

Aerial Experiment Association of twenty years ago at Hammondsport. Left to right: "Casey" Baldwin, Lieut. Thomas Selfridge, Glenn H. Curtiss, Dr. Alexander Graham Bell, A. D. McCurdy and Augustus Post.

Aviation Among the Finger Lakes

WINGS that have brought new horizons to mankind fluttered as fledglings above the Finger Lakes before the World War demonstrated that man-made machines could roar through storm and night. A world flies today, but veteran aviators still remember that the "Cradle of Aviation" was in New York's lake country, centering around Hammondsport at the head of Lake Keuka.

Something happened in that little lake village on July 4, 1908. Glenn Hammond Curtiss, bred among the lakes, announced that he would make the first public airplane flight in America. He did. He flew a mile. The boy bicyclist, motorcycle mechanic and racer became the world's greatest developer of aviation. He happens to be a millionaire now. But first of all he is a creator of wings and the Allied nations of the World War still look upon his Finger Lakes home as the center from which aviators of many nations flew democracy to victory. Today in Pleasant Valley, where he experimented, plans are underway for the establishment of a great commemorative airport.

A brief sketch of dates and events reveals why the head of Lake Keuka has been called the "Cradle of Aviation."

In 1907 Dr. Alexander Graham Bell, close personal

friend of Dr. Samuel Pierpont Langley, and an observer of the experiments in mechanical flight carried on by Langley, organized the Aerial Experiment Association for the purpose of carrying on scientific experiments with flying machines.

He invited as a member of that group Glenn H. Curtiss, who since 1903 had been the outstanding American designer of light engines. Since 1903 Mr. Curtiss had held National motorcycle championships; in 1904 he had established a world's speed record for ten miles that stood for ten years; one of his engines had been fitted to Captain Thomas S. Baldwin's dirigible, the "California Arrow." All dirigibles in the country were using Curtiss engines. All of them were made in Hammondsport. This work had attracted the attention of the United States government and an order was placed with Captain Baldwin for the first big dirigible balloon for the Signal Corps and marked the beginning of military interest in aeronautics in America. This balloon was built and tested in Hammondsport, in 1905. It was driven by a four-cylinder Curtiss engine designed for the purpose. Curtiss and Baldwin operated the machine on its test flight.

Because of his prior experience with engines and aeronautics, Dr. Bell made Mr. Curtiss director of experiments for the Aerial Experiment Association.



Each member of organization was to build and fly a machine after his own designs. The other members of the organization were: J. A. D. McCurdy and Casey Baldwin, young Canadian engineers; Lieut. Thomas Selfridge, U. S. Army, observer for the U. S. Government.

March 12, 1908, first public flight made by Casey Baldwin over the ice of Lake Keuka, in aeroplane Red Wing, designed by Lieut. Selfridge.

May 22, 1908, Curtiss flew aeroplane White Wing a distance of 1017 feet in 19 seconds on the old Champlin Race Track at Pleasant Valley. Machine designed by Casey Baldwin. July 4, 1908, Curtiss flew the June Bug for a mile to win the first leg of Scientific American Trophy. This was

the first pre-announced flight in America and was observed by all who cared to come. Aero Club of America was represented by Stanley Y. Beach, Allan R. Hawley, Augustus Post, Charles M. Manley chief of Dr. Langley's engineers, Christopher J. Lake, George H. Guy, secretary of the Engineering Society of New York, and many others.

July 17, 1909, Curtiss won second leg for Scientific American Trophy, flying 19 times around a circular course, a distance of 24 7-10 miles, at Mineola.

August 29, 1909. Curtiss won Gordon Bennett International aeroplane contest at Rheims, France, with machine and motor designed and built at Ham-



June Bug, historic aircraft

mondsport, thus bringing to America the first international aviation speed trophy.

May 31, 1910. Curtiss flew from Albany to New York down the Hudson River, winning Scientific American Trophy for the third and final leg, also New York World's \$10,000 prize.

During 1910 the first flights from and to the deck of a battleship were made by associates of Glenn H. Curtiss.

November, 1910, the Secretary of the Navy accepted Mr. Curtiss' invitation to send some officers of the U. S. Navy to him for instruction in flying, at no cost to the government.

During 1909 and 1910 numerous experiments with water-flying machines conducted by Curtiss on Lake Keuka.

January 26, 1911, first successful flight of hydro-aeroplane.

July 1912, demonstration of the first real flying boat on Lake Keuka.

May, 1913, flights of the first Amphibian type of machine, designed to start from and alight on either land or water. Flown by Lieut. B. L. Smith, U. S. Marine Corps.

April, 1914, first tests of the twin-motored flying boat, "America," built for the late Rodman Wanamaker for a trans-Atlantic flight test, later developed into the famous NCs or Navy-Curtiss machines.

May, 1914 flight of the



Champlin race track where early flights were made

rehabilitated Langley machine which was wrecked in launching in 1903. Brought here from the Smithsonian Institution, restored and flown under the supervision of Dr. Charles D. Walcott, secretary of the Smithsonian Institution; Dr. A. P. Zahm, scientist, of the Smithsonian Institution; and Charles M. Manley, one of the Langley engineers who supervised the original construction of the machine.

In this short sketch there is no room for description of the many experiments with tetrahedral planes, helicopters, ornithopters, and other types worked upon at Hammondsport; nor of the work done here by the officers of the U. S. Army and Navy, who had their first taste of aviation at the Curtiss camps.

As a publicity stunt for the Finger Lakes Association on June 30, 1926 from the Hammondsport flying field a hundred carrier pigeons were released as a plane roared skyward. Both men and birds headed toward Auburn, the pigeons taking a 50-mile air-line path and the plane a 62 mile route, in the first pigeon-plane race in America. The first bird in reached its Auburn cote just three minutes after the plane landed. The same day the results of the race appeared in the press of America and radio announcers in California recounted the victory of Curtiss' wings over those of the birds.

Generations ago, when even the gas balloon was




First hydro aeroplane takes the air

in its infancy, the lake district witnessed one of the first aerial flights in America, when for an hour and a half John Wise, one of the pioneer aeronauts on this continent, soared above the region at a height of two miles, from which thirteen lakes were visible. So far as known this ascension from Auburn, July 24, 1847, is the earliest described in detail by any aeronaut. However, Humboldt experimented with a balloon in this country a few years before Wise, and the first balloon ascension in the world in which human beings went up was in Paris in 1783, only sixty-three years before the Auburn ascension.

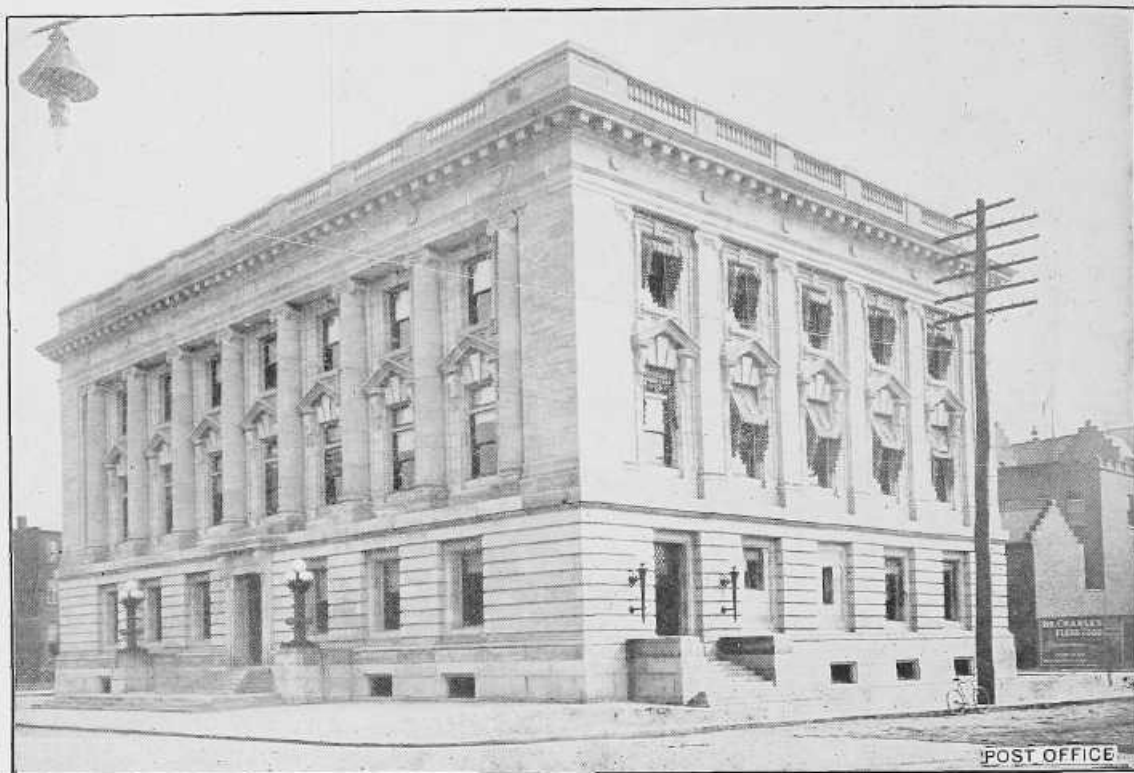
On January 24, 1925 an astronomical expedition from the University of Michigan attempted a balloon ascension at Geneva in a fifty-mile gale to photograph the total eclipse of the sun that day. Just before the start, the 80,000 cubic foot gas bag tore and the aerial photographic test was over.

The village of Waterloo claims as a resident the first woman ever to have been married in an aircraft. She is Mrs. Mary A. Boynton, nee Louis, Mo., who was married to Dr. John F. Boynton, celebrated geologist of Syracuse, in Prof. Thomas S. C. Love's balloon "United States." on the eighth day of November, 1870.

Today airports are springing up in numerous Finger Lakes communities, from the smallest village to the largest.

<p>FEDERATION AERONAUTIQUE INTERNATIONALE</p> <p>AERO CLUB OF AMERICA</p> <p style="text-align: center;">No. 1</p> <p>The above-named Club, recognized by the Federation Aeronautique Internationale, as the governing authority for the United States of America, certifies that</p> <p style="text-align: center;">Glenn H. Curtiss</p> <p>born 21st day of May 1878 having fulfilled all the conditions required by the Federation Aeronautique Internationale, is hereby licensed as Aviator.</p> <p>Dated June 8th, 1911.</p> <p style="text-align: center;"><i>Walter D. Myer</i> President.</p> <p style="text-align: center;"><i>G. Campbell Wood</i> Secretary.</p>	 <p>[SEAL]</p> <p>Signature of Licensee:</p> <p style="text-align: center;"><i>Glenn H. Curtiss</i></p>
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Pilot's license No. 1 issued to Curtiss



Elmira

By WILLIAM H. ARNOLD, *Chemung County Historian*



IN the beginning, the hamlet of Newtown Point was at the junction of Newtown Creek and the Tioga (now the Chemung) River, on Henry G. Wisner's 400-acre Military Tract. It was here that the pioneers settled, cleared the land and built their rude cabins, near what is now East Water and Sullivan streets. Previous to the coming of the white man, there were many villages of the Iroquois scattered along the banks of the river and neighboring streams.

At the time Chemung County was first settled, there were three Indian villages on land now comprised within the city limits; one on Main street near where is now Wisner Park; another near the foot of Water Cure hill, on the east side of the creek; and another, the largest of the three, at the foot of Water street, on land now occupied by the Kennedy Valve plant. The last named village was called by the Indians, "Kanna-wa-lo-hol-la" the name being contracted by the early white settlers to "Canaweola", which meant "head on a pole." The legend as given by Red Jacket was, "that a council of the Five Nations was held near the spot in the year 1730, at which one of the chiefs was tried for some crime, found guilty and

beheaded, and his head placed on a pole." This was near the site of the Court House on Lake street. The village was known previous to that as "Shi-ne-do-wa," signifying "at the Great Plains."

In about 1788 the settlers began to arrive at Newtown Point. Col. John Hendy was probably the first white man to settle on lands now included within the limits of the city. It is said he was here as early as 1782. He came here from Wyoming, Pa., in April, 1788, accompanied by a small boy, named Dan Hill. It was near the junction of the creek and the river that he first set foot and planted corn, the first to be planted by a white man in this locality. During the summer he prospected, up and down the valley, and in the fall, after taking care of his crop of corn, he and the boy went to Tioga Point, where the Colonel had left his family. About Christmas time he returned and built a log cabin, a little west of the present city limits, near the entrance to Roricks' Glen, where, until a few years ago, the remains of the cabin could be seen. There remains now nothing but a heap of stones, which were once used as a fireplace in his cabin, on the farm of Albert H. Gould, on upper Water street.

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Road leading to Sullivan Monument

Where Col. Hendy first landed was where the pioneers first settled. In the year 1790, there was quite a cluster of cabins, near Matthias Hollenback's trading post, where Newtown Creek enters the river.

*** On April 26, 1790, Moses DeWitt took up Lot No. 195 in the old Town of Chemung, all of which is now within the city of Elmira, upon which he laid out a town plot which was called DeWittsburgh. It extended from the west line of Henry G. Wisner's Military Tract, westward to a line about one hundred feet west of Baldwin street, which is practically the west line of the Rathbun House. The DeWittsburgh plot extended northward to Church or Second street, and today includes a large portion of the business part of the city.

Moses DeWitt was a skillful engineer, and surveyed a large part of the lands in this immediate section of the state. He was one of the engineers employed to survey the line between the States of New York and Pennsylvania, the work beginning in 1788 and lasting about three years.

To the west of the DeWitt Plot, Lieut. Col. Henry Wisner purchased Lot No. 196, which extended west from DeWitt's line to Davis street, and from the river northward to about McCann's Boulevard, including what is now Elbridge Lake. On this lot he laid out a town called Wisnerburgh, which reached from about State street to College avenue and from the river north to about Second street. It was through the generosity of Jeffrey Wisner, his son, that the first Baptist Church society came into possession of their plot of land, and the city received the beautiful Wisner Park in the heart of the city, which at one time was the Baptist burying ground. These three settlements were generally known as Newtown.

Tioga County was formed from Montgomery County in 1788. The town of Newtown was taken from the Town of Chemung in 1792, and the name changed to Elmira in 1808. The village, however, continued to use the name, Newtown, until April, 1828, when it was incorporated as Elmira. In April, 1864 it became incorporated as a city.

The Trading Post at Newtown Point

When we take into consideration the many mercantile establishments in our city, how many of us

give a thought as to what the same kind of an enterprise meant to the little, but thriving, village of Newtown Point, away back about the year 1791?

There is no doubt that many of the solitary pioneers of this section came as traders with the Indians. William Miller, who was east of Athens in 1784, was an Indian trader later found at Newtown. Amos Draper, one of the early pioneers of Owego, and who erected the first log house there in 1785, was another. William Harris, a Pennsylvanian, shortly after the Revolutionary War, pushed his way up the Chemung with a cargo of Indian goods to open traffic with the hunting parties of the Six Nations, and built the first habitation of civilized man at "The Painted Post." The Indians showed a great deal of interest in the establishment of a trading post at the head of the Chemung, for, previously, they had had to go to Tioga Point, nearly fifty miles below, for their powder, knives, belts, beads, liquor and jewsharps. Harris, however, quit business less than a year afterwards.

Matthias Hollenback is spoken of as our first merchant. This locality was early spied out as an advantageous situation by far-sighted and enterprising men who had abundant means, and energy to apply them. Chief among these was Col. Matthias Hollenback, of Wilkes-Barre, who did much to start development of this region. In his establishment of the trading post here at Newtown Point, he laid the foundation of the business structure of the city, at the junction of Spring (now Newtown) creek and the Tioga (now the Chemung) river. There was no Water street then. A trail led along the river to the west, and the great Ga-nun-da-sa-ga trail from Tioga Point and the south, leading toward Niagara, came through the valley and continued northward through the valley of Catharine creek, up past Seneca Lake.

Where the post was located was without doubt the location selected by General Sullivan for Fort Reed, the supply depot for the expedition while it was in the Finger Lakes Region. It was probably there that Col. Hendy first landed and planted corn, which he gathered in the fall of 1788.

A bill of goods, named Newtown Bill No. 24, dated November 1783, proves the existence of the trading post at the mouth of Newtown creek in that year.

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post for Matthais Hollenback at Newtown Point were Daniel McDowell, John Shepard, Thomas M. Perry, and after Mr. Hollenback moved his store further up the river, Archibald Campbell, George Denison, John Cherry, Matthew McReynolds and Bela B. Hyde. Guy Maxwell, who had been formerly in charge of the post at Tioga Point, with Samuel Hepburn of Milton, Pa., laid out the village of DeWittsburgh. He opened a store at Newtown Point.



Waverly Hill southwest of Elmira

Associated with Stephen Tuttle, he put up the first flour mill on Newtown Creek at the foot of Water street. Stephen Tuttle and Robert Covell began business here in 1807. Among others to engage in the mercantile business may be mentioned Homer Goldsborough, James Erwin, Ephriam Heller, Robert Covell, Miles Covell, Michael Pfautz, Isaac Baldwin, John Cherry, John Hollenback, Thomas Maxwell, Samuel H. Maxwell, Isaac Reynolds and others. John Arnot came to Newtown in 1818, and engaged in trade. His honesty and integrity won him the esteem of the early settlers.

On the books of the old trading post were found numerous names whose descendants may be found scattered throughout the length of Chemung valley. Another merchant who was noted for his uprightness and fair dealing was Horatio Ross.

Lyman Covell came here from Wilkes-Barre, in 1807, and engaged in business. Besides the mill at the foot of Water street, there was one erected on Newtown Creek, a little above the Diven farm (Willow Brook), by Tuttle, Maxwell & Perry, and, about the same time, one on Seely Creek by a man from Maryland. There were a number of distilleries in operation.

Treaty of Painted Post

The village of Newtown was the scene of one of the important Indian treaties, "The Treaty of Painted Post," which began July 4, 1791, and continued for about ten days, between the United States, represented

by Col. Timothy Pickering and the Senecas. Of it Towner says, "The exact spot where was held the council that framed the treaty of 1791 has long been a matter of dispute, some contending that it was near Newtown Creek and not far from its mouth, others claiming that it was farther west, in the neighborhood of what is now Market street and Madison avenue. A tree in the latter named locality was long held in more or less reverence by the lovers of local antiquities as the exact spot where the treaty makers sat, smoked their pipes, and made their speeches. The advocates of the claims of these two places were each warm and earnest, and full of evidence as to the exactness of their assertions. They were both right. The meetings were at first held at the Market street location and were concluded on the land near Newtown Creek."

Early historians give the number of Indians who were in attendance as between 1,000 and 1,400. Col. Pickering stated that there were "upwards of 1,000," and, as he had to feed them, it is likely that his count was correct. Among the prominent Indian chiefs present were Red Jacket, Cornplanter, Farmer's Brother, Little Billy, Fish Carrier and Hendrick Apaumet.

The treaty was called to be held at "the Painted Post," but, owing to the low stage of water in the Chemung River, it was by agreement held at Newtown. The Indians were encamped along the western part of the village, from about the present site of the Rathbun House to the upper part of the city. Among

the early pioneers who attended the treaty were Col. John Hendy, Col. Matthias Hollenback, Elisha Lee, Eleazer Lindley and William Jenkins. Among the papers preserved in reference to the treaty was the copy of a release from the Six Nations to Phelps and Gorham, presented to Colonel Pickering, and the certificate signed by him, dated at Newtown Point in the State of New York, July 26,



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1791. It states that, the day before, the principal sachems of the Senecas assured him that they were satisfied with the treaty at Buffalo Creek in 1788. The council was the last gathering of the Indians in the County of Chemung

Taverns and Hotels

Long years ago, shortly after the settlement of this locality, before the advent of the canal and the railroad, when plank roads and turnpikes were common, and the only mode of transportation was by the now antiquated stage coach, could be found the early taverns.

About the time that Newtown Point was settled, among the first institutions to be set up, after the establishment of Hollenback's trading post, was that of a tavern, but far from resembling the same institutions of this period.

In those early settlement days the taverns were built of hewn logs, the same as were the homes of our ancestors. The first of these taverns was on Sullivan street, near to Newtown Creek, and was called the Stoner House. Dunn & Hornell were its proprietors. Thomas Maxwell, in the directory of Elmira in 1863, tells of a Court of Oyer and Terminer being held at this place, before the old log Court House was built.

Mr. Maxwell also makes mention of the old "Black Horse Tavern", run by William Dunn, at the northeast corner of Water and Lake streets, and which, with barns and sheds, occupied about 200 feet of land between the corner and where Carroll street now is. William Dunn died, and his widow afterward married John Davis, who tended bar for Mr. Dunn. The tavern was from that time on known as the John Davis tavern, and was an important stage stop in all directions from the village.

The Kline House, run by John Kline, stood near the site of Madison avenue bridge. Mr. Kline also ran the "ferry" which did duty there in carrying passengers who wished to cross the river in the early days of the village's existence, and until the erection of the wooden bridge, which spanned the river at Lake street, the first bridge to be built over the river in the village. The Kline House was honored in having as a guest, for about ten days, in 1797, Louis Phillippe, who later became the citizen King of France.

The old Mansion House stood on the south side of Water street, a little east of Baldwin street, and was kept by Judge Bundy. It was a rambling, disjointed sort of a structure. The Masonic Lodge held its meetings there at the time. Communications were suspended because of the Morgan trouble, in 1828. Hogan's Tavern, a red, dilapidated building, situated

on Water street, a little west of Baldwin street, was the headquarters for the Irishmen who helped to dig the Chemung Canal.

The tavern kept by Hawks & Dunn stood on the north side of Water street next to the canal. In the upper story of this building were held the first theatrical performances to be held in Elmira village. Those who took part later on made their mark in the profession. The "orchestra" consisted of a single violin. The old Jerry Sullivan wooden tavern was a great rallying place and stood on the bank of the river just west of the railroad bridge.

There was another Mansion House conducted by E. Jones, which stood at the corner of Lake street and Cross (now Market) street, was quite a respectable hostelry and patronized by the better class of citizens. It was burned while Silas Haight was proprietor. He rebuilt it and it was burned again. After it was rebuilt this time it became the property of Col. Samuel

Gilbert Hathaway, who gave it his name. After its usefulness as a hotel had passed, it became the home of the Elmira Advertiser, until it was destroyed by fire on the night of February 15, 1888.

The Eagle Tavern, one of the most respectable hotels in this section was erected on Water street in 1833. It was destroyed by fire, Sept. 7, 1849. The proprietor, E. R. Brainard, rebuilt it the following year, calling it the Brainard House. Later on it came into possession of John T. Rathbun, who gave it his name, by which it is known today, the Hotel Rathbun.

The Franklin House was formerly the home of Judge Theodore North and was located at the northeast corner of Main and Water streets. It is said that during the Civil War, the members of a Michigan regiment picked up

the bar and carried it out doors and placed it on the sidewalk, because the landlord refused to cater to their demands. When they got through with the hotel it was pretty much a wreck. The hotel was burned in 1866.

The Elmira House, located just west of the Chemung Canal on Water street, where State street now is, was the meeting place of farmers who visited the city from miles around and came to market their products and do their trading. It had commodious hitching stables attached, where teams could be cared for and fed, while they regaled themselves at the hotel. The Elmira House was noted for its good meals and the fine quality of its liquid refreshments. On March 24, 1874, fire started in the sheds connected with the hotel, and spread rapidly, consuming buildings on both sides of Water street, between what is now Exchange Place and the railroad.

The Pattinson House was at one time, in fact about



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1850, one of the leading hotels in the village, and at a time when a good hotel was sadly needed. The Eagle Hotel had been burned and was being rebuilt, as was also the Haight Hotel on the Mohican corner. It was at the time when the New York & Erie Railroad had just been completed as far as Elmira. The travelers were many, but nevertheless the Pattinson House looked after them.

At the time of the celebration of the opening of the New York and Erie at Elmira, in May, 1851, President Fillmore and members of his cabinet, with Daniel Webster, William H. Seward, and the president and directors of the Railroad, were at the hotels, speaking from their verandas. In all probability, there has never been a time since when so many notables were here at the same time, for any one occasion.

The Chemung House was located across from the Pattinson, and catered somewhat to the city trade, but had a large patronage from the farmers. Another well-known hotel was the West End, which was patronized by farmers and horsemen for many years. It lately passed, like many others, a prey to the flames. There was on the Avenue, the Delavan House, opened in 1853 as a temperance hotel and the Frasier House and American House near by. All catered to the traveling public, being in near proximity to the Erie station. The Washington Hotel stood at the corner of Main and Water street, across the street from the Franklin House, near the bridge, on the bank of the river. The Wyckoff House was conducted on West Water street for a number of years.

Near the south end of Lake street bridge, in the

"Third Ward" was located the "Third Ward Hotel," and is now used as a residence.

Near Lake street bridge on the south side of the river was erected in about 1830, a three-story hotel with an interesting inscription over the door, "Auster Portus Diversorium." A mistake in ending the last word in n instead of m caused considerable confusion. It was intended to mean "South Port Hotel."

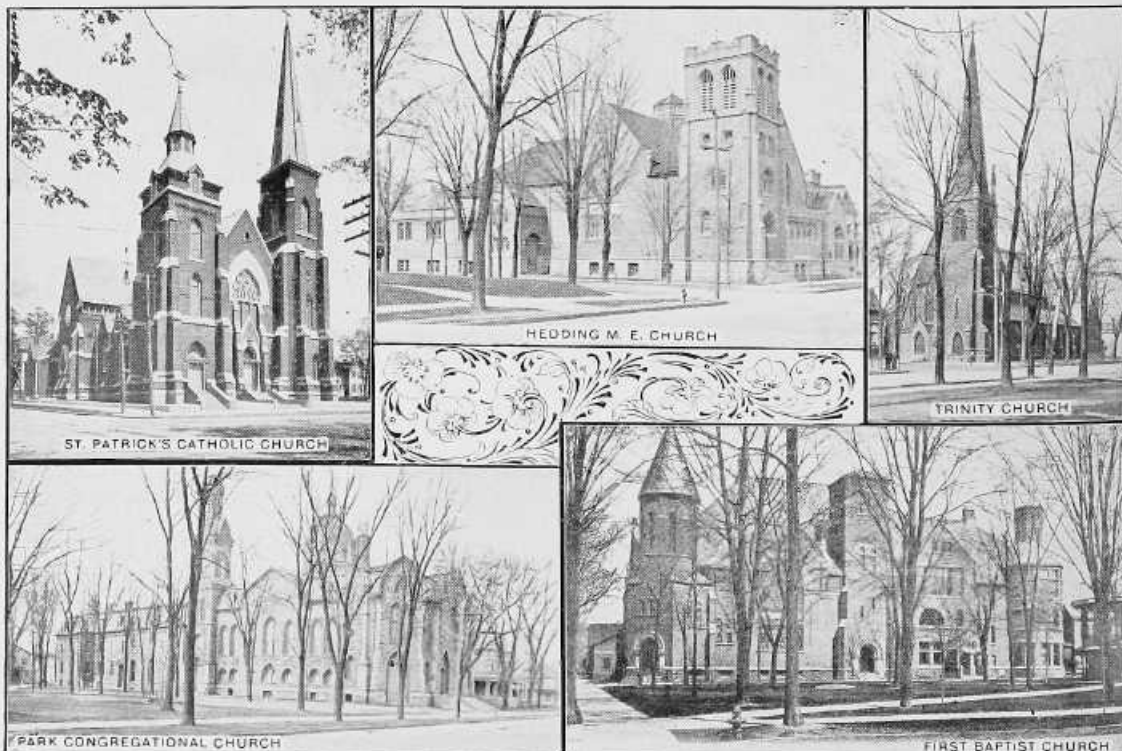
The old Mountain House stood about a mile to the west of the Fitch bridge. It probably had a career equalled by no other resort in this vicinity. At the beginning it is said that it catered to the better class, and made a specialty of exclusive dancing parties, and was noted for its Sunday dinners.

John Carpenter kept the "Half Way House," between this city and Horseheads. A fine well, on the street in front of the house, afforded a splendid watering place for horses, and the traveler had a chance to console the inner man within the hotel. Just back of the Half Way House was an excellent half-mile track, where first-class races were held.

Uncle Dick Hetfield's "Elderberry Tavern," nearby, catered to the weary traveler, fed the hungry, and regaled the thirsty with an excellent brand of elderberry wine, or whatever else was required.

The Old Homestead Hotel (now the Rutland) was the home of the Arnots in the early days. Mrs. Harriet Tuttle Arnot Rathbone was born in this house. The Homestead for many years drew much of the farmer and horseman trade.

The Buckbee House near by was also favored by the farmer and horseman.



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City Hall at Elmira

Many years ago, Captain Daniel Dalrymple built a hotel in the town of Southport, calling it the "Bulkhead Hotel." He was a retired sea captain, thus the name for the hotel. It was a popular place for many years, especially favored by the young people.

The old Wilcox Driving Park, and the Park Hotel, which still stands, near the south end of Walnut street bridge, was a popular place, about the time of the Civil War. Many fine races were held on the old track, and the splendid view, which was enjoyed by patrons from the verandas occupying three sides of the hotel, will be remembered by many of our citizens.

Some few years ago a movement was started for the erection of a modern and up to the minute hotel. Last year a company was formed called the Wisner Park Corporation for the purpose of erecting a hotel at the corner of Main and Gray street, at a cost of about a million dollars, to be known as the Mark Twain Hotel. The site is an ideal one facing beautiful Wisner Park in the center of the city. The hotel was officially opened March 23rd, of this year. The Rathbun and the Langwell Hotels continue to serve the traveling public as they have done for many years, the names of both hotels being synonymous of service.

Our Newspapers

From all accounts the residents of Elmira and vicinity have always been abundantly supplied with

newspapers. Early in October, 1815, the first of these made its appearance. It was the "Telegraph," published by Brindle & Murphy. It consisted of four pages, 12x20 inches in size, with four columns to a page. Such a paper was printed on a press the style now used by small weekly papers for taking proofs.

* * * The Telegraph was published by the Messrs. Harkness for about a year and a half, who then sold out to Mr. Erastus Shepard for \$900—less by \$800 than what they agreed to pay for it, and a hard bargain at that. When Mr. Shepard took charge of the Telegraph he procured a few new type faces, and improved its appearance materially, calling it the Newtown Telegraph.

Immediately upon this arrangement, Murphy purchased a press and type from Simon Kinney, of Towanda, and commenced the Vedette. The Telegraph came out as a Bucktail paper, and the two did not live in perfect amity. The Vedette took its position, armed and equipped, the war began and it only ceased when the sinews of war were all exhausted, when both, at once, ceased to live and fight. Under the editorial management of James Robinson the Vedette was an efficient advocate of the Chemung canal.

After the discontinuance of the Telegraph and the Vedette, and the removal of their material elsewhere, a press was brought on from Owego, and a paper commenced by Robert Lawrence, and printed

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Job A. Smith, under the title of the "Investigator."

The Investigator was short-lived and was followed by the Tioga Register, under the exclusive control of Job A. Smith. This in 1828 was changed to the Elmira Gazette, and continued as such until July 1, 1907, when it was merged with the Evening Star and is now known as the Elmira Star-Gazette.

Fairman's Daily Advertiser was established in 1853, the first issue appearing on November 3. It was printed daily and distributed free. In 1854 it was increased to five columns and the name changed to the Elmira Advertiser, and the subscription was \$5 a year. At the end of the year it was discontinued and again distributed free. In February of the same year the subscription price was again resumed. The Advertiser, on June 23, 1923, became a part of the Star-Gazette family.

There were many attempts at Sunday journalism, but all met with failure until in 1879, when Harry S. Brooks, Charles Hazard and James Hill, with but \$75 capital between them, established the Sunday Telegram, which was a success from the first, bringing fortune to each of them. The Telegram is now the Sunday edition of the Elmira Star-Gazette.

One of the most successful enterprises was that of the Evening Star, which came out as a penny paper, May 24th, 1888. Isaac Seymour Copeland, with James F. Woodford conceived the idea that a penny paper was what the public wanted. It was continued with phenomenal success until July, 1907, when it was merged with the Gazette. Almost fifty newspapers have been started in Elmira, with but a small percentage of success.

Our Bridges

At the foot of Conongue street, now Madison avenue, was the old "ferry", the only way of crossing the river, before the erection of the first bridge at Lake street. The movement for a bridge was begun in 1817. The charter was granted April 16, 1823, its erection begun soon afterwards, and in 1824 it was completed. This was practically the first public enterprise for general convenience. The bridge was a wooden toll bridge, which for many years brought revenue. It was afterwards replaced by a wooden covered bridge, which was partially destroyed by fire in 1850. It was repaired, but in the big flood of St. Patrick's day, 1865, the south end was taken down stream.

The bridge was badly damaged in the 1865 flood, and again in 1866 by fire. In 1865, the Lake street



N. Y. State Reformatory, Elmira



First class graduates from Elmira College

and Main street companies were consolidated.

By an act of legislature, in 1872, the City of Elmira was authorized to bond itself in the sum of \$120,000 to build two iron bridges, to replace those at Lake and Main streets. In 1905, the Lake street bridge was replaced by the present one of heavy construction.

On December 26th, 1921, was held the official opening of the present concrete structure over the river at Main street, with much pomp and ceremony. Christmas carols were sung, and addresses were made. Music was by Hager's band.

To aid in the lumber industry, for which this section was noted, a wooden, covered bridge was erected by the Lumberman's Bridge Company, the stockholders being influential men from the country and city. In 1881, the old structure was destroyed when the ice broke up, and it went down the river. It was replaced by the present suspension structure built the same year, the Fitch bridge.

Chemung Canal

The necessity of an easy and direct communication with the outside markets first agitated the project of building the Chemung Canal. In the spring of 1825 canal commissioners were appointed by the legislature of 1825 to determine the best route for the canal from Seneca Lake to the Chemung River. April 15, 1829, \$300,000 was appropriated by the legislature for the construction of the canal, and in 1830 work was started, Col. Hendy turning the first spadeful of earth in its construction. Fitting ceremonies were observed. The canal was completed in 1832.

The completion of the canal feeder to Gibson led to the building of the Tioga and Blossburg Railroad leading to the coal mines. The canal proved the great outlet for vast lumber operations that employed vast capital and industry, and gave the canal its profits and prosperous earnings. Just about the time that the lumber operations began to wane the Junction Canal

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ELMIRA, N. Y.



connected it with the coal fields of Pennsylvania and inaugurated another era of prosperity.

In twenty years from the time that the canal was completed the population of the town increased over 8,000 and continued to increase until the time that the New York and Erie Railroad was completed in 1849.

There were forty-four locks between Elmira and Havana (Montour Falls), the majority of which were between Millport and Havana.

Railroads

It hardly seems possible that 80 years ago the only mode of travel and the means of transportation of merchandise was by way of stage coach and the Chemung Canal and its feeder. Along in 1849 the New York and Erie Railroad was building its road through from New York, to connect with lake Erie. In the year 1851, the road having been completed, there was much rejoicing along the entire line, and on Wednesday, May 14th, the event of the opening of the railroad was celebrated and Elmira village turned out to welcome the President of the United States. Daniel Webster was also here, with the president and directors of the railroad, and many other noted personages.

"At the Brainard House (now the Rathbun) was the President of the United States, Attorney General John J. Crittenden, Postmaster General Hall, Senator Douglas of Illinois, and some three hundred others.

At Haight's Hotel were Daniel Webster, William H. Seward, Secretary Graham, Christopher Morgan and about two hundred others. These well known men spoke from the veranda of the Haight's Hotel.

From the lower balcony of the Brainard House the President of the United States addressed the vast crowd. He was received in a manner which became his station, with deference and respect.

It is doubtful if Elmira since that time has been host to so many distinguished guests as were there on the occasion of the opening of the New York and Erie Railroad.

May 14, 1845, the Chemung Railroad Company was incorporated and Charles Cook, William Maxwell and Lyman Covell were commissioners to solicit subscriptions for stock. In 1848, when it was seen that the Erie Railroad was assured, Simeon Benjamin, John Arnot, Solomon L. Gillet, David H. Tuthill, Samuel B. Strang, Henry M. Partridge and other well-known Elmiraans took much interest in the project and materially assisted in its completion of the Chemung Railroad.

The Elmira & Williamsport Railroad was incorporated in 1832, before the New York & Erie Railroad,

but it did not materialize until about twenty years after. Between Canandaigua and Williamsport there were three separate railroad companies: The Jefferson & Canandaigua road from Watkins Glen (Jefferson) and Canandaigua, which was forty-six miles long; the Chemung Railroad from Elmira to Watkins, of seventeen miles; and the Elmira & Williamsport Railroad about seventy-five miles. These three subsequently came under the control of the Northern Central Railway, now a part of the Pennsylvania System.

The Utica, Ithaca & Elmira Railroad, later named the Elmira, Cortland & Northern road, now a branch of the Lehigh Valley, entered Elmira over the tracks of the Erie road until the branch from Van Etten was built to Elmira.

The Elmira & State Line Railroad, now the Tioga division of the Erie Railroad, was completed in 1876. It reached the coal fields of Pennsylvania.

The Delaware, Lackawanna & Western Railroad entered the city with its first train, Sunday, April 2, 1882, at 4:20 P. M. The entire train consisted of an engine and only a single passenger coach.

Union Lodge of Masons

In the early days of settlement, many of the pioneers were men who were or had been Masons in their former homes. Dr. Amos Park, James Cameron, Nathaniel Seeley, Jr., Henry Starrett, Peter Loop, Jr., Nathan Teall, James Seeley and John Crabtree petitioned the Grand Lodge for a charter to establish a lodge at Newtown, in the County of Tioga and State of New York. The warrant was granted June 28, 1793, and the first meeting was held August 26, 1793. Meetings continued until the

Morgan trouble in 1828, when communications ceased, to be resumed in 1843, since which date the lodge has met without interruption. The original number of Union Lodge was 30, but after its reorganization in 1843, the present number, 95 was given the lodge, the old number having been assigned to another lodge.

The old minute book of the first lodge, containing all the minutes from the first meeting in 1793 until 1828, is in possession of Union Lodge, No. 95.

Court House

The first Court House was erected in 1794, and the attic was used for a time by Union Lodge for a meeting place. The second Court House was erected in 1824 near the site of the present site of the County buildings, and was used for a city hall, after its removal to Market street on the Elks Club location. The present Court House was erected in 1862. The present City Hall was built in 1896. The County jail was completed in 1872, and the County Clerk's office in 1875.



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About the Old-Timers

Daniel McDowell, one of the clerks in the Hollenback trading post, was the son of a Scotchman, John McDowell, and served in the Revolutionary War. He was the great-grandfather of Boyd McDowell, president of the Chemung County Historical Society, and was born at Stroudsburg, Pa., November 23, 1763. Mr. McDowell was captured by the Indians in an attack upon Swanee, in 1782, and was taken up through the Susquehanna and Chemung valleys to Fort Niagara where he was forced to run the gauntlet, being the only one of his party to survive the ordeal. Afterward he was held a prisoner at Quebec until peace came. While passing through the Chemung valley as a prisoner he was charmed by the beauty of the scene, and, after the war was over, he returned to the valley and settled on what is now known as McDowell's Flats, near the present village of Chemung. Mr. McDowell was town clerk in 1790, previous to the election of the county of Tioga, at that time Montgomery county, and served again in 1799-1800. His death occurred in 1808, and he was buried in Riverside cemetery, between Lowman and Chemung.

John Shepard was born in Connecticut, April 17, 1765. With his uncle, Capt. Simon Spaulding, he journeyed to Connecticut, after the close of the Revolutionary War, to purchase cattle. After his return, in his eighteenth year, he went up the river with his uncle and remained with him at Sheshequin, until the winter of 1784, when he engaged as clerk for Weiss and Hollenback, in the Indian Country, at Newtown, now Elmira, more than twenty miles from any white inhabitants. The following April he purchased about \$500 worth of the goods of Weiss & Hollenback which he disposed of at Catherine's Town and Canoga, arriving at the latter place on the 29th of April. He traded his goods for furs, which he sent back in exchange for more goods. Later he settled at what is now Waverly, N. Y.

Thomas Mifflin Perry was born in Philadelphia on January 14, 1776, and was in his seventeenth year at the time of his coming into the valley. He was sent up the river from Wilkes-Barre in a Durham boat by Colonel Hollenback, with the first stock of goods ever sent into the valley as far as Newtown. The goods were disposed of by Mr. Perry at the post near Newtown Creek, to the settlers in the neighborhood. He was apprenticed



Cowles Hall, Elmira College

to Matthias Hollenbeck to "learn the art and mysteries of the mercantile business." When he came to the valley he came to stay, and, in company with Stephen Tuttle, Guy Maxwell and others, was engaged in many enterprises.

Guy Maxwell has an interesting history. He was born in Ireland, July 15, 1770. His parents had left a port in Scotland for America in June, 1770; were shipwrecked in the British channel, and thrown on the shores of County Down, where Guy was born soon afterward. The family, in 1772, made another attempt to cross the ocean, and reached Annapolis in a sailing vessel after weeks of travel. They settled at Martinsburgh, Va., near the Potomac. When Guy was old enough, he entered the store of Col. James O'Hara, and, according to articles of agreement, the boy was released on his eighteenth birthday. Col. Hollenbach met the young man, and was much impressed with his business instinct. He placed him in charge of the post at Tioga point where he remained until 1796, when he came to Newtown to be a merchant, and to superintend the sale of lots he had purchased. He married Nellie Wynkoop.

The Maxwells occupied a prominent place in the community. William and Thomas, sons of Guy, were lawyers of ability, William becoming District Attorney, and was also a member of Assembly. Thomas was County Clerk for some years and was also elected to Congress. Harriet Maxwell Converse, was a daughter of Thomas Maxwell. She, as well as her father, and her grandfather, was an adopted member of the Six Nations. Mrs. Converse was the only white woman to become a chief.

Dr. Joseph Hinchman came from a family of physicians. He was born at Jamaica on Long Island, on the 28th day of August, 1762. He came to the valley in 1788, settling on the Lowman farm in the town of Chemung, where he remained until 1793, when he came to Newtown, having a considerable practice here. Dr. Hinchman served as Sheriff of Tioga County from 1795 until 1799. He died in 1802 and was the first to be buried in the Baptist burying ground.

Dr. Amos Park, came from Orange County in 1793, and erected the first frame house in Newtown on the bank of the river near what is now High street. He was as much engaged in preaching the Gospel as in the practice of medicine. He was the first physician as well as the first preacher in Newtown, preaching to the in the old log court house.

Among the other early physicians were Dr. Uriah



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Smith, a son of Timothy Smith of Southport, who was much esteemed; Dr. Jotham Purdy, who was born in Westchester County in 1779, his father moving to Spencer, when Jotham was five years old. About 1823 he came to Elmira, as a physician and surgeon, and enjoyed a splendid practice; Dr. Theseus Brooks came to Big Flats in 1821, removing to Elmira in 1835, becoming a successful physician.

Col. John Hendy was born at Wyoming, Pa., September 3, 1757, and was about thirty-one years of age when he settled at Newtown. He joined the Revolutionary Army and served at Trenton, Princeton, Bunker Hill, Monmouth and other important places, under Gen. Washington. Colonel Hendy purchased an 800 acre plot of land, upon which he resided until the time of his death in 1840. Col. Hendy took an active part in the building of the Chemung Canal. He threw up the first shovelful of earth at the commencement of its excavation. He was also active in raising companies for the war of 1812. The companies, however, were not needed and were disbanded. At his death, March, 1840, he was buried in the Baptist Cemetery. At the opening of Woodlawn Cemetery his body was taken up and placed in there, where the citizens erected a monument over his remains. Rev. Dr. Murdoch delivered the address on the occasion. The final burial took place with Masonic and military honors, and attracted a large throng of people.

The earliest clergyman to make a residence here was Rev. Jabez Culver, who settled down Maple avenue. He, however, did not preach much. Rev. Roswell Goff came here in 1789 and organized the old Chemung Baptist Church, and was its pastor for many years. Rev. Daniel Thatcher was a missionary of the General Board of Missions, and came to Elmira then Newtown, in 1795, and established the Presbyterian Church.

It was not until 1814 that the First Methodist Church was organized. The Baptist Church organization of Elmira was organized in 1829, with Rev. Philander D. Gillette as pastor. The Episcopal services were first held by Rev. John G. Carder and the first meetings held in 1833. Trinity Church was organized

March 31, 1834, and the first church building was erected at the corner of West Church street and Railroad avenue in 1837. The Roman Catholic Church was organized in Elmira in about 1842.

Through the efforts of Rev. Father Sheridan the organization was formed and a place of worship secured at the corner of Market and High streets, until the present brick structure was erected, for SS. Peter and Paul's Society.

Lake street Presbyterian Church was formed by members withdrawing from the First Presbyterian Church in 1860, and was first known as the Second Presbyterian Church Society. Other branches of the Presbyterian Church are the Franklin street and the North Presbyterian churches. Grace Church branched from Trinity in 1864. St. Patrick's Roman Catholic Church was built in 1871. Rev. J. J. Bloomer has been the pastor since 1870. St. Mary's Church in Southport was built in 1874.

The Park Church, Congregational, was organized in 1845, the original members coming from the First Presbyterian Church.

Space will not permit mentioning the other churches, German, Jewish, Italian, Polish, colored and other nationalities. In all there are over fifty places of worship in Elmira.

Young Men's Christian Association

Elmira is proud of her Y. M. C. A. and its new building, which was dedicated in July, 1925. Horace W. Reed is the general secretary.

The association was established in 1858. The first meeting was held in July, 1858, in the dry goods store of D. Thompson Dunn, then at the north-east corner of Lake and Water streets. At its organization, rooms were fitted up in Ely Hall, where they remained for a period of ten years, when a disastrous fire drove them from their home. When the Opera House Block was constructed, rooms were obtained there.

The late Rufus Stanley, the first man to make an effort in the interests of the youth of the community, was general secretary for some years, when the association was located on Carroll street.

The Rambling Club, one of the organizations which were the outcome of Mr. Stanley's labors, had on its list many of the outstanding men of today.

The Railway Y. M. C. A. was an organization for the railroad men, which was organized in 1878. Owing to its increased work among railroaders a commodious building was recently erected for its use.

Our Schools

While there are no existant records relating to the early schools of Elmira, early historians tell us that the first school was on Lake street, a little



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above Cross (what is now called Market) street, on the west side, just above the Masonic Temple location. It was succeeded by one erected on William street where the sheriff's residence is. There was also a select school over Francis Collingwood's jewelry store on Lake street, about where Carroll street crosses. Then there was later on a school which stood near the Park Church location. This building, after its usefulness as a school was over, was moved to the north side of Second street a little east of College avenue. This was succeeded by one built on Church street, a little east of the old Hedding Church.

There was a select school taught by the Misses Cleeves, on West Water street near College avenue. Miss Clara Thurston came to Elmira in 1847 and for a number of years conducted a seminary for young ladies, on Main street a short distance below Third street.

Shortly after the Thurston seminary closed the Elmira Collegiate Seminary was established, the name of which, by act of legislature April 13, 1855, was changed to "Elmira Female College," whose history is sketched in another chapter.

In 1859 the legislature passed a law providing for a Board of Education to have charge of the public schools of the city. The first commissioners were Erastis L. Hart, John Arnot, Orrin Robinson, Elijah N. Barbour, Ariel S. Thurston, Stephen McDonald, Archibald Robinson, Civilian Brown and Shubael B. Denton. Erastus L. Hart was president and S. R. Scofield secretary and superintendent.

The old academy in 1836 occupied a building on Baldwin street, which had been previously a part of the old Presbyterian church, and had outlived its usefulness. In 1860 a lot on East Clinton street was purchased upon which to erect a new Free Academy. The building was completed in 1862. In 1868, No. 1 School on Sullivan street was built. The following year No. 2 was erected at the corner of Davis and West Second street. School No. 3, on the south side of the river, was first occupied in 1871. The present No. 4 School was built in 1872, but previously occupied a brick building, near the Lackawanna station, which later housed the vocational school. No. 5 School was erected on West Washington avenue in 1873. Other schools to be built since that time are No. 7, 9, 10 and 11. No. 8 School was originally Primary School No. 1.

The Southside Junior High School was erected in 1923, and formally opened January 28, 1924. It was the outgrowth of crowded conditions in the grammar schools and the academy, which had existed for several years. This school is considered one of the best.

Cemeteries

The first cemetery was on land belonging to Stephen Tuttle, near the junction of Sullivan and East Water streets. In 1802 the Baptist burying ground was opened. This was our present Wisner Park.

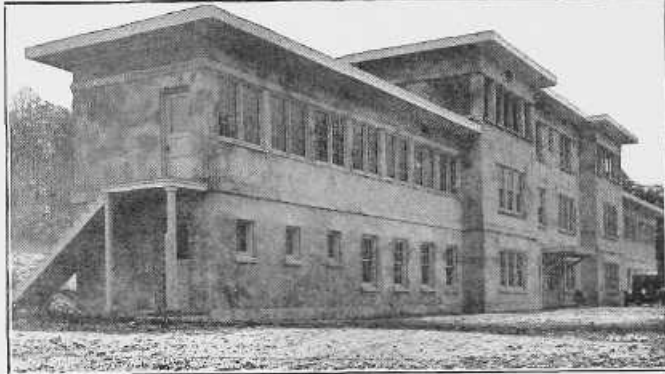
In 1838 the Second Street Cemetery was established, which was used for burial purposes until but a few years ago.

Beautiful Woodlawn Cemetery was opened and dedicated October 11, 1858, the ceremony being very impressive. The body of Col. John Hendy was taken up from the Baptist burying ground and reinterred with Masonic ceremonies and military honors, the inaugural address being made by Rev. David Murdoch D. D. The cemetery comprises over 100 acres and is considered one of the most beautiful and well-kept in the state.

Other cemeteries are the Catholic cemetery on upper Franklin street, also the Jewish cemetery in the same locality. The Catholic cemetery comprises about ten acres.

Fire Department

The fire department in the early days was of the "bucket brigade" style, where each householder or merchant was obliged to furnish his home or place of business with one or more buckets, and was expected to join the ranks of the fire department whenever a conflagration broke out. Before the advent of the hand fire engine, two rows were formed, one to pass up the buckets filled with water from the source of



Tuberculosis Sanitarium, Elmira

water supply, and the other to return the empty ones. Later on similar lines were formed to keep the hand engine in water. With the marked advance in manufacture of fire apparatus, the fire companies became more efficient. From the time of the first company until about 1878, the companies were "volunteers," who served without pay, and had to drag the old engine, by ropes, to the scene of the fire, and then man the pumps, in order to get a stream upon the fire.

At the first meeting of the Board of Trustees of the Village of Elmira, "on the 23rd day of May, 1828," it was resolved, "that John Arnot and Elisha Briggs and William Dunn be and they are appointed fire wardens." On August 31st, 1830, the following were appointed to serve as firemen: James Dunn, Samuel Riker, George Kingsbury, Alva Cleveland, John Selover, John K. Roe, Timothy S. Satterlee, Peter Brotherson, J. Arnot, James Dunham, John Hepburn, Harmon Smith, Solomon L. Gillet, Brinton Paine, George Bennett, Alexander S. Diven, A. S. Thurston, Isaac B. Goodwin, Henry Potter, John H. Gregg, Isaac S. Wood, Benjamin C. Wickham and Charles Miller.

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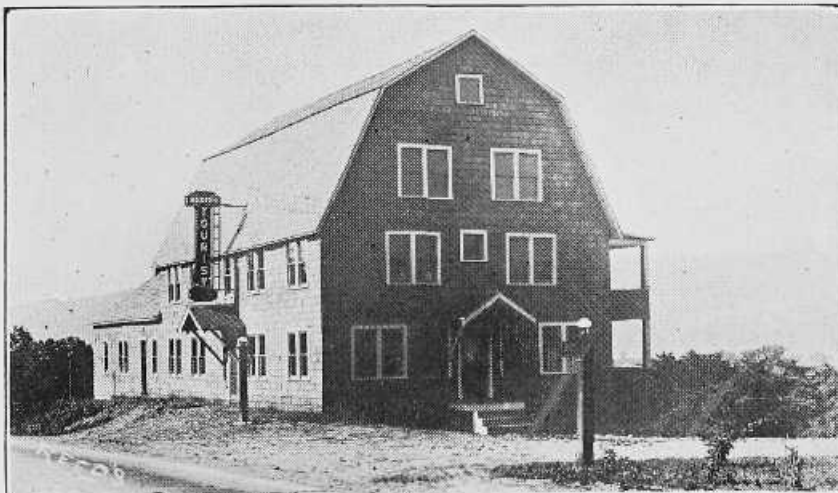
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The first engine was known as the "Gooseneck," and was in service for many years, and won a number of splendid contests in competition with engines of rival companies. In June, 1864, the old fashioned engine gave way to an Amoskeag rotary steam fire engine. In 1865 a Silsby engine was purchased. These two engines served the city well for many years. Later on a number of LaFrance engines were added to the department.

Today, the Elmira Fire Department is considered one of the best equipped departments in this section of the United States, and its firemen among the most efficient and dependable, and best trained and drilled fire-fighters in this country.

Military Affairs

The first military movements along this line were in the form of "general training days," when men were put through a sort of a drill, marched a little, ending in a great jollification. The first organized military company, however, was not instituted until after the completion of the Chemung Canal. Gen. William R. Judson was captain, and was mainly instrumental in forming the company. Its first public parade was at the funeral of Col. John Hendy, in March, 1840. This company adopted the name of the "Elmira Guards," and was succeeded by the "Southern Tier Rifles." The rifles were among the first to enlist at the beginning of the Civil War, serving with distinction, members of the organization became officers in other organizations.

When the first call for troops was issued by President Lincoln, the news reached Elmira in the afternoon, and that evening in Concert Hall, speeches were made by many prominent Elmira men, before a packed hall. Volunteers were called for and William Halliday, R. R. R. Dumars, and S. B. Denton were made a committee to receive the names of the volunteers. Most of the "Southern Tier Rifles" volunteered and became Company K of the Twenty-Third Regiment.

Elmira was made one of three military depots of the State, on July 30, 1861, R. B. Van Valkenburg,

of Bath, being its commanding officer. Barracks, rude but comfortable, were erected; one being just east of where the Lackawanna station stands; another was on the south side of the river, in the vicinity of the south end of Walnut street bridge, on the old Wilcox driving park; still another was on upper West Water street, between Hoffman and Foster avenue.

During the latter years of the war, the latter site was established as a prison camp, about thirty acres in extent, and occupied all that part of Elmira between Hoffman street and Foster avenue, and from Water street to the river. A twelve-foot fence was erected with a wooden pathway protected by a guard rail, high enough for the sentry to have a clear view of the interior of the prison. Sentry boxes were built at intervals along the pathway, with a flight of steps here and there to the ground.

The officers' quarters were located on the outside of the enclosure, some on Water street and other locations near by. Many of these buildings after the abandonment of the prison camp were removed and remodeled, and are even now being occupied as dwellings. Some of these are on West Gray street in the vicinity of Hoffman street. Others from old No. 1 barracks on upper Lake street were adapted for dwellings and may be found on Harper street between Lake and Oak streets.

There were 11,916 men confined in the prison for the period of one year, the existence of the camp, most of whom were from North Carolina, and Virginia. The prison camp during the early days of its existence was the show place of the region. Along Water street opposite the grounds were located observatories, where, for a small sum, one could have a view of the grounds and the prisoners. The top of the observatories were railed off chairs and spy-glasses were available, and those who paid the admission fee were allowed to remain as long as they desired.

Nearly 3,000 of the prisoners lie in Woodlawn in a beautiful plot set aside for that purpose. Headstones with the name of the soldier, his company, and the date of his death tell the story, the last chapter in the lives of many of the prisoners who played a part in the "Elmira Prison Camp."

During the Spanish-American War, Elmira was represented by some of its best and most known manhood. The Thirtieth Separate Company enlisted almost to a man. At the time of the World War, a great percentage of young men were represented in the army and navy, serving with valor.

On Memorial Day, in 1924, a beautiful exedra was dedicated as a part of the Memorial Day exercises, attended by military companies, the members of the G. A. R. and the American Legion and returned soldiers.



Library, Elmira

Chemung Canal Trust Company

ELMIRA, NEW YORK

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The Underground Railroad

The Chemung Valley was ages ago the gateway of Indian warriors passing on their way from their headquarters at Niagara and the Genesee Valley, and from the Finger Lakes region to the south and southeast; it was called the southern gateway to the Long House. It was also the outlet for produce of this section of the country to the markets along the seacoast and Chesapeake Bay. It was also the gateway through which the soldiers who gathered here during the Civil War were forwarded to the front lines. In the slavery days it was through this same pathway that the black man searching for freedom followed the river valleys up from the Virginia line on his way to Canada. Elmira was a busy station on the "Underground Railroad." Towner says, "It wasn't much marked, and there was little known of it, for the passengers came in the night and went in the night, but there are barns standing which could tell tales of having harbored beneath their roofs many a trembling but hopeful fugitive who was making the shortest cut toward Canada and freedom. The part the valley played in such times is worthy of everlasting remembrance for humanity's sake, although if what we know now had been generally known the whole town would have been torn to pieces with indignation. We know nothing of the passionate excitement that was caused then by the expression of any 'abolition' sentiment or the enmity excited toward one who was known to be an 'abolitionist.'"

Many of the fugitives who came by the "underground railroad" remained in this section and became good citizens and men without reproach. Elmira's colored population thus had its beginning. Among those who came here to stay may be named Sandy Brant, Primus Cord, Anderson Murphy, John Washington, George Goings, Francis Jackson, the brothers John W. and George Jones and Jefferson Brown.

New York State Reformatory

The New York State Reformatory, located at Elmira, occupies a most commanding site on the hill to the northwest of the city. In 1869, the legislature authorized its erection. In March of the following year land was purchased for the purpose of building thereon. Operations were immediately begun and the building was ready for occupancy in 1876. Mr. Z. Reed Brockway was appointed superintendent, and served for a great many years. The present superintendent is Dr. Frank L. Christian.

The Arnot Art Gallery

The Arnot Art Gallery was founded by Matthias H. Arnot and opened to the public in May, 1913. The purpose of this gift of Mr. Arnot was to encourage and develop the study of the fine arts, and the policy is to give the public free access at all reasonable times.

Paintings of the Barbizon school, Millet, Breton, Troyon, Rousseau, Diaz, Ruysdael, Schreyer, Knaus, Meyer von Bremen, Verboeckhoven and others give the visitor an opportunity to see Belgian, Dutch and German paintings of note.

In addition to the permanent collection there is shown each month a loan exhibition of paintings, water colors, prints or etchings of noted painters, and loans from the Metropolitan Museum of New York City have been on exhibition. An attractoscope or daylight stereopticon is one of the special features.

In the latter part of the year 1864, the ladies of Elmira, seeing the wives and children of many soldiers and the discharged soldiers themselves suffering for the necessities of life, planned relief for the needy, and formed an organization called the "Elmira Ladies' Relief Association," whose object was the care of needy soldiers, their wives and children. At the first a building on the corner of Magee and Third streets was rented and occupied for about two years. In 1866 the property on the southside of the river was procured, and the present brick structure was erected in 1877. The Association later decided to exclude adults and admit children only. In 1868 the name was changed to the Southern Tier Orphans' Home.

The institution is now known as the Southern Tier Children's Home. Mrs. Joseph Pierce is president and Carolyn Hall secretary. Mrs. Alice G. Fisher is the superintendent.

The "Home for the Aged" was the next public institution to be established, largely due to the efforts of Mrs. Richmond Jones. The first meeting of the society was held in the parlor of her home, in 1874, and three years afterward the building,

near Eldridge Park was begun. It was ready for occupancy in 1880.

Chemung County Historical Society

The Chemung County Historical Society was the outgrowth of interest in local history, and was organized November 22, 1923. Dr. Arthur W. Booth was elected president; Harry N. Hoffman, first vice-president; Mrs. George A. Palmer, second vice-president; Captain Louis S. VanDuzer, third vice-president; Harrison S. Chapman, secretary; George W. Brooks, treasurer; William H. Arnold, historian.

Meetings are held monthly, the programs consisting of papers and addresses of a local historical nature. There are over two hundred members. The present officers are Boyd McDowell, president; Mrs. George C. Jones, first vice-president; Martin Lowman, second vice-president; George W. Brooks, treasurer; Ellsworth C. Cowles, secretary. William H. Arnold, historian.

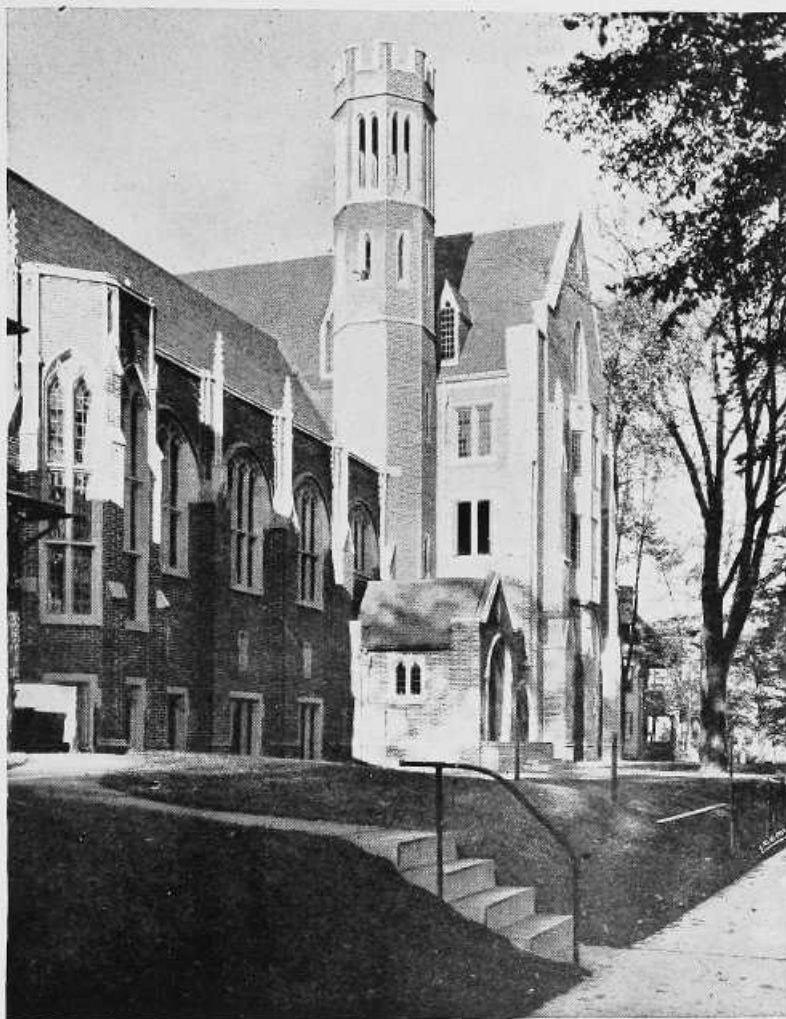
The Steele Memorial Library was the gift of Mrs. Esther Baker Steele, widow of Joel Dorman Steele, a prominent Elmiran and educator, and author of a



Elks Home, Elmira

The Library - Elmira College

*The
Pioneer
College
for
Women*



*founded
in
1855*

The Finger Lakes District claims with pride the distinction of having the first College for Women in the World.

Elmira College, first chartered at Auburn, N. Y. as the Auburn Female University, was founded and opened at Elmira, N. Y. in 1855. It was the first College for Women which conferred degrees on the completion of a course of study equivalent to that offered in colleges for men. From the earliest days it has maintained a high standard of scholarship.

Of historical importance itself as the Pioneer College for Women, Elmira College has been one of the most significant factors in the educational and cultural development of the community during the past seventy-five years.

Its present campus comprises 35 acres and 20 buildings, including the new \$300,000 library and \$400,000 dormitory. It has an endowment of over a million dollars, a faculty of 57, and a student body of 600.

For further information, address President Frederick Lent.



number of educational books, in whose memory the Library was dedicated. On August 1, 1899, the library was opened to the public. When it was dedicated there were on its shelves, 5,323 volumes. Today there are 39,545 volumes in the adult department and 5,619 in the children's department.

Last year the total circulation was 212,154 as against 98,956 in 1923, or five years ago.

The Chemung County Library was inaugurated October 1, 1923, with ten stations, which have been increased to twenty-seven.

The beautiful library building was erected in 1923, and dedicated February 8th of that year. Mrs. Kate Deane Andrew has been in charge of the library since its inception, thirty years ago.

Newtown Battle Chapter, S. A. R.

Newtown Battle Chapter, Sons of the American Revolution, was formed in the summer of 1898, with a charter membership of twenty-five, Sutherland DeWitt, Frederick Barker, Irving D. Booth, Charles L. Nichols, Theron A. Wales, H. H. Ford, Chauncey S. Carey, Gabriel L. Parkhurst, James B. Cahoon, Henry P. Gates, Hovey E. Copley, Arthur W. Booth, W. W. Hamilton, Norman J. Thompson, William H. Lovell, Gabriel L. Smith, Henry M. Clarke, Herbert M. Lovell, John F. Parkhurst, John James Bush, Fred Paul Fox, Isaac Jennings, John H. Gray, John M. Diven and Lorenzo Howes.

The Chapter has been interested in the building of Sullivan's monument on Monument Hill, and on June 27, 1908, placed and dedicated a marker of the Newtown Battleground, at the intersection of the Lowman highway and the road leading to Wellsburg, on land donated for the purpose by Edward M. Lowman, Florence Myers, Lillian Lowman and Bertha Lowman Hoffman. A steel flagstaff was raised by the side of the marker, in June, 1913, and a large flag flung from it. Hon. Harry N. Hoffman is president and Charles G. Lay is secretary.

Chemung Chapter, S. A. R.

Chemung Chapter Daughters of the American Revolution was instituted by Miss Mary Park, on January 14th, 1897. The first officers were Miss Mary Park, regent; Miss Margaret Gray, first vice-president; Mrs. Eugene Partridge Diven, second vice president; Mrs. J. D. Fletcher Slee, treasurer; Miss Harriet Leach Gates, secretary; Miss Julia S. Bush, registrar; Miss Julia Olivia Langdon, historian. A meeting of the Sons and Daughters of the American Revolution was held in the Auditorium, on Sunday afternoon, August 29, of that year, the 118th anniversary of the battle of



Y. M. C. A., Elmira

Newtown, and an address made by Hon. Gabriel L. Smith. The present officers of the society are Mrs. Fred E. Potter, regent; Mrs. Ray Sherman, treasurer; Mrs. Roscoe C. Beebe, recording secretary; Mrs. Frank W. Weale, corresponding secretary.

Elmira, the "Queen City of the Southern Tier," is proud of her educational advantages, her railway facilities, and her historic location. But few cities in the country have such a beautiful setting, surrounded by hills in one of the most fertile of valleys.

The city stands at the head of the beautiful Chemung Valley, surrounded on every side by prosperous farms. It is a very important manufacturing center and has a large wholesale trade, being the principal distributing point for the Southern Tier of counties and the Northern Tier of Pennsylvania.

Among its manufactures may be noted fire apparatus, automobiles, sales books and sales stationery, brass steam valves, milk bottles, silk and cotton materials, bridges, optical goods, wood pipe, lubricators, foundry work, cigars and tobacco, cigar boxes and labels, candy and other products.

Elmira is noted for her beautiful parks and squares, some of which occupy considerable areas of land within the city, affording the citizens magnificent breathing and recreation spaces.

The principal one is beautiful Eldridge Park, situated in the northern part of the city, containing 89 acres, including a beautiful natural lake, and many shady drives. Hoffman, Wisner and Riverside Parks give Elmira an opportunity for recreation after a day of toil. About two miles west of the city is one of nature's beauty spots, Rorick's Glen, one of the most attractive resorts in the United States.

The most recent acquisition in the way of parks is Mark Twain Park, laid out within the past two years, on the City Farm, for recreation purposes, and which is fast becoming the recreation center of the city. It is the most outstanding of all the community centers. It has a well appointed golf course of nine holes, a baseball diamond, 10 tennis courts, playground,

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bridle-path and a picnic ground, in a natural setting which is unsurpassed for beauty. A glen with a beautiful stream of pure water and a waterfall lend much to make it a favorite place for picnickers.

Sly Park has been popular to tennis enthusiasts. Brand park, near by, is beautifully laid out with flowers and shrubs. The municipal swimming pool, constructed at a cost of \$50,000, is in this recreation center. West Side Park contains two horse-shoe courts, also courts for volley ball, tennis and basketball, and playground equipment for youngsters. Washington Park, on Washington avenue, has a fine baseball ground and bleachers, swings, merry-go-round and other recreation facilities.

Elmira has long been leading larger cities in providing recreation centers for children. The latest report of Recreation Commissioner, Joseph Riley shows that in 1918 there were 247 cases of juvenile delinquency as against 29 in 1928. Elmira's playgrounds and recreation centers are largely responsible for the remarkable decrease in the number of delinquencies.

It is seldom that a city has such beautiful surroundings, especially in the proximity of its court house. On either side of Lake street will be found many of the important buildings: The Masonic Temple, the home of the Knights of Columbus, the Young Women's Christian Association, The Arnot Art Gallery, The Tuttle Apartments, the Elmira City Club, Elmira's City Hall, and across the street are the Lake street Presbyterian Church, the Steele Memorial Library, the offices of the various Service Bureaus, the Legion Home, the Association of the Blind and the Elmira Auto Club, the County Treasurer's and Sheriff's offices, the Court House, the County Clerk's office and the Court House Annex and Court Library. In the Court House Park adjoining is a boulder with bronze marker commemorating the Treaty of Painted Post.

At Wisner Park, the Trinity Church and the First Baptist Church, and the Park Church face the park on three sides, while on the south stands the beautiful new Mark Twain Hotel. In the

park near the Park Church is a monument in memory of the Rev. Thomas K. Beecher, pastor of that church for many years. In Wisner Park stands the memorial Exedra, with the names of the soldiers who gave their lives during the World War. Beautiful residences in this vicinity lend much to Elmira's beauty.

Elmira's financial institutions are among the strongest in the State. The Chemung Canal Trust Company, was organized in 1833, as the Chemung Canal Bank, therefore it is nearly one hundred years old. The Second National Bank of Elmira is another of the up to date banking institutions.

Early Lawyers

Vincent Mathews came from Orange County and was one of the first lawyers locating at Newtown. He became Assemblyman, State Senator and Representative in Congress.

William Maxwell, devoted several years to the study and practice of law. He gave up practice to become a Cashier in the Chemung Canal Bank. He died in 1858.

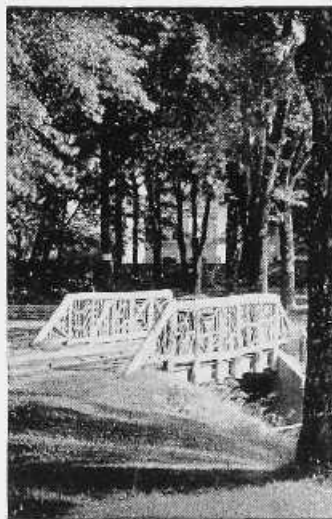
William H. Wisner studied law with Vincent Mathews, was an eloquent speaker and a powerful advocate. He studied for the ministry and held several charges, one of them in the village of Ithaca, where he was much esteemed.

Grant B. Baldwin and William Maxwell formed a partnership in 1815. Mr. Baldwin's father kept a tavern below Elmira, and had been an officer in the expedition of General Sullivan. Mr. Baldwin was at one time postmaster and also served as Member of Assembly.

Theodore North came from Connecticut in 1823 and was a lawyer, one of the most profound in the profession. He was also one of the finest writers of this locality.

Elmira's old Characters

Long years ago, before some of us were born, Tom Tallada lived in Elmira and served the people of that day as town crier, going about the street ringing a hand-bell and shouting "Lost child." His main occupation was that of a wood sawyer. On being accosted upon the street by any acquaintance, who inquired as to his health, he would answer "all right" if he felt good, but if not he would always answer, "all wrong." He unfortunately was not quite right in his head. He



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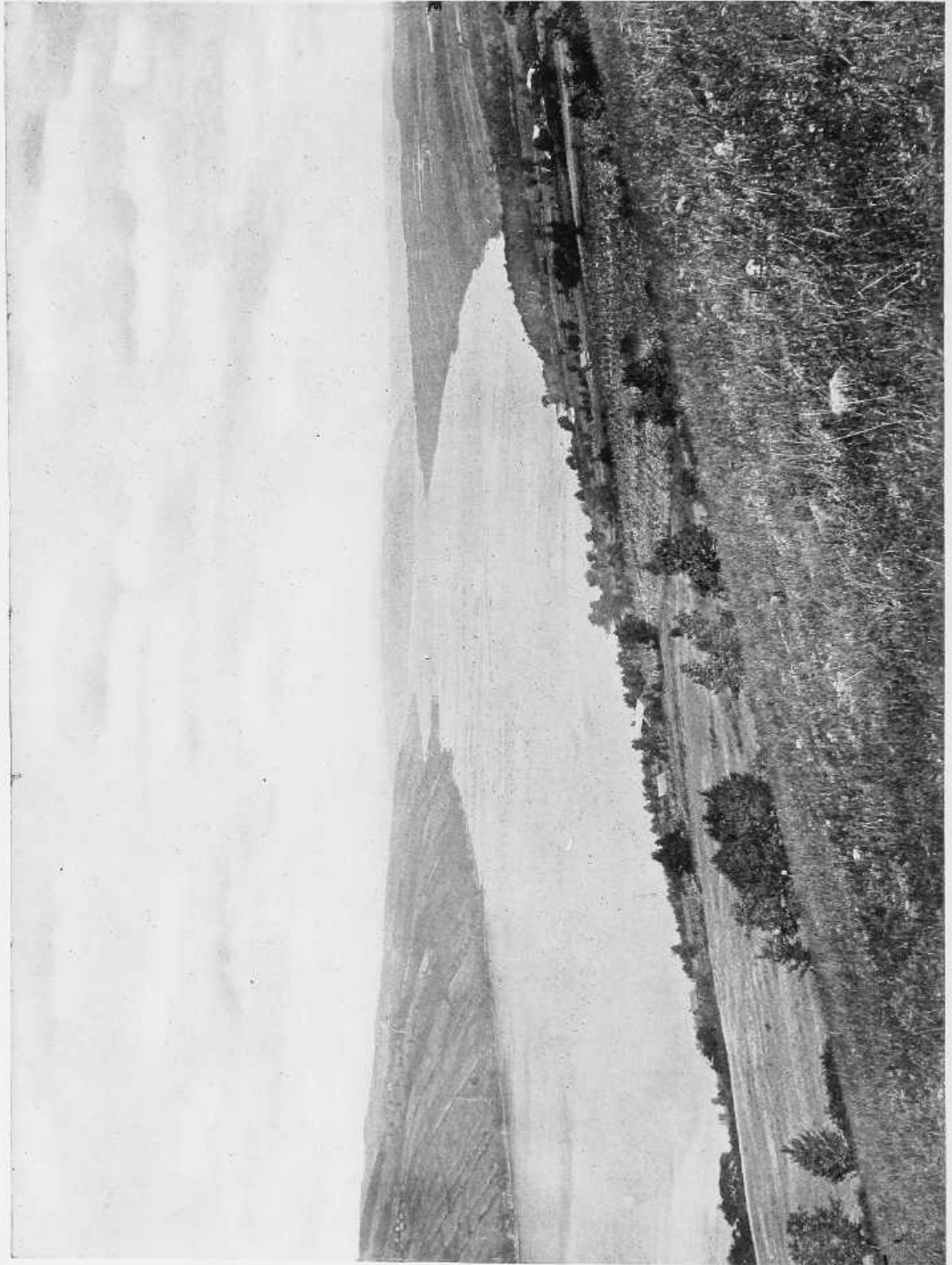
of steam and hydro-electric stations insures uninterrupted service to the immense benefit and satisfaction of native and tourist alike.

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Coffee Shop
Fountain Room



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Mark Twain Hotel
ELMIRA . . . NEW YORK



never harmed anyone, but he loved to drink whiskey. In 1873, Tom had an honor which has seldom fallen to other Elmirans, that of having his picture with a sketch about him in the Scribner's Magazine. Tom used to hang out at the old stone foundry, the old Arnot iron furnace, which stood on the location of the Opera House block on Lake street. He lived on DeWitt avenue. Like most of the other old characters of Elmira he spent his declining years at the county home.

Previous to the coming of the Erie Railroad and the Chemung Canal, quite an extensive business was carried on in loading "arks" with grain, or perhaps whiskey, which was made from the surplus stock, and floating them down the river to market. Stephen Tuttle and Robert Covell were at one time engaged in the distilling business together. Both of these gentlemen were of an active temperament, quick, energetic, prompt in business, but honest and true as steel. When they entered into co-partnership it was with the full understanding that when one should have occasion to become angry, the other should remain silent until the other unburdened his mind.

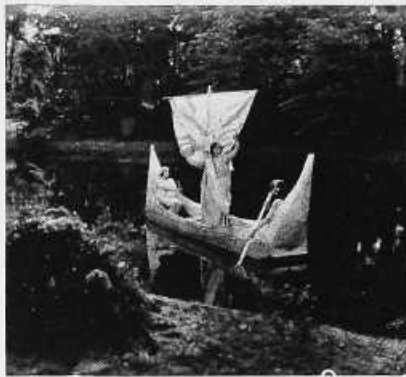
One day Uncle Stephen, as he was called, worked himself into a towering passion. He talked and stormed at his partner, but Robert remained as cool and quiet as the far-famed Egyptian sphynx. After Stephen had poured out his vials of wrath upon Robert's head, and all had become quiet, then it was that Robert took the floor and turned the tables. Now it was Stephen's turn to remain silent and wince under the cruel lashings of Robert's tongue. But Robert soon exhausted his wrath. Then there was a dead silence for a space of a few seconds which was suddenly broken by Stephen grasping Robert's hand, and with a merry twinkle in his eye, exclaiming, "We are two of the biggest fools that ever lived."

One of the red letter days in the early history was "general training day." It was on one of these occasions that two men, by the name of Colton and Timbrook came to blows. Colton threw his adversary

and was beating him severely, when the bystanders interfered and separated them. Timbrook remonstrated with the bystanders for interfering. "Why," said he, "why didn't you let me alone; what if I was under, I knew I could lick him before sundown." It was then four o'clock in the afternoon.

Many years ago when Elmira was Newtown, there lived here a fat, jovial man by the uncommon name of Smith, and he worked in McClure's boot and shoe store, which stood on lake street near where Spillan pharmacy now is. He kicked the beam at about 200 pounds avoirdupois. His only failing was a periodical spree, which came about once a year. It happened that one of these found him with two companions at the "old Tavern" in Big Flats, when in walked a rural couple, who inquired of the landlord where they could procure the services of a "squire." The landlord immediately made the couple acquainted with "Squire" Smith. They wished to be married. Smith rose to the dignity of the occasion, and, after going through a long, impromptu ceremony worthy of a judge, concluded by saying, "and now in the presence of these witnesses, I pronounce you one man and one woman." The happy couple departed, and the marriage fee found its way into the landlord's till. After a few days the joke got out and the couple returned to the village and were this time legally married.

William B. Berry, in the days of the old "Concert Hall," gloried in the self-styled title of the "learned shoemaker," and was the self-nominated candidate on the so-called laboring man's ticket. He arranged to lecture in Concert Hall. He was of the same calibre as some of the corner agitators of today, and being considerable of a student, possessing some intelligence, with a good "gift of gab," he wrote a lecture, the subject of which was never known, and Concert Hall was hired for the lecture. Mr. Berry was escorted into the hall by Captain William Dunn, and other serious-minded men of that period. Mr. Berry mounted the



Scene from June Play, Elmira College



Good Roads to Elmira from all Directions



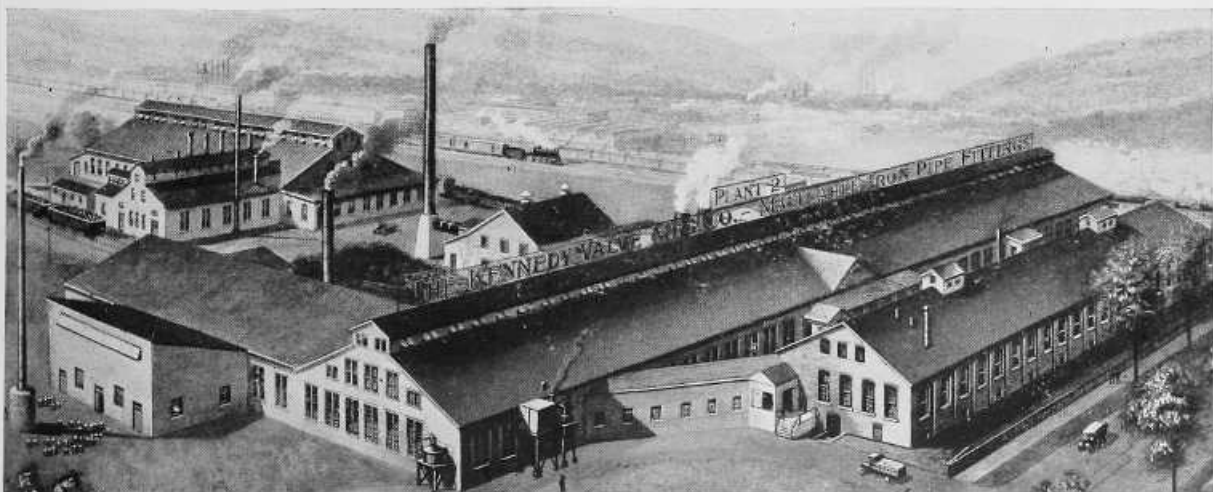
KENNEDY

VALVES PIPE FITTINGS

FIRE HYDRANTS

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platform, and after glancing about leisurely, and with dignity, he began. He lost his place and sought his manuscript. One of the committee men had removed it. After an embarrassing pause the manuscript was restored. The lecturer was greeted with a shower of beans—then more beans. Mr. Berry was obliged to make a quick exit. The curtain was lowered with a “quick drop” and so arranged that the table and the manuscript were left outside and the lecturer within. On another occasion he was lecturing to a more patient audience, and had nearly finished when who should enter but Col. S. G. Hathaway. Mr. Berry, turned to Mr. Hathaway and remarked to the amusement of the audience, and to the Colonel himself, “I am sorry you are late, Colonel, but for your special benefit, I will begin again,” and he did.

Eccentric and witty was “Old Hodge,” who lived over the hill beyond the Water-Cure. He was one day telling his neighbor about his wonderful yoke of oxen. “Why, neighbor,” said he, “they are the most knowing oxen in the country. Why only the other day I tried to fool them and couldn’t. I was drawing wood up the hill, and I slipped behind the load and threw my mittens on the load. The mittens stuck them in a minute.”

Many of the citizens will remember Uncle Eli Austin, “Old Roots,” and his peculiar spiel, “Good mornin’ genelum! Nice mornin’ genelum! Any old roots today, genelum?” Here he would enumerate them, a string of herbs a mile long, telling just how to mix them: “Put these all together, jest as I have ‘em here in a crock with a gallon of good gin—no other liquor—and two quarts o’ scaldin’ water. Let ‘em stand 48 hours, then take two tablespoonfuls before each meal, but no other time. Guarantee to purify the blood, clean out the lungs, stir up the liver and make any man’s stummick good as new.” “Lots of trouble and work to gather these things and get ‘em together, genelum! Ought to be worth \$2.00 for every package, but seein’ I’m pretty hard up today I’ll let ‘em go for a dollar and a half.” Here’s where his hearers began to jew him down. At last, after remonstrating for some time he would say, “Hey, how’s that? Too much? Well, lan’s sake, be you all as poor as I be? What’s that? A quarter? Well, I can’t help myself, an’ you need the medicine I know. Some day you can make it up to me



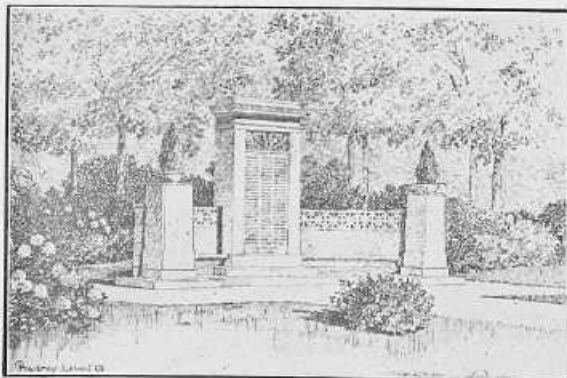
Mark Twain Stone

with a pair of old boots or a coat or something. Good day, genelum! Nice day, genelum! Good day!” Poor Old Roots—he met his death at the Lackawanna crossing at Water street, just six weeks after he had been struck by the same train and the same engine.

“Uncle Davy” Russell was another well-known character, who betook himself every day through Elmira’s streets with a dilapidated basket on his arm. It was seldom that he did not have in his pocket, the gift of some good samaritan, to purchase a drink. Merchants, lawyers, city officials, all were recipients of calls from Davy, and for thus honoring them with the call he expected a slight recompense. There are anecdotes about Davy that are amusing and show how crafty he was. On one occasion, he obtained two dark colored bottles, exactly alike, one of which he filled with water and placed in the pocket of his coat. He visited Vinton’s liquor store and he ordered the empty bottle filled with whiskey. It was done and Davy picked it up, and putting it in his pocket said, “I’ll be in and pay for this tomorrow.” The liquor dealer objected, demanding cash. Tears came to Davy’s eyes as the dealer took back the bottle. It was not until a few days afterward, when the dealer started to pour the contents back into the barrel, that he discovered it filled with water.

There was another celebrated character, in the old volunteer firemen days, “Eli Woodchuck,” or Hank Whitney, who used to do odd jobs around town. Just to humor him the firemen let him go to fires. He always carried a short piece of hose with him. When the bell rang, he would run to the hydrant nearest the fire and attach the piece of hose and hold the hydrant until “his company” reached the scene. One day Eli was helping a comrade to carry a cook stove upstairs, and just as they nearly reached the top the fire bell rang. Eli called out, “For Dod’s sake, Bill, there’s the fire bell. When dooty tells me I must doe.” And forthwith he dropped his end of the stove and beat it down the stairway.

Other prominent characters of Elmira were Professor “Smokeball,” a “famous” phrenologist and lecturer, who passed his late years at the county house; “Chief” Ross, who hung around the fire department; Blind Patterson, Old Blind Cooper, Tom Roberts.



Exedra at Elmira



Branchport on Keuka



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