

Cayuga Lake. In distance is Frontenac Island, where Mr. Cadzow a few years ago found remains of prehistoric Algonkin civilization.

Algonkin Indians of Finger Lakes

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Long before the historic curtain rose on the Finger Lakes, we find the region occupied by a group of Indians known as Algonkins. The name Algonkin has been erroneously interpreted in many places, but it is probably derived from the word algoomeaking, or algoomaking, 'at the place of spearing fish and eels from the bow of a canoe.' Here along the wooded lakes and streams they lived for generations, their lives full of primitive romance and adventure. Where these simple people came from or where they went to is one of the mysteries that still lies locked in the soil of the Finger Lakes, and can be solved by trained archaeologists.

In the evidence so far discovered it has been proven that the first Algonkins to occupy the region were very primitive. They made crude arrowpoints and other utilitarian objects out of bone, almost Eskimo like in appearance. As the generations passed, after their allotted span, the material culture of the people slowly advanced until they became experts at chipping and rubbing stone into tools. The art of pottery making slowly developed until in the sixth or last known period of their occupancy of the the region, they made large crudely decorated vessels of baked clay. This art seems to have advanced the farthest upon the site at the foot of Owasco lake, as it is from this place that Dr. Buchman of Fleming excavated the largest and finest pottery vessel ever found upon a prehistoric Algonkin site. It is now on exhibition in the Museum of the American Indian, New York City.

The Algonkin, apparently, were mainly sedintary and agricultural. A little crop of corn and other

food stuff, together with the meat and fish brought in by the hunters satisfied their simple needs. Occasional war parties probably ventured into surrounding territory, returned and were satisfied with their own. Scouting bands of other Algonkin groups wandered into the rich land of lakes, met the warriors of the tribe occupying the region and were captured or driven away. They lived in crudely constructed huts covered with bark. An opening in the roof would let the smoke out and the floors were covered with mats made of rushes and the skins of animals.

The Algonkin men were tall, averaging about 5 feet 7 inches to 5 feet 10 inches in height, while the women were slightly smaller. They had the typical Indian nose, heavy and prominent, probably hooked in men and flatter in women; their cheek bones were heavy; and their heads large and almost brachycephalic.

Visualize if you can these primitive people living peacefully and contented in their chosen territory. One day a war party swoops down into the region from the north killing, burning and destroying in their sudden onslaught. Runners were sent from village to village with the news of a strange people in the land to the north, men who were vicious fighters and well armed. The Algonkins prepare to defend their own. Then another and larger war party swarmed into the region and the warriors fell one by one as they tried to defend their homes. Those who were left after the raid hastily moved to stockaded forts on the hill tops or hurried off to the south ahead of the invaders. The Romans of America, the Iroquois (Irinakhoiw,



Majestic sweep of beautiful Lake Keuka.

'real adders') arrived in the region, wanted the Finger Lakes for their home and took them.

The Algonkins probably equaled the Iroquois in bravery, but lacked their constancy, solidity of character, and capability of organization. There seems to have been some element in their characters, even in historic times, which made them incapable of fighting together even against a common enemy. And the Iroquois, with their highly developed political

organization, statecraft and military prowess easily conquered the simple primitive Algonkins who were the original inhabitants of the Finger Lakes.

When the historic curtain rose on central New York we find the Iroquois Confederation firmly established. The flames of their council fires were reflected in the flashing waters of the Finger Lakes and the power of their arms was felt from New England to the Mississippi and from the Great Lakes to the Gulf of Mexico.



Campus of Elmira College, once a meeting place of Indians.

Great Men of Region

NO story of the settlement, development and prosperity of the Finger Lakes Region would be complete without reference to national figures living in the lake country who, in times of stress or need, contributed in statesmanship, invention or leadership to America's solidarity and progress. Biographical data on many of these is included in the Who's Who section of this volume.

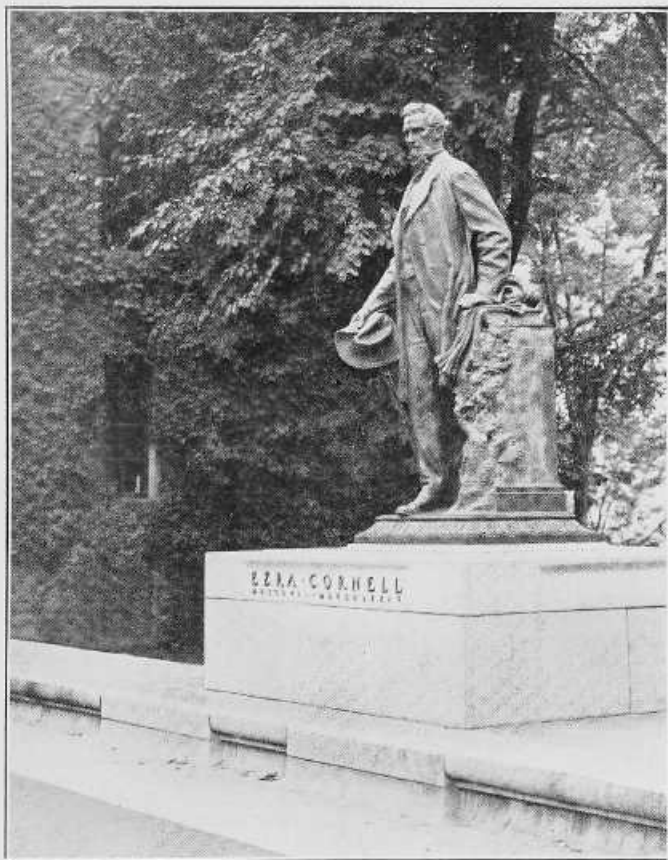
On February 7, 1800 in a cabin home in Summerhill, Cayuga County, was born Mr Millard Fillmore, thirteenth president of the United States, who rose from an apprentice wood-carver to the greatest office in the land. With Daniel Webster as his secretary of state, Fillmore headed an administration which was marked by the following events:

Admiral Perry's naval visit to Japan which opened the door of that hermit kingdom to the family of nations; the Lopez expedition against Cuba; admission of California to the Union; reduction of the prohibitive postage rate of 25 cents to three cents.

America has produced few greater statesmen than William H. Seward, Lincoln's secretary of state and the purchaser of Alaska for the United States. The Seward ancestral home in Auburn, now over a century old, is still occupied by the descendants of Seward and his remains repose in historic Fort Hill Cemetery there.

Seward came to Auburn as a young man of 21 and made that city his residence until his death in 1872. In 1838 and 1840 he was elected governor and in 1849 United States senator. He was the friend and adviser of President Taylor and was always a staunch abolitionist. In 1860 he was defeated for nomination for president by Abraham Lincoln, but in the election campaign vigorously supported Lincoln. He then became secretary of state under the martyred president and was dangerously wounded in April, 1865, when

Lincoln was assassinated. As secretary of state, a post he held under Lincoln's successor, Andrew Johnson, he displayed notable tact in dealing with Great Britain in the "Trent Affair." He was the chief advocate of the purchase of Alaska, then known as "Seward's Folly" and negotiated the acquisition of that great territory from Russia in 1867, at a purchase price of \$7,200,000, only a fraction of the amount of exports from there yearly.



Statue of Ezra Cornell, Cornell, Ithaca

Another great American pioneer whose courage and ability won vast territory for America was Marcus Whitman, hero of the Oregon trail, born in Rushville just east of Canandaigua Lake, September 4, 1802. In 1836 he emigrated with others to work as a missionary among the Indians along the Upper Columbia. Accompanied by his young wife, a young woman of Prattsburg, just west of Lake Keuka, he crossed the plains by wagon, being the first person to reach the Pacific by this means. He, with others settled Oregon, a territory which now forms Oregon, Washington and Idaho. Through his efforts this section was won for the Union and the results of his work were secured by treaty of 1846. A year later he, with his wife and others, was massacred by Cayuse Indians. Details

of his adventures are recounted in the section of this book devoted to Plattsburg.

The commerce of the world has been quickened by the invention of the late William Seward Burroughs, a struggling bank discount clerk in Auburn, N. Y. who invented the adding machine and founded a company valued today at \$73,000,000. Burroughs came to Auburn in 1871, just after the Civil War and lived figuratively next door to the great figure for whom he was named—William H. Seward. The lad went to work, after two years of High School, his first job being in the Auburn post office, then at 7 Exchange street. From there he went to the Cayuga County National

Bank, where he broke down from overwork. Through fifteen years of sickness, financial wreck and discouragement he worked at his invention until the end of the rainbow of success. Today the plant he founded is in Detroit, covering eleven acres of land, having 818,721 feet of floor space and with offices in every important city and branches in many foreign countries. Today more than 1,150,000 of his machines are in use in every nation on earth. Burroughs conceived his idea of an adding machine when he as a boy in the winter of 1871-'72 attended a lecture on "Mathematical Short Cuts" delivered in old Genesee Street School.

John D. Rockefeller, born in the lake country, earned his first money as a boy of eight and put his pennies in a glass dish on the mantle as the start of his colossal fortune. John was born July 8, 1839 in a small, two story house four miles northeast of the village of Richford, Tioga County. Here he lived until he was four, so that there are left but vague memories of the tinkling brooks that met near the backdoor and vanished through the woods. It was at his second home a third of a mile above the waters of Owasco and four miles north of Moravia that young Rockefeller spent most of his formative years in the lake country. There with his brother, William, he slept on the top floor in a room unceiled and heated only by a stove pipe that led up from the room below. In this picturesque environ, young John practices what he was later to do so often—recovered property which otherwise would have gone to waste and nursed it into paying a profit. Here he made his first money raising



Ingleside, built by Washington Irving on east shore of Cayuga Lake.

turkeys. He saw a turkey hen stealthily making for the woods. He patiently trailed her. For days he hunted the nest. When he found it, he brought the baby chicks home and fed them with scraps his mother gave him. He sold them in the fall and the next year bought more hens.

When John was ten years old, the family moved to another domicile three miles east of Owego. Here no farming was done, but there was a garden across which was stretched a string, with one side for John and one for William to hoe. It was here that John on frosty mornings when he went after the cow would stand awhile to warm his bare feet on the spot where the cow had laid all night. When eleven the boy learned to swim in the old swimin' hole back of a neighbor's barn and later he dared the current of the Susquehanna. He went to school in the Owego Academy, walking six miles daily back and forth. This was the early training he received before going to Cleveland, Ohio, to work for three dollars a week and start the career that should net him millions.

The old Colonial home built in the Nineteenth Century by Washington Irving still stands today on the east shore of Cayuga Lake at Levanna. The great writer erected the original house, without the present wings, for his niece and her husband and usually spent a portion of each year at this beauty spot of the lake country. The historic house was the place where the Grinnell Antarctic Expedition was organized. Upon the return of the expedition, which went to within a few degrees of the South Pole, the ship was dismantled and some of the more useful articles of equipment were brought to Levanna. The house today is oc-



Birthplace of Robert J. Ingersoll, Dresden

cupied by G. W. Slocum and is known as Ingleside.

The famous old manse where Col. Robert G. Ingersoll, lawyer, politician and free thinker was born August 11, 1833, still stands at the Seneca Lake village of Dresden. Hundreds of visitors have entered its doors to see where the Civil War officer and author came into the world to spread wide his agnostic beliefs. The manse was restored to good condition and on August 11, 1921, the 88th anniversary of Ingersoll's birth, was offered to the village as a community house. The Ingersoll family retained title, however. Until recently the house provided a civic center with citizens, regardless of church affiliations, serving on the Board of Managers. It has been used alike for business conferences, Sunday school Christmas exercises, rehearsals, missionary meetings, concerts, lectures, card parties and even as a headquarters for tax collectors.

Ontario county has been particularly prolific in the number of men it has sent into high places. Myron H. Clark, born in Naples, October 23, 1806, was elected governor of the state on the Whig-Free Soil-Temperance ticket in 1854 and served as U. S. Collector of internal revenue under Lincoln. He died in Canandaigua in 1892.

Another Canandaiguan, Francis Granger, after being elected to Congress in 1835 and after having been candidate for governor and vice president, was appointed postmaster general by President Harrison. He died in Canandaigua in 1868.

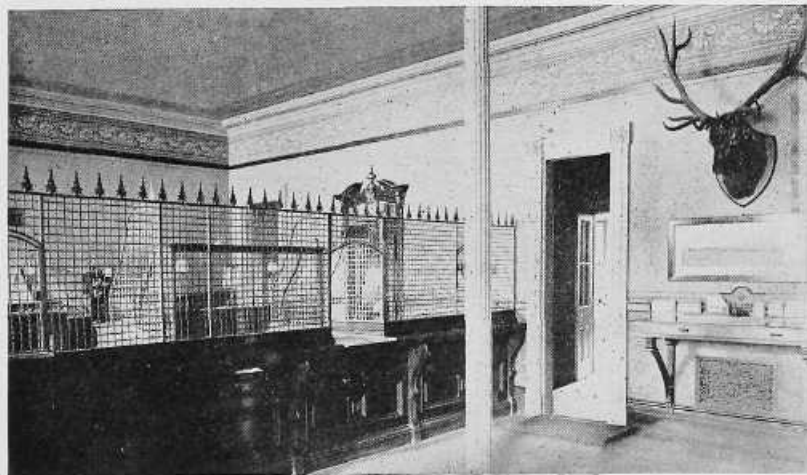
Stephen A. Douglas, known as "The Little Giant in the political battles before the Civil War, was a student at the old Canandaigua Academy 1831-33.

As a Genevan, Charles J. Folger, a former chief judge of the Court of Appeals, was appointed secretary of the treasury by President Arthur in 1881. He died in Geneva in 1884.

In the early days of the republic, Gen. Peter B. Porter of Canandaigua was secretary of war in the cabinet of the younger Adams. He settled



William H. Seward Statue, Auburn; Mark Twain Study, Elmira



Window in old Cayuga County Bank, Auburn, where as a clerk, William Burroughs dreamed of a Perfected Adding Machine.

in Canandaigua in 1795 and represented the county in the Assembly. He was a major general in the war of 1812, directing the defense of Black Rock, now Buffalo. He was offered the full command of the U. S. Army by President Madison and declined.

Another secretary of war came from Canandaigua in the person of John C. Spencer, who in 1815 was assistant post master general and in 1826 special prosecutor in the Morgan abduction case. He was Governor Seward's secretary of state and two years later was Regent of the State University. He became war secretary in 1841 and two years later was transferred to the post of secretary of the treasury.



Memorial services of sorrow over assassination of Lincoln, held in the sixties at Auburn, in the old Cayuga County Court House, since gutted by fire and entirely remodeled.

Still another Canandaiguan who became postmaster general was Gideon Granger, who served in that capacity throughout the term of Jefferson and most of Madison's.

Ezra Cornell, founder of Cornell University and and pioneer in railroad development in the lake country, began life as a mechanic and miller at Ithaca and subsequently became a contractor for the erection of telegraph lines. He was a member of the State Assembly in 1862-63 and of the State Senate in 1864-67, this service being at the trying time of the Civil War. He died in Ithaca in 1874.

Theodore W. Case, inventor of the light which made possible talking movies and the invisible light signal and noiseless talking instruments used by the government in the World War, is a resident of Auburn, having large experimental laboratories there.

Henry Wells and William G. Fargo, pioneer express magnates of the Finger Lakes Region, were conspicuous in the founding of the present great express business. Henry Wells, who with Fargo formed the Wells-Fargo Express Company, founded Wells College

at Aurora. That formed the basis of his future stupendous enterprise. With his father's family he came into the lake country shortly after the opening of the Erie Canal and for three years mended shoes for residents of the village of Port Byron, Cayuga County. Fargo commenced his life in the transportation business in the freight depot of the old Auburn & Syracuse Railroad in Auburn, as agent.

It was one of Elmira's daughters, Miss Olivia Langdon, who captured the affection of Samuel Clemens Mark Twain, just returned from his European trip immortalized in "Innocents Abroad." The couple were married at the Langdon home in the presence of a hundred guests. In those Langdon parlors later Mark Twain saw much of joy and sorrow and there he and his wife and children returned in death, to be buried in Woodlawn Cemetery, Elmira. The world owes much to Mark Twain's wife, who from the very beginning inspired him to give only his worthiest to the world. Possessed of both literary perception and refined tastes, she became his editor and they enjoyed reading his works together until death.

Trees of the Lake Country

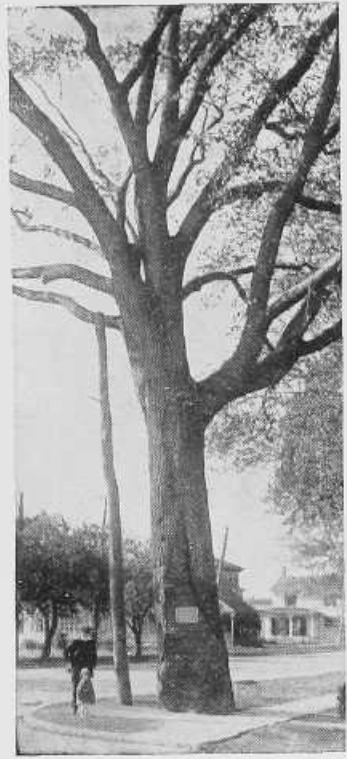
THROUGH its trees, stalwart memorials of bygone days, the Finger Lakes Region has come into new fame. Some of the forest giants of the lake country have been awarded places in the National Hall of Fame for Trees.

The distinction which has attached to some of the sturdy growths, which were saplings when George Washington's army won independence for America, has stimulated new research into the tree life of the lake section. It is this new study which has revealed the fact that in age, size, oddity and historical significance, numerous trees of the Finger Lakes today claim national attention among foresters and students of plant life.

What is believed to be the oldest tree in the world was discovered in fossil form in Grimes Glen at Naples in 1882 by the late Dr. Dana Luther of Naples, state geologist, who removed twelve feet of the fossil from the bed rock and presented it to the State Museum, where it has attracted the attention of the scientific world. The botanical name of the "Naples Tree" is "Lepidodendron Chemungese." Naples' slogan, "Active and Attractive," is significant as it is truthful.

Through financing by the Waterloo Historical Society, a giant elm, nearly twenty feet in circumference and believed to be over 350 years old, has been preserved as a landmark on the old Indian trail to the council site of the Six Nations. The forest monarch is at the corner of Main and Chapel Streets, Waterloo. Legend says the tree was planted by the Indians as a guide post. Today it bears a marker with this inscription which is wrought in bronze:

"The Patriarch Elm. A gigantic landmark beside the Indian Trail, it was spared when the road was built in 1795, as shown by the curve just west, while eastward the road is straight. Treated September 10 to 22 by the Davey Tree Expert Company, Kent, O., and found to be 350 years old. The cavity required eight tons of cement and measures forty-two inches east and west and sixty inches across the face, by



Patriarch Elm

twenty-eight feet high. Waterloo Library and Historical Society. H. F. Brehm, historian."

At the village of Lodi, on the site of an over-night camp of Sullivan's soldiers in 1779, there was felled in 1812 a large oak. In the crotch, eighteen inches from the ground, a horseshoe was found completely imbedded in the wood. The shoe was believed to have been placed there by a Colonial soldier and left untouched until the tree grew about it.

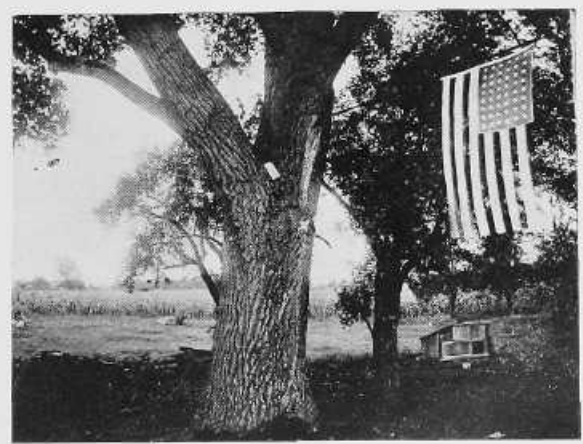
As late as 1928 the giant tree known as the Moe Oak, situated in the town of Genoa, was cut down by woodchoppers. Robert Moe brought the sapling from Genoa when he removed to Groton in 1800 and set it out on his homestead property. The tree when felled was nearly six feet through the body and practically sound. It was believed to have been the oldest planted tree in Tompkins County.

The tree which boasts a place in the Hall of Fame is a giant popular, the largest in the state, with one exception, which stands by the state highway just west of Geneva. Records of the American Forestry Association show that this growth, "The Lafayette Tree," formed the shelter and resting place of General Lafayette in 1825, as he made a triumphal trip across the state.

The Lafayette Tree is 120 feet high and 24 feet in circumference. Its shade spreads over such a wide area that the spreading branches were used as an outdoor church in pioneer days. The original owner of the land drove nails into the trunk, American Forestry Association records show, in order to preserve it. The iron in these nails, according to experts, is partly responsible for the great growth of the tree.

Fruit Trees Excel

In its fruit trees, the Finger Lakes country also stands out, as the birthplace of the famous Northern Spy apple, which ranks third in commercial value in the Empire State. The Northern Spy variety had its origin in a seedling orchard planted in the town of East Bloomfield a short distance from Canandaigua



Scythe Tree

Lake in 1800. The orchard was set out by Herman Chapin but the original tree died before bearing. Sprouts were taken, however, and planted by Roswell Humphrey who produced the first fruit.

As late as 1847 nine of the trees of this variety set out by Humphrey were still standing and it is said that a "grandson" of the original is still living beside a marker which shows the first of the variety. The apple first began to attract attention about 1840. Its commercial value became apparent and about 1852 the American Pomological Society listed it as a variety of great promise and urged its extensive cultivation. From that time on the Northern Spy has gained in favor until today it is one of the most popular varieties in America. The Early Joe and the Melon Apples also originated in this orchard.

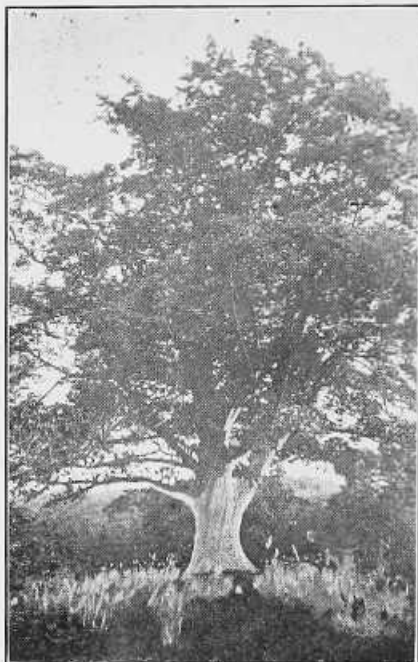
Near the mouth of beautiful Havanna Glen at Montour Falls is an apple tree said to be a remnant of the orchard destroyed in 1779 by the Continental troops under General Sullivan.

At McLean, on the easternmost of the Finger Lakes trails, there now stands an elm tree 150 years old. It is six feet in diameter, 90 feet high.

Measurements taken twenty-eight years ago show its circumference at the ground at twenty-six feet and four feet from the ground, nineteen feet. When the sun is at the right angle, its shadow covers nearly a half acre of ground. For most of the year the forest giant is surrounded by water, as a rivulet divided north of the tree into two streams, encloses the monarch on its own private island.

From its historical significance, the famous Scythe Tree, standing on the farm of Clarence Schaeffer in Seneca County, on the road near Waterloo, is also in the Hall of Fame. It won first prize in a historic tree contest staged by the State College of Forestry at Syracuse.

The history of the tree recounts that in 1861 James Wyburn of Waterloo came in from the fields carrying his scythe. Hearing of the firing on Fort Sumter, he placed the scythe in the crotch of the tree "until he returned." In the army of the North, he fell in 1864. But the scythe remained hanging in the tree



Moe Oak

and the six-inch sapling, in its growth, formed about the blade. Today the scythe handle has fallen away but six inches of the blade are visible. The tree has a 30-foot spread and is 100 feet high. On Memorial Days, patriotic exercises are held beneath the spreading branches, by the Waterloo G. A. R., which perpetually keeps a flag flying from the ancient monarch's branches.

A letter written by the late Dr. Cyrus Powers of Moravia from Rome, Italy, in 1879, relates the visit of Daniel Webster to the Finger Lakes Region and his study of trees.

According to the letter, Webster was interested in trees and once he was in Auburn when a farmer passed through the street with a heavy log on his wagon, from some kind of a tree unfamiliar to him. Inquiry elicited the information it was a portion of a "tulip tree," and that it grew on the west side of Owasco Lake.

He said he went south a dozen miles or more, along the highway west of the lake and there he found "the grand old stately monarchs."

This American tulip tree, the *Liriodendron Tulipifera*, he stated was the "crowning glory of the American forest."

Because of its very freak characteristics, the "Totem Tree of the Finger Lakes" claims first attention from the casual observer and the motorist. This curiosity was located at Barbers Corners, Cayuga County, one mile west of Scipioville and three miles east of Levanna on the late George E. Carr homestead.

It was carved out of the trunk and lower branches of a good sized tree in the summers of 1911 and 1912, by Mr. Carr, a Civil War soldier from 1861 to '65. The idea for fashioning the unique freak was borrowed from the totem poles of the Alaskan Indians, but the Finger Lakes wonder was much more artistic in its execution, the inequalities of the tree and branches carved into such figures as suited their shape.

For years a register of visitors has been kept at the Carr home and in it are the names of tourists from every state in the Union, including those of Congressmen, Governors and those of lesser note.



Lafayette Tree



Lake Keuka.

Romance of the Finger Lakes



OWASCO Lake, smallest of the Finger Lakes, is nearly twelve miles long and a mile and a half wide, but it has a watershed embracing 203 square miles. It is 710 feet above sea level and reaches a depth of 177 feet. Four hundred summer homes border its shores. Each summer an average of 25,000 persons are in "camp" during the warm summer and autumn months. What beautiful Owasco Lake lacks

in size, it more than makes up for in the variety of its attractions. It is famous for its pike and pickerel fishing, while bass and trout also bite voraciously. Yachting among the Finger Lakes has reached its height on Owasco and the flotilla of motor boats and canoes add to the lake's water sports.

At the foot of Owasco Lake lies Lakeside Park, the largest resort park in Central New York, with every amusement device, pavilions, spacious lawns, athletic fields and picnic grounds. Just across the Owasco River is Island Park, with a superb sand bathing beach, public bath houses and another assortment of park amusements. Bus lines, two state highways and one steam road connect Owasco Lake with Auburn, two miles distant. Good highways almost completely encircle the lake and the hotels and inns along the shore

afford every convenience. The golf links of the Auburn and Owasco Country clubs, along the lake, provide guest privileges to tourists.

From Lakeside Park to Cascade, nestling between the hills at the head of the lake, Owasco's shore abounds with cottage colonies. Like all the Finger Lakes, the myriad glens and gorges provide a laboratory for the student of nature. Every foot of Owasco's shore reflects in some manner the modern aspect of ancient glory. A treasure house of heirlooms, a repository of cherished traditions is Willowbrook, a stately old summer home near the foot of the lake. It was built in 1818 by the late Governor Enos T. Throop and in its spacious halls the elite of another generation foregathered. Washington Irving, Governors Horatio Seymour and John A. Dix, President Ulysses S. Grant, Admiral Farragut, Generals Custer, Fullerton and Rathborne, Secretaries of State Seward and Wells and Sir Francis Bacon are among the notables who have sojourned at Willowbrook. Jenny Lind, the Swedish Nightingale, has sung golden notes there where once a royal delegation representing the Emperor of China was entertained.

At Lakeside Park an entire Indian village site was unearthed a few years ago, giving to the State Museum some of its most valuable relics. In another day the shores of Owasco echoed to the whistles of steamers. There are old residents of the Lake Country who remember the Dance Maid, the Dolphin, the Moravia, the Lady of the Lake and the City of Auburn. The



Bluff Point on Keuka

Lady of the Lake was christened in the summer of 1888 by William H. Seward.

The most spectacular day in the history of Owasco Lake came on Thursday, September 27th, 1877, when a concourse of 20,000 people, the largest crowd ever assembled on Owasco's shores up to that date, came by train, by boat, on horseback, afoot and in wagons to witness the clash of great skulling kings. The event, according to an old file of *The Auburn Daily Bulletin*, "excited an interest which extended throughout the length and breadth of the land and is reported this morning to the press of the world."

Even the day before, the throngs started to assemble and by the morning of the race two railroads were running special trains to the scene of the regatta. The Southern Central Railroad, now the Lehigh Valley, operated 80 cars to handle the influx of the race enthusiasts. Many young people from nearby towns walked all night to gain a choice vantage point along the shore bordering the race course. Horses, with buggies and wagons were hitched along the road for a mile in either direction from Ensenore.

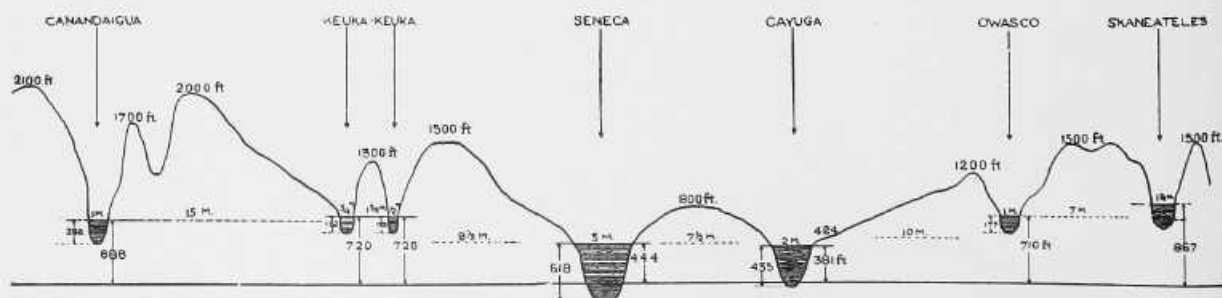
Auburn city schools were closed for the day, and some factories suspended work to permit their employees to visit the race. Every class and condition of persons were among the concourse along the shore. The lake itself was alive with small craft. To handle the crowds Sheriff Sanders had a force of 60 special deputies mobilized.

The main race started at 5:09, the winners crossing the finish line in the following time: Charles E. Courtney, 21 minutes, 29½ seconds; James H. Riley, 21 minutes, 33¾ seconds; Frenchy Johnson, 21 minutes, 42 seconds; James Ten Eyck, 21 minutes, 43¼ seconds.

The oarsmen, the referees and sports writers covering the event were unanimous in declaring the Owasco race course superior to most others.

Lake Keuka

Lake Keuka, the most unique of the Finger Lakes in shape, closely resembles the letter Y and is the only lake known, the waters of which flow into one of its branches, round the dividing bluff and flow for twelve miles in the opposite direction. Keuka has often been





Seneca Lake at Watkins Glen

called the American counterpart of Lake Lucerne, Switzerland. Lucerne is twenty-three miles long and shaped like a rough cross. Keuka has a length of twenty-one miles, is 720 feet above seaboard and 183 feet deep. Though the mountains about Lucerne are snow capped, the mountains about the head of Lake Keuka rear their plumed heads to the clouds, with forests turned to purple in the summer haze of distance. The peculiar shape of the lake gives it more than sixty miles of shoreline, which is one continuous panorama of picturesque coves, points, bays and promontories.

Its banks are terraced with 12,000 acres of vineyards, checkered with grain fields and green forests and ribbed with scores of wooded ravines. Along its shores stand remnants of numerous wineries, which made American champagne famous. Up from the waters of Keuka rose the first trans-Atlantic flying boat and over the lake corps of the American naval aviators who started across the ocean in the famous NC's learned to fly. Today the white wings of planes are reflected in the limpid blue of the lake that mirrors the marching caravan of fleecy clouds.

Fishing is popular sport at Lake Keuka, because of the universal success which rewards the angler. Lake trout and bass test the skill, while plenty of pickerel and smaller fish assure the novice of a fresh fish dinner. Here the skipper knows his sails, for yachting is in favor and reaches the height of its perfection in the Keuka regattas which attract hundreds. Sailing contests are held weekly.

Keuka College, Camp Airey, Camp Corey (Rochester's Y. M. C. A. camp), Camp Iroquois (Elmira's Y. M. C. A. camp), hundreds of cottages, convenient inns and comfortable hotels offer the best in accommodations.

The most distinctive feature of Lake Keuka is Bluff Point, a promontory that rises 812 feet between the branches of the lake. Upon its summit the Mound Builders left "an earthwork whose counterpart is unknown within the limits of the state" and the ash pits of signal fires of the later Iroquois have also been found there. Today there stands the historic Wagener Manor house, built in 1830, upon the tip of the point, which is connected by road with Penn Yan. Seven counties and a dozen lakes are visible from the manor.

Directly across from the bluff, an interesting hydro-electric power project is in process of construction. Lakes Waneta and Lamoka are two miles from Keuka and have about 400 feet more elevation. These lakes are on the dividing line between the Chesapeake and St. Lawrence drainage systems. Waters from both will be conducted down the steep hillsides and through whirling turbines and thus into Lake Keuka and the St. Lawrence drainage area. When the load of electricity is "light" the superfluous power will be used to pump the water back to the two storage lakes on the hill. This hydro-power conservation scheme has heretofore been used only in Switzerland.

In 1835, the first steamer to run on Keuka was



Cayuga Lake

built by a shipbuilder under the direction of the Albany Land Company, shortly after the now abandoned canal was completed between Penn Yan and Dresden. The craft was eighty feet long and had a beam of thirty feet, having an upper and lower deck, the steamer was considered of immense size by the natives and was propelled by a central paddle wheel between the two hulls. The boilers were wood burning and the craft was mainly used in towing canal boats. The Keuka ran on the lake until 1848.

Closely following was the steamer Steuben, constructed at Hammondsport in 1845 by a New York boat builder for A. M. Adsit and John W. Davis of Hammondsport. The boat was 126 feet in length by seventeen foot beam, and was a sidewheeler. The Steuben was operated by Captains Gregg and Lewis carrying freight and passengers, until purchased by Captain Allen Wood in April, 1864. It was burned in 1864 at its dock in Penn Yan.

The third was the steamer George R. Youngs built at Penn Yan in 1864 and 1865 by Benjamin Springstead of Geneva. Its length was 130 feet and nineteen feet beam. Meals were served in the ship's dining room. It did a general freight, passenger and towing business. The name was changed to Steuben in 1873 after the ship was sold to the Lake Keuka Navigation Company. At Hammondsport in 1879 it was dismantled.

The fourth steamer was Captain Wood's Keuka, built at Geneva in 1867 by A. W. Springstead and brought from Seneca Lake to Keuka Lake by the canal. The Keuka was a screw steamer sixty-five feet long by twelve feet beam.

The steamer Yates was the fifth built at Penn Yan in 1872 by Benjamin Springstead for the Lake Keuka Navigation Company. The Yates was 115 feet long by twenty feet beam. The engine in the Yates came out of the steamer Arnot on Seneca Lake. The Yates ran eleven years, burning at its dock in Penn Yan in 1883.

The steamer Lulu, the sixth, was built at Hammondsport in 1878 by A. W. Springstead for Sanders & Hall. Lulu was seventy-eight feet long by thirteen feet beam with side wheels. It ran in conjunction with the Bath and Hammondsport Railroad but was afterwards sold to the Lake Keuka Navigation Company and dismantled at Hammondsport about 1896 or 1897.

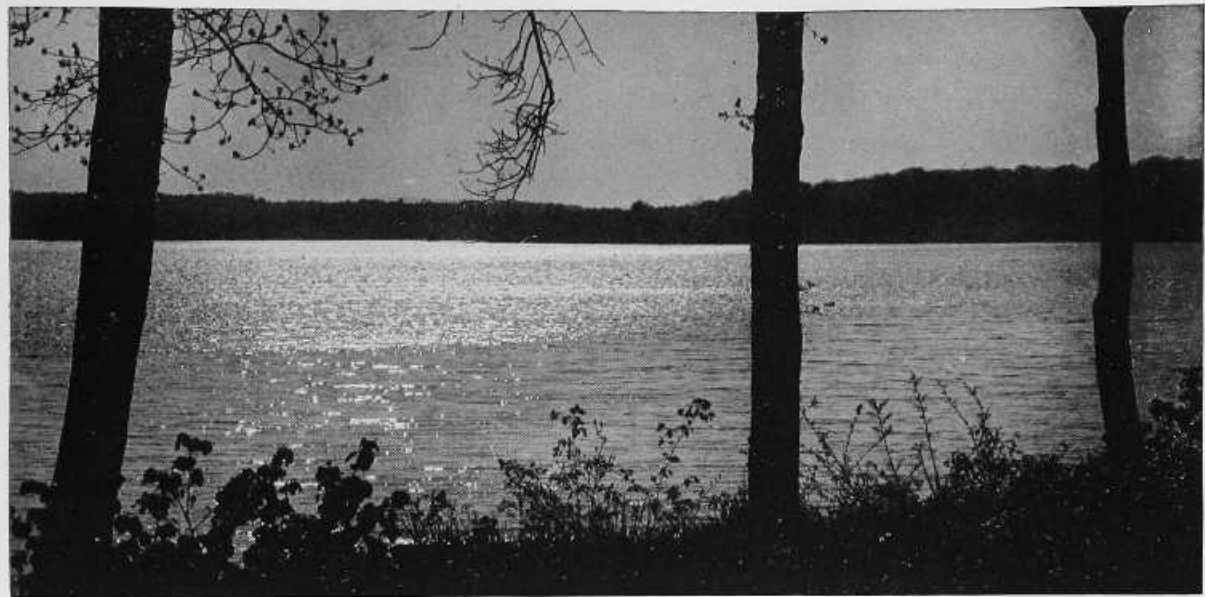
The steamer Urbana was the seventh and was built at Hammondsport in 1880 by A. W. Springstead for the Lake Keuka Navigation Company. It was 120 feet long by twenty feet beam, a side wheel steamer. The Urbana was dismantled at Hammondsport in 1904.

The steamer Holmes, the eighth, was built at Hammondsport in 1883 by Alonzo W. Springstead for William L. Halsey, founder of the Crooked Lake Navigation Company. This steamer was the finest ever on the lake up to this time. The engine developed about 325 horsepower and gave the boat a speed of 14 miles per hour. The name was changed to Yates in 1904. It was sold to Lake Keuka Navigation Company in 1891; dismantled in 1915 at Hammondsport.

The steamer West Branch was built at Hammondsport in the same year as the Holmes. It was a screw steamer sixty-five feet long and fourteen feet beam, afterwards lengthened to 75 feet.

Mr. Halsey died in 1884 and Mrs. Halsey and T. O. Hamlin went on with the business and in 1887 built the steamer Wm. L. Halsey. The Halsey was 130 feet in length by twenty feet beam, similar to the one in the Holmes. The Halsey, Holmes and West Branch were sold to the Lake Keuka Navigation Company in 1891. Halsey's name was changed to Steuben in 1904. This boat made its last trip in October, 1915, and sank at Hammondsport in the winter of 1917.

The twin screw steel steamer Mary Bell was built in 1892 at Hammondsport for the Lake Keuka Navigation Company. She was 150 feet long by twenty-four feet beam. In 1905 when the Erie Railroad pur-



When the Moonbeams Play on Owasco Lake Near Auburn

chased the Lake Keuka Navigation Company of C. W. Drake the name Mary Bell was changed to Penn Yan. The old boilers were taken out and new Almy Water Tube boilers were put in at a cost of \$10,000, and in 1915 these together with the engines were scrapped and gasoline engines installed. The Mary Bell drew over six feet of water and with the low water to which Lake Keuka is subject in dry seasons could not get down the channel or into a great many docks.

The twin screw steamer Cricket was built in 1894 at foot of lake at Penn Yan by A. W. Springstead for Samuel McMath, of Penn Yan. The Cricket was eighty-five feet long by nineteen feet beam.

Skaneateles Lake

"The most beautiful body of water in the world" was the characterization given Skaneateles Lake by the late Secretary of State, William H. Seward, after a trip around the globe. Skaneateles is a great liquid mirror eighteen miles long and so blue you are almost tempted to dip your pen in it, expecting to spread its color like blue ink upon your writing paper. Truly it is a lake of sky and azure distances, where clouds and hills meet.

With an altitude of 867 feet above seaboard, it is the highest of all the Finger Lakes, and is only 283 feet below the level of Lake Geneva, queen of the Alpine lakes in Switzerland. A mile and a quarter wide, it lies nestled between the hills which verge into mountains at its head. So pure are its waters that it supplies the city of Syracuse, without filtering.

The Indian name Skaneateles is variously interpreted as "Beautiful Squaw" and "Long Lake." It appears upon the map of Charlevoix in 1745. As far back as 1750 Commerhoe and Ziesberger, the Moravians, erected a lodge called "The Pilgrims' Hut at St. John's Beach" on Skaneateles.

What is said to have been the first water cure san-

itarium in America was opened in 1841 at Glen Haven, then known as the "Lucerne of America," at the head of the lake. Dr. W. C. Thomas, who conducted the cure for forty years, there reached the age of 107 years. In his prime he is reputed to have wrought almost miraculous cures on Skaneateles.

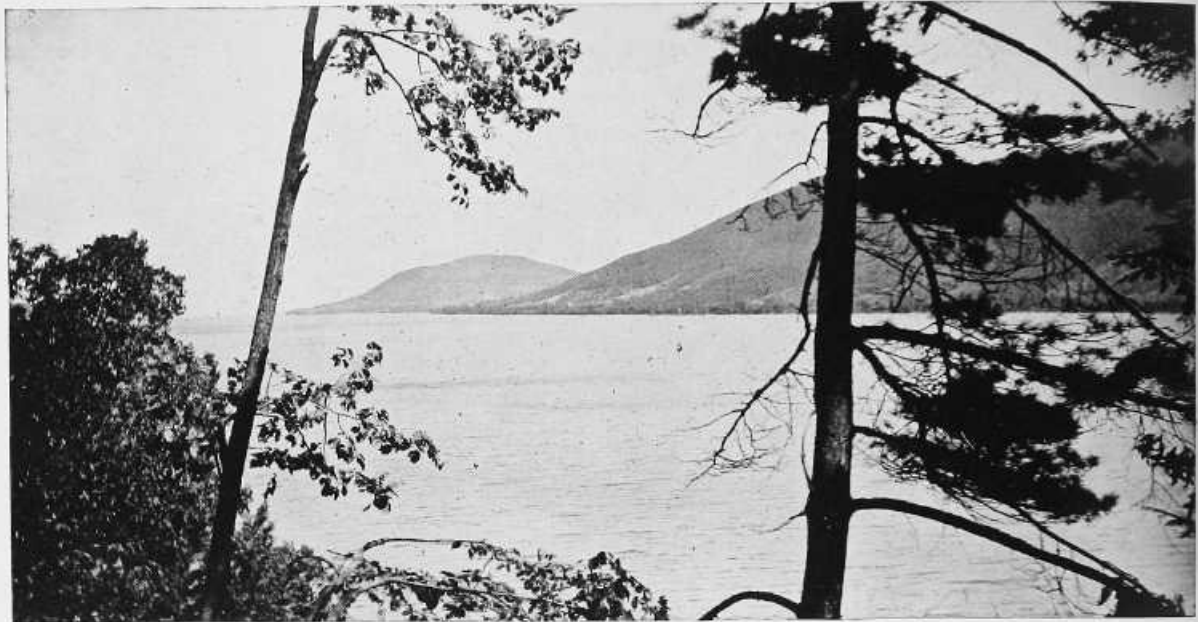
In the early days of Glen Haven, when the place had no postoffice, it claimed the distinction of being the only town in the state which issued its own postage. Before the Civil War it was headquarters for the Abolitionists Daniel Webster and Gerrit Smith in operation of the "underground railway."

In Indian days before the outlet of Skaneateles was dammed, a man with his head above water could wade across the lake from what is now Shotwell Point to mile point upon a sand bar. In 1797 a log dam was built and elevated the lake four feet. Today the water area is greatly increased.

The first steamboat on Skaneateles was the Independent, built in 1831, to a length of more than eighty feet. Skaneateles village financed the project by subscription and a gala celebration marked the launching of the old sidewheeler on July 4, 1831. The craft's owners were obliged to go to Robert Fulton, inventor of the steamboat, for a license to operate, as he had been granted a monopoly throughout the state. Soon afterward a forty foot steamer, the Highland Chief, appeared in competition with the older vessel which towed a passenger and freight barge.

Skaneateles Lake, from fifty to seventy-five years ago, boasted the finest skippers in the lake country and annual regattas were held there, with boats from Cayuga and Seneca Lakes brought overland. Among fast craft were the Island Queen, Flying Cloud, Blue Bell, Ashland, Sea Gull, Jilt and the Julia.

Up to 1910 there was steamboat service on the lake, ships plying the waters with thousands of excursionists. before the auto sounded the knell of the boat whistle.



Majestic Canandaigua That Murmurs at the Door of Canandaigua City

The Skaneateles was launched July 4, 1848. This boat was built by two men named Hecox and Reed, who navigated her for two years.

May 24, 1849, the Homer, captained by Richworth Mason, was launched.

The Echo and Ada were small steamers, the second of which was owned by Joe Crandall, at one time proprietor of the Lake View house. The Bonnie Boy, a 30-footer, was owned by Ira Smith. Frederick Roosevelt owned the Lotos.

The Alena, a small steamer built by the Bowditch Boat company, was the first boat on Skaneateles lake to be driven by a Shipman engine. Kerosene was her fuel instead of wood or coal.

The Ben H. Porter, named for a gallant soldier boy of the civil war, was launched in 1866. She was built by Charles Hall and captained by W. R. Bailey.

Joseph Reed, famous in Skaneateles as an iron worker, was at one time deck hand on her. He recalls a snow fall in the second week of April about the year 1875 that reached a depth of 20 inches, and weighed so heavily on the deck of the Ben H. Porter that the steamer capsized at her landing. The snow melted the day after it fell, and the streets ran a flood.

The stones that still serve as sidewalks in Genesee street, Skaneateles, were gotten at Spafford and towed by raft by the Ben H. Porter to Skaneateles. The boat was round-bottomed, and no one dared take her out in a stiff wind. Six men standing on one side could make her roll dangerously.

There are conflicting stories about the end of this boat. Some say that she sank off Spafford Point in a great depth of water. Others claim that she was purposely sunk at Spafford Point and used as a dock. Mr. Reed claims that she was taken to Cayuga

lake during the year 1875 and used as a wood boat.

The Glen Haven, built by the Skaneateles Railroad Company in 1876, the Ossahinta, built about 10 years later, and the City of Syracuse, built on the west shore in 1899, were in active service until almost the time of the world war.

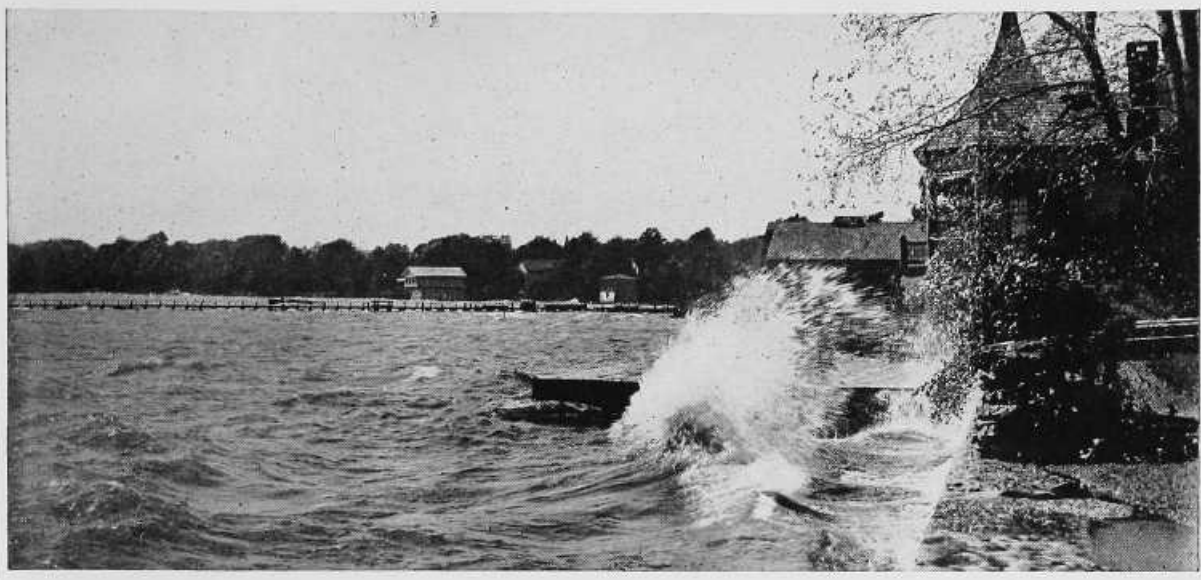
E. E. Krebs, now a merchant in Skaneateles, was a youngster of 10 or 12 when the Glen Haven was launched. He worked on her as the peanut boy. It was the same year as the Dempsey-Courtney single sculls race, which attracted spectators from near and far.

It was a momentous day in Skaneateles when the City of Syracuse was launched in 1900 after a year of building. Throngs had traveled for miles around to see that great vessel and the shipbuilders busy on her. This was a ship indeed. Built to carry 500 passengers she outstripped by far any previous boat.

Seneca Lake

Seneca Lake, over whose azure blue the sails of a hundred sloops once billowed, is the largest of the Finger Lakes. It is thirty-six miles long, with an average width of three miles. In all the world but few lakes are deeper than this shining expanse of blue that could hold—if it were a seaport—all the ships and navies of the seven seas. Strange in every natural aspect, Seneca is as strange in its fascination for the outdoorsman and the geologist. Its bottom in some places is 174 feet below seaboard and its surface is 444 feet above the sea, making its maximum depth 618 feet.

At a depth of 200 feet old Seneca maintains a uniform temperature of seven degrees above freezing the year around. Only four times in the memory of man has the lake entirely frozen over, so that Seneca is the only body of water north of the Mason and Dixon



Skaneateles Lake.

Line open to navigation twelve months in the year.

The greatest volume of water emptying into Seneca Lake comes from the outlet of Keuka. Comparison of the discharge of this outlet with the discharge from Seneca Lake indicates that a volume of water equal to 39,241 gallons a minute is contributed by springs beneath the lake's surface. There are tales that Seneca Lake rises and lowers not unlike the action of the sea.

Weird rumbling beneath its surface gave birth centuries ago to the Indian legend of the "Death Drums of the Iroquois." Still the legend is recounted of summer nights as cottagers again hear the faint, distant sound as of drums beaten beneath the waters. Then there is the myth of the "Wandering Chief" and the "Spectre Boatman" and other strange tales created by the red man to account for Seneca's eccentricities.

On the eastern shore near the head, the lake is buttressed by palisades, upon whose granite face, ages ago, the Indians painted the stories of their valor to remain as imperishable records for those who understand. Here are the only "Painted Rocks" east of Lake Superior.

The first sloop on Seneca was the Alexander, built at a cost of \$2,304.28 and launched in 1796 before an assemblage of several thousand, representing every state then in the Union and most foreign countries.

Since those ancient days when historic craft plied sparkling waters, Seneca has been a playground for the motor boatsman and sailor.

For the angler, too, it holds its lure. Great salmon trout, tipping the scales at twenty pounds, come from its icy depths, and bass, trout and pickerel abound.

At the head of the lake is Lakeside Park, the municipal recreation center maintained by the resort village of Watkins Glen. At its foot are the Geneva public bathing beaches and camp grounds, while between are miles of uncrowded waters along whose shores, peopled with hundreds of vacationists, Seneca lies

splashed across one of the greatest fruit sections of the east. The head of Seneca Lake is in the center of a natural gas belt and beneath the lake, down 1,800 feet below the surface, is a salt mine that annually produces over \$1,000,000 worth of salt, which is shipped to all parts of the world.

At a very early day, before Watkins Glen was settled, the head of Seneca Lake navigation was about three or four miles up the inlet at Catherinestown, now Montour Falls. To this point the early sloops made regular trips and it was commonly called the head of the lake. Hence came the estimate originally that Seneca was about forty miles long.

The first steamboat to engage in lake commerce made its initial trip July 4, 1828. Since that date, more than a century ago, there have been many changes in navigation. The now silent sites of old landings along the shores are known to lake students. Other places still of importance have the ruins of docks where lake craft land no more. Lake landing places entirely deserted are Hector Falls, Peach Orchard and Dey's Landing on the eastern shore, and Fir Tree Point and Starkey Landing on the western shore. Villages now passed by without a steamer call are Dresden and Glenora. The extension of the railway lines along both slopes of Seneca, and the taking of the mails from the steamer service, sounded the death knell of year-round navigation.

Cayuga Lake

Cayuga Lake, forty miles in length, the longest of the Finger Lakes, has been forever immortalized in the Cornell alma mater song, "Far Above Cayuga's Waters," and thousands have envisioned its changeful moods in the novel, "Tess of the Storm Country." To those Nimrods who have hunted duck along its shores and those anglers who have cast across its waters for black bass, Cayuga will live in memory as a dream.



The abundance of Cayuga's fish and game life has been proverbial since the red man hunted along its shores. Pierre Raffex, Jesuit missionary, wrote in 1672, "More than a thousand deer are killed every year in the neighborhood of Cayuga. Fishing for salmon and eel is abundant. Tiichero (Cayuga Lake) abounds with swan and geese through the winter and in the spring nothing is seen but continued clouds of all sorts of game."

The first white men to ply the waters of Cayuga were these Jesuits, who went by birchbark canoe to minister last rites to the dying and to serve the afflicted among the Cayuga Indians.

As early as 1791, a dozen years after Sullivan's forces desolated Cayuga's shores, a Mr. Lightfoot brought a boatload of goods up Cayuga Lake for sale in a shanty he had erected at the head of the lake. In exchange for tea, coffee, crockery, drygoods, hardware, cutlery, gunpowder and whiskey, he procured skins of marten, otter, beaver, fox, bear and deer. He continued his trade for twelve years.

More than a century ago on December 15, 1819 the Cayuga Steamboat Company was incorporated and just fourteen years after Robert Fulton had navigated the Clermont on the Hudson, a steam engine built in Jersey City came to Ithaca for the steamer Enterprise.





The Telemachus followed the Enterprise in 1828 and a year later came the DeWitt Clinton and in 1836 the Simeon DeWitt. In 1850 the whistle of the lake's first modern passenger steamboat, the Kate Morgan, echoed between the hills. Other early craft included the Howland, Forest City, Beardsley, Sheldrake, Aurora, Ino, T. D. Wilcox renamed the Ithaca, the Iroquois, the Mohawk, the Demong, the Comanche and the Frontenac.

The greatest marine tragedy of Finger Lakes history occurred on Cayuga, July 27, 1907 when the Frontenac burned to the waters edge a mile south of Farley's Point, with the loss of fourteen lives. The Col. J. H. Horton, a little steamer which served the cottage colonies at the head of the lake, burned April 15, 1925, taking from Cayuga almost the last remnant of its old passenger boat traffic. Boat building on the lake developed rapidly with the coal traffic at about the time of the Civil War and in 1878 there were four boat yards at Ithaca, when building was at its height.

Through Cayuga Lake passes the Barge Canal, bringing today many strange visiting craft to mingle with its own flotilla of canoes, sailboats, motor boats and yachts. Along the eastern shore the late "Pop" Courtney, dean of rowing coaches, fashioned his own sheels and sent the Red and White Cornell crews to victory in many an Intercollegiate regatta. Across the lake at Branchport, near the northern end, there still



Bare Hill on Canandaigua Lake, where Seneca tradition says the red race originated. The myth in many respects corresponds with the Bible story of the flood, but in it a gigantic serpent figures. The reptile, which was slain with a poisoned arrow, fell to its death down the hillside, ripping off the trees in its death struggle and disgorging the victims all along its path to the bottom of the hill.

remain the remnants of an ancient bridge of logs, which spanned Cayuga in the stage coach days along the old Genesee Trail. In other generations ferries crossed the lake at Kidders and Atwaters.

Sites of thirteen Indian villages dot the lake shore and in every wave is the recollection of forgotten days when birchbark canoes, with war parties, skirted the wooded points, noiselessly, stealthily. Vacationists along Cayuga sometimes dig arrowheads a few inches below the surface of the ground, but on the east shore near Ithaca, a hundred men are continuously digging into the earth 2,000 feet below the waves—for salt. Last year the salt miners produced 175,000 tons of salt from a marvelous, crystalline city beneath the lake.

Cayuga is two miles wide, 435 feet deep, and its surface 381 feet above sea-board, thus making one of the two Finger Lakes whose bottoms are below the level of the ocean.

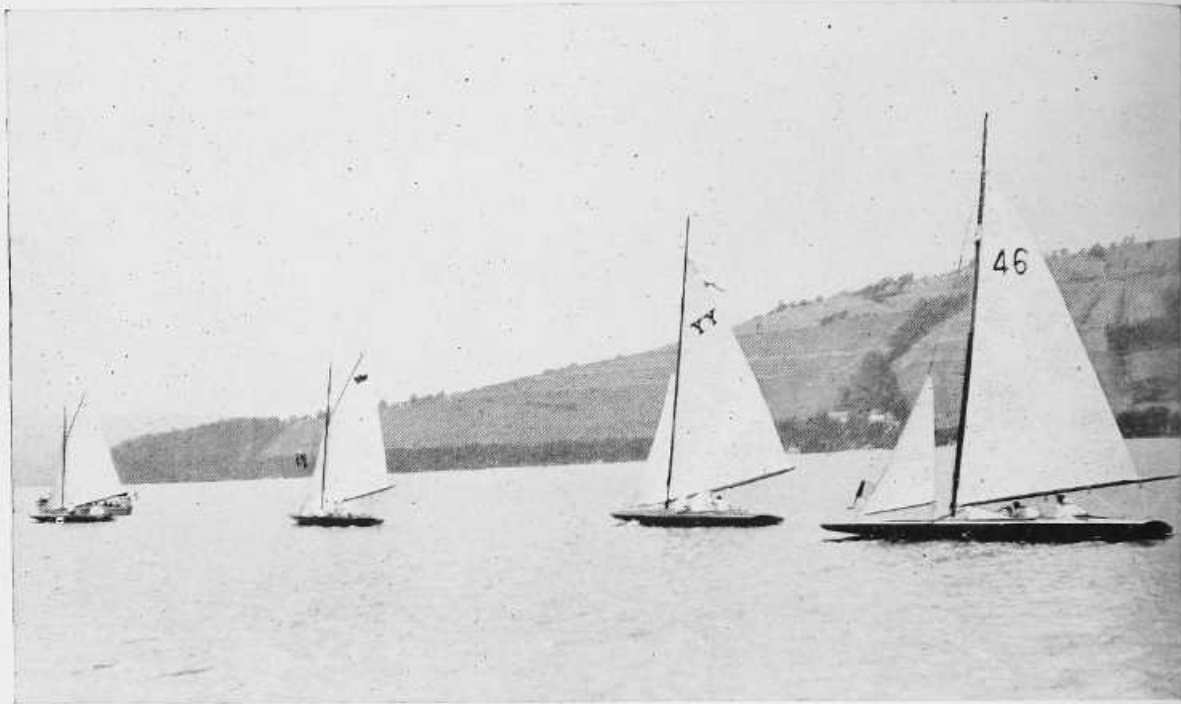
Canandaigua Lake

Canandaigua Lake to this day bears the Indian name meaning "The Chosen Spot." Sixteen miles long and a mile and a half wide the lake is 686 feet above tidewater and reaches a depth of 262 feet.

Nature destined Canandaigua Lake and its environs to be a summer resort. But the redoubtable Senecas, most powerful of the Six Nations, fathomed this destiny long before the pale face penetrated western New York. Within a few miles of



Seneca Lake near Hector-Valois.



Bluff Point and Lake Keuka

the lake was the principal village of this haughty people and on the great hill near the head of the lake they lighted their council fires. Indeed, if legend is to be believed, from the mighty Ge-nun-dawah or Nunda-wa-o, the Bare Hill of modern days, they had their origin.

There is an Indian tradition woven about this majestic promontory, stripped of its trees and rising like a sentinel of the shore. Ages ago, according to the legend, the Senecas were trapped upon the hill by a great serpent which daily devoured the marooned red men. Finally, only one brave and his squaw remained. Then the Great Spirit commanded the warrior to dip his arrow into an herb and shoot the poisoned shaft beneath the scales of the monster. A sure shot—and the serpent rolled down the hillside, tearing out the trees and disgorging in his death struggles the heads of his prey. To this day peculiar skull shaped stones, "the heads of the Senecas," fringe the east lake shore and are used for fireplaces, winding walks and pillars.

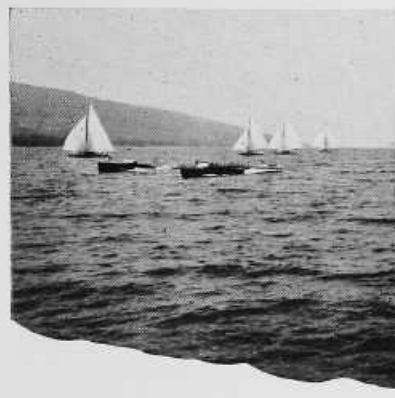
To the west of Canandaigua Lake the hills rise to the highest altitude attained in the region—2,300 feet. The remarkable purity of the air in the district is indicated by the fact that the Delaware grape, grown successfully in only a few localities, has here reached its greatest perfection. Vine Valley, directly across the lake from Seneca Point, sends its favorite Delawares to Eastern markets earlier than does any other region north of Fayetteville, N. C., and its products have shown the highest saccharometer test ever shown by American grapes.

From Canandaigua's pellucid depths the sportsman lures trout, bass, pickerel and white fish. Other joys,

too, await the vacationist in the resort colonies. At the foot of the lake, along New York's Greater Broadway, is a new Lakeside Park, with bathing beaches, pavilions and other recreational facilities.

Navigation on the lake dates back to early in the Nineteenth Century and regular steamship service was abandoned only a year ago. The first steamer was the *Lady of the Lake*, built and owned by Canandaigua capital and launched in 1823. The second steamer, the *Ontario*, was begun at Naples and floated down to Canandaigua where it was finished in 1845. The third boat was the *Joseph Wood*; the fourth, the *New Ontario* and the fifth, the *Canandaigua*, built in 1865. Still later came the *Peoples' Line*, which operated the *Genundawah*. The *Canandaigua Lake Steamboat Company* organized in March, 1890, with \$35,000 capital stock. The boats of this company included *Onnalinda*, built in 1887; the *Ogarita*, built in 1889 and the *Seneca Chief*, a small and old boat put on the lake about 1886. Much rivalry ensued between the competing lines, the *Canandaigua Lake Steam Navigation Company* and the *People's Line*. Thousands were carried back and forth on the lake each summer for some years. Rates were cut until one could travel the round trip, a distance of forty miles, at a fare of ten cents on the *Genundawah*, and twenty cents on the *Onnalinda*.

The *Genundawah* finally was taken over by George Miller, proprietor of a big vineyard and wine-cellar at Miller's Point, south of Seneca Point. One night, as the boat was tied up at Woodville, at the south end of the lake, she caught fire and was destroyed on December 8, 1894.



Yachting on the Finger Lakes

O

VER crested wave, sailing craft for more than a century have written yachting history in the blue of the Finger Lakes. Since the days when the canvas of passenger and freight sloops whitened the azure waters, this sisterhood of lakes has been a playground for the sailor.

When stages rumbled over woodland roads, the sloop formed the sure means of transportation, particularly on Seneca and Cayuga Lakes. But since those pioneer times, every manner of water craft has disported upon the lakes, until today few sections of the country boast of more enthusiastic yachting organizations. On nearly all the lakes, the motor boat has added its throbbing note to the Finger Lakes fleet. Open launches, cabin boats, runabouts, outboard kickers all have come into their own on these uncrowded waters between the everlasting hills.

One of the earliest yacht clubs was on Skaneateles Lake, which, strangely enough, today presents an inactive organization, despite the fact that individual cottagers enjoy sailing in abundance. Seventy-five years ago yachting on Skaneateles was at its peak. The first yacht on the lake was the "Three Sisters," forty feet long and launched in 1816. In 1850 Skaneateles regattas drew craft from other Finger Lakes—the Dart from Owasco and the Ashland and Island Queen from Cayuga. Today the yachtsmen who contested in that race have made their last voyage and their immediate successors are now good checker

players. Yachting on the other lakes, however, presents today more activity and sail and power boat regattas are frequently in season.

Owasco Yacht Club

The romance of yacht racing is no better exemplified in the lake country than it is in the career of the Owasco Yacht Club. There were regular regattas on Owasco in the middle eighties, when sharpies were manned by George Underwood, Charles Thorn, Nelson Burr and Woolsey Hopkins and sloops were piloted by Fred Allen and Henry Lewis. Then Douglas Beardsley introduced the first fin keel boat. Still further advance came when Charles Thorn entered the Numajie, a catamaran, and Willard Case introduced his Elchico to compete with it.

An actual yachting organization, however, did not materialize until leading spirits in the old Dolphin club decided to place sailing competition on an organized scale. The Dolphin Club, formed in the seventies, was primarily a rowing club, with a big eight oar barge as its chief tangible asset. But in 1890 the club incorporated and purchased its own club house on the east shore of the lake. Here every convenience was provided and the club acquired its own steamer, the Dolphin, to transport members and guests to the clubhouse, where cuisine and service were of high order.

Shortly after the Dolphin club entered the lists as yachting enthusiasts there was formed the Owasco Lake Yacht club, which staged two races a season, as



1779 ~

150 YEARS OF PROGRESS

~ 1929

against the Dolphins' weekly contests. The present Owasco Yacht club was formed in 1921, with Thomas S. Richardson as first commodore, largely through the stimulus of the late Col. F. J. Peet, an old salt who presented a handsome silver cup which is still contested for each Labor Day. In 1927 the club secured its own clubhouse at the Four Mile House. In addition to the competition for the Peet trophy, there is a seasonal point race, in the winning of which contests are held frequently throughout the summer.

This year the Owasco Club's fleet includes eight nineteen foot sloops, six sixteen footers and a dozen motor boats. The club is chiefly known for the elaborate annual banquets it stages, at which world known navigators are secured as speakers. Among the most recent of such speakers are Harry Pidgeon who circled the globe in a thirty foot craft, and Falgaro, who piloted the replica of a Viking ship around the earth.

Ithaca Yacht Club

The present Ithaca Yacht Club is one of the developments of an organization started about twenty-five years ago and known as the Motor Club of Ithaca. This club, organized by boat and automobile owners when automobiling was in its infancy, had two divisions, the motor car and motor boat divisions respectively, each having its own group of officers but under the general club executives. It had club rooms in the McClune Building.

As the use of automobiles increased the interests of the two sections of the club diverged more and more, finally resulting in the disintegration of the motor club and the formation as independent organizations of the present Ithaca Automobile Club and the Motor Boat Club. The motor boat club had a fairly enthusiastic membership and organization for several years but interest in automobiling killed interest in boating to such an extent that until last year the boat club was maintained practically in name only.

In 1928, however, boating of every kind on Cayuga Lake came back with a vigorous punch. The old

motor boat club was reorganized as the Ithaca Yacht Club with about fifty members and a very successful season was enjoyed. Outboard races, clam bakes and dinners being held at the Glenwood Hotel at intervals during the summer.

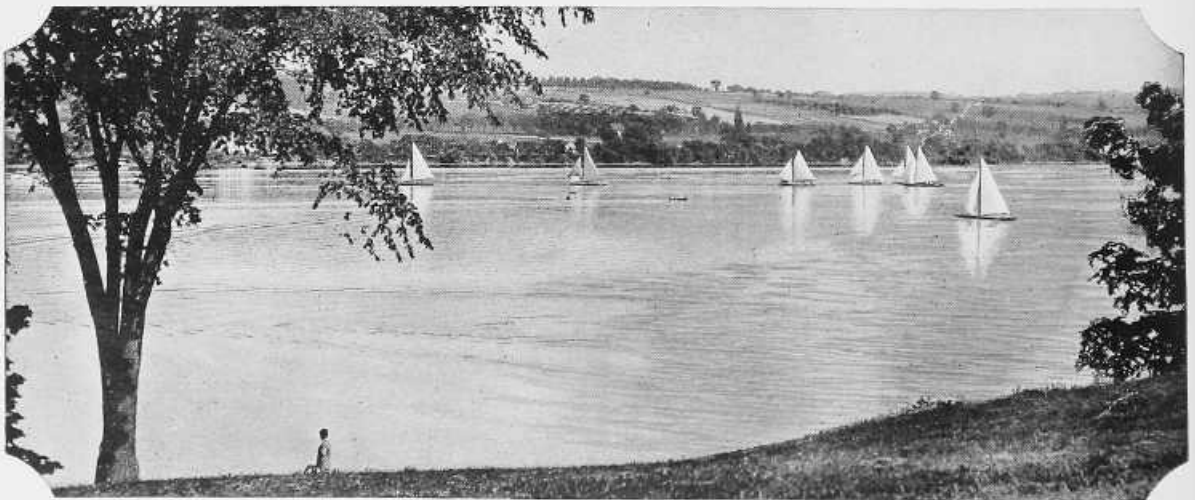
The first meeting of the club for the present season was held at the Johnson Boat Yard on Thursday, April 18, at which the following officers were elected. Commodore Arthur N. Gibb, vice-commodore, Jerome Fried; secretary-treasurer, Arthur B. Brown; directors, John P. Egbert, Ernest A. Miller. At this meeting the directors were authorized to negotiate for a permanent club house on the lake shore.

On April 24 the board met, heard a report on properties available and adopted a resolution approving the purchase of the B. D. Thomas property consisting of a cottage, garage, boat house and dock adjoining the Glenwood Hotel property.

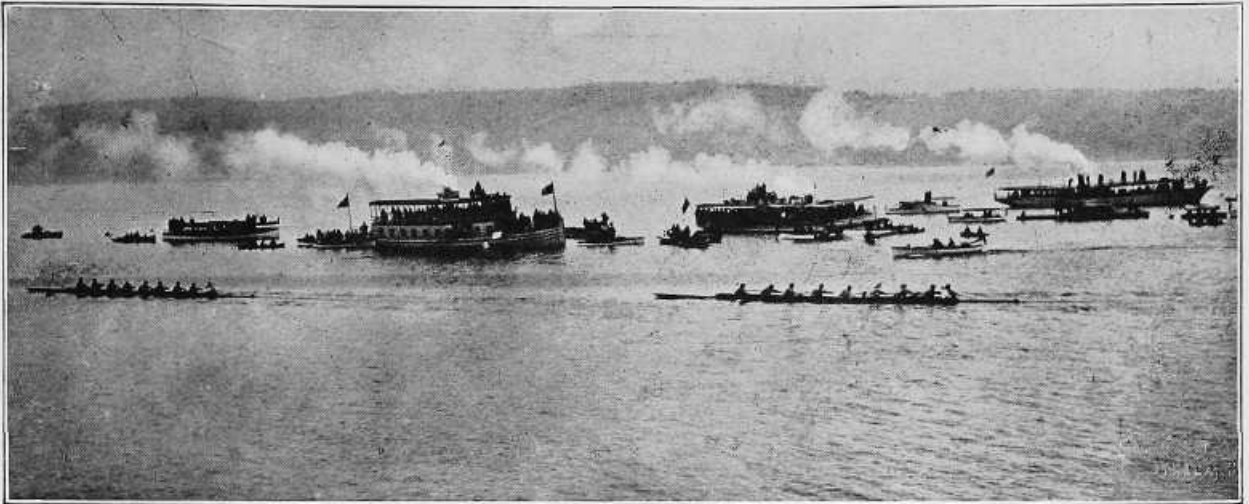
This action provides the Ithaca Yacht Club for the first time with a modest headquarters on the lake with ample facilities for moorings, dockage and a delightful club house for the use of the members. The club hopes to entertain many guests from other yacht clubs to whom a cordial invitation is extended. The club has twelve cruisers, twenty-five outboards and eighteen runabouts.

Seneca Yacht Club

After a number of years of quiescence in boating activities on Seneca Lake, a few of the hardier "salts" of Geneva put out a feeler in February, 1927 to see what might be done toward reviving the sailing fleets which once decorated this largest of the Finger Lakes. Twenty-two "prospects" turned out for the organization meeting of the new Seneca Yacht Club on February 11, 1927, at which time Harry Marshall was elected commodore. Interest was immediately shown in obtaining a class of small sailboats of some sort for a starter and action was obtained largely through the efforts of Granger Wilson, a former member of the Buffalo Canoe Club, who managed the purchase and delivery from the Buf-



Keuka Yacht Club lining up for start of race off Bluff Point



Cornel Crews in regatta on Cayuga Lake

talo club seven 17 foot "Consolation" class center-board sloops which were being replaced there by a larger class. The new owners of these littlecraft had such spirited and spectacular contests from the start of the 1927 season that it stimulated interest in all other forms of boating. Club membership leaped to seventy-five in short order.

Outboard fans put on such excellent races over a short course that the club was encouraged to attempt the first Finger Lakes Marathon on July 28, 1928, which was a tremendous success, the course being from Geneva to Watkins Glen and return, seventy-five miles. In spite of stormy conditions three boats out of the thirty-six starters finished within seconds of each other, the first making the run in two hours and twenty-four minutes. This event is to be repeated this year.

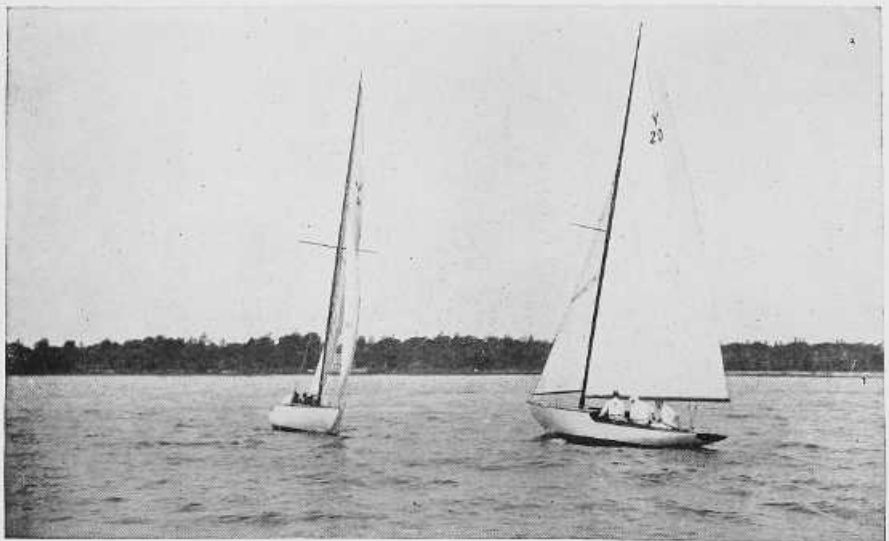
Meanwhile the sailing fleet has been augmented by five Star boats — the international class of 22-foot Marconi-rigged keel sloops — and by other sailing craft to a total of seventeen. Forty new and rejuvenated boats of all types are now represented in the club. Interest in these activities has been so spontaneous and sound, that a site was recently purchased in a highly desirable location opposite the city, where the new club building is being rushed to completion with its official opening set for Decoration Day. Geneva's dream of a return to the days of sail is being properly realized.

Keuka Yacht Club

The Keuka Yacht Club was organized in 1870, reorganized in 1904, and again reorganized in 1924, from which time its growth

has been rapid both as to membership and the number of its craft. The purpose of the club is to promote yacht racing of all kinds, both sailing and motor. The sailing fleet is made up of nine 38 foot Class "A" yachts, of the fastest type known on inland water, and is the only fleet of its kind on inland waters east of Oshkosk, Wis. The motor boat fleet includes two Baby Garwoods, capable of a speed of fifty miles per hour; also fast outboard motors.

Races are held Sundays and holidays on the course off Keuka Hotel, the headquarters of the club, on the east side of Keuka Lake, midway between Penn Yan and Hammondsport. H. Allen Wagener of Penn Yan has for several years held the office of Commodore of the club. The regattas sponsored by this organization have proved immensely popular to local yachtsmen and visitors alike and are one of the greatest attractions of the vicinity of Lake Keuka. The official season begins Memorial Day and closes Labor Day.



Two Fast Ones in Owasco's Sailing Fleet