

Journal of the Association of Philippe du Trieux Descendants

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President's Note

The Association's Reunion time will soon arrive! Your help continues to be needed to reach as many Truax/Truex Descendants as possible. Please contact any descendant you may know to make them aware of the Reunion. Better yet, send Karen (kvaina@comcast.net) the contact information for any descendant you know so she can forward them a detailed package regarding the Reunion. Please pass the word that being a descendant is not a requirement to attend.

We have arranged a package price at the Desmond Hotel to help save on the cost to attend. However, anyone attending is free to arrange their own lodging, stay with relatives or commute from their own home.

Please let us know if you are planning on attending so we can update any numbers interested in visiting some special sites.

Enclosed is updated speaker information, which we believe will be of interest to descendants and non-descendants alike to those who are interested in early Dutch History in America.

Again, PLEASE help spread the word directly regarding the Reunion or, send information to Karen (address on p 4).

Looking forward to meeting each of you at the Reunion for a fun and informational filled weekend.

Paul

visit www.philippedutrieux.com for more information and to inquire about genealogy links from our historians.



Check out our Facebook page, too!

Leaving a Legacy

The Truax House, a three-story house on a hill in Sand Diego was built by **Dr. Brad Truax** for the purpose of using it as a hospice for AIDs patients during the height of the epidemic in the 1980s.



Dr. Truax was a major voice for people living with HIV/AIDS. He dedicated his life to bringing awareness and prevention to the San Diego community in the 1980s. Truax was responsible for getting San Diego's many bath houses closed. Dr. Truax eventually contracted the disease and seventeen months after his diagnosis died at the age of 42.

It's a SPIDER TOASTER



Christopher Truax builds sculpture art from recycled, vintage car parts and scrap metals. He creates striking creatures that look as though they might come to life and fly away. His most popular styles of art include his robot sculpture and flying clocks.

People often say Christopher's art is dangerous, beautiful, emotional and lifelike.



"Generally, when people think of art, it's two-dimensional—something you approach on a wall. So when I'm creating these pieces, I'm creating something that is not only three-dimensional, the minute you see it, you get it. You don't have to read something to describe what it is. It's not abstract. We're such a three-dimensional, tangible society—we want to touch it, we want to feel it." ---Christopher Truax

You can see more of his work at christophertruax.com

The Lewis & Clark Trail

The Truax Connection

Sewell Truax was highlighted in the Spring 2013 Journal, but another article ties him to the Lewis and Clark Expedition and a legacy to his work.



Here's the Truax connection to Lewis and Clark. After the Civil War, a road-building expedition, led by engineer Wellington Bird and surveyor Sewell Truax, made alteration to a section of the trail known as the Lolo Trail traversed by Lewis and Clark. By summer of 1866, Congress had allocated \$50,000 for a road from Missoula to the gold camp Pierce. Funding was inadequate, so the Bird-Truax party was only able to mark a route and rebuild some of the Indian trails. The Bird-Truax party eventually altered parts of the trail, making them less steep than when Lewis and Clark passed thru them.

It is believed that the Bird-Truax party substantially changed the Trail to what it is today and that names of locations (Snowy Summit, Sherman Peak, Indian Post Office, Noseeum Meadows) were named by them and remain today.



Noseeum Meadows

Truax died in 1894. His parents were Elias Truax (1798-1885) and Lucinda(?) (1803-1841) He married Sarah E. Chandler in 1861. Children: Mary, Harmon, Edward, Elenor, Henry, Harlow, Elias, and Sewell, Jr.*
(information from *In The Footsteps of Lewis and Clark* by Wallace G. Lewis)
*Wikipedia



Must have been a *diehard* genealogist!

If We Had Only Known

Our historian Kim Mabee lobbied for changing the 2016 Reunion to the little town of Trieux. Treasurer Jan Hagemeister is starting to save her pennies. Well, it's fun to dream.

Nevertheless, a little research and there it is, complete with travel information, weather, and population.

Trieux is northeastern part of France in the French region of Lorraine. The altitude is approximately 900 feet, It has an area of 5 1/2 square miles. And, the mid-May temperature is 50 - 60 degrees. The population is under 2,000.

Here are some pictures of the area in case any of our members are lucky enough to visit.



STRANGERS IN THE BOX

Come, look with me inside this drawer,
In this box I've often seen,
At the pictures, black and white,
Faces proud, still, serene.

I wish I knew the people,
These strangers in the box,
Their names and all their memories
Are lost among my socks.

I wonder what their lives were like,
How did they spend their days?
What about their special times?
I'll never know their ways.

If only someone had taken time
To tell who, what, where, or when,
These faces of my heritage
Would come to life again.

Could this become the fate
Of the pictures we take today?
The faces and the memories
Someday to be passed away?

Make time to save your stories,
Seize the opportunity when it knocks,
Or someday you and yours could be
The strangers in the box.

Anonymous

The Englishman Who Explored for the Dutch

THE MYSTERIOUS HENRY HUDSON

Mystery # 1 : Why was the Half Moon in North American waters?

The orders given to Hudson by the Dutch East Indian Company were quite explicit--to find a route to the Dutch East Indies (now Indonesia) by sailing northeast past the northern tip of the Scandinavian peninsula, sail along the northern coast of Russia, and eventually enter the North Pacific Ocean via the Bering Strait.



Although only conjecture, it is thought that some of the crew of sixteen were not used to the horrid cold of the Northern route. A guess is that a mutiny took place and Hudson was forced to sail west. He presented two choices to his crew: either go to North America to explore an area north of Virginia, or proceed due west to explore the Davis Strait, the entrance to what is now called Hudson Bay. The crew chose the latter. Rational thought says that he either lost control of the crew or he had intended all along to ignore the Dutch East India Company's directive.

After several stops to get fresh water, lobster, and fish, on September 2, 1609, the Half Moon entered lower New York Harbor. ***The vicinity where our Philippe would purchase land and settle a few decades later.***

Mystery # 2: Why did the Half Moon go to England upon return instead of the mandated Holland?

Again speculation is one of two reasons. He may have been moved by his allegiance to his native England or the crew turned on Hudson and forced him to stop in England so they could see their families first.

Here is what is known: when the ship arrived in the English port, the English crew were allowed to leave, but the Dutch crew were held under house arrest. After showing some of his logs, charts, and information to the authorities, they were finally released. Hudson was to sail on as captain on a voyage with the ship called Discovery. Most of the logs were never seen for reasons told at the end of this story. The Half Moon sank ten years later when it ran aground.

This story was summarized from www.hudsonrivervalley.org. There is much more to the story of why Henry Hudson explored for the Dutch. Much of it was due to the political climate of the era. What is relevant to the Association is that he sailed and charted the area where our ancestors first settled and where some of our members will explore this August.

A replica of the Half Moon was built in Albany, NY in 1989. Unfortunately it was not feasible to support it decades later and it is now in The Netherlands.



For more information about this ship please go to: www.newnetherlandinstitute.org

Exploring the rivers

The Half Moon proceeded north into the Tappan Zee (zee is Dutch for sea) after seeing three rivers, East River, Hudson, and Kill Van Kull that separates NJ and Staten Island. One trip to shore had a crew member killed by the Indians. Later, when Hudson met with a large clan, they prepared a meal for the Europeans. When Hudson declined to spend the night, they surmised it was due to the murder of the crewman, so they all broke their arrows to prove they were peaceful. ***Remember, Philippe and son were killed by Indians, so it was a genuine fear at the time.***

The sailing ships in the early 1600s

The cargo ships the Dutch used for ocean trade were built with a hold designed to carry approximately 30 to 100 tons of cargo and supplies, much of which was used for food and water for the crew. In size, the ship would be about four city buses sitting two abreast. They had three masts and were able to sail at about 10 knots. A minimum draft would be about twelve feet. A typical crew would be about fifteen to twenty men. A crew of six or ten could keep the ship afloat.

Hudson's last voyage

On his last voyage, a mutiny occurred and the crew set Hudson, a small group of crew members and Hudson's young son off on a small craft. Sadly, they were never heard from again and much of his logs were lost forever.



Research Corner

For those who would like to learn more about the Truax/Truex lines in New Jersey, there is a wealth of information available thru Amazon. (I'm sure this is true of other states, too.) Here are some of them, but not all as there are 79 pages of them. A lot are downloadable for a small fee. Others are very expensive (over \$100, so I have not listed them here, but they do sound interesting).

New Jersey Genealogy (MacEntee) \$2.99 (D)

Calendar of New Jersey Wills Vol 2 \$0.99 (D)

NJ History & Genealogy (63 books on Ancestry Records, etc.) on DVD \$5.95

Historical and Genealogical Misc. (Stillwell) (settlers of NY & NJ \$0.99 (D)

Marriage Records 1665-1800 New Jersey \$0.99 (D)

The New Jersey Coast in three centuries Vol 3 \$0.99 (D)

History of Monmouth County, NJ (Ellis) \$0.99 (D)

The Huguenots of Early French in NJ \$14.50 (P)

Exploring Historic Dutch New York, NYC, NJ, Hudson Valley, Delaware (Schettema & Westerbuijs) (D) \$9.99 (P) \$16.65

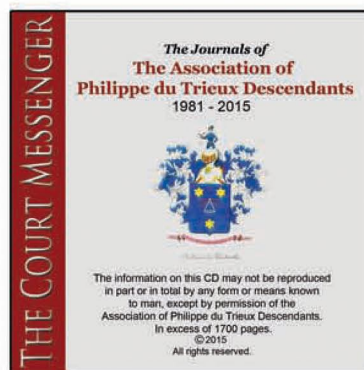
Huguenot Ancestors Documented by Historical Society of NJ (P) \$27.50

And a book that focuses on US history that won a 2016 Book Award:

Hamilton: The Revolution (Miranda & McCarter) (HC) \$24.00 (D) \$16.99

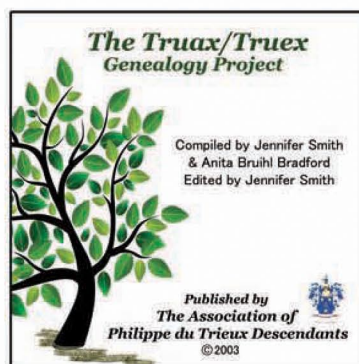
Note: (D) downloadable from Amazon
(P) paperback
(HC) Hardcover

PRODUCTS TO HELP IN YOUR FAMILY RESEARCH



NEW!

\$25 including shipping
\$30 non members



\$30 including shipping
\$35 non members

When ordering these send check to Jan at address on this page.

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Speaking at the Association of Philippe du Trieux Reunion

We are so pleased to be able to present this to our attendees at the reunion.

talented artist Len Tantillo brings history to life through his remarkable historically accurate paintings. Much of his work celebrates maritime subjects, many depicting the early history of the Hudson River. Creating an accurate portrait requires extensive research, and Len often works with many of New York's most knowledgeable historians. Len then creates models of the scenes he plans to paint—previously building detailed scale models (some more than 30 feet long). Today he uses digital modeling to create accurate on-screen models of buildings, ships and forts. The digital format allows him to add or remove buildings, change lighting and texture, and rotate the models to see different views. From that model, Len can then put brush to canvas. Tantillo's work has appeared in national exhibitions, books, periodicals, and television documentaries in the U.S., England, Netherlands, Belgium, Australia and New Zealand. This September through November, many of his paintings will be included in an exhibit in the West Fries Museum in Hoorn, Holland as part of their Hollanders and the Hudson celebration. Here, Tantillo's work celebrates the rich history of the Hudson River, from Henry Hudson's time to the early 1900s. Manhattan, 1660 - The Dutch ship Trouw departs Manhattan for its return trip home. Ships like the Trouw made a number of trips across the Atlantic each year, ferrying people and cargo between the Dutch Republic and the New World. (Compare this painting to Greg Miller's photo on page 8.) Painting the Past Hudson River History through the eyes of Len Tantillo

The reunion will also be hosts to at least two other presentations by historians who are well-versed in our rich heritage.

As many members may recall, articles about taverns have been published in the Journal. Taverns in Philippe's day were much more than a place to grab a beer. John Gearing will have much to relate about these establishments, several of them were owned by our ancestors. There is a craft beer pub and restaurant in the historic district that has just won a prestigious award. The committee is working to be able to offer you the trip to downtown and perhaps a beer tasting. These are just two of the interesting things awaiting those who attend!

AND WERE WORKING ON MORE!