

Journal of the Association of Philippe du Trieux Descendants



President's Note

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Dear Members,

I hope that none of you suffered damage due to flooding or the awful heat. Hurricanes keep teasing those of us who live on the Southeast Coast. We can't wait to exhale in late October.

*We had a board meeting via Zoom a couple of weeks ago. First on our agenda was discussing a possible reunion in the spring of 2024 to commemorate the 400th anniversary of our family's arrival. We've had a number of requests to have one, so we are in the early stages of thinking about what we could do. None of us were up to a year's worth of planning an in-person gathering. But like so many meetings, great events can happen using Zoom. If you have never experienced it, I actually **prefer** Zoom meetings that have speakers, presentations, videos, etc. It can be very entertaining and educational. You don't have to pack, travel, spend a lot of money and best of all, you just have to look good from the shoulders up :).*

*However, we really want to hear from our members.4., before we start planning and lining up speakers and presentations. I will attach a short survey. Be honest, we want to know if this is something that you **would** attend. We welcome any suggestions and/or help.*

GOOD NEWS: *Our treasurer, Jan, is pretty much recovered from an awful fall. She sounds "like herself" again!*

Karen Vaina, President & Journal Editor



Association of Philippe du Trieux Descendants
www.philippedutrieux.com

DEATH ON THE HUDSON Truax to the rescue?

The earliest days of steam transportation on the Hudson River are recorded in graveyards. From New York to Waterford crumbling tombstones give mute testament to an industry fatally plagued by greed and hubris whose only victims were the innocent. Expedience rather than prudence governed the operation of these vessels, resulting in a steady stream of accidents. Shipping companies competed neck-in-neck, billing their steamboats as safer than others. Some deigned to tow their most prudent passengers in comfortable "safety barges" ostensibly beyond the range of the steamboat's boilers in the likely event of a mishap. Undetectable manufacturing defects in machinery, poor business practices, and the fundamental design of the ships themselves were bad enough, but all this was compounded by the desire of captains to lay claim to the title of "fastest" on the river. Captains would push their machines literally to the melting point causing timbers to buckle and boilers to fail -- sometimes catastrophically.



*The Henry Clay Disaster**

This carnage was perpetuated in the name of vanity, though some legendary captains refused invitations to race in the name of their passengers' safety. Such was **not** the case when Captains Isaac Smith and John Tallman agreed to a competition between the **Henry Clay** and **Armenia** on July 28, 1852.

**Painting is by Nathaniel Currier and displayed in The Museum of Art*

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The Henry Clay and Armenia left Albany on the morning of July 28, racing neck-in-neck. Several hours into the race the Henry Clay held a comfortable lead of almost four miles over the Armenia, and such a distance could not be closed with the boats so near the finish line in New York. Just off Yonkers, as the Clay steamed towards victory, somebody on board noticed flames roaring up from the vicinity of the engine compartments.

Efforts to suppress the fire were insufficient, and the fire quickly engulfed the midship. The vessel's pilot made for shore and drove the Henry Clay at speed upon the banks of the Hudson where those near the bow could make their escape. Unfortunately, those who found themselves trapped in the comfortable accommodations in the aft section of the boat could not make their way forward to the shoreline and faced a terrifying choice between the approaching inferno and the roiling water below.

The class of passengers traveling on the Henry Clay that day was of a particularly affluent nature. On board were statesmen, judges, artists, authors, and relations of the great notables of the era. Andrew Jackson Downing, one of the 19th century's most influential architects and a pioneer in landscape architecture and horticulture, was counted among the passengers. --Jonathan Palmer, Deputy Greene County Historian.

Note: From member Billy Ford who forwarded the story:

--**Death Passage on the Hudson** by Kris A. Hansen writes about a passenger that sent his wife and baby aboard. Both perished. "Truax jumped in river to try to save a group of women, but they pulled him under with them." (Billy Ford's ever-present humor: "Yup, men didn't understand women even then.")

The following article was written by a 19-year-old Canadian student, David McDonald, attending the University of Guelph. He is studying Public Management and economics. He is the founder at **Global Millennial**. David enjoys reporting on global events and actively tries to make a difference in the world. .

The Netherlands Knows Agriculture Business

The Netherlands, the sixth-largest economy in the European Union, plays an important role as a European transportation hub, with a persistently high trade surplus, stable industrial relations, and moderate unemployment. Industry focuses on food processing, chemicals, petroleum refining, and electrical machinery. A highly mechanized agricultural sector employs only 2% of the labor force but provides large surpluses for food-processing and underpins the country's status as the world's second largest agricultural exporter.

How the Netherlands maintain such high agriculture surpluses:

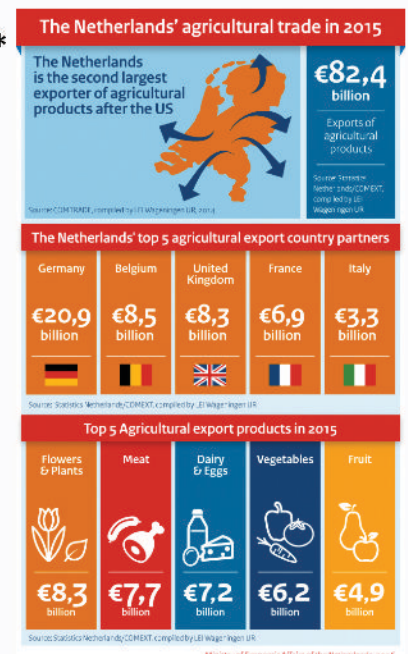
-  flat land and fertile soil
-  moderate climate
-  adept in agri-technology
-  robots pick fruits and vegetables
-  intensive, sustainable farming & social responsibility
-  educated agricultural workforce
-  Wageningen University #1 in agricultural education
-  twelve of the world's biggest food and drink companies
-  located in central Europe-- good for exports.

Rank by Countries:*

- US
- Netherlands
- Germany
- Brazil
- France
- China
- Canada

Note:

**Researching this article, I found all different rankings-- depending on the criteria used.*



Textile Industry Fights for Prominence in New Amsterdam

The Dutch attempted to strengthen their hold on the newly founded colony by sending over settlers to occupy it. The Dutch West Indian Company was a large part of the events.

Company-produced archives differ from New Netherland documents. This is the viewpoint of the Dutch Textile Trade Project that examines the period between 1700 and 1724. Of course, the textile trading took place long before.

Remembering that **Philippe du Trieux** was one of the first settlers in the area and also a dyer by trade, it makes sense that he was among the first arrivals. He was also the court messenger (the name of this Journal) for the West India Company.



Willem van de Velde the Younger, Ships at Anchor on the Coast, ca. 1660

This excerpt from the essay shows that merchants then are not much different than our present merchants.

The New Netherlands documents bear out the importance of the Dutch Textile Trade Project and its rationale: Textiles--like the people that used them have stories to tell. When we focus on cloth, stories that lie just below the surface reemerge.

In 1656 Isaac Israel sued Jan Flaman, a skipper, for damages incurred when Flaman ran his boat aground in the South (Delaware) River. Israel had shipped a great deal of duffel (a coarse woolen cloth) in Flaman's boat. When the passengers used it to make tents and beds for themselves on the beach, leaving it less than perfect for trading, Israel had planned to sell it to Indigenous people for a profit.



Warehouse in Amsterdam c. 17th century

The Beautiful Dutch Textiles

The Dutch have a long history of textile manufacture starting with wool and linen, with major textile production taking place in Leiden, Amsterdam, Utrecht, Delft, and Haarlem. In fact, the textile industry was so vibrant that linen merchants from other areas of Europe sent their fabric to the Netherlands for bleaching and finishing.



cotton Jacket c. 1750



Dutch patchwork c. 1780



Dutch Pattern c. 1795

Posted by Lori Lee Triplett in 'Antique Quilts and Textiles'

The Triplett Sisters made the decision to carry Dutch Heritage reproduction fabrics in their shop. There are extra challenges and expenses when carrying imported fabrics. However, the sisters loved these fabrics from "first sight." "We appreciate the quality, the brilliant color, and the design which is true to 17th and 18th century fabrics in scale and pattern." -3-

Let's Welcome Our New Vice President

Our past vice president, Henry Truax, has decided to resign. He was always ready to help out when needed, but felt he "was too old" to take on the presidency if our president could not continue. (Henry, you looked pretty good on Zoom meetings!) Thank you, Henry, for your ideas and work. *(The president is writing this and at present, I have no desire to resign! Don't get your hopes up, Billy, the pay is too good to leave! 😊)*

A little about our new Vice President:

Billy Ford is the 9th great grandson of Philippe du Trieux: Six generations of du Trieux (including Philippe), two generations of Darrah from Schuyler Falls/Saranac Lake, and four generations of Ford, including Billy, from Plattsburgh, and Brooklyn/New Amsterdam. ("Our locations have come full circle.")

Living in the Hudson Valley, he is widowed after 53 years and has one child, Bridget Key (also an Association member.)

Billy is retired and enjoys watching baseball and hockey (Met and Islander fan). He also enjoys reading – history, historical biography, and mysteries. He also "dabbles" in genealogy.

GENE TOONS by Wendell Washer



This will mess up the family tree
if we're not careful.

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Dear Ancestor

Your tombstone stands among the rest
Neglected and alone.
The name and date are chiseled out
On polished marble stone.
It reaches out to all who care
It is too late to mourn.

You did not know that I exist
You died and I was born.
Yet each of us are cells of you
In flesh and blood and bone.
Our blood contracts and beats a pulse
Entirely not our own.

Dear Ancestor, the place you filled
One hundred years ago.
Spreads out among the ones you left
Who would have loved you so.
I wonder how you lived and loved
I wonder if you knew.
That someday I would find this spot
And come to visit you."

-Walter Butler Palmer

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