the Ryersons on the Titanic" first published in 1990. If not, you will soon be able to read it in booklet form - available to the general public in the near future. The fascination continues and for our family, it is doubly interesting since several of our cousins were passengers on the ill-fated steamer. Their story covers a multitude of human emotions - from tragedy, grief and loss - to happiness, excitement and great joy. It has a little mystery and even some romance! But mostly it is a story of spellbinding contrasts and coincidences.

In this issue you will find some new family information, photos not in the original story and several paintings of the ship as it looks today, 2-1/2 miles deep on the ocean floor. They were painted by Ken Marschall who was also the Visual Historian advisor to James Cameron in the making of the current blockbuster movie. Ken's tremendous knowledge of the ship enabled the movie makers to re-create the factual story and the ship itself with near perfect accuracy.

The fictional love story that Cameron weaves through the movie does not in any way detract from the awesome and epic tragedy. (You'll want to pay special attention when the immigrant hero climbs up over the rail onto the 1st class deck and steals an overcoat laying there on a deck chair. Quickly slipping into it, he then easily mingles with the elite in the great dining salon. Listen closely to the dialog and you will learn that the coat belongs to "A.L. Ryerson" - a clever twist in the plot!

Ken Marschall has also turned his enormous talents toward other lost ships including the Lusitania which was torpedoed and sunk off the coast of Ireland in 1915. In remembrance of the Ryersons on board that doomed ship, we share another of Ken's stunning paintings.

Phyllis Ryerse

Our Readers are talking

"We look forward to the Journal. The stories are wonderful! Thank you for all the research - undoubtedly a labour of love."

- Lorraine McNeilly, London, Ontario

"The Journal is great to read. I thoroughly enjoy it. A lot of hard work... produces a first rate publication."

- Ann Specht, Toronto, Ontario

"I really enjoy the researched historical articles. The Journal is a great idea."

- Enid Gilbert, Sarnia, Ontario

Another Book Review

The CENTRAAL BUREAU VOOR GENEALOGIE in the Hague, Holland has reviewed

The Ryerse-Ryerson Family 1574-1974.

De genealogie van het geslacht Ryerse/Ryerson werd reeds in 1916 uitgebracht. Later volgden een reprint, die ook bij het CBG te raadplegen is en de onderhavige uitgave. Stamvader is Reijer, die in 1574 in Amsterdam werd geboren. Zijn zoon Reijer Reijersz was er touwslager. Diens zoon Marten Reijersen (1637-1687) kwam in 1646 samen met een neef of broer Adriaan Reijersz naar Nieuw-Nederland. Marten werd de stamvader van de Amerikaanse familie Ryerse, later ook Ryerson. Zijn uitgebreide nageslacht verspreidde zich over de Amerikaanse staten New York en New Jersey en in Canada over de staat Ontario.

*** Reminder ***

Please correct, update and return your Family Information Sheet which has been enclosed with this issue of the Port Ryerse Journal. We appreciate your continuing help to keep our genealogical data base up to date.

The Port Ryerse Journal

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The Evening Bulletin. PHILADELPHIA, FRIDAY, APRIL 19, 1912. POSTSCRIPT ONE CENT.

U.S. SENATORS START PROBE OF TITANIC DISASTER
TITANIC'S BAND PLAYED HYMNS AS 1,595 VICTIMS PERISHED
PHILADELPHIANS, WIDENER, THAYER, RYERSON, DIED NOBLY
CATASTROPHE LAID TO TITANIC'S CHIEF OFFICER, MURDOCK

745 ALONE ARE SAVED
TELL OF GREAT HORROR

Heroism of the Highest Type Displayed by Passengers and Crew—Captain Smith Met Death Courageously—Man Said to be Responsible for the Disaster a Suicide

SHIP SPEEDING AT 21 KNOTS WHEN SHE HIT HERG: NO ONE AT FIRST THOUGHT SHE WOULD GO DOWN

Seven hundred and forty-five persons, including 1,595 victims, were saved from the wreck of the Titanic. The ship was struck by an iceberg on the night of April 14, 1912, and sank in the North Atlantic Ocean. The ship was carrying 2,204 persons, including 1,517 passengers and 687 crew members. Only 745 persons were saved.

PHOTOGRAPH TAKEN ON BOARD LARGEST SHIP DURING JOINTS

FAILURE TO HEED **ISMAY ON GRILL** **WIDENER AND SON** **FOUGHT FIERCELY**

CHILD PHONE CALL **IN SENATE** **MEET MURDOCK**

The Philadelphia Evening Bulletin - April 19, 1912

WHY DID THE TITANIC SINK?

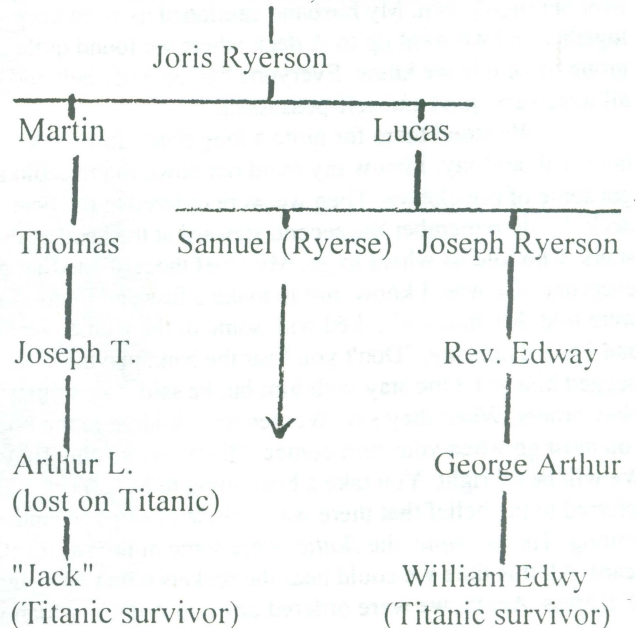
Because of an incredible set of circumstances.
 We list a few.

IF ONLY

- there had been a moon that night.
- the ocean hadn't been so calm - lapping waves might have outlined the iceberg.
- the iceberg had been hit head on, the ship might have been able to stay afloat.
- the watertight compartments had extended up one more deck.
- the lookouts had been given binoculars.
- the Captain had paid more attention to ice sightings reported by other ships.
- the wireless had not been shut off on the Californian just ten miles away.
- there had been enough lifeboats for everyone on board.

Marten Reyerszen

From Amsterdam, Holland 1646



Emily Ryerson's Story

Although too distraught to testify immediately after the sinking at the Senate hearings, Emily submitted the following affidavit on May 9, 1912.

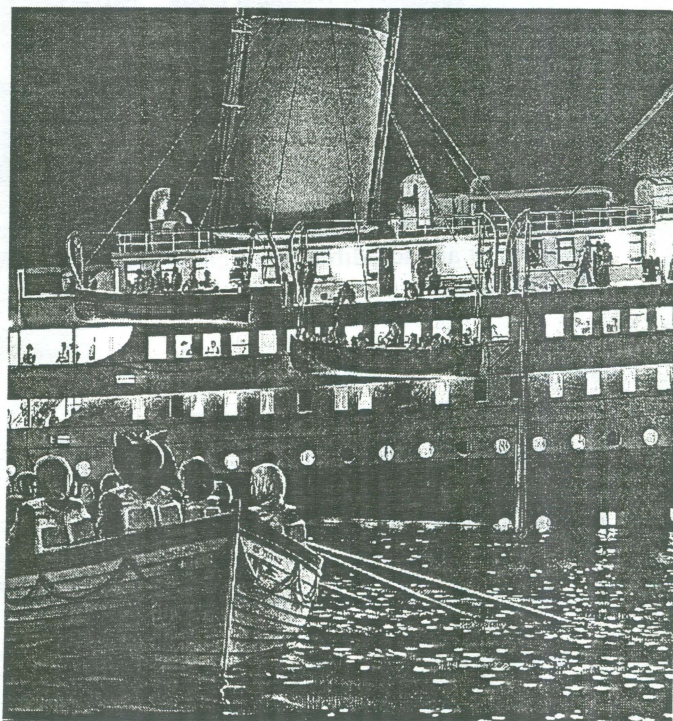
"I reside in the city of Chicago, Ill. I was a passenger on the steamship *Titanic* on April 14, 1912. At the time of collision I was awake and heard the engines stop, but felt no jar. My husband was asleep so I rang and asked the steward, Bishop, what was the matter. He said, 'There is talk of an iceberg, ma'am, and they have stopped, not to run into it.' I told him to keep me informed if there were any orders. It was bitterly cold, so I put on a warm wrapper and looked out the window (we were in the large cabins on the B deck, very far aft) and saw the stars shining and a calm sea, but heard no noise. It was 12 o'clock. After about 10 minutes I went out in the corridor and saw far off people hurrying on deck. A passenger ran by and called out, 'Put on your life belts and come up on the boat deck.' I said, 'Where did you get those orders?' He said, 'From the Captain.'

I went back then and told Miss Bowen and my daughter, who were in the next room, to dress immediately, roused my husband and the two younger children, who were in a room on the other side, and then remembered my maid, who had a room near us. Her door was locked and I had some difficulty in waking her. By this time my husband was fully dressed and we could hear the noise of feet tramping on the deck overhead. I came back and found him brushing his hair in front of the glass. I said 'What are you doing?' He replied, 'I have my best clothes and a clean shirt and my pearl pin - I am going down like a gentleman!' He was quite calm and cheerful and helped me put the life belts on the children and on my maid. I was paralyzed with fear of not all getting on deck together in time as there were seven of us. I would not let my younger daughter dress, but she only put on a fur coat, as I did over her nightgown. My husband cautioned us all to keep together and we went up to A deck where we found quite a group of people we knew. Everyone had on a life belt and they all were very quiet and self-possessed.

We stood there for quite a long time - fully half an hour, I should say. I know my maid ran down to the cabin and got some of my clothes. Then we were ordered to the boat deck. I only remember the second steward at the head of the stairs, who told us where to go. My chief thought and that of everyone else was, I know, not to make a fuss and to do as we were told. My husband joked with some of the women he knew and I heard him say, 'Don't you hear the band playing?' I begged him to let me stay with him but he said, 'You must obey orders. When they say 'Women and children to the boats' you must go when your turn comes. I'll stay with John Thayer. We will be all right. You take a boat going to New York.' This referred to the belief that there was a circle of ships around waiting. The *Olympic*, the *Baltic*, were some of the names I heard. All this time we could hear the rockets going up - signals of distress. Again, we were ordered down to A deck, which was partly enclosed. We saw people getting into boats, but waited

our turn. There was a rough sort of steps constructed to get up to the window. My boy, Jack, was with me. An officer at the window said, 'That boy can't go.' My husband stepped forward and said, 'Of course, that boy goes with his mother; he is only 13.' So they let him pass. They also said, 'No more boys.' I turned and kissed my husband and as we left he and the other men I knew - Mr. Thayer, Mr. Widener, and others - were all standing there together very quietly. The decks were lighted and as you went through the window it was as if you stepped out into the dark. We were flung into the boats. There were two men - an officer inside and a sailor outside - to help us. I fell on top of the women who were already in the boat and scrambled to the bow with my eldest daughter. Miss Bowen and my boy were in the stern and my second daughter was in the middle of the boat with my maid. Mrs. Thayer, Mrs. Widener, Mrs. Astor and Miss Eustis were the only others I knew in our boat.

Presently an officer called out from the upper deck, 'How many women are there in that boat?' Someone answered, 'Twenty-four.' 'That's enough - lower away.' The ropes seemed to stick at one end and the boat tipped, some one called for a knife, but it was not needed until we got into the water as it was but a short distance, and then I realized for the first time how far the ship had sunk. The deck we left was only about 20 feet from the sea. I could see all the portholes open and water washing in, and the decks still lighted.



A stunning view of Lifeboat No. 4 (center of picture) being loaded through the windows on A deck. Arthur Ryerson placed his family in this boat and stepped back. He would soon go to his death in the icy waters of the North Atlantic.

Painting by Ken Marschall

Then they called out, "How many seamen have you," and they answered one. "That is not enough," said the officer. "I will send you another," and he sent a sailor down the rope. In a few minutes after several other men not sailors came down the ropes over the davits and dropped into our boat. The order was given to pull away, then they rowed off - the sailors, the women, anyone - but made little progress. There was a confusion of orders. We rowed toward the stern, someone shouted something about a gangway but no one seemed to know what to do. Barrels and chairs were being thrown overboard.

Then suddenly, when we still seemed very near, we saw the ship was sinking rapidly. I was in the bow of the boat with my daughter and turned to see the great ship take a plunge toward the bow, the two forward funnels seemed to lean and then she seemed to break in half as if cut with a knife, and as the bow went under the lights went out. The stern stood up for several minutes, black against the stars, and then that too, plunged down, and there was no sound for what seemed like hours, and then began the cries for help of people drowning all around us, which seemed to go on forever. Someone called, "Pull for your lives, or you'll be sucked under," and everyone that could rowed like mad. I could see my younger daughter and Mrs. Thayer and Mrs. Astor rowing but there seemed to be no suction.

Then we turned to pick up some of those in the water. Some of the women protested but others persisted and we dragged in six or seven men. The men we rescued were principally stokers, stewards, sailors, etc. and were so chilled and frozen already they could hardly move. Two of them died in the stern later and many were raving and moaning and delirious most of the time. We had no lights or compass. There

were several babies in the boat but there was no milk or water. (I believe these were all stowed away somewhere but no one knew where, and as the bottom of the boat was full of water and the boat full of people it was very difficult to find anything.)

After the Titanic sank we saw no lights, and no one seemed to know what direction to take. Lowe, the officer in charge of the boat, had called out earlier for all to tie together, so we now heard his whistle, and as soon as we could make out the other boats in the dark, five of us were tied together and we drifted about without rowing, as the sea was calm, waiting for the dawn. It was very cold and soon a breeze sprang up and it was hard to keep our heavy boat bow on: but as the cries died down we could see dimly what seemed to be a raft with about 20 men standing on it, back to back. It was the overturned boat and as the sailors on our boat said we could still carry 8 or 10 more people, we called for another boat to volunteer and go to rescue them. So we two cut loose our painters and between us got all the men off. They were nearly gone and could not have held out much longer. Then, when the sun rose, we saw the *Carthia* standing up about 5 miles away and for the first time saw the icebergs all around us. The *Carthia* steamed toward us until it was full daylight. Then she stopped and began picking up boats and we got on board about 8 o'clock. Very soon after we got on board they took a complete list of the names of all survivors. The kindness and the efficiency of all the arrangements on the *Carthia* for our comfort can never be too highly praised.

The foregoing affidavit is made at the request of William Alden Smith, chairman of the Senate Investigating Committee, in relation to the *Titanic* disaster.

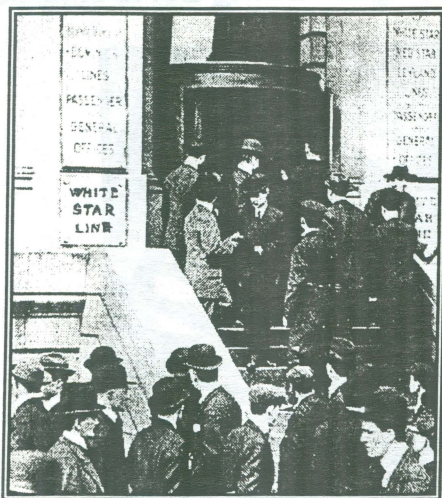
signed **Emily Borie Ryerson**



Painting by Ken Marschall

Excerpts from the personal recollections of Joseph Ryerson whose uncle, Arthur L. Ryerson, went down on the TITANIC.

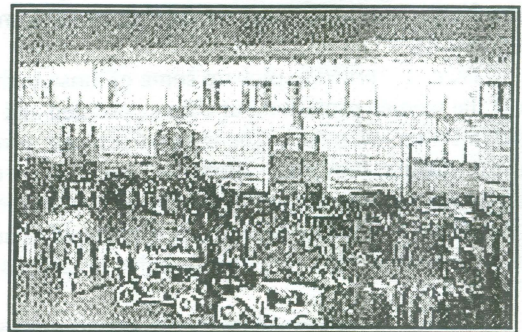
"One morning in April of 1912, my wife and I read in the morning paper the shocking news that my cousin, young Arthur Ryerson, a freshman at Yale, had been killed in a motor accident near Philadelphia. He had been there on a weekend for a wedding and while driving with a friend, had run off the road and been killed. His father and mother, with two daughters and a younger son, were in Europe at the time. As Arthur's mother - my Aunt Emily - came from Philadelphia and had relations there, we called to ask what we could do. They had already notified Uncle Arthur and Aunt Emily by cable and the family had cabled back saying that they were taking the first steamer available. The first steamer available happened to be the **Titanic** which was about to make her maiden sailing. A few days later, the world heard that the **Titanic** was in trouble and was being towed into Halifax. Then the real news came out that the **Titanic** had struck an iceberg and had sunk in mid-ocean. My father came on to New York immediately. He asked me to go to the newspaper offices and find out who was saved. I shall never forget the night I went to the New York Times office and how considerate they were to a stranger. I also went down to the White Star office in the Bowling Green.



The situation there was dramatic - relatives and friends crowding around for any information, men and women in evening clothes from the opera and theater begging for news. For days not much could be learned. I finally got the list of those that had been picked up by the Carpathia and were on their way home. My uncle was not among them. I reported this to my father and I

knew he knew that Uncle Arthur would be among those who would stand aside.

My aunt has told me of how they were on the deck that afternoon and complained of the cold, feeling that they were in the ice fields off Newfoundland. The ship people treated it all lightly and said they were making a wonderful record for the maiden trip. After the crash into the iceberg, Aunt Emily and the three children were lowered into a life boat and later taken aboard the Carpathia. They saw the **Titanic** go down, with husband and father on board. One of the girls was old enough to help row the boat and picked up some of those who were swimming about in the icy water. Through Mr. Franklin McVeagh of Chicago, a family friend who was then Secretary of the Treasury, I secured passes that enabled father and me to meet the Carpathia. It was a nasty, rainy April night. The steamer was due to dock at the Cunard pier at about midnight. Father and I went down in a cab, and thanks to our passes, were able to get to the pier.



Thousands of people were standing outside, held back by the police. The pier itself was crowded with relations and friends, all in a terrifically high state of emotion and excitement. The Carpathia slid up gently to her berth and the gang planks were put in place. We were all pushed along into a sort of double line through which the passengers could pass. It was not difficult to imagine the feelings of all - some there with the fair certainty of meeting those they were looking for, others with only hope, for no one knew definitely who had been saved and who had been lost. There was always the chance of a mistake in the lists.

My aunt and her three children and a nurse came down the line and were taken care of by us. They seemed fairly well for their experience, but had nothing but the clothes they had been able to put on before the boat sank. A few days later, Mrs. Ryerson and her children attended a double memorial service in Philadelphia."

Form No. 1-100, 28/10/07. Sent date: 14 APR 1912

The MARCONI INTERNATIONAL MARINE COMMUNICATION COMPANY, Ltd.
WATERGATE HOUSE, YORK BUILDINGS, ADELPHI, LONDON, W.C.

No. 21 **S.S. BALTIC** OFFICE 14 APR 1912 190

Code 73 Words 73

Office of Origin Philadelphia

Service Instructions Have had bad fair winds and clear fine weather since last night. Steamer Cathlamet reports passing Verburg & large quantity of field ice today in lat 41-51 N long 69-52 W. Last night he spoke German oil tank steamer Deutschland. Sighted Philadelphia but under control. Short of coal. Lat 40-41 N long 51-11 W. Wish to be reported to New York & other steamers. Wish you and Titanic all success. Commander

READ THE CONDITIONS PRINTED ON THE BACK OF THE FORM

Charges to Pay:

Marconi Charge	
Other Line Charge	
Delivery Charge	
Total	

Office sent in 14 APR 1912 Lat sent 41-51 N Long sent 69-52 W By whom sent Commander

PLEASE ASK FOR OFFICIAL RECEIPT

The Ryersons and the "Wireless"

It is hard for us to understand just how primitive communications were back in 1912. The Ryerson family learned of the death of their oldest son by means of a wireless telegram sent from Philadelphia to Paris where they were traveling.

It has been said that the wireless telegraph on the Titanic was the most powerful state-of-the-art equipment on any vessel at sea at the time. The operators, however, were in the employ of the Marconi Company rather than the White Star Line, their services provided primarily for the use of the passengers. It was such a novelty that they were kept busy with an endless stream of personal "wish you were here" messages to be sent ashore from the middle of the Atlantic.

Not every ship had the new wireless and Arthur Ryerson was quick to take advantage of the Titanic's facilities. At 6:30 p.m. on April 14th he sent the following telegraph message to a member of the staff at 'Ringwood,' his Cooperstown home.

**"Dominique -
Ringwood Cooperstown New York
Meet us Wednesday on arrival Dock or
(Hotel) Belmont bring mail Ryerson"**

At about the same time, Bruce Ismay, the Managing Director of the White Star Line, encountered Emily Ryerson and her friend Marian Thayer resting on deck chairs just outside the aft staircase on A-deck. During their conversation, Ismay showed a telegram from the Baltic (shown above) to the two ladies. It was one of six ice warnings that reached the Titanic that day. Mrs. Ryerson - Mr. Ismay - and this telegram - would figure heavily in later sensational newspaper headlines and official investigations.

Upon learning that the Titanic was in trouble, Mr. G. Heide Norris, Emily Ryerson's relative in Philadelphia, immediately - but unsuccessfully - attempted to reach the Ryersons by means of telegraph. Waiting for news of survivors was agonizing.

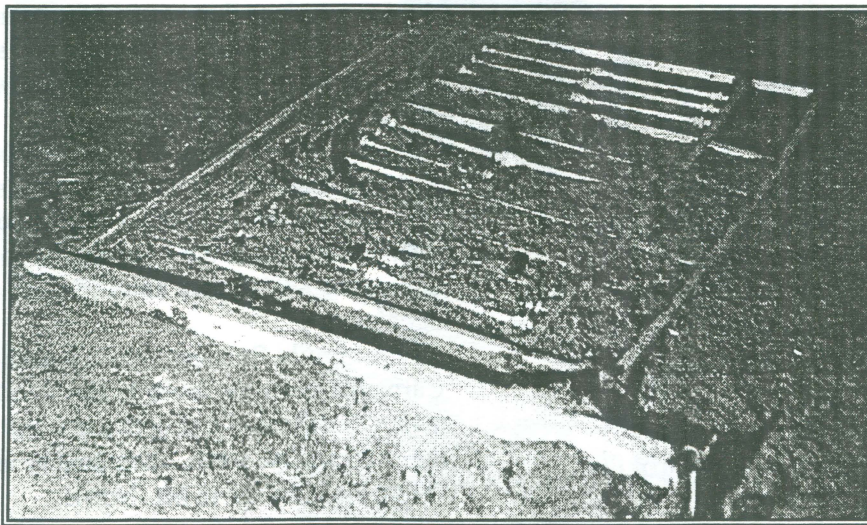
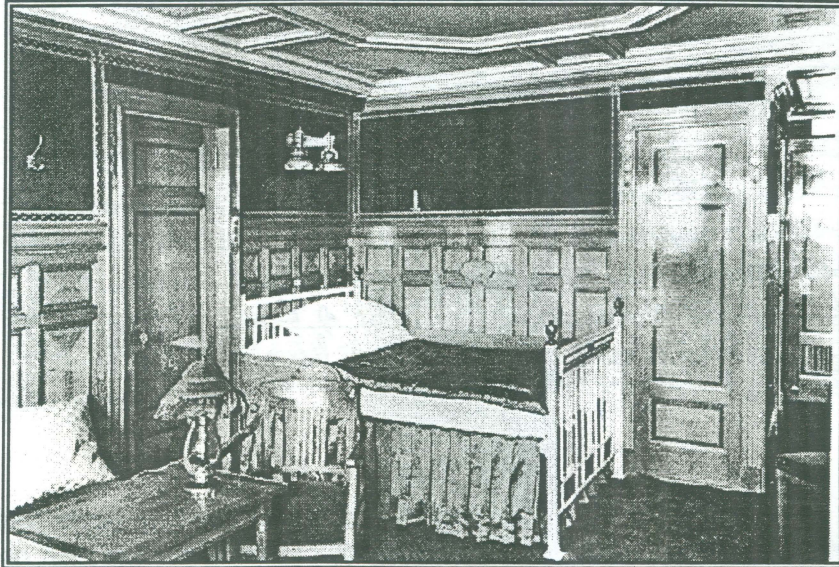
Emily Ryerson, now a passenger on the Carpathia steaming towards New York - and now aware that she had lost both a son and a husband in the space of one week, attempted to send the following message to Mr. Norris:

**"Norris 2104 Locust St Philadelphia
Arthur missing - rest safe - Ryerson
Arrive New York Thursday Carpathia"**

This message was handed to the wireless operator but was never transmitted because of the heavy load of messages and their arrival in New York Harbor.

The Ryerson Staterooms?

Research has failed to prove conclusively which of the B-Deck luxury suites were occupied by the Ryersons. One possibility places them in suites 57, 59, 63 and 66. Suite 57 is seen here.



This brass and enamel headboard, identical to the one in the luxury suite shown above, was photographed on the ocean floor.

Arthur & Emily

- a more informal look

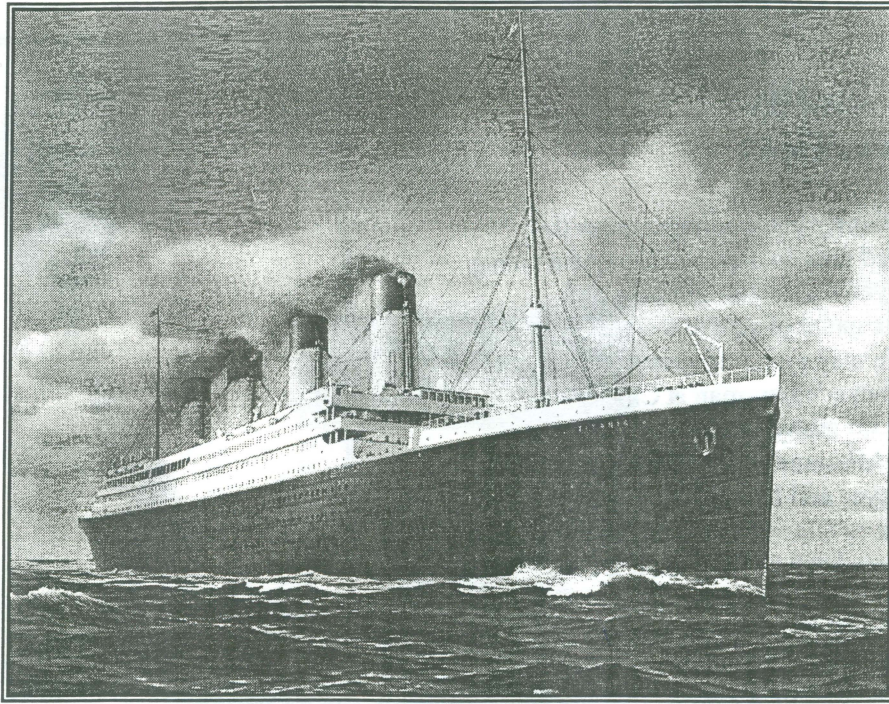
From a Ryerson family photo album comes this picture of a relaxed man in happier days. As a young man, Arthur enjoyed mountain-climbing and was devoted to the game of golf and other outdoor sports. He was a man of strong religious beliefs. He had been a Vestryman at Chicago's St. James Church for many years and was on the Board of Foreign Missions of the Episcopal Church. He believed in prayer and his faith in God was a deep solace to him in this time of great personal loss. On Sunday morning April 14th, he attended the church service held in the first-class Dining Room and was no doubt moved by the closing hymn:
*O God, our help in ages past, Our hope for years to come,
 Our shelter from the stormy blast and our eternal home.*

For a warm and candid look at Emily in her later years, we quote brief excerpts from a book, "All I Could Never Be," written by her friend, Beverley Nichols.

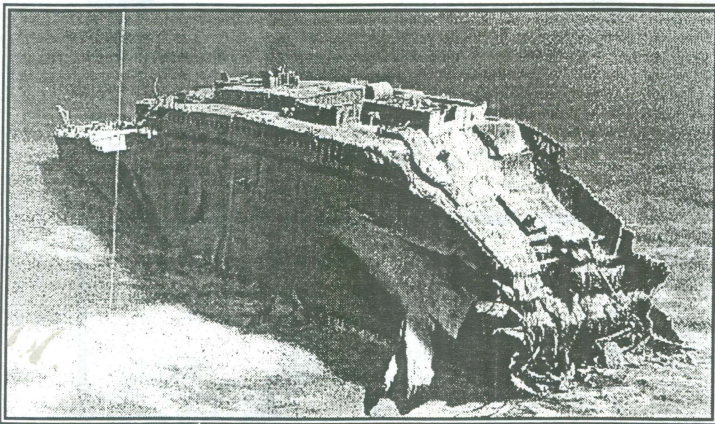
"....one might occasionally see the figure of a stoutish woman in late middle age, very simply dressed in black, reclining in a chair with one hand on an ebony cane and the other playing with a long string of pearls. She had no pretensions to great beauty - yet she stood out.

So what was it that made the whole world gather around the chair of Emily Borie Sherfesees - whom Chicago will remember as Emily Ryerson? I can only fall back on the old word - 'life.' She was a brimming jug of it, red, neat, unadulterated.....but there had been a time in her life when fate dealt her a series of blows under which a lesser woman would have sunk. With her first husband and young children, she was motoring in France when a cable arrived from America bringing word of the sudden accidental death of their eldest son - an undergraduate at Yale and a boy of exceptional promise. They drove through the night, back to Paris, to get cabins on the first boat home; and they got them - on the Titanic. As the ship went down, the last thing she saw was the glow of her husband's cigar, waving cheerfully through the darkness."





The splendid Royal Mail Ship TITANIC as it steamed across the Atlantic in 1912.



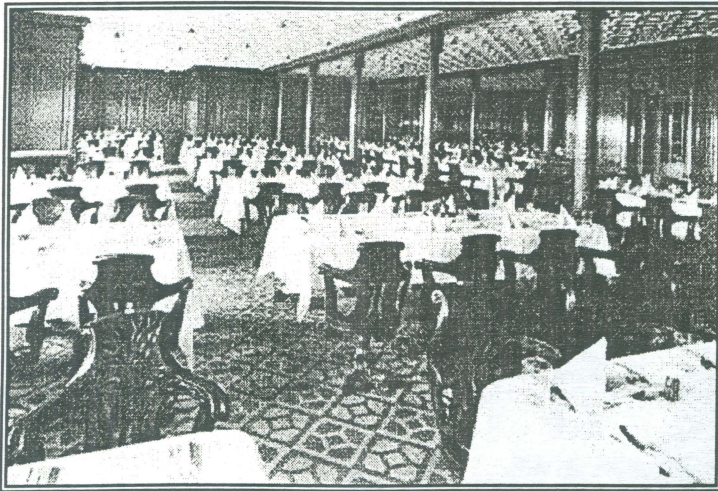
The TITANIC as it now rests at the bottom of the Atlantic.

The massive damage sustained by the ship can be seen in these stunningly accurate paintings by Ken Marshall using thousands of slides taken during the early dives to the wreck. The severed stern section (right) lies 1970 feet away from the bow, facing in the opposite direction. Between the two sections lies a massive "debris field."

Ken is currently working on two new scenes of the TITANIC for the juvenile edition of "Lost Liners," called "Ghost Liners," to be published in June. For prints and posters of Ken Marshall's artwork, write Trans-Atlantic Designs, Inc. P.O. Box 539, Redondo Beach, CA 90277.

William Edwy Ryerson, born in Port Dover, Ontario, was employed by the White Star Line as a Steward in the 2nd Class Dining Salon. The picture below is that of the of the 2nd Class Dining Salon on Titanic's sister ship, Olympic. The two ships were nearly identical.

While the Titanic was sinking and lifeboats were being launched, William Edwy was called on to enter Lifeboat No. 9 - like the one shown below - and helped to row it away from the foundering ship.

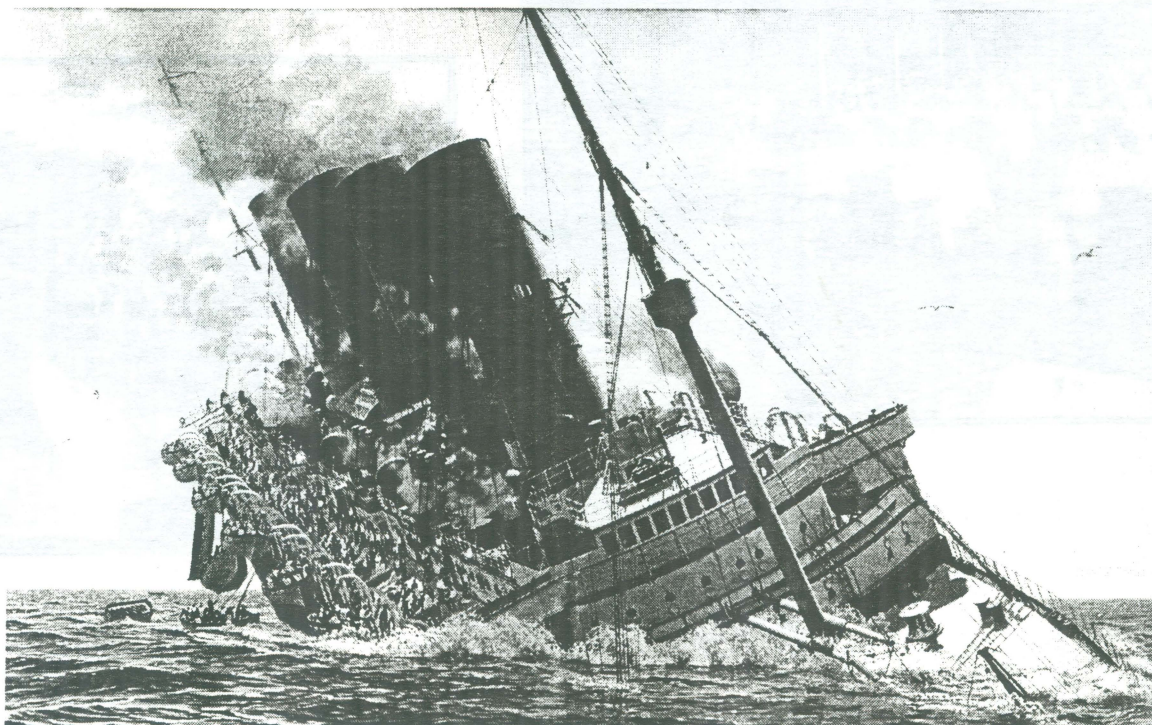


RYERSONS on the LUSITANIA

May 7, 1915

As the Lusitania sank, the lifeboat in which Mary Amelia Ryerson and her daughter, Laura Mary were riding was overturned and they were thrown into the ocean. Mary Amelia was lost but 23 year old Laura was able to get clear and swim to another lifeboat. Recent research has determined that before the tragedy, they had occupied room D55 near the main staircase and the First Class Dining Salon.

Painted by the very talented Ken Marschall, the stunning illustration shown below shows the frantic plight of the passengers on the Lusitania during the 18 minutes before it sank. 1198 people were lost.



The Port Ryerse Journal

The RYERSE-RYERSON Family Association Newsletter

Volume 5 Issue 2

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The RYERSONS -

MEN OF IRON - MEN OF STEEL

*The Pennsylvania Gazette
May 1765*

TO BE SOLD

A Valuable Forge, situated partly in the County of Sussex, and partly in the County of Hunterdon, in the Province of West New-Jersey, on the Musconetcong River known as Squire's Point Forge.

After only five years of operation, Martin Ryerson and his three young nephews, George, Daniel and Thomas Reading, were forced to put their iron business up for sale. The iron industry had fallen on very bad times and the fortunes of many men were lost as a consequence. It was a difficult time for other businesses as well. Ads were placed again but still no sale took place and no buyer came forward. Squire's Point would prove to be their financial downfall.

As a young man, Martin Ryerson, son of Joris Ryerson of Pequannock, NJ, became skilled as he worked along with his father surveying unoccupied New Jersey lands. In 1743 he was appointed by John Lawrence to assist in running the partition line between East and West Jersey, thus solving a long standing dispute. He became prominent in judicial circles, serving as a Common Pleas judge and as a representative for Hunterdon Co. in the Provincial General Assembly. He was Colonel of

the Militia and one of the founders of the Amwell Presbyterian Church in Hunterdon Co. In his capacity as a surveyor he was able to acquire large tracts of choice West Jersey land.

In 1760, Martin, in partnership with his three nephews, became interested in the iron works through the influence of John Hackett of the Andover and Union Furnaces (and the founder of Hackettstown). John was a brother-in-law to the Readings, having married their sister, Elizabeth Reading. Martin was 62 years old at this time and it is supposed that he entered into this venture purely as a speculator.

In the beginning, the prospects for success were bright. The Forge

property contained nearly 2000 acres of well timbered land - none of it more than 2-1/2 miles away. The Forge house was built of stone, laid in lime and sand and contained two Fineries, a Chafery and one Hammer. There was also a Grist and Sawmill on the river and it is said that there was a constant supply of water, abundant enough for all the works to go on at the same time! Also erected nearby was a frame house, three cellars, two large coal-houses capable of holding 500 loads of coal, a Smith's shop, and a great number of small houses to accommodate the workmen. On the same property were kilns for burning lime to fertilize the land. (shown below)





The Forge was on the Musconetcong River at the western end of Squire's Point Mountain, 7 miles from Oxford Furnace and 20 miles from the Andover and Durham Furnaces. These furnaces would supply their forge with a constant supply of Pig-iron at reasonable prices. The roads in the area were quite good so their products could easily be transported to either New Brunswick or Trenton and from these towns, by water, to either the New York or Philadelphia markets.

To operate and manage the Forge, the Squire's Point partners hired Ebenezer Cowell, a blacksmith by trade who was especially skilled in making gun locks and firearms. During the Revolution he was engaged in repairing weapons for the Continental Troops stationed near Trenton, employing for that purpose all of the local mechanics he could find. When the British entered Trenton late in 1776, they found, ransacked and destroyed his shop. In 1760, however, his job was to operate the Squire's Point Forge in a successful and profitable manner. Even his skills could not prevent the

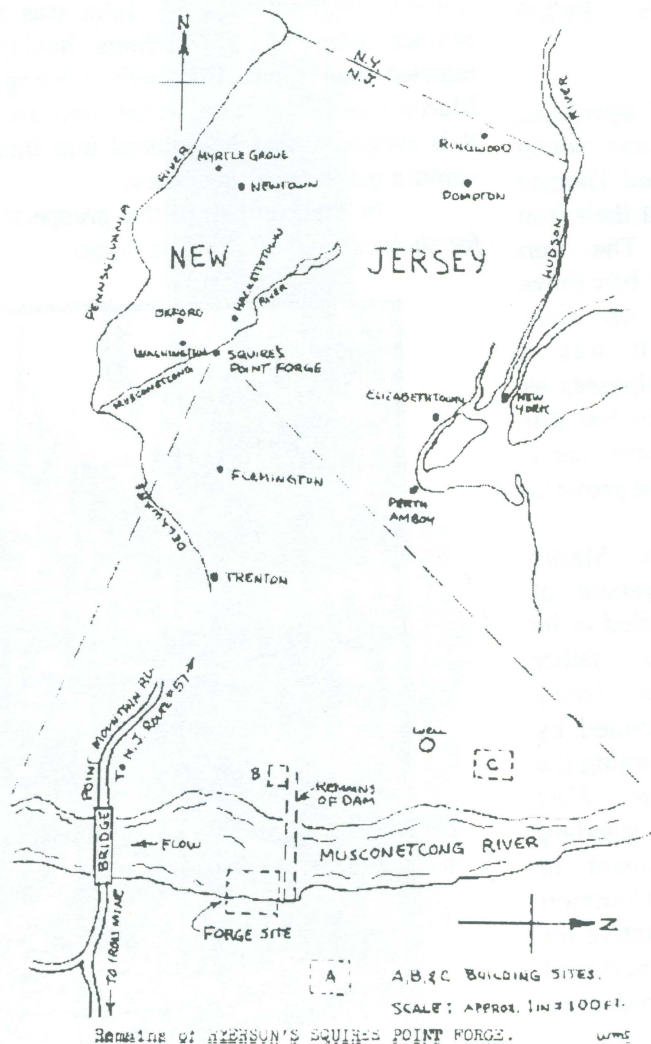
mounting financial troubles. The status of the Forge had become so acute that by October 17, 1768, *The New York Gazette and Weekly Mercury* ran the following notice:

To be sold at public Vendue in Morristown, in the County of Morris and Province of New Jersey, a certain Iron Forge known by the name of Squire's Point (remarkably healthy) ...noted for a fine constant stream of water....the works are well and substantially built, in good order and repair....

By the following March, when no buyer had yet come forward, Martin Ryerson was forced to advertise for sale nearly his entire land holdings, including those choice tracts of land he had acquired so carefully during his early days as a surveyor - a total of more than 3,500 acres.

Squire's Point Forge was finally purchased by Garret Rapalje who resided there and operated it for a short time. However, by 1778, Rapalje, who was a Loyalist, announced that he was moving to West Florida and put 1800 acres of land at Squire's Point up for sale. It is unknown if he found a buyer for after this, all trace of Squire's Point Forge is lost and it may have been abandoned at that time.

A visit to the old Forge site in 1974 turned up heavy pieces of slag along the banks of the river, giving evidence of the earlier activity there.



Martin Ryerson's son, Thomas fought as an ardent patriot in the Revolutionary War and was taken prisoner by the Hessians at the Battle of Fort Washington, NY on Nov. 18, 1776. He was imprisoned and suffered greatly on the "Jersey" Prison ship anchored in Wallabout Bay just a short distance opposite where his great-grandfather once planted tobacco!

After the war, Thomas Ryerson was elected to the Pennsylvania Legislature and in 1794, he married Mary Turner, the daughter of Rev. Joseph Turner of Philadelphia. The story now turns to their youngest son, **Joseph Turner Ryerson.**

Part II - Men of STEEL

From the Recollections of

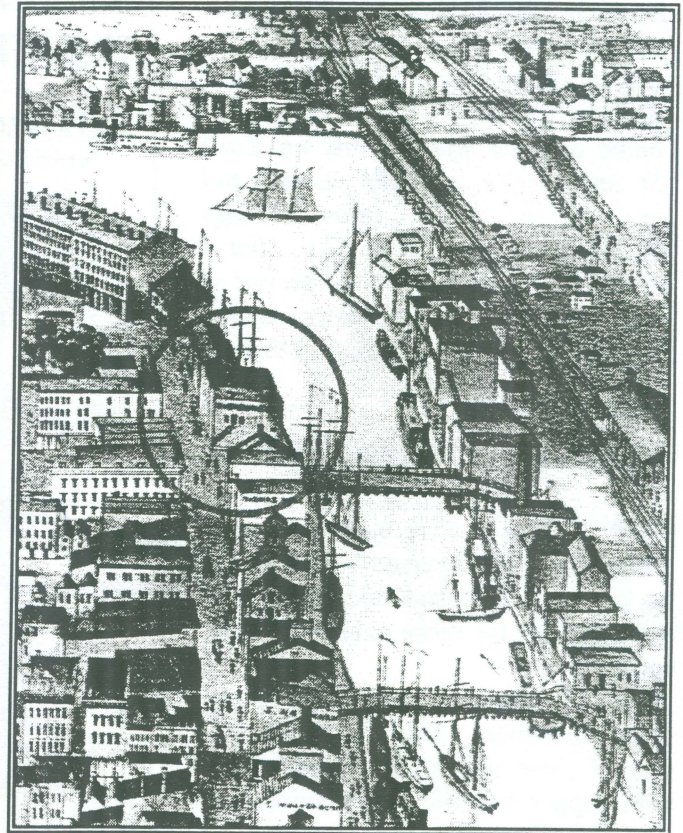
Joseph T. Ryerson -

"....at the age of 29 years, after having spent some twelve years in counting houses in Philadelphia in the service of two of the largest mercantile houses in that city, I came to...the determination to 'go West, young man' and on a few hours notice, I was on my way to the then 'far West' to seek my fortune."



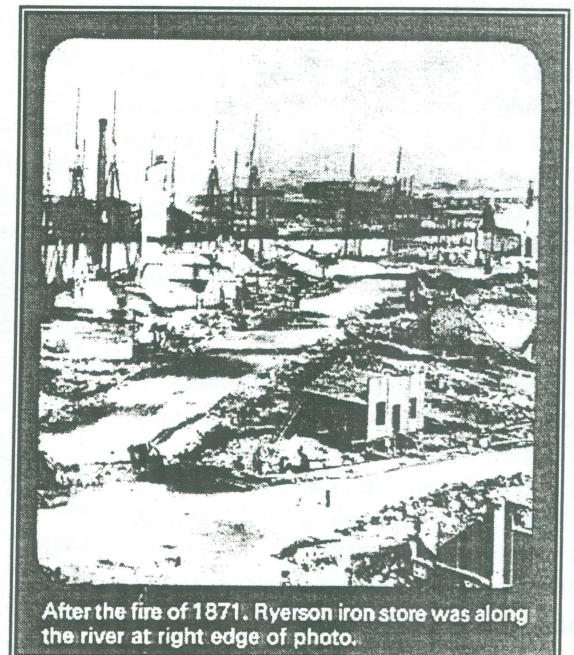
Arriving in Chicago in the fall of 1842 Joseph set up a store to import iron for blacksmiths and boilermakers. *"I determined to plant myself in the place and earnestly went to work."* By 1844 he acquired property on Lake St.

the little settlement's principal business thoroughfare, where he built his own iron store to hold the expanding business. By 1852 that area was becoming a retail drygoods shopping district so the young iron merchant moved "out on the prairie," building an 80 X 55 foot dock lot across the river from the present site of the Merchandise Mart (shown at right). Here consignments of iron arriving on lake ships could be unloaded right at his "store." The business thrived here until 1871.....when.....



....the **Great Chicago Fire** left the Ryerson warehouse and store in complete ruin.

Joseph T. Ryerson immediately reopened the business in temporary quarters and went to work to rebuild his iron store on the same riverside site.



After the fire of 1871. Ryerson iron store was along the river at right edge of photo.

Before his death in 1883, **Joseph T. Ryerson** wrote, "I have passed through the....panic of 1837....the years of the War of the Rebellion... had my warehouse collapse from the attic to cellar through an architectural defect, missing by five minutes of being crushed myself....had my Lake St. store twice partially burned and my Water Street store totally destroyed by the Great Fire....but I never knew what it was to be scared of fate or ever to lie down under difficulties. On the contrary, I rather enjoyed fighting them."

Milestones in Ryerson History

1889 Railroads were expanding at a furious rate and Ryerson was there to service the boiler and flue shops that were needed for those snorting steam locomotives.

1894 For the convenience of out-of-town customers, Ryerson equipped one of their telephones (Main 409) with copper metallic wires connected with long distance instruments.

1902 The first building with a load-carrying steel skeleton started a revolution in construction methods and Ryerson began carrying large stocks of structurals to meet the new demand.

1903 The Ford Motor Co. was founded and Jos. T. Ryerson II was sent to check its credit. He reported, "...in my opinion, it would be perfectly safe to extend regular credit for their requirements."

1909 Ryerson opens New York plant.

1912 The tragic sinking of the Titanic, took with it the life of Arthur L. Ryerson, son of the founder of Joseph T. Ryerson Steel Company. His brother, Edward L. Ryerson, Sr. succeeded their father as President and Chairman of Joseph T. Ryerson & Sons from 1883-1928.


1926 Ryerson stocked stainless steel - the first available anywhere.

1935 The Ryerson Board of Directors and Inland Steel Company approved plans to merge.

INLAND STEEL AND RYERSON TO BE MERGED

**Sets Up \$117,000,000
Organization.**

BY PHILIP JAMPPON



Chicago, June 12.—The merger of Inland Steel and Ryerson Steel, announced today, will create a new organization with a capital of \$117,000,000. The new organization will be known as Inland Steel Company. The merger will result in the elimination of 1,000 jobs. The new organization will be headed by Philip Jamppon, president of Inland Steel. The merger will result in the elimination of 1,000 jobs. The new organization will be headed by Philip Jamppon, president of Inland Steel.

The Chicago Tribune

1950 Ryerson began coil inventories and slitting equipment installations.

1963 Ryerson entered foreign markets with establishment of Ryerson-Holland N.V. in Amsterdam.

1984 Company achieved first billion dollar sales year.

By the time Ryerson Steel joined Inland Steel in 1935, it had 10 plants in the industrial centers of the Northeast and Midwest including the huge facility at 16th and Rockwell on Chicago's West Side. Those warehouses stocked some 10,000 items and had a customer base of 40,000, earning Ryerson the title "the Marshall Field's of steel." Ryerson was the first service center to offer stainless steel, one of the first to offer alloy stock and aluminum, and in 1968, pioneered the use of on-line computers to process customer orders. In 1986, Ryerson reinforced its historic ties to Chicago by acquiring part of the old Pullman Works on the city's South Side for a steel-processing center. Today, Ryerson, which celebrates its 156th anniversary in 1998, and a sister company, J.M. Tull Metals, comprise the Inland Materials Distribution Group (IMDG), the nation's largest service center network. With 56 plants from coast to coast, IMDG supplies 28,000 items, often on an overnight basis, to 70,000 customers.

Steel is the most versatile, cost-effective and widely-used industrial

material in the world. Strong, light weight, easily shaped, increasingly corrosion-resistant and recyclable, it is the backbone of our industrial economy and a central part of our daily lives. Cars, kitchens, playgrounds, offices and even hospitals are showcases of steel. Steel supports buildings and bridges; it works in factories and on the farm.

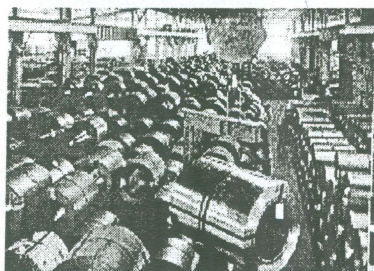
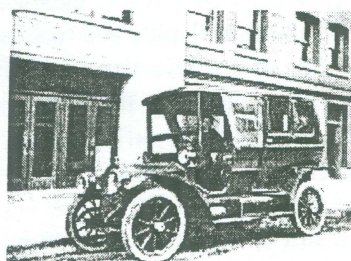
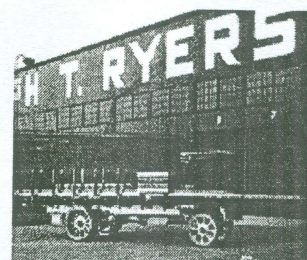
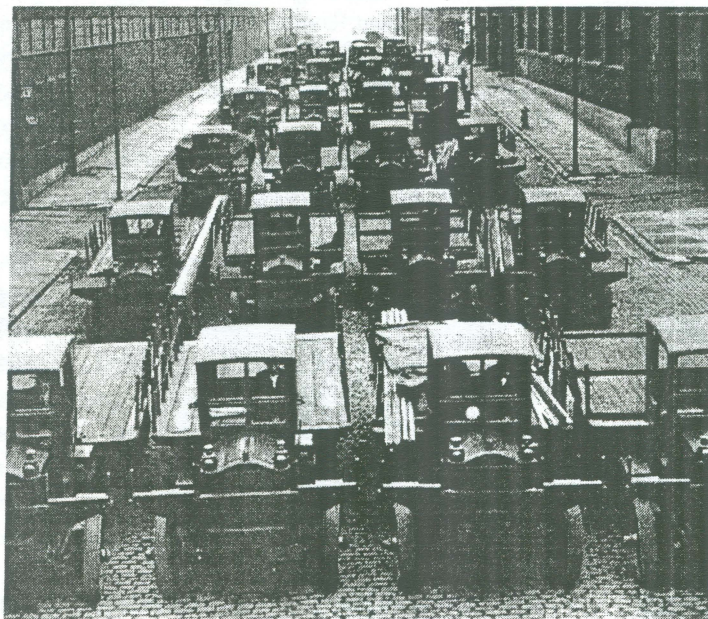
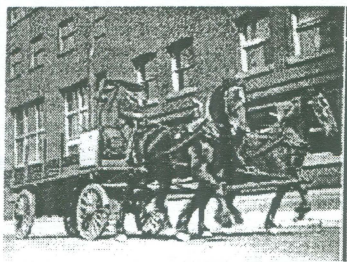


The sons of Joseph T. Ryerson
Edward L. (l.) succeeded his father in the steel business. His older brother, Arthur L. (r.) lost his life in the sinking of the Titanic.



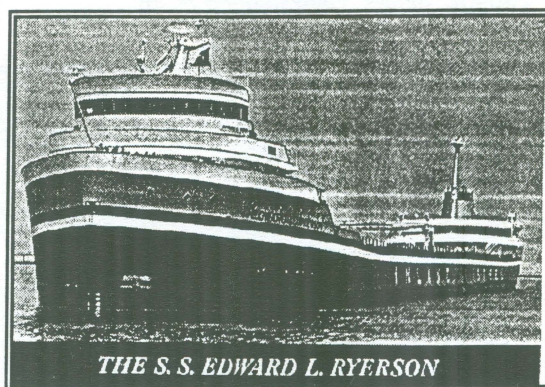
Edward L. Ryerson Jr., President of Ryerson Steel 1929-1937 and Chairman of Inland/Ryerson Steel 1937-1953 is shown here with U.S. President Dwight D. Eisenhower. In 1958 "Ike" appointed him to head a delegation to the Soviet Union to review the threats posed by its steel and mining industries.

Inland Steel's most famous athlete/employee was the great Jim Thorpe who was hired in his later years as a tool room attendant.



A RYERSON STEEL Co. Scrapbook

The giant ore carrier, *S. S. Edward L. Ryerson*, was launched on January 21, 1960. Steam turbine engines generating 9000 hp can drive its graceful 730 foot, streamlined hull, fully loaded, almost 17 miles an hour. The *Ryerson* has a cargo capacity of almost 27,000 gross tons. In a normal season it can carry more than one million tons of iron ore on the long runs from the head of Lake Superior to its home port. This graceful ship is a favorite of residents near the Machinaw Straits and Soo Locks who know this vessel by sight and sound.



One lady carried on a 20 year love affair with the Ryerson and its six captains, exchanging letters and birthday cakes. At age 92, she still awaited the boat's twice weekly passage, acknowledging its whistle, three long and two short, with the wave of a red scarf. Today the *Edward L. Ryerson* is still plying its course through the Great Lakes. With its straight decks, however, it can only dock at Inland's No.2 Dock. It will take about \$13 million to refit it to the level of the newer ore ships which are "self unloading."

RYERSON

JOSEPH T. RYERSON & SON, INC. MEMBER OF THE INLAND STEEL FAMILY

Part III

The Ringwood Iron Master

Martin J. Ryerson



Now - a quick jump back in time to New Jersey. From an ancient deed bearing the date April 18, 1797 we learn that Martin J. Ryerson became the sole owner of the Pompton Ironworks including "all buildings, furnaces, forges, sawmills, grist mills, outhouses, waters, streams, water courses" as well as "cordwood set in pitts...patterns, flasks and tools." To these he would add additional furnaces and rolling mills. The property was part of the original Pompton Patent owned by Arent Schuyler and it is possible that his son, Phillip Schuyler had a hand in erecting the first ironworks there during the 1720's. Tradition has it that the Pompton Ironworks supplied ball and shot for the French and Indian Wars as well as firebacks and household utensils for local residents and pig and bar iron for the trade.

As early as the winter of 1776, the Pompton Ironworks was busy filling orders from General Henry Knox for over 7000 cannonballs from 4 to 18 pounds in weight as well as 10 tons of grape shot. The main importance of the ironworks to the American cause was its strategic

location, commanding the approaches from the Hudson River - either by Smith's Clove and the Ramapo Valley, by Ringwood, or by Paramus - to Morristown.

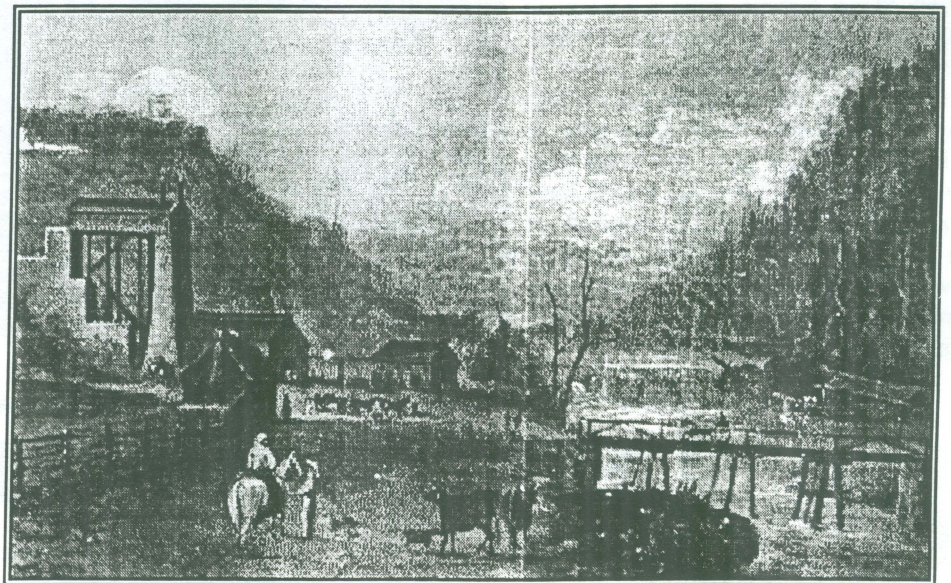
Martin J. Ryerson was an able ironmaster and a man of great enterprise. Beginning with the Pompton Ironworks, he began buying mines and forges and furnaces until he had acquired most of the mining region in Pompton and West Milford including stores, mountain land, wood land and water rights. His wife was sometimes taken aback at the extent of his purchases but he laughed at her prudence and went on adding to his acres and mines until he was by far the largest individual land owner in the county. Despite the number of enterprises, he ran his ironworks in an efficient and exceedingly profitable manner.

In 1807 he purchased the Ringwood Ironworks containing 6838 acres and the Long Pond works containing 5975 acres. In September of the same year he acquired half of the Charlotteburg Ironworks - about 3000 acres although there is no record that he operated them. Through that part of New Jersey from Hunterdon County to New York State, ran several parallel bands of magnetite, a dense, black, highly magnetic form of iron oxide.

Ringwood was now in strong and capable hands. Experienced as an

ironmaster and already successfully operating the Pompton Ironworks, he opened up a number of new mines and increased the flow of ore. The mountainous terrain and rivers supplied ample waterpower and dense forests provided a vast source for the production of charcoal which burns twice as hot as wood and was needed to reduce the iron ore to metal. Through efficient planning and the utmost utilization of all these resources, he turned Ringwood into a thriving operation. He employed thousands of men and year after year he turned out iron of an excellent quality at great profit.

Jacob M. Ryerson was associated with his father in operating the iron mines and furnaces. He reopened the Peters Mine, cleaned out the old shafts and adits and took out 1000 tons of ore. He also opened the Blue Mine, named for the bluish hue of its ore and by 1836, sufficient ore had been removed to a depth of 50 feet and the underground length of 100 feet. The width of the vein varied from 6 to 15 feet. At his fathers death, Jacob inherited the Long Pond Great Furnace Tract and the Ringwood Great Furnace Tract. Unfortunately he did not seem to have inherited his father's business ability and was unable to make the property pay, sinking deeper and



The Pompton Ironworks

deeper into debt until he was finally forced to sell the property.

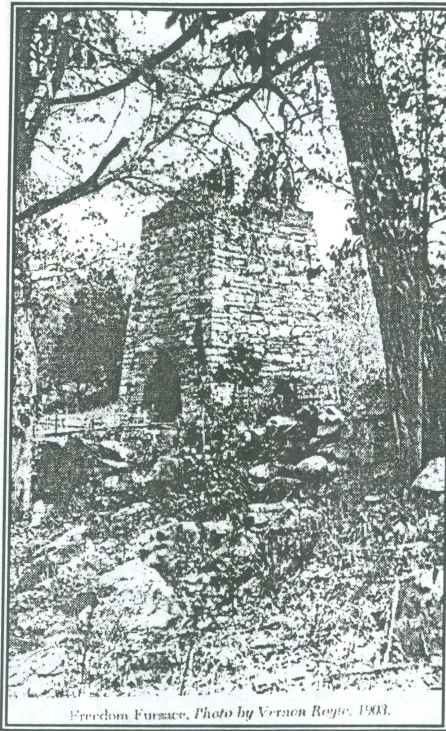


Long Pond Ironworks. Photo by Vernoy Royle, 1909.

Peter M. Ryerson, along with his older brother, helped his father with the management of the various iron works for many years. In 1838 he erected the Freedom hot blast charcoal furnace and forge on the Ringwood River midway between Pompton and Ringwood. The ore used was mined from the London (or Blue) Mine. Through his efforts, the Morris Canal Feeder was built starting at the Pompton works. This contributed to the success of their ironworks as the canal provided a less expensive means of transportation for their iron.

The Freedom furnace was also known as the Whynockie or Ryerson's Furnace. Constructed largely of gneiss rock, with sandstone arches and a firebrick lining, its base was 30 feet square, its height 55 feet. The old furnace stack stood until 1928 when it was demolished to make way for the Wanaque Reservoir, the body of water that now covers the site at Midvale, N.J. Stone from the furnace went into the construction of the Midvale dam, one of many built for the huge reservoir. Adjacent to the furnace was Freedom forge. It was equipped with 6 trip-hammers with a daily output of close to 4 tons. There were also 3 grist mills, a sawmill, a lime kiln and 2 stores located nearby.

Peter fared no better than his brother Jacob in the iron business. Having inherited a capital-intensive business at the wrong time, they were confronted with economic factors beyond their control. Peter's financial difficulties would finally force him to sell his property to satisfy his creditors.



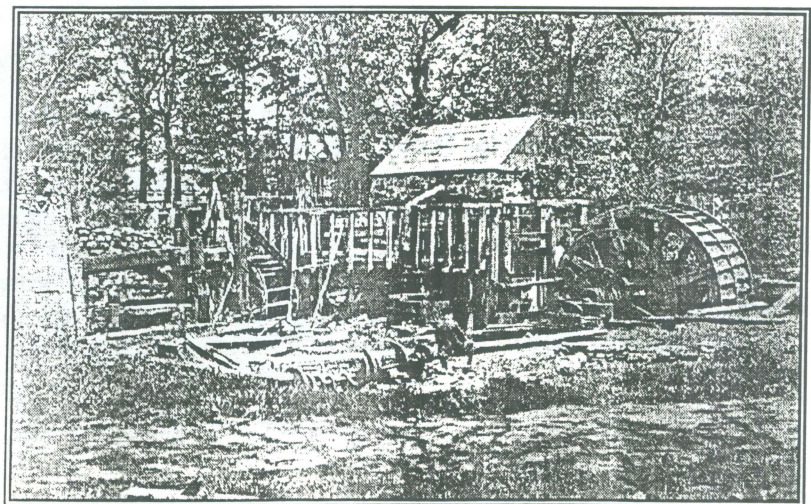
Freedom Furnace. Photo by Vernoy Royle, 1909.

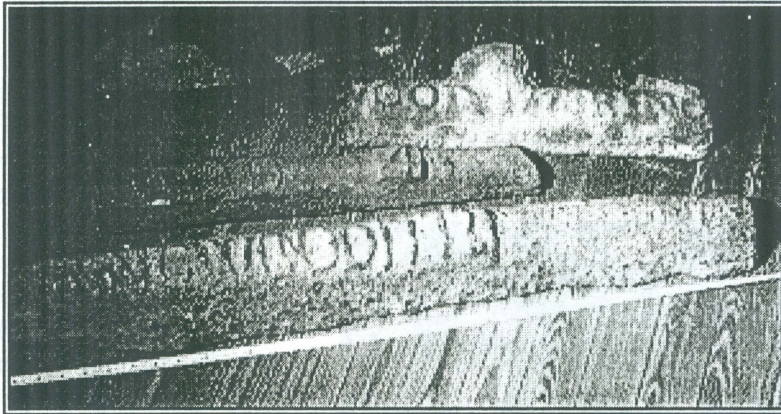
It is said that at the time the Ringwood property was sold, the amount of ore that had been mined on this old and valuable property was estimated at between 300,000 and 500,000 tons but there were still tremendous quantities unmined.

Bloomingdale Forge

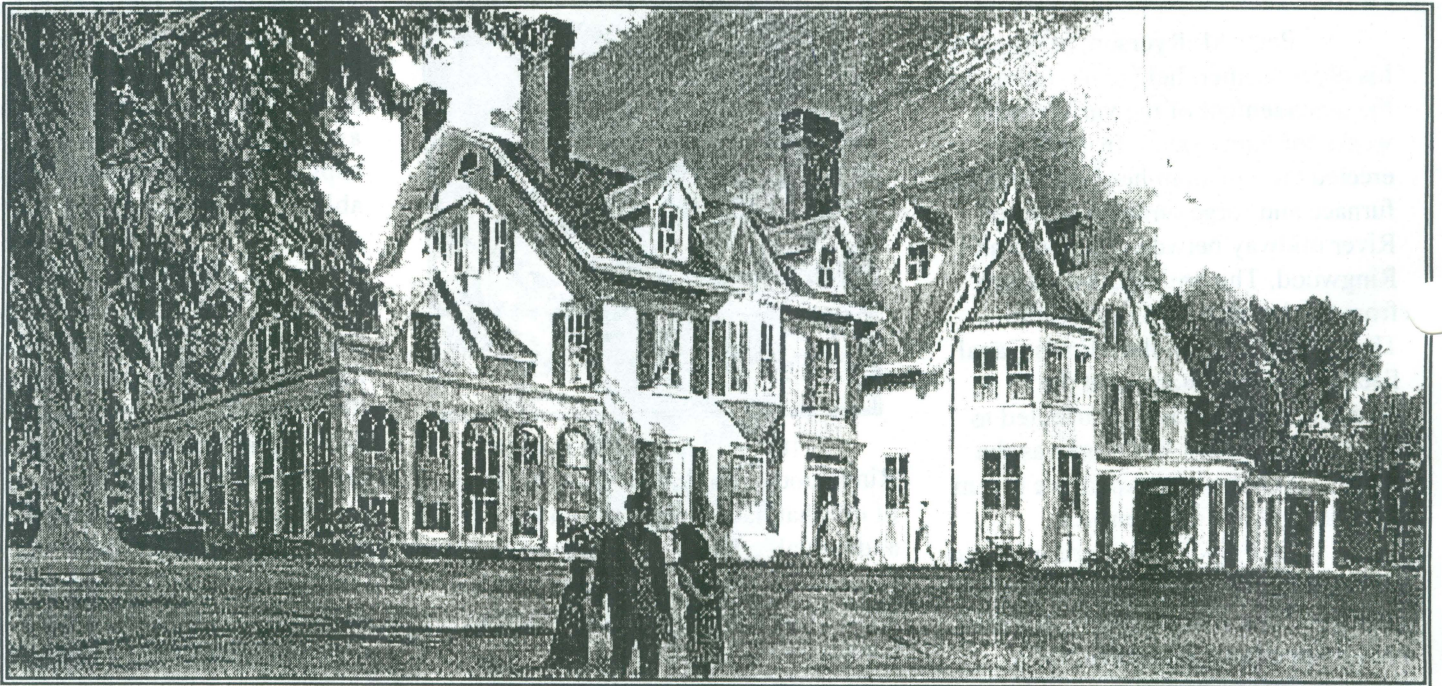
Martin J. Ryerson's grandson, Martin John Ryerson, took over and ran the Bloomingdale Forge for many years. He eventually bought up the rights of the other grandchildren and became the sole owner and proprietor. The forge continued to use Ringwood ore, principally because provision had been made in the will of his grandfather that he should have the "full right and privilege of taking any quantity of ore from the Ringwood Great Furnace tract for any works now erected or which may hereafter be erected with the full right of free ingress and egress at all times with cars, wagons and teams, servants, agents and laborers to dig for and take away the said ore." The forge was less capital-intensive and Martin John was able to adjust more easily to market changes.

In 1855 Martin John Ryerson made 255 tons of bars and faggot iron for shafts and boiler plates from Ringwood ore. He also developed a fine quarry of granite resembling Scotch granite and later he opened a graphite mine, known locally as the lead mine. Graphite was used for making crucibles for the crucible steel process....and of course, lead for pencils from the same raw material. *Bloomingdale Forge shown below.*



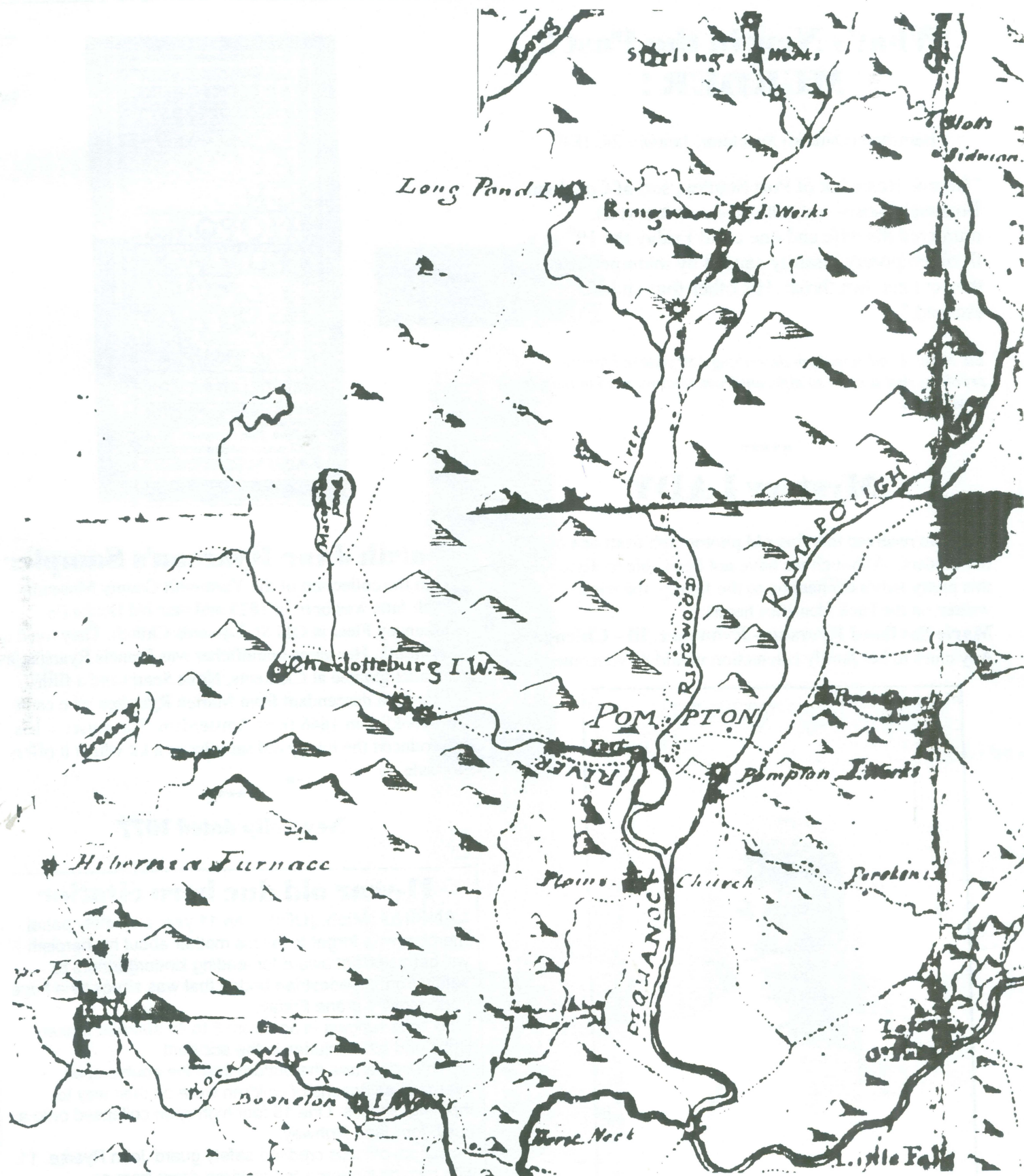


Ringwood Pig Iron



RINGWOOD MANOR

Soon after he acquired the Ringwood property, Martin J. Ryerson built a new house, behind and north of the old site, and moved his family there at its completion. That house is the west end of the present manor house - that section that has the Dutch gambrel roof. Later owners, including Peter Cooper, the New York philanthropist and Abram Hewitt, a prominent 19th century ironmaster, added onto the house until it reached the impressive size that it is today. Deeded to the State of New Jersey in 1936, it is now part of Ringwood Manor State Park located in northern Passaic County on the border between New Jersey and New York. It is open to the public and has hiking trails, swimming, fishing and picnic areas. The Manor house and grounds are also open to visitors at certain times of the year and are well worth a visit if you are travelling in the area.



Map drawn by Robert Erskine in 1777 showing mines and forges in the vicinity of Ringwood.

What's New in the Past ? MURDER !

Hamilton (Ontario) Spectator, January 24, 1849

"George Bostwick of Port Stanley, son of Col. John Bostwick (*ed.note:* and Polly (Ryerson) Bostwick), murdered his wife and one child Friday the 19th in a fit of temporary insanity caused by intemperance, then cut his own throat. His other four children escaped."

Ed. Note: A sad news item describing 150 year old family problems that are not so different from what we read in today's newspapers.

Mystery LADY

We have received this fine old photograph from one of our readers. Although we have not been able to discover this pretty lady's connection to the family, the name written on the back identifies her as:

Marie Saviland Ryerson - Evanston, Ill - Chicago
Any clues to her family connection would be welcomed.



Sarah Jane Ryerson's Sampler

From the collection of the Yarmouth County Museum. Sarah Jane was born in 1823 and married Benjamin DeLancey Fleet in Old St. Edwards Church. They lived in Yarmouth. Her great-grandfather was Francis Ryerson, a Loyalist grantee at Clements, Nova Scotia and a fifth generation descendant from Marten Ryerszen who came to Brooklyn in 1646 from Amsterdam. The museum has reproduced the lovely old sampler as a kit which it offers for sale.

News clip dated 1977

11-year old due hero citation

LANSING, Mich. (UPI) - An 11 year old safety patrol member who forgot to tell his mother about his heroism will get a special award for leading kindergartners to safety from a pedestrian bridge that was struck by a huge earth moving crane Friday.

Six boys ranging in age from 8 to 11 suffered broken limbs and other injuries in the accident.

The crane tore the bottom from the double-span overpass as dozens of children were on their way to morning classes. One 15 foot high span collapsed onto a busy, four-lane highway.

School officials credited safety guard John Ryerse, 11, with helping kindergarten children down from an undamaged portion of the span, dragging two of them off bodily.

"I didn't even know about it. He didn't tell me himself," said his mother, Mrs. Bonnie Ryerse.

TITANIC Update

By Phyllis Ryerse

In April of this year I attended the annual convention of Titanic International in St. Petersburg, Florida, held in conjunction with the TITANIC EXHIBIT on display there at the Florida International Museum. Because of our family connection to passengers on that ill-fated ship, I was invited to tag along for a midnight sneak-preview of the museum exhibit....along with a camera crew and Matt Tulloch of RMS Titanic, the firm that has salvage rights to the ship. This group has made 175 dives to the wreck so far and has recovered over 5000 artifacts - many of which have gone through the conservation process and were there on display. To see still-corked bottles of champagne, pipes with tobacco still in them, a stewards jacket, a lifebelt, diamond and sapphire jewelry, a brass porthole with the glass badly fractured, a fragile teacup, and much much more - is nothing short of incredible. To walk with Matt and listen to his running commentary about several of those thrilling dives to the Titanic to recover those artifacts - was an extraordinary experience.

But there was still more to come!

I joined our convention group again the next morning for a special guided tour of the whole exhibit - his time along with thousands of other tourists and Titanic-interested people from all over the country. There are only 5 surviving passengers alive today - most of them aging and unwilling to face the media. My name tag gave me away, however, and I was soon pulled aside by a newspaper reporter and a TV news camera crew -- eager to interview *even a distant relative* of a Titanic passenger!

(So - I made the 6 o'clock news and the Sunday St. Pete's Times! ☺) **But the best was yet to come!**

The scene now changes to the lobby of the museum where I was introduced to Matt Bergendahl, the Public Relations Coordinator for the museum. "Oh, I know the story of the Ryersons on the Titanic!" he exclaimed. "Yes?" I said curiously. "Yes. They had a French maid and her name was Victorine Chaudansen!" he answered. "That's right!" I said in surprise. "How do you know that?" "Because her son works here at the museum as a guide" he replied with a grin!

And so, because of a wonderful twist of fate, we were able to contact George Perkins and extend to him my personal invitation to join us at that evening's convention banquet. He brought along the blanket that his mother carried off the Titanic that night so long ago. When I introduced him to the convention group - he (and the blanket that he holds in the picture above) quickly became the "hit of the evening!"

It was a great pleasure for me to finally meet George in person. He is a delightful and interesting fellow! As a young man he spent time in the Navy, he earned a



degree in Mechanical Engineering and was a Hospital Administrator with the Albert Einstein Medical Center in Philadelphia for 20 years before he retired. I was successful in tracking him down some years ago through persistent detective work and some old employment records. We talked by phone and by mail for several years and then I lost track of him. I remembered that he used to move with the seasons between homes in Pennsylvania and Florida but was unaware of what had happened to him in more recent years.

George (84 yrs. old) now lives year round in the Clearwater, Florida area. Because of his mother's connection with the Titanic, he signed up as a volunteer when the Titanic Exhibit came to St. Petersburg. He works with the audio equipment that is provided to every visitor.

At first George didn't tell anyone at the museum of his connection to the Titanic. However, he finally told his mother's story to Matt Bergendahl and soon became something of a celebrity among the corps of volunteers!

The old Titanic blanket that George used to take on camping trips - is today appraised at \$100,000. Efforts are being made to place it in a museum on permanent exhibit where it can be seen and enjoyed by many people for years to come.



A Note from the Editor

It's Ryerse/Ryerson REUNION time again! Mark your calendars and get ready for a "fun" time. If you're a "cousin" - you don't need an invitation! Just come on out and join the festivities.

Thank you for returning the family update sheets to Tom. The Supplement that accompanies this issue reflects lots of new information - but we still have room in our computer data-base for updates on **your** family too! Let's hear from you.

I hope you've enjoyed reading about the Ryerson men who worked in the iron and steel business. From the early failures at Squire's Point Forge - to the mines and forges of Ringwood - to the 156 year old Ryerson Steel Co. still thriving today, it is a fascinating story of men in a tough business.

I'm always taken aback whenever I see a picture of Martin J. Ryerson of Ringwood Iron fame. It's hard to believe that the old "Reijerse genes" are this strong after so many generations. I include here a picture of my husband, JOHN. Do you agree that he could be a twin to Martin J. Ryerson - shown on page six?



How about it - do you know of any other "doubles" in the family?

Phyllis Ryerse

The Port Ryerse Journal

Published 3 times a year by the

RYERSE-RYERSON Family Association

Box 262, Ingersoll, Ontario, Canada N5C 3K5
3373 Davenport Hwy., Woodville, ON N0B 2G6

Subscription Rate \$10/year
Submissions Welcome

Our Readers are talking

- We look forward to the Journal - the stories are wonderful. Thanks for all the research - undoubtedly a labour of love."
- Lorraine McNeilly, London, Ont.
- "The Journal is great to read. I thoroughly enjoy it. A lot of hard work produces a first rate publication." - Ann Specht, Toronto, Ont.
- "I really enjoy the researched historical articles. The Journal is a great idea."
- Enid Gilbert, Sarnia, Ont.
- "The Titanic connection was very interesting."
- Eleanor Woods, Ridgeway, Ont.
- "Thank you again for all your hard work."
- Carol Ryerse, Emmett, Idaho.

WANTED

Barbara Fitzmaurice of Freeland, Mich. wonders if any of you cousins might have a picture of her great grandmother, Melissa Ryerse Petheram 1844-1899, or of any members of Melissa's family. Melissa was born in Woodhouse Twp. and moved to Holland City, Mich about 1870. Check out your family albums. Can you help?

NEWS ITEM: A copy of The Ryerse-Ryerson Family History has been placed in the Heart of America Genealogical Society and Library in the Kansas City (MO) Public Library. A copy has also been placed in the genealogical library at Everton Publishers in Logan, Utah.

Their review follows:

"....472 pages, index, photographs.....The book's subtitle explains further, "The Early Generations in the Netherlands and American and the History of the Brothers Samuel RYERSE and Joseph RYERSON and Their Descendants, Early Pioneers of Norfolk County, Ontario, Canada." The book was first published in celebration of the 200th anniversary of the family in upper Canada, and is now being made available again. Altogether, the work chronicles 400 years of family history, extending back to 1574. Phyllis' research into the Netherlands, New York and New Jersey origins complements Tom's work on updating information on thousands of descendants. The book is very thorough, full of facts, photographs, and has rightfully been well reviewed in many places."

(Ed. Note: A very few copies left - contact Tom Ryerson)



Margaret Drusilla (England) Ryerse

August 13, 1899 - February 14, 1998

We remember Margaret

I met Margaret and Colin Ryerse for the first time at the family picnic in July 1982. At that point I had no idea that Margaret had been the main historian for the family, or that back in 1964 a book had already been put together. Margaret and Colin invited me to visit their home and so one day in the fall of '82, I spent a day at their wonderful little house on the hill. I still remember the smell of the woodstove and goodies being cooked. I went through alot of Margaret's papers and got a good feel for the family history and what had been done before. It was at that point that I realized how much she really knew about the family. She was a living family history book. She could remember all of the relatives as if they were still around. She is the one we really have to thank for preserving the family history. She encouraged Phyllis back in 1958, and encouraged me on the same path 25 years later. Margaret will be missed very much, but her work and her spirit live on.

- Tom Ryerson

My first encounter with Margaret was in a barn! - with rain pouring down on what was supposed to be the family picnic! Not many cousins showed up that day - which gave me a grand opportunity to have a long chat with Margaret. She told me just enough of the early family history to pique my interest. When I asked if anyone had ever written down any of those marvellous stories she was relating to me, she replied, "You can do that!" Little did she know that she was sending me on a life-time search through dusty libraries, deep into musty courthouse archives and tramping through countless overgrown cemeteries! Little did she know that the family information and the paper to hold it all would fill up my little office plus 7 or 8 large file drawers and finally spill over into stacks of material and books all over the floor! My last visit with Margaret was at the '94 Reunion and I'll always hold in my heart, the sight of her sweet smiling face on that day.

- Phyllis Ryerse

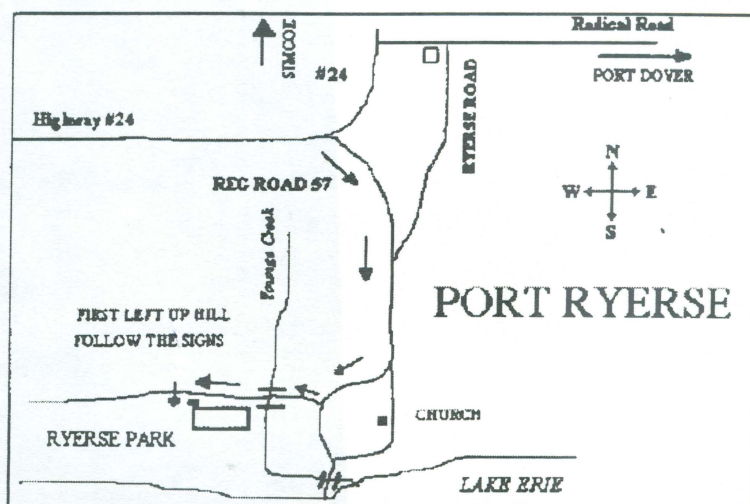
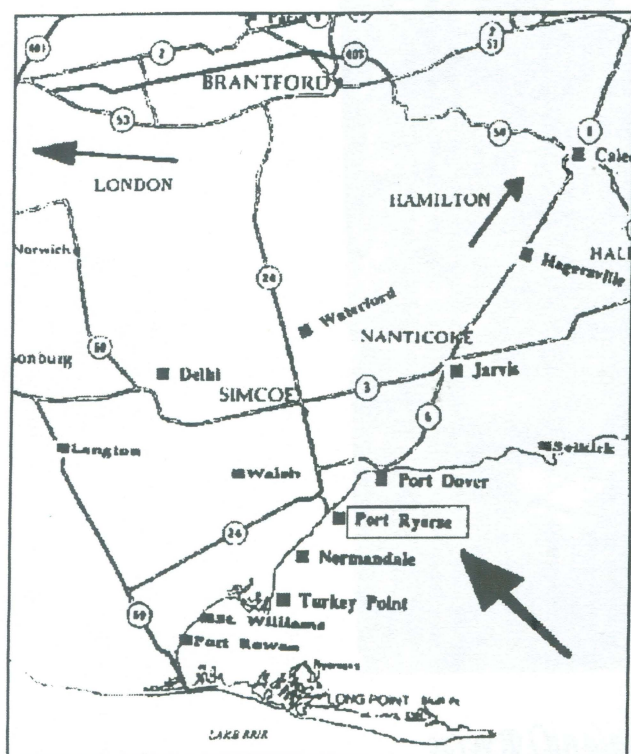


It's the 45th annual.....
RYERSE-RYERSON FAMILY REUNION

1954-1998

Sunday July 12, 1998

One O'Clock PM



Ryerse Park, Port Ryerse, Ontario

Take Highway 24 either south from Simcoe or east from Highway 59 and exit towards Lake Erie at the 'Port Ryerse' sign. Follow the main road down into the hamlet. Once you've reached the bottom of the hill, take the right fork to cross over the bridge and go up the other hill to Vernon & Barbara Ryerse's laneway on your left. WATCH for signs.

Delicious Smorgasbord Lunch!

Bring the food of your choice, plates, silverware, cups and lawn chairs. Hot tea, coffee and some juice will be provided. The reunion will be held rain or shine. (A clear day has been ordered!)

GAMES * SPORTS * PRIZES * ENTERTAINMENT * CONVERSATION

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Tables.....Melissa and Maureen Jones
Grounds.....Vern, Robert C. & Edmon A. Ryerse
Sound.....Murray Madge

THANKS to Vern & Barbara and all who make our reunions such a success every year.

Please invite any relatives we may have missed with this mail-out.

If you are a member of the RYERSE or RYERSON family - **YOU ARE INVITED!**

The Port Ryerse Journal

The RYERSE-RYERSON Family Association Newsletter


Volume 5 Issue 3

ISSN 201-0065

October 1998

Our Famous - "Favorite Son"

EGERTON RYERSON



1803 - 1882

"This outstanding educationalist and clergyman, the son of an Anglican Loyalist, was born near Vittoria, Norfolk Co. Ontario in 1803. He entered the Methodist ministry in 1825 and served as a circuit rider and missionary to the Credit River Indians. He was appointed the first editor of the Methodist "Christian Guardian" in 1829. As head of the Department of Public Instruction, he established Ontario's present system of public education in the hope of seeing "every child of my native land in the school going way." A vigorous, prolific controversialist, he wrote on agriculture, politics, religion, the Loyalists and Canadian Methodism."

So reads one of many historical markers scattered across Canada, memorializing and summarizing in one brief paragraph the career of an extraordinary man.

His father, Joseph Ryerson, and his uncle Samuel Ryerse, both American born, had served as loyalist officers in the American Revolution and afterwards had fled north, first to New Brunswick and then to Upper Canada. His mother taught her children a personal and vital form of Christianity, reinforced by Methodist circuit-riders who came through Norfolk County during Egerton's childhood. His Anglican father strongly opposed the Methodists, causing a rift between himself and Egerton that would not be mended for several years. It has been said that Loyalism and Methodism formed the warp and woof of Egerton's life and career.



He was a relentless worker, calling up enormous reserves of energy, endurance and discipline in his effort to be a worthy steward of the time God gave him. Always the student, he was forever learning a new language: Ojibwa at the Credit River mission, Hebrew in his spare time and French and German on his trips to the Continent.



In 1829 Egerton founded the *Christian Guardian*, a religious weekly which he edited with such liveliness it soon had the biggest circulation of any Canadian paper of any kind. He printed sermons, news stories, notes on the latest fashions, how to carry a hive of bees without getting stung and recipes for making beer! In those days, Methodists were allowed to drink beer but were forbidden hard liquor, and the home-brewing instructions were most popular. He was also the founder of Ryerson Press which was the largest Canadian publishing house for over 150 years and which continues to operate today as McGraw-Hill.

Most young people - at sixteen - have more formal education today than he ever had in his entire life. Yet he was the first principal of Victoria College, now a part of the University of Toronto.

Egerton had harbored a vision of free education for all Upper Canadian children for many years. In the early 1800's, however, there were two problems. In some areas there were no schools at all, and where there were schools, the teachers were often ill-prepared. Egerton intended to solve both of these problems. From 1844 to 1876 he devoted himself to the building of the public school system, incorporating into it all that he found good in the best systems of the United States and Europe, organizing it along lines which even today would be considered progressive. The system that he built received praise from eminent educators in the US and Britain and stands as his monument even today.

In 1847 Egerton established the Toronto Normal School, the first provincial institution for the systematic training of elementary school-teachers. At first, the Normal School had to provide academic instruction for poorly educated student-teachers but, gradually, there was improvement in the teaching standards throughout Ontario. In 1953 the Normal School was renamed the Toronto Teachers' College.

CHRISTIAN GUARDIAN.

PUBLISHED FOR THE METHODIST EPISCOPAL CHURCH IN CANADA. E. RYERSON & F. METCALF, EDITORS.

VOL. I.

YORK, SATURDAY, MARCH 13, 1830.

NO. 17.

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TERMS.—THE CHRISTIAN GUARDIAN is published weekly, on Saturdays, at twelve shillings and six pence, a year, if paid in advance; or fifteen shillings, if paid in six months; or seventeen shillings and six pence, if not paid before the end of the year; exclusive of postage. Subscriptions paid within one month after receiving the first number will be considered in advance.

The Postage is four shillings a year; and must also be paid within one month after receiving the first number by those who wish to be considered as paying in advance.

All travelling and local Preachers of the M. E. Church are authorized Agents to procure Subscribers and forward their names with subscriptions: and to all authorized Agents who shall procure fifteen responsible subscribers, and add in the collection, &c. one copy will be sent gratis.—The accounts will be kept with the subscribers individually, who alone will be held responsible.

No subscription will be received for less than six months: and no subscriber has a right to discontinue, except at our option, until all arrears are paid. Agents will be careful to attend to this.

Advertisements inserted at the usual prices—all advertise-

The following unpretending and pleasant verses, were written on the occasion, of the Rice Lake Indians leaving their bark wigwams, on an Island in the Lake, and removing to their houses, where they intend to exchange the uncertain game of the chase, for the more sure supplies of industry and agriculture.—Ed.

For the Christian Guardian.

WIGKEWAUM • FAREWELL.

For-mah Pam-dusk-koo-do-yongh t I see,
A house by Christians made for me.
Jesus does this and all things well;
Smoky bark wigkewaum, farewell.

The Indian tribes long time before
I ever wandered on this shore,
Lov'd better much the warwhoop yell,
Than saying, wigkewaum, farewell.

In vain the white man tried to tame,
The red man's heart, 'twas still the same;
'Till one came who of Jesus tell;
I then say, bark wigkewaum, farewell.

My tomahawk away I throw;
My moog-koo-mon t I need not now:
Like white man in my house I'll dwell,
So bark wigkewaum, farewell, farewell.

confined to a few, and the advantages which education affords, not being enjoyed, numbers doubtless, are doomed to bluish unseen, and sink into oblivion, possessing genius and talents sufficient to render them capable of doing honour to themselves, their country, and the world. From these considerations we see at once the necessity of some means, in addition to those bestowed by nature, to call into operation the energies and faculties of the mind; to rouse to action the dormant spirits, and excite in the breast of the young aspirant, a spirit of active and laudable exertion in the pursuit of knowledge. And to effect this, the United States evidently appear to be among those which bid fair to vie with the most enlightened nations of the earth in the means afforded to facilitate the progress of science and literature, and to record her name on the pages of history as the nursery of science and virtue, and to hand down to posterity the glory of her literary achievements. As a proof of its powerful effects on a community, we may look at Great Britain and see the rapid advances which have been made not only in the commercial & political world, but in the arts and sciences; which have been carried to such a degree of perfection as might astonish the world. Commerce and internal improvements of almost



Egerton Ryerson ca. 1870

Over his lifetime he wrote a large number of pamphlets and books on a broad range of topics including politics, religion, education and history including the familiar "United Empire Loyalists and Their Times," "The Puritans of Old England," and the "Story of My Life." He never backed away from controversy and was usually up to his neck in some religious or political dispute, carried on by letters he wrote between 4 and 8 a.m.

There follows excerpts from a letter written by Earl of Dufferin - 6 Sept 1880. (Transcription of original provided by the Archives of Ryerson Polytechnic University - Toronto, Ontario.)

"My Dear Dr. Ryerson

I have just received your two beautiful volumes. I cannot tell you how grateful I am to you for your kind thought of me. There is no present I value more than that of a book from its author.....

You well know how.... I appreciate all that you have done for education in Canada and there are few people in the Dominion for whom I entertain a greater regard or respect.

*Believe me, My dear Dr. Ryerson,
Yours most sincerely
Dufferin*



Mary (Armstrong) Ryerson



Sophia



Charles

On Sept. 10, 1828, Egerton Ryerson married the beautiful Hannah Aikman. They had two children, John and Lucilla, but sadly, Hannah died a short time after Lucilla's birth in 1832. On November 8, 1833, Egerton married Mary Armstrong. They also had two children, Sophia and Charles.

Not surprisingly, Egerton was a most loving father to his own children. Charley developed into a fine young man although his father sometimes complained that he needed more perseverance at his studies! He and his father were always good companions and spent much time together in later years hunting ducks and sailing their skiff off Long Point.

Sophia was a lot like her father, sharing many of his interests. Agreeable, quick, clever, fond of books and music, she was his best friend. They shared a remarkable correspondence over many years, exchanging news about everything from the new cook - to sore throats and colds. A fascinating collection of their letters has been put together in a book, "My Dearest Sophie" edited by C. B. Sissons. It is interesting reading.

From **RYERSON MAGAZINE / Spring 1997**



An oversized scrapbook, obtained recently by the Archives at RYERSON Polytechnic University, has been described by the Archivist Claude Doucet (pictured above) as the single most important collection of historical documents now in the holdings of the University.

The material encompasses *four generations of history of the Ryerson family*, the American Revolution, the Loyalist exodus to Canada, the War of 1812, the founding of Ontario's school system, the Fenian Raids, and more - all represented in some form in the approximately 100 letters and documents that fill the 130 pages of this scrapbook.

"It's quite a treasure because most of the material is original," says Mr. Doucet. The oldest of the documents dates from 1783. Most are from the early to mid-19th century and follow the path of Joseph Ryerson, Egerton Ryerson's father, as he left the family homestead in New Jersey after serving on the losing side of the American Revolution. Included are Egerton's doctor of divinity degree, his 1846 commission as superintendent of schools in Upper Canada, and the certificate appointing him to the Senate of the University of Toronto.

There are documents and letters from such prominent figures in early Canadian history as Sir Isaac Brock, Robert Baldwin, Lord Stanley, and Earl of Dufferin. There are notes to Egerton from the private secretary to King William, the British colonial secretary, the Duchess of Kent, and secretary to Sir Robert Peel, the Prime Minister of Great Britain - all relating to Egerton's travels to Europe to study education systems and plead his case for free public education in the Canadian colony. "These are important documents for anyone doing research on Ryerson," says Mr. Doucet.

LIFE ON A BARGE! EGERTON'S Great-Great Grandson

The man who donated these historic family papers to Ryerson University, Peter Ryerson, lives with his family on a 70-foot barge, the *Rosa*, on a canal in Middlesex, England. Maintaining his ancestor's link to education, he does supply teaching and serves on the education committee of a London borough.

Peter, 60, was born in London to Barrington Nevitt Ryerson and his wife, Brenda Bowling. He joined the Merchant Navy at 16 and spent 10 years at sea before going to college and earning his degree. He met his wife in 1973 while teaching primary school in London and they set up house-keeping on a barge. Peter sailed his current vessel across the English Channel from Holland. They have two children, Ben, 20, and Tim 17.

Although he visited the port of Toronto once in his merchant seaman days, he never left the ship, and has never seen the University named for his ancestor. He is one of at least five great-great-grandchildren of Egerton, including two in Australia.

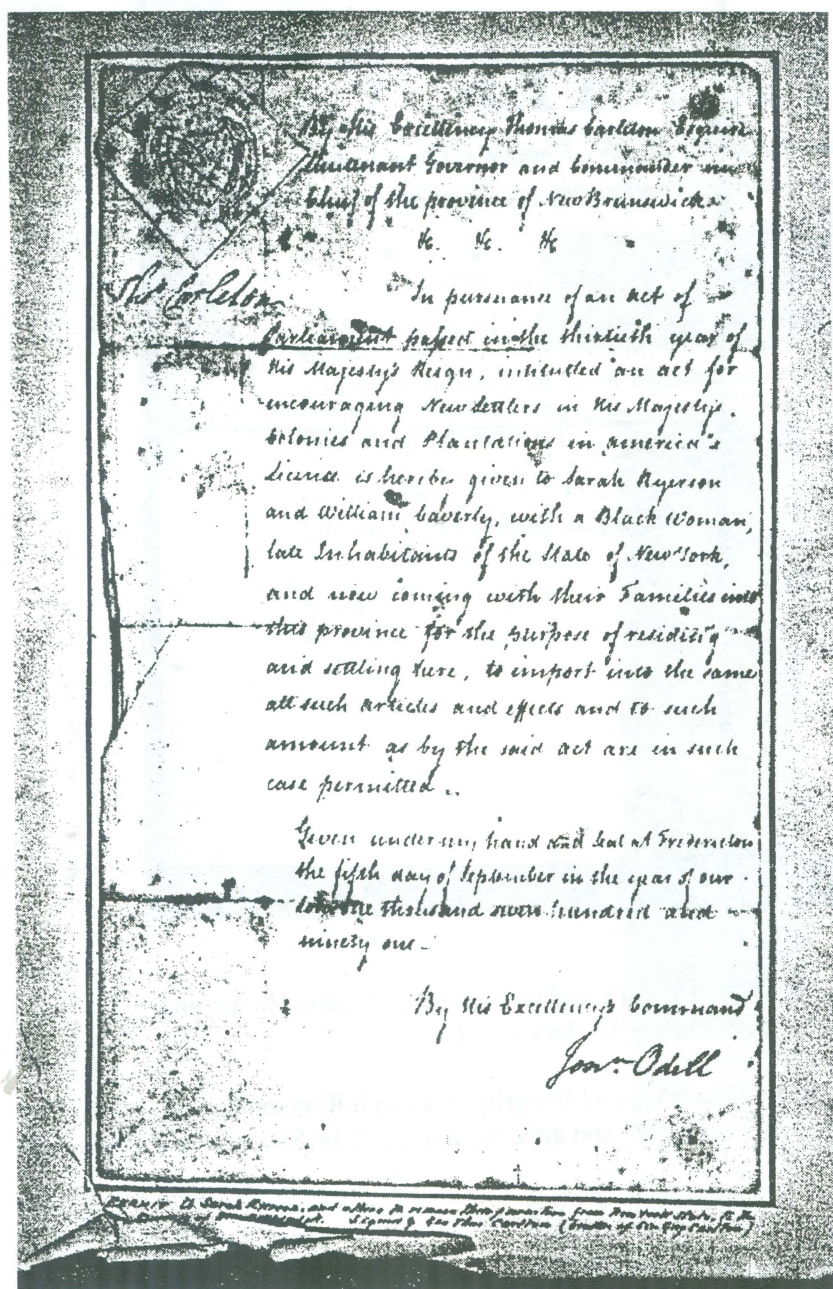
Peter inherited the old scrapbook, its binding worn away and the pages showing it's great age. "It seemed to me," he said, "that Canada was the proper place for it, as it deals with important Canadian people. Also, I couldn't look after it properly - every time it was looked at it got a little more frayed." As for its' origins, he is unsure. If it was begun by Charles Ryerson (Egerton's son), it was likely passed on to Charles' own son, George, and may have made a trip from Ontario to Japan, where George served as an Anglican missionary for many years.

And so it was decided that the scrapbook should be placed with Ryerson University. Unwilling to trust something so important to the mails, a plea was sent out for someone to act as a personal courier. Professor Gillian Mothersill volunteered for the job and the old book was gently hand-carried back to Canada.

Mr. Doucet didn't know what to expect until the book was on his desk. "I could see how excited he was as we went through it page by page and understood its significance," said Prof. Mothersill.

Peter Ryerson has two other items that Mr. Doucet would like to see at the University: portraits of Egerton and his wife. These paintings would require costly restoration and Mr. Doucet is exploring ways to raise the necessary cost.

Mr. Doucet is also working to have Egerton's desk placed on display in the Archives where it would have a position of honor accompanying these new and important documents relating to Egerton Ryerson.



We are pleased to show you several interesting documents from the old scrapbook - by kind permission of Mr. Claude Doucet, the Archivist at Ryerson Polytechnic University, Toronto, Ontario, Canada.

The document shown above is one of the most intriguing - yet perplexing - of the group that we present here. It leaves us with more questions than answers. The editors would welcome any ideas or insight into solving the mystery!

The old document is yellowed and still has the wax seal attached. The text, as best we can decipher it, reads as follows:

By His Excellency Thomas Carlton Esquire, Lieutenant Governor and Commander in behalf of the Province of New Brunswick.
.....In pursuance of an act of Parliament passed in the thirtieth year of His Majesty's Reign, instituted an act for encouraging New Settlers in His Majesty's Colonies and Plantations in America's. License is hereby given to Sarah Ryerson and William Caverty (Caverly?), with a Black woman, late the inhabitants of the State of New York, and now coming with their families into this province for the purpose of residing and settling here, to import into the same, all such articles and effects and to such amount as by the said act are in such case permitted.

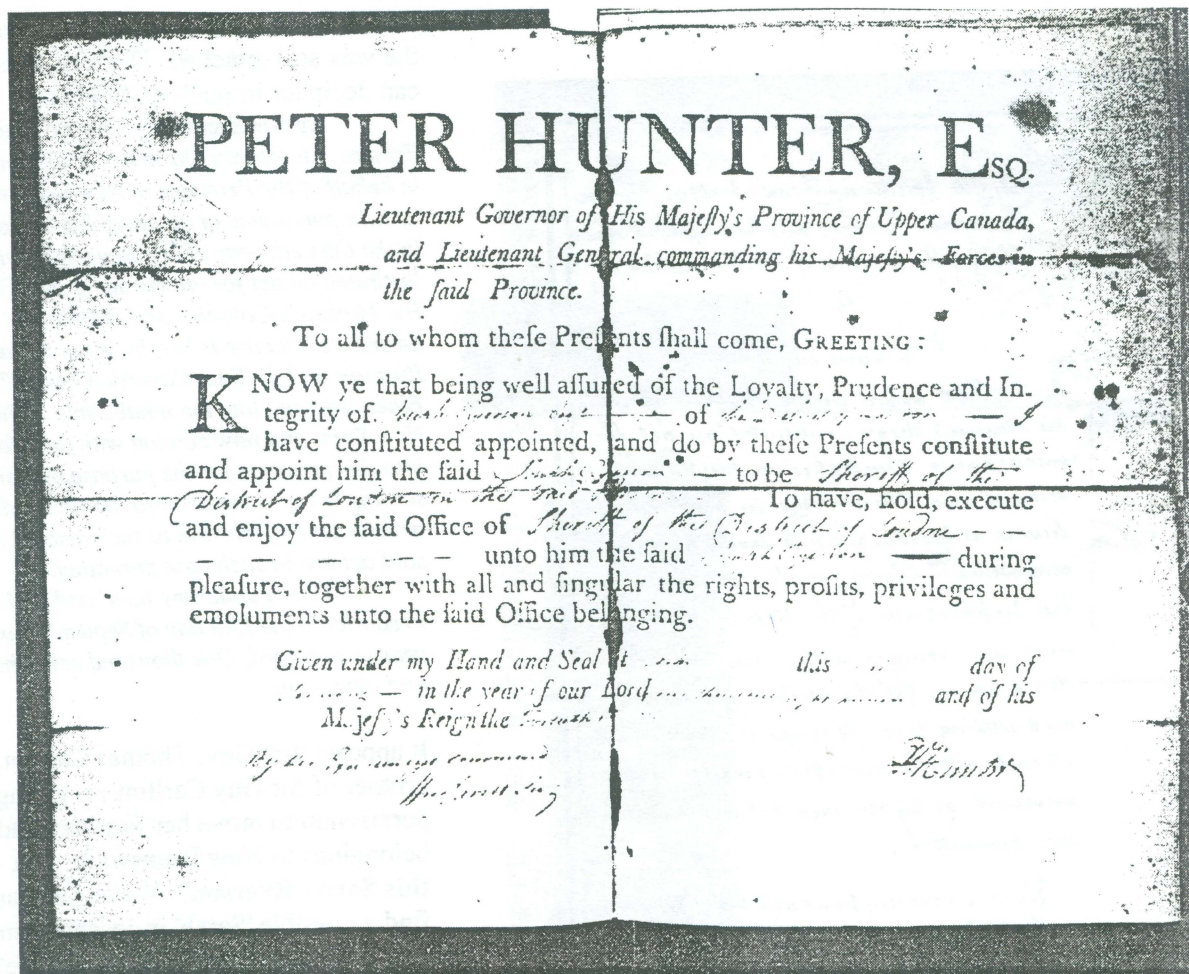
Given under my hand and seal at Fredericton the fifth day of September in the year of our Lord, One thousand seven hundred and ninety one.

It appears that Gov. Thomas Carlton, (the brother of Sir Guy Carlton,) is giving permission to move her furniture and other belongings to New Brunswick. But - **who is this Sarah Ryerson?** We've been unable to find a possible 'Sarah' in Joseph's family. Could she have been Col. Sam's wife?? If not...who was she? **Who was William Caverty** and the Black woman? Servants/slaves/friends? If this was Col. Sam's wife, **why did she wait** so long to ask for her belongings....or did it take years to get permission? Col. Sam and his family would return to New York soon after the year 1791 found on this document. **Did they bring this furniture** and these belongings back with them to New York --- and then move them again to Canada when they re-settled there after 1794?

(Well traveled furniture, eh!! Possibly doomed furniture, considering that Sam's cabin burned later, destroying the contents of the attic which included things "that came from NY!")

And lastly, how did this particular document (if it does concern Col. Sam's wife) come to be in Joseph or Egerton's possession. Most of the other documents pertain to their own family --- not to that of Samuel Ryerse.

All Very Intriguing!



JOSEPH RYERSON'S commission as sheriff of District of London issued by Lt. Gov. Hunter and countersigned by Secretary W. Jarvis, 1800.

"....Know ye that being well assured of the Loyalty, Prudence and Integrity of Joseph Ryerson Esq..... have constituted, appointed and do by these Presents constitute and appoint himto be Sheriff of the District of London in the said Province....."

Another document in the collection is the appointment of Joseph Ryerson as the Collector of Customs at Turkey Point, signed by Hon. Alex Grant, President of Upper Canada, 1806.

Other documents in the collection include a yellowed letter from Capt. James Brock (Private Secretary to Sir Isaac Brock) to Joseph Ryerson, dated in 1812, enclosing commissions for the officers of the Norfolk Militia - also the certificate of Commission for Joseph Ryerson as Lieutenant Colonel Commanding the First Norfolk Regiment, 1812.

The oldest document concerning Joseph Ryerson, however, is the Certificate of Commission as Lieutenant Commanding the Prince of Wales's American Volunteers, dated 1783.



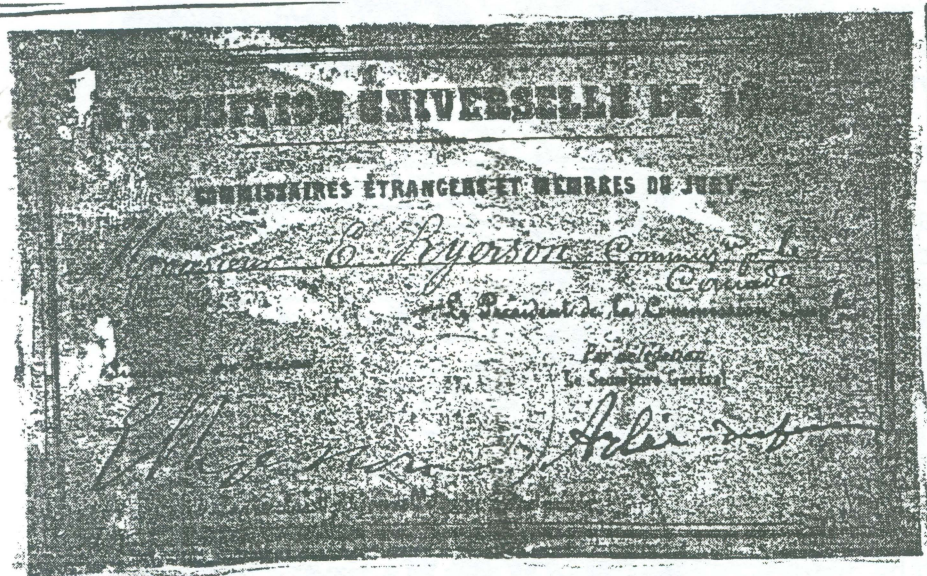
Magnificent bust of Egerton Ryerson on display at the Parliament Building in downtown Toronto, Ontario.

The scrapbook collection also includes Egerton's Diploma as Doctor of Divinity issued by the Wesleyan University at Middleton, Conn. , dated 1842.

Written all in Latin, it reads in part:

"Sciatis quod virum Reverendum Egerton Ryerson de Religione et Literis optime meritum, PRAESAS, consentientibus Sociis Honorandis ac Reverendis Titulo Graduque Sacrae Theologiae Doctoris, Honoris causa, adornavit et condecoravit et ei fruenda dedit omina Jura, Vuvilegia, Dignitates, Honores, et Insignia, quae his act uspiam gentium ad eundem Gradum Doctoralem evectis son edi solent.

Incujs Rei Testimonium LITERIS hisce publicum Universitatis Sigillum et Praesidis Chirographum apponenda curavimus.



Shown at left, Egerton's Official Pass to the Paris Exhibition of 1855 as a member of the Canadian Commission.

The collection even holds a touch of the bizarre: a phrenological chart of Egerton Ryerson's head - phrenology being a 19th century fad to judge personality by the shape of a person's skull!

Most of the items are glued to the scrapbook pages, creating a challenge to be sure they are properly preserved. The book itself is currently on display in an enclosed cabinet - visible, but accessible only to those doing serious research.



Marble bust of Egerton Ryerson on display at the Church Archives, Victoria College, Toronto, Ontario, Canada.

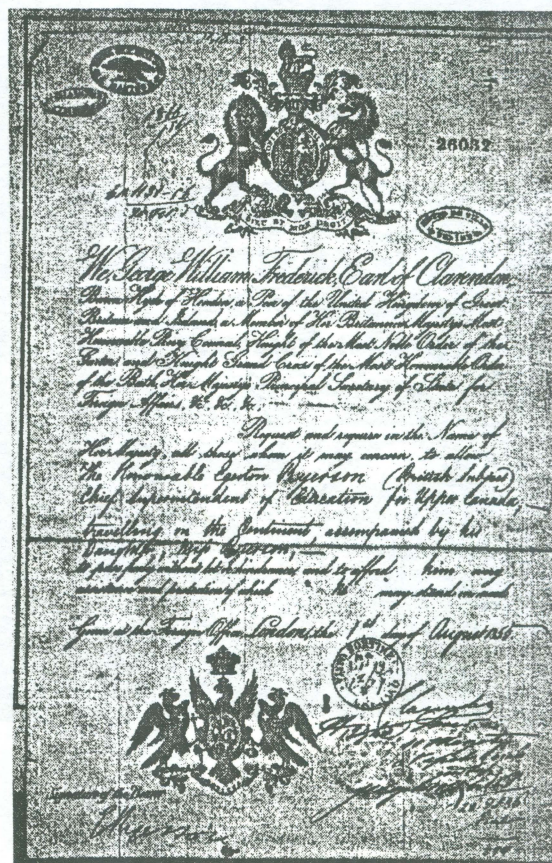
In 1853, the Legislature approved the formation of the first publicly supported museum in Canada, to be housed in the Normal School Building. After travelling across Europe to purchase numerous "objets d'art" such as paintings, sculptures and artifacts, Egerton opened his long-awaited Museum of Natural History and Fine Arts to the public in 1857. After Confederation, the Museum became the Ontario Provincial Museum, which laid the foundation for the present-day **Royal Ontario Museum**.

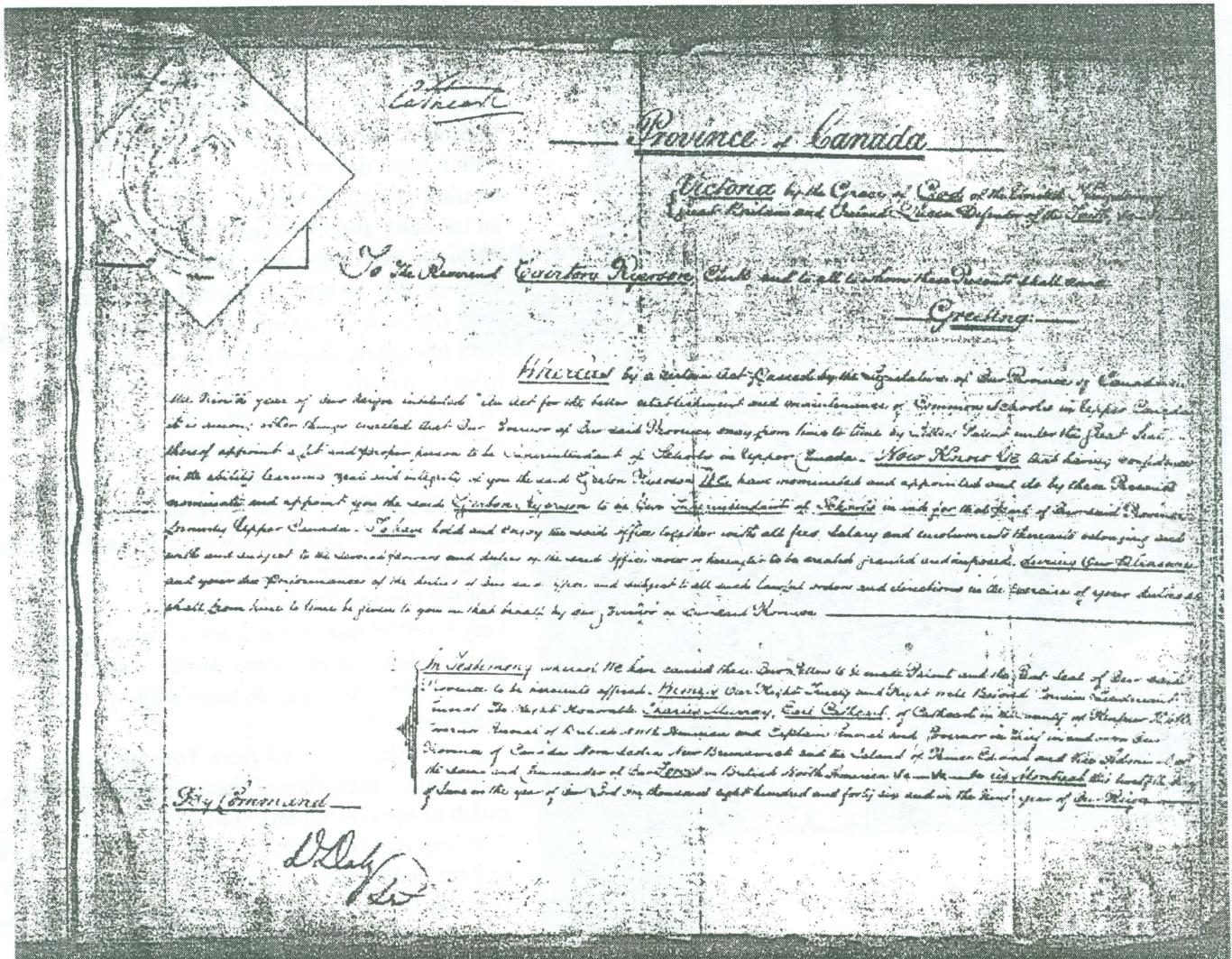
Official Passport for Egerton Ryerson signed by Earl Clarendon, 1855.

"We, George William Frederick, Earl of Clarendon, Baron Hyde of Hindon, a Peer of the United Kingdom of Great Britain and Ireland, a member of Her Britannic Majesty's Most Honorable Privy Council, Knight of the Most Noble Order of the Garter, Knight Grand Cross of the Most Honorable Order of the Bath, Her Majesty's Principal Secretary of State for Foreign Affairs, &c. &c. &c.

Request and require in the Name of Her Majesty, all those whom it may concern, to allow the Honorable Egerton Ryerson (British Subject) Chief Superintendent of Education for Upper Canada, travelling on the Continent accompanied by his Daughter, Miss Ryerson, to pass freely without let or hindrance, and to afford him every assistance and protection which he may stand in need.

Given at the Foreign Office, London, the 1st day of August 1855.





One of the most important documents in the old scrapbook is Rev. Egerton Ryerson's Commission as Superintendent of Schools in Upper Canada Witnessed by Earl of Cathcart - 1846.

".....Now Know Ye that having confidence in the ability, learning, zeal and integrity of you the said Egerton Ryerson, WE have nominated and appointed and do by these presents nominate and appoint you the said Egerton Ryerson to be Our Superintendent of Schools in and for that part of Our said Province formerly Upper Canada To Have hold and enjoy the said office together with all fees, salary and emoluments thereunto belonging and with and subject to the several powers and duties of Our said Office and subject to all such lawful orders and directions in the exercise of your duties as shall from time to time be given to you in that behalf by Our Governor of Our said Province.....

At Montreal this twelfth day of June in the year of Our Lord
One thousand eight hundred and forty six and in the Ninth year of Our Reign."



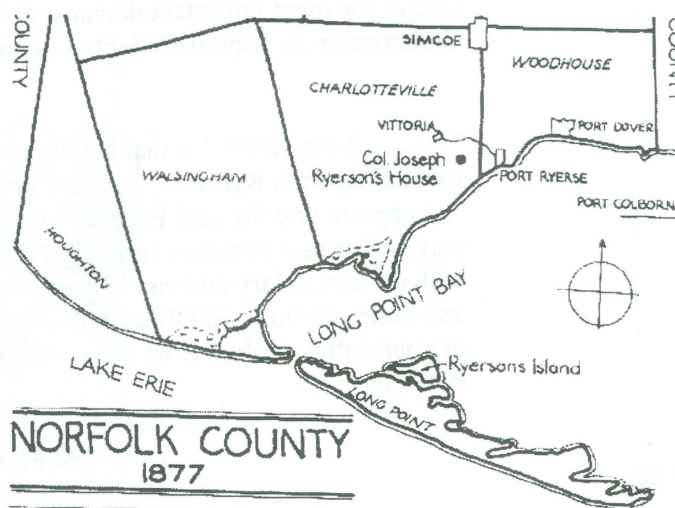
Egerton Ryerson was not only a distinguished educator, he was also a great sportsman. From his earliest youth, he was accustomed to shooting ducks and wild geese every spring and fall. He was a crack shot and when he was over 70 years old, killed nearly 80 ducks in one day.

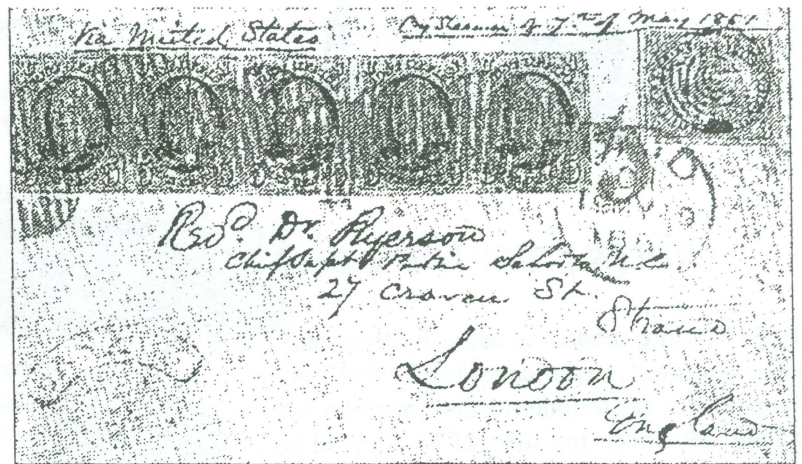
During his middle years, his busy schedule prevented him from enjoying this sport, however, when his father died, Egerton inherited a small island off Long Point which became known as Ryerson's Island. It was about 13 miles from Port Ryerse and not far from where he was born. As Charley got older his father enjoyed taking him along on hunting trips. Egerton built himself a fifteen-and-a-half foot canvas-decked skiff, the *Seabird*, in which he sailed to and from his island in Long Point Bay. Here he could steal away a little time, escape to his cottage to hunt and write in peace.

One April day when he was returning alone from his island, he ran into ice on the lake. The only thing to do was to row forward in the hope of finding a path away from the wind and the waves which were dashing over the skiff. The broken ice would have cut up the boat in minutes. He found an ice bank and managed to clamber onto it and draw the skiff after him. The force of the wind was so great that he hoisted his sail but he could not hold the boat. So he jumped into it and, steering with his spear, allowed the gale to blow him briskly over the ice to land. He arrived soaked, covered with ice and nearly frozen. Even he realized that he had been in great danger.

In a letter to his daughter, he admitted, "I shall be careful never to have such another adventure between wind, waves & ice. It was the most perilous one I have encountered for years. But the change has done me much good. I was very comfortable in the cottage alone - a good stove - plenty of excellent wood - a straw & feather bed - two eggs & toast with my tea for breakfast...."

Egerton rowed from Toronto to Long Point nine times, five of these undertaken alone, much to the consternation of friends and family. This trip required him to row across Lake Ontario to Port Dalhousie, load his skiff on a railway car for Port Colborne, and from there to sail up Lake Erie to Port Dover and on to his Island in Long Point Bay.





New York Times - Summer 1993

A premier collection of 19th century American stamps was sold recently by Christies New York auction house. The highlight of the sale was this envelope that was mailed in May 1851 from Montreal to England by way of New York. It carried one Canadian stamp to pay the postage to New York and five United States stamps to pay the postage to England. It was bought by an unidentified Italian collector. The price paid was \$717,500 which Christies said was a record for any such piece of United States postal history. The envelope was addressed to Egerton Ryerson in care of a public school in London.

This nine-foot bronze statue of Egerton Ryerson stands on the grounds of Toronto's Ryerson Polytechnic University. His left hand holds a book and his right, some say with a wink, throws breadcrumbs to the pigeons!

Egerton Ryerson died on February 19, 1882. His obituary in the *Globe* was framed in a heavy black border. Bells tolled across the city and the Legislature adjourned so that the Speaker and members could attend his funeral. Memorial services were held the following Sunday in the great Metropolitan Methodist Church. A tribute was given there that so impressed the listeners that it has survived for many years.

Egerton Ryerson was likened to

"a great tree of the forest whose branches raked the passing clouds
so that men could only guess at its height; but when it had fallen -
then they could measure its true proportions."

We're very proud that he was one of "our boys."

References:

Egerton Ryerson's life and work have been documented in hundreds of volumes. The following were used extensively in this work. We give credit to: "The Canadians-Egerton Ryerson," by Laura Damania, A Dictionary of Canadian Biography XI 1881-1890, "The Gloomy Renegade who Shaped Our Schools," Maclean's Magazine, October 29, 1955, and the Forum (an in-house Ryerson U. publication,) Feb. 1997 issue. We are deeply grateful to Mr. Claude Doucet, Archivist at Ryerson Polytechnic University for sharing information with us and allowing us to reproduce copies of the scrapbook documents.



Notes from the Editor

If you live in Canada, the name Ryerson and education are synonymous - you learned early that Egerton Ryerson was the founder of the Canadian school system. However, the story of his life and his many accomplishments may be unfamiliar to our American cousins. We hope this issue will be of interest to all of you on both sides of our friendly border.

The Ryerse-Ryerson Reunion was held in Port Ryerse in July. If you weren't there, this is a sampling of what you missed: Warm breezes off Lake Erie, delectable food, and prizes awarded to Jami McPherson for the most missing teeth, to Tom and June Tucker for being married 55 years, and to Laura Ryerse and Katie Wilkinson for the most colorful shoes!!

The Library of Congress - Wash. D.C.

- now holds a copy of "The Ryerse-Ryerson Family History - 1574-1994" by Tom and Phyllis. We're very proud that all major libraries in Canada, the U.S. and the Netherlands now have a copy for future generations to use.

Best wishes to all of you for a wonderful Thanksgiving and Christmas holiday.....and we'll see you again in 1999. Don't forget to renew your subscription - you won't want to miss the exciting story of a Ryerson riding logs down the Delaware River (and falling off!) planned for the February issue!

Phyllis Ryerse

The Port Ryerse Journal

Published 3 times a year by the

RYERSE-RYERSON Family Association

Box 262, Ingersoll, Ontario, Canada N0C 2A5
3333 Highway 10 Hwy., Cambridge, ON G4 0G6

Subscription Rate \$10/year

Submissions Welcome

We get mail!

"Just wanted to let you know I received the book....I was engrossed by the struggles that Col. Sam and his family went through....how few survived to have so many descendants! You two have done an outstanding job...appreciate it very much. Do you think anyone will ever be able to confirm who Col. Sam's first wife was?"

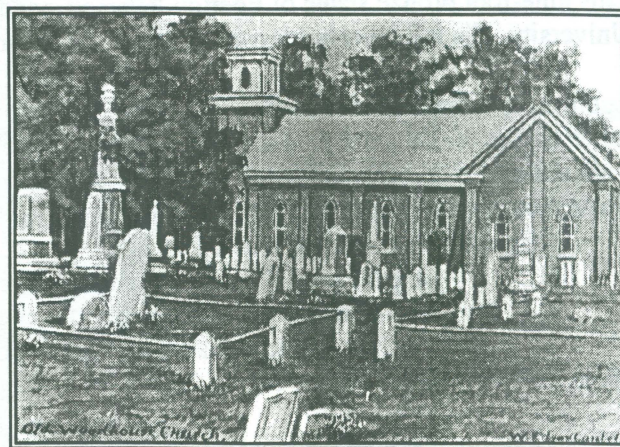
Barbara Fitzmaurice

ed. note: Thanks for the kind words, Barb. We LOVE to get this kind of e-mail! The full identity of Col. Sam's first wife has eluded us for over 200 years - but we haven't given up the search yet!! We did discover that her given name was Helena (see The Port Ryerse Journal - March 1995) and if we get lucky again, we'll find another clue that will lead us to her full identity! Stay tuned!

200 in 2000

Woodhouse United Church

Old Woodhouse Church, "The Cradle of Methodism in the Long Point Settlement," was established in 1800. The congregation of this church, located on Highway 24 in Norfolk Co., Ontario, will celebrate its 200th Anniversary in the year 2000. A Bicentennial book of pictures and stories about this historic old church is planned for publication in 1999. It will include a listing of the 1400 or so folks interred there in Woodhouse Cemetery. The Bicentennial Committee is looking for interesting material featuring the old church. Members, relatives, friends and descendants are encouraged to contact the committee at Box 11, Vittoria, ON, Canada, N0E 1W0.



Old Woodhouse Church - burial site for many of the Ryerse and Ryerson families who were faithful members and supporters in the early 1800's.