



Hammondsport

HAMMONDSPORT is another town of the Finger Lakes Region which has changed its name since the early pioneers set up their first log cabins within its borders. This village, known throughout the world as the "Cradle of Aviation," was named for Lazerus Hammond, who in 1810 came there from Dansville to settle.

Hammondsport was originally settled in 1792 by Samuel Baker, a Mr. Aulls and Capt. Amos Stone, who hailed from the Tioga country. Early it was called Pleasant Valley or Cold Spring Valley, because of the icy spring which today pours forth its crystal waters in the village park along the lake. The first frame building built in the valley is still standing on the farm now owned by F. M. Champlin. Early the vineyard industry was founded. This wine trade is touched upon in the section devoted to Lake Keuka.

The village is noted for its scenic setting. Hammondsport Glen is a great cleft in the mountain and a reservoir of perpetual coolness. The distance from the level land above to the foot of the lowest waterfall is about one-half mile. The cascades in that distance number fifteen. The fall from the table land to the entrance of the glen is 400 feet. The entrance to the ravine is shadowy and spacious. The cathedral portion of the glen is formed by the sudden widening of the gorge, and is grand beyond description.

The early history and the scenic embellishments of Hammondsport rival those of other Finger Lakes communities but the thing which transcends the usual charm of pioneer tales is the romantic story of the development of aviation in this little community at the head of Lake Keuka. No place in the world has witnessed so many experiments and advances in flying. Today some of the aviation devices made at Hammondsport are being carried to the two poles.

When Commander Richard E. Byrd, and his three



companions, bound for Paris in the great monoplane America, were spilled into the sea off the French coast, recently, they put out from the wrecked plane in an Aircraft, manufactured by Airships, Inc., of Hammondsport. The Aircraft

is a portable rubber boat that was part of Commander Byrd's equipment, not only on the New York to Paris flight, but on the expedition in which he flew over the North Pole. Lindbergh carried an Aircraft on his famous New York to Paris flight as did the Chamberlin-Bellanca expedition.

A brief sketch of the aviation development at Hammondsport is included in the chapter devoted to aviation in an earlier part of this volume. Today, as a means of commemorating the work of Glenn H. Curtiss there, the Better Hammondsport Club, organized as a combination chamber of commerce and Rotary club in 1924, is sponsoring the creation of a great airport in Pleasant Valley next the village. In a book of sixty pages written for this organization under the title "Flying Pioneers at Hammondsport," Lyman J. Seeley says:

Hammondsport entered the aeronautical picture at an early date for two reasons; first, because its terrain was well adapted for experimental flying for either dirigible balloons or aeroplanes; but second, and much more largely, because one of its citizens was prepared to take part in the work of mastering the air. Without any knowledge of, or desire to have anything to do with, the then unknown art of aviation, Glenn H. Curtiss' life had given him the best possible preparatory course for his future destiny. It began with his experience as a bicycle racer, from which he acquired an instant co-ordination and automatic sensory adjustment to varying speeds and distances. It developed his interest in mechanics, and particularly his interest in internal combustion motors



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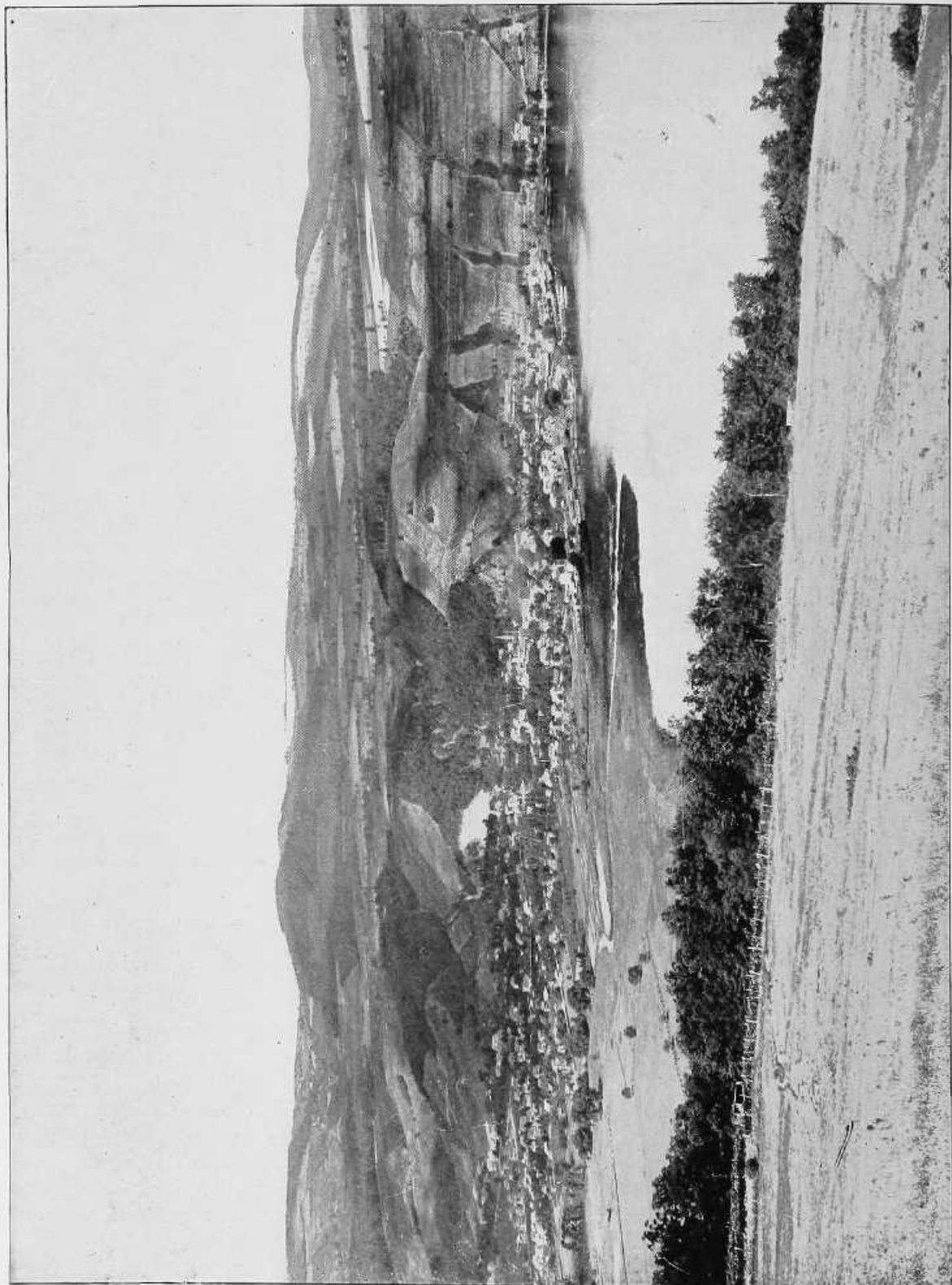
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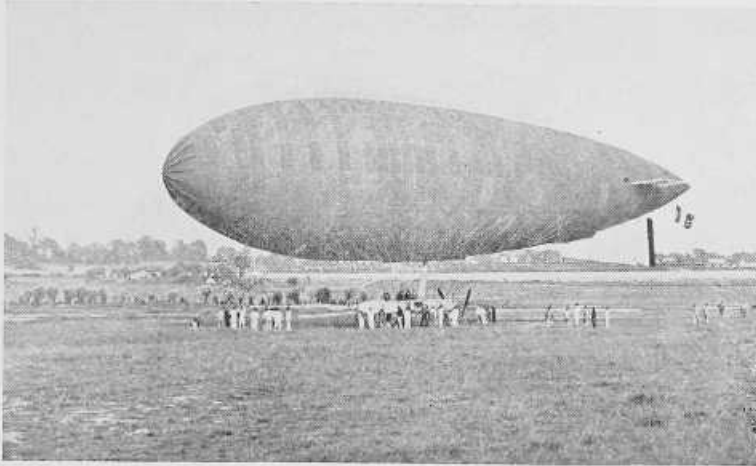
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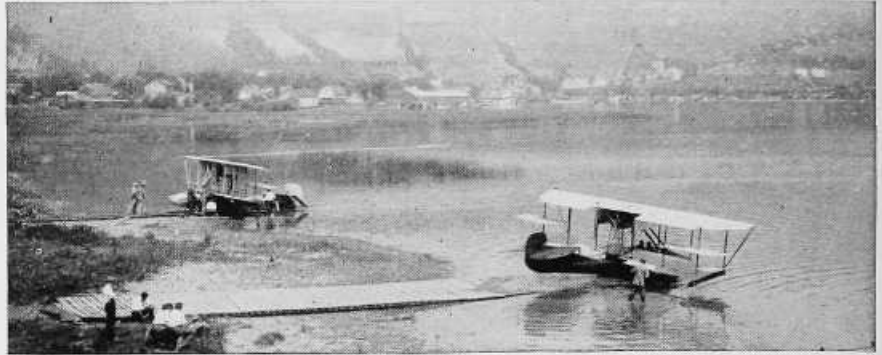
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To complete the record of the Curtiss Hammondsport accomplishments it is necessary to go a little beyond the World War. Overlooking the fact that the machine produced and used in greatest numbers by World War aviators was the little Jenny, there remained one thing Curtiss had started which was not accomplished until after the



Curtiss Flying Field and Hammondsport in the Background

war. That was the trans-Atlantic crossing in comparative safety.



War Memorial at Hammondsport

Following the Armistice the U. S. Navy assigned Commander John H. Towers to prepare a fleet of flying boats to make a crossing of the ocean from America to Europe. This was not to be a desperate hop in the dark but the flight of a squadron of machines to make the trip on schedule. He worked with other commanders and with the advice of Curtiss produced the fleet of Navy-Curtiss flying boats. Starting from New Foundland the N-Cs 1, 3 and 4 flew safely to within a short distance of the Azores. There they encountered fog and two of the boats descended and were unable to rise again, owing to the rough sea. The N-C 4, reached Horta in safety. The N-C 4 continued the flight to Spain and thence to England without mishap; the first time that a scientifically scheduled trip across the Atlantic had been made with a flying machine.

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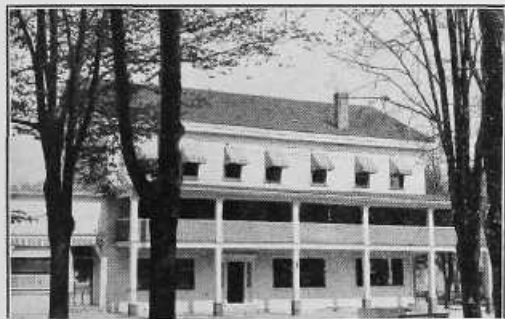
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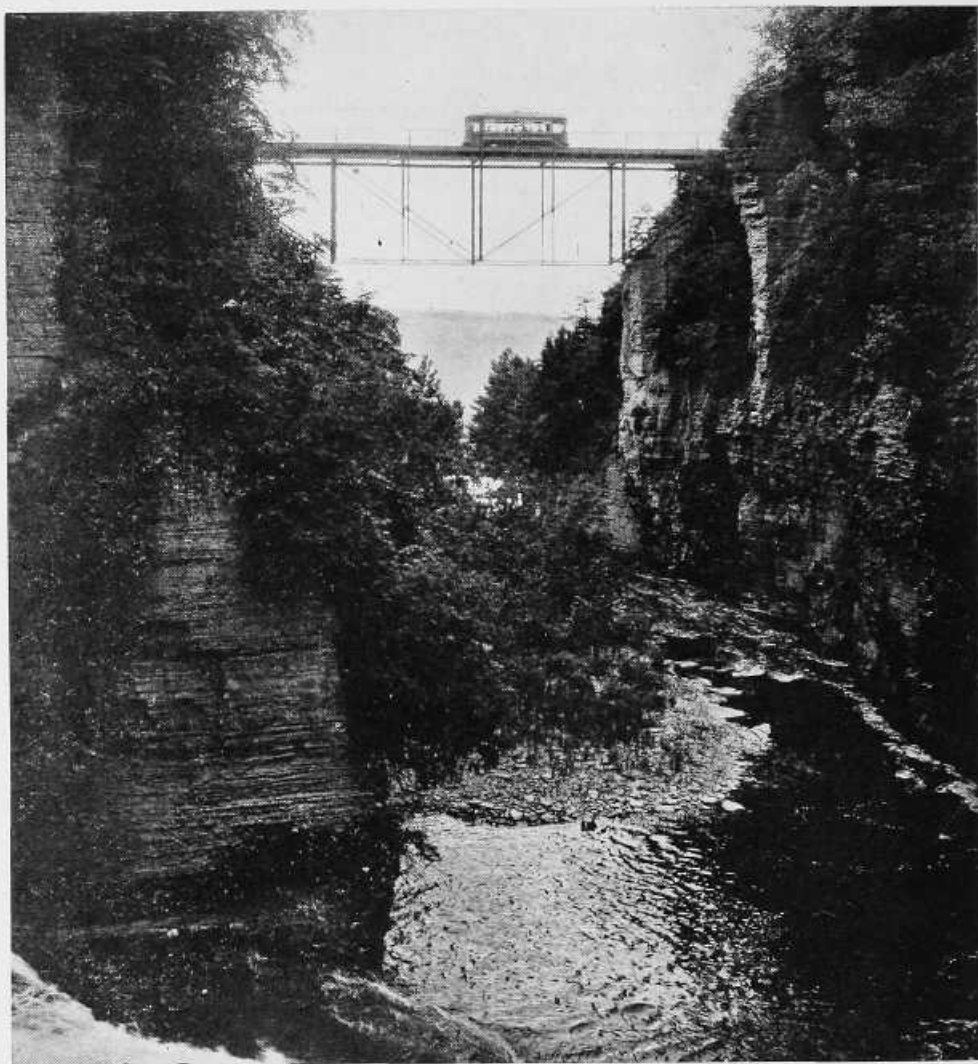
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One of Ithaca's majestic gorges

Ithaca

PROUDLY resting upon its foliated hills, "far above Cayuga's waters," Ithaca, the city beautiful, is known throughout the world as the home of Cornell University. Back into the dim past its history extends to the time when Sullivan's army set the forests aglow with the light of burning Indian village at the head of Cayuga Lake.

Lieut. Col. Henry Dearborn's detachment of 200 men in the Sullivan campaign passed across the site of Ithaca in 1779 and camped at the foot of West Hill the night of September 23. Then in April, 1788, eleven men left Kingston on the Hudson, with two Delaware Indians for guides, and visited the Cayuga Valley on an exploring trip. The following year three of their number—Jacob Yapple, Isaac Dumond and Peter Hinepaw returned and planted corn in the clearings

before made by the Indians. Leaving one in charge, the others returned for their families, who came back to the Cayuga Valley in August. Nineteen persons comprised this first group of settlers. Others soon arrived but by the end of the century many of the first comers had left for other locations.

Much of the Cayuga Valley was purchased by Simeon DeWitt, state surveyor general and by Abraham Bloodgood, his brother-in-law. DeWitt named the settlement Ithaca, probably because it was in the Town of Ulysses, just as the Greek Ithaca was the capital of Ulysses' realm. Later DeWitt acquired Bloodgood's holdings, so that he owned virtually all of what is now Ithaca.

John Yapple built the first mill in Ithaca, locating it on Cascadilla Creek. The first frame house was

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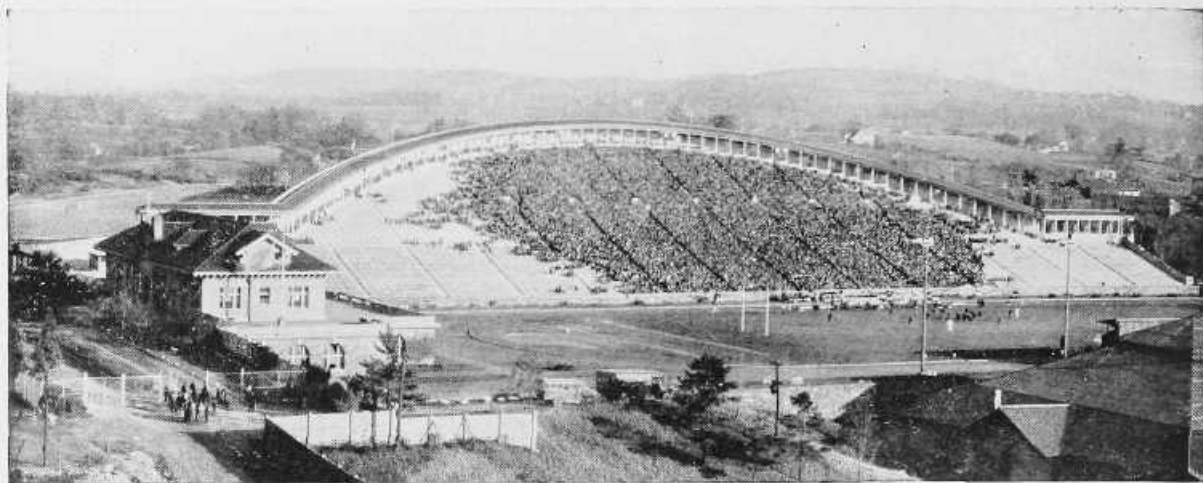
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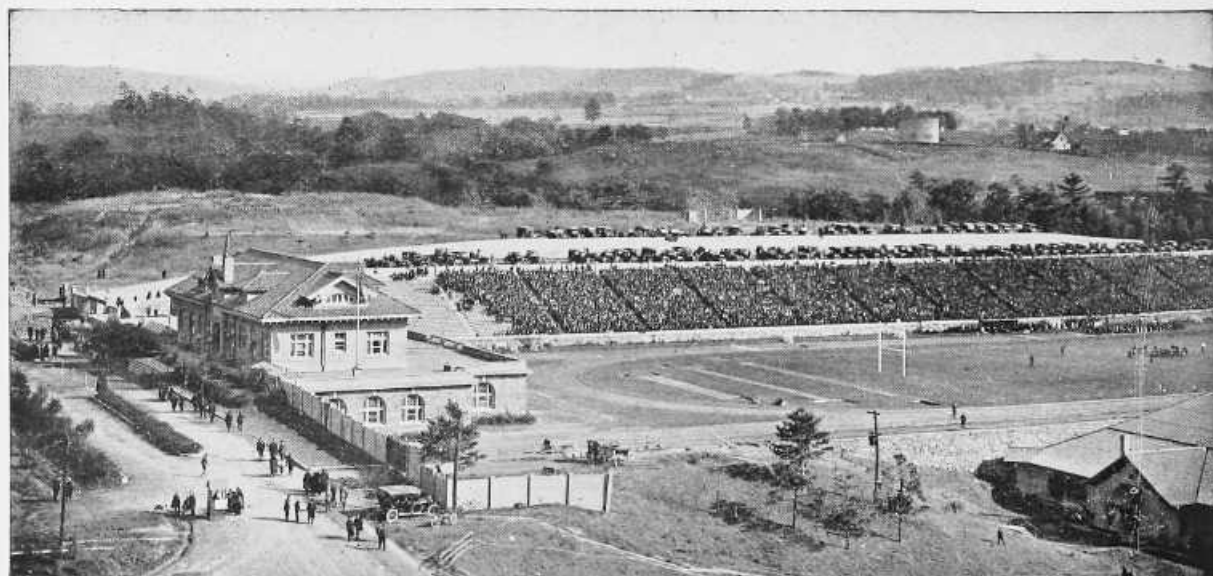
erected for Abram Markle about 1800 on the same creek near the present Linn Street. It is said that a store was kept here for a time and that later the building became Ithaca's first tavern. The first public house constructed solely for that purpose, however, was on the southeast corner of Aurora and Seneca streets. It was built in 1805 by Luther Gere. At about the same time the Ithaca Hotel was built by Jacob Vrooman diagonally across from Gere's place, and the next year an inn opened where the Cornell Library now stands. The Ithaca Hotel changed its name in 1809 and Gere built another hostelry at the corner of what is now State and Aurora Street, and put up a new Ithaca Hotel. That was the predecessor of the present hotel of that name.

David Quigg, who had been a trader in a cabin on Cascadilla Creek, established a frame store in 1804

at the northwest corner of Aurora and Seneca Streets, and stimulated a business drawn from a thirty mile radius.

In these early days, religion was practiced by the pioneers. As early as 1793, some of the settlers had gathered at Robert McDowell's cabin for Methodist services. The first permanent church was organized by the Presbyterians in 1804, under the name of the Second Presbyterian church of Ulysses, the First Presbyterian having been formed in Trumansburg. From 1808 to 1816 the Presbyterians worshipped in a district school on the site of the present high school, and in 1817-18 built the first church edifice in Ithaca.

The literary and educational character of the community, which has been predominant down to the present, was evidenced as early as 1806, when \$300 was raised for a library.



A view of the stadium University at Cornell

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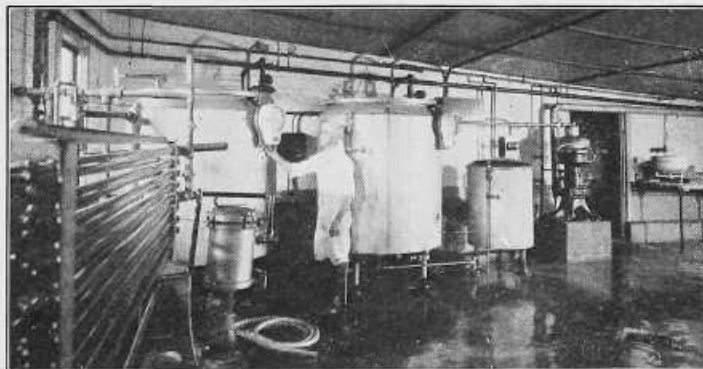
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One of the unique organizations of early days was the Moral Society, a group of self-constituted guardians of the morals of fellow citizens. Offenders against temperance were often doused with water and locked up with hogs or their clothes removed and thus exhibited to the society members. On one occasion a group of outraged inebriates after their incarceration captured four of the moralists and confined them in the hog pound. The society demanded tribute of visiting shows and had a semi-official publication, "The Castigator." "Tecumseh," the Grand President of the society, was Benjamin Drake, a village merchant.

The war of 1812 gave impetus to the little settlement which then numbered less than fifty houses. With gypsum cut off from Canada, this material for use in making fertilizing plaster, was supplied from the lime-laden shores of Cayuga Lake and Ithaca became a shipping center for it. Building of the Erie Canal added to the possibilities for water transportation. By 1828 the Cayuga and Seneca Canal had been completed.

On April 2, 1821 Ithaca was incorporated as a

village, with Daniel Bates as first president and two years later the Ithaca Academy was incorporated. Within the next few years Ithaca was made the northern terminus of the second railroad incorporated in this state. Its story is told in the section of this book devoted to the development period of the region. By this time boat service had become a regular, accepted thing on Cayuga Lake, dividing the business which the rumbling stage at first had claimed as its monopoly.

In the early thirties the hand of Ezra Cornell, one of the builders of Ithaca, began its task of community improvement. With Fall Creek claiming numerous mills by that time, Cornell was engaged to overhaul and repair several of them. Water power was then supplied through a wooden flume extending down the south bank of the gorge. Often freezing water broke the conveyor. Cornell set out to remedy the situation. He excavated a tunnel through the rock 200 feet long and twelve wide and thirteen high. Thus the water was diverted from the main stream to the mill wheels, the tunnel remaining in use even now.



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Swimming hole, Fall Creek Gorge, Ithaca

In 1832 the old Clinton House opened in the building it occupies today. It was one of the finest hotels west of New York. The same year the Ithaca and Geneva Railroad was chartered, and in 1836 a railroad to Auburn was chartered, along with another, the Ithaca and Chemung road. The depression of 1837 virtually bankrupted Ithaca, but courageously her citizens rose above circumstance. Two banks opened as the first new enterprises after the panic. Fires visited the village and more business houses closed and a return to normalcy was not experienced until the forties. The present City Hall was opened in 1843 and four years later Owego Street was planked from Aurora Street to the inlet.

Ithaca was lighted for the first time by gas in 1853, by the newly formed Ithaca Gas Light Company. That same year the Ithaca Water Works Company was incorporated, bringing water from springs near Buffalo Street. Though Ithaca's population increased three-fold between 1825 and 1835, following the opening of the canal, it grew from 3,925 to 4,908, or less than twenty-five per cent in the next twenty years.

One of Ithaca's greatest misfortunes came June 17, 1857 when a flood tore down Six

Mile Creek Valley, washing out dams, all the bridges and some mills, killing three men and leaving damage estimated at \$100,000. Parts of the village were under water for more than four months.

Ithaca weathered the Civil War, the village trustees issuing shin plasters, later redeemed and destroyed. A new building for the county clerk's office was built in 1863. At this period Ezra Cornell was becoming a leading figure in the community, having returned from extensive work in the development of the telegraph, with a of railroads to connect Ithaca with the outside world. Cornell was the principal prompter of the Ithaca and Cortland railroad to connect at Freeville fortune for his inventiveness and zeal.

His first gift to Ithaca was the public library, begun in 1863. Of even greater importance was his vision of a network with the Southern Central from Auburn to Owego. Likewise, he was the leading spirit in procuring a charter in 1870 for the Ithaca and Athens railroad that would tap the coal fields of Pennsylvania. He was the driving force behind the chartering of the Ithaca and Geneva road and the extension of the Ithaca and Cortland to Elmira on the Erie and Canastota on the New York Central. Only



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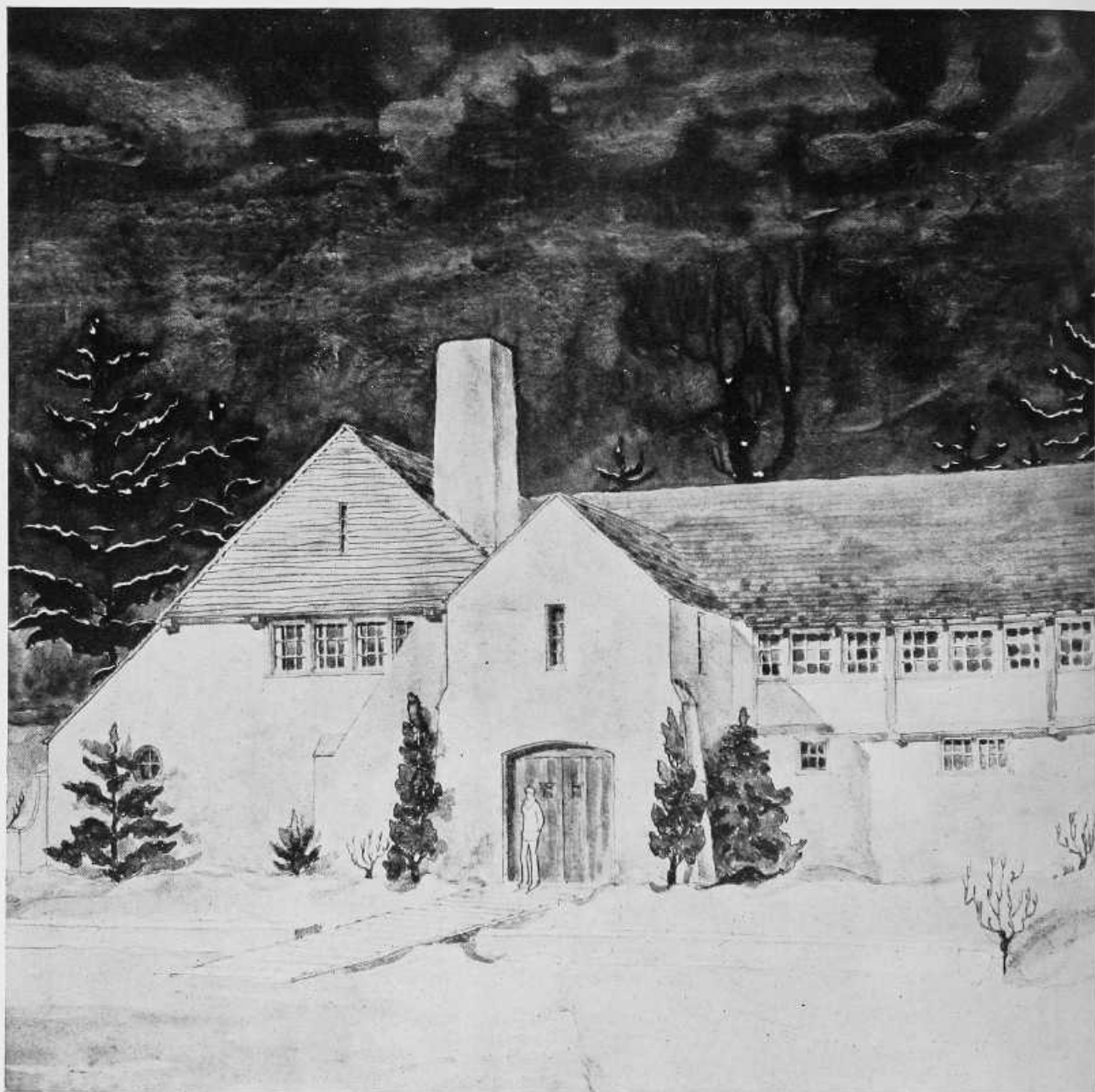


the building of the Cayuga Lake Railroad, now the Lehigh Valley along the shore from Auburn to Ithaca, was opposed by Cornell.

The prosperity which Ithaca had gained through increasing industries and added rail facilities was given a severe blow on August 22, 1871, when a \$200,000 fire leveled eleven dwellings in the area bounded by South Aurora Street, Six Mile Creek, State Street and the Tompkins County Bank. Then came the depression of '73 and the failure of some of the railroads which had been Ezra Cornell's dream. The control of the roads went into the hands of the Lehigh Valley and

Cornell was virtually bankrupt. The founder of Cornell University died December 9, 1874, after a period of illness and worry. The story of the great University which he started is told in the educational section of this book. Andrew D. White, first president of the university, was a leading figure in the organization of the institution.

The presence of the university had a stimulating influence on educational progress. The Ithaca Academy had been incorporated in 1823, and in 1840 it occupied a new structure built on the site of the old wooden school building erected in 1818. Here were



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planted the germs of vision and love of education which formed the groundwork for the pioneer endeavors to found a university.

When the Union School District for the village was created in 1874 by the Legislature, the academy building was leased for five years to the new Board of Education. At the end of that time the village purchased the property and also erected a brick school on Aurora Street near Fall Creek. In 1880 the old Central School, Mill and Geneva Streets, was remodeled and the following year the East Hill School was built. A permanent primary school was built on South Hill in 1907. The old academy building was razed in 1884 and the cornerstone of a new High School laid the next year. Several additions were built on before fire leveled the school in 1912.

The present fine High School was then constructed. In 1912 the Central School burned and replaced in 1923 by a modern Central School at Mill and Albany Streets. The same year a small school for lower grades was built on Cornell Heights. The latest schools are the Henry Street John School at Clinton and Albany Streets and the Belle Sherman School in Bryant Park, both of which were opened in 1926. In 1883 a parochial school was built on West Buffalo Street.

Ithaca boasts of one of the earliest telephone lines. Two years after Dr. Alexander Graham Bell had constructed the first telephone line in 1876, the village had a line running to the campus. Early telephones sounded their calls at all terminals on the line. Selective ringing was first used in Ithaca.

Electrical engineering also found birth at Ithaca, when Profs. William A. Anthony and George S. Moler of Cornell University built the first electric dynamo constructed on this hemisphere. The dynamo supplied current for the first outdoor electric lights in America — two arc lights on the

University campus. Horse cars came to Ithaca in 1883. A year later a charter was granted the Ithaca Street Railways Company and Ithaca was one of the first places in America to have trolleys. In 1885 there were only thirteen electric railways in the country, with a total mileage of 50.

Ithaca was incorporated as a city May 2, 1887. In 1904 the municipality took over the previously, privately owned water works.

Ithaca has always been recognized as a great park in itself. Fall, Cascadilla and Six Mile Creeks have cut deep gorges through the city, sculpturing an entrancing variety of waterfalls, rapids and cascades. The city has ten parks within an area of 150 acres, one of the most interesting of which is Renwick Wildwood, a bird sanctuary, visited annually by nearly 300 birds of every description and size.

With such a natural background, it is little wonder that Ithaca has been the hub of state park activity in the Finger Lakes Region. Much of the development is due largely to one of Ithaca's leading citizens, Robert H. Treman. On December 14, 1915, Mr. and Mrs. Treman purchased Enfield Glen proper and an old hotel property embracing about forty acres. During the next four years they bought about a dozen parcels of land, consisting of 388 acres, which, in 1920, they gave to the state. A commission, known as the Enfield Falls Reservation Commission, was formed with Mr. Treman as its chairman. The commission existed until

1924 when ten counties in the Region were placed under the Finger Lakes State Parks Commission, of which Treman was elected head. The story of state park development is told in another chapter.

The general beautification and development of Ithaca as a city of natural loveliness was stimulated in 1923 under the administration of Mayor Louis P.



Ithaca Boy Scouts at Camp Barton



Inspiring vistas abound near Ithaca



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N.Y.



beautification and development of Ithaca as a city of natural loveliness was stimulated in 1923 under the administration of Mayor Louis P. Smith, who named a citizens planning committee as the forerunner of a long series of improvements in the physical appearance of the community.

The picturesque environs of Ithaca and the presence of Cornell University drew the motion picture industry in 1914. That year Theodore and Leopold Wharton established the Wharton Studios, Inc., at Renwick Park, at the head of Cayuga Lake, partly because the company was filming "Dear Old Girl of Mine," a college picture starring Francis X. Bushman and Beverly Bayne and calling for a college setting. A year later the company leased the park from the Renwick Park and Traffic Association and remodeled it for studio purposes.

Whartons filmed pictures at Ithaca starring Lionel Barrymore, Pearl White, Creighton Hale, Arnold Daly, Howard Estabrook and Jean Sothorn. Later the International Film Service, Inc. there produced pictures featuring Olive Thomas, Grace Darling, Warner Oland, and Harry Fox. The Metro Film Corporation followed as well as the Norma Tallmadge Corporation and Metro later came, starring Miss Tallmadge in *The Secret of the Storm Country*, a story of Cayuga Lake. When the World War came, Whartons starred Irene Castle and Milton Sills, King Baggot and Marguerite Snow and Lieut. Bert Hall in "propaganda" pictures.

The picture industry vanished in 1919 and today old Renwick Park, now known as Stewart Park in memory of the late Mayor Edwin C. Stewart who left \$150,000 for the park's development, is one of the finest recreation centers on any of the Finger Lakes. It was purchased by the City of Ithaca in 1921.

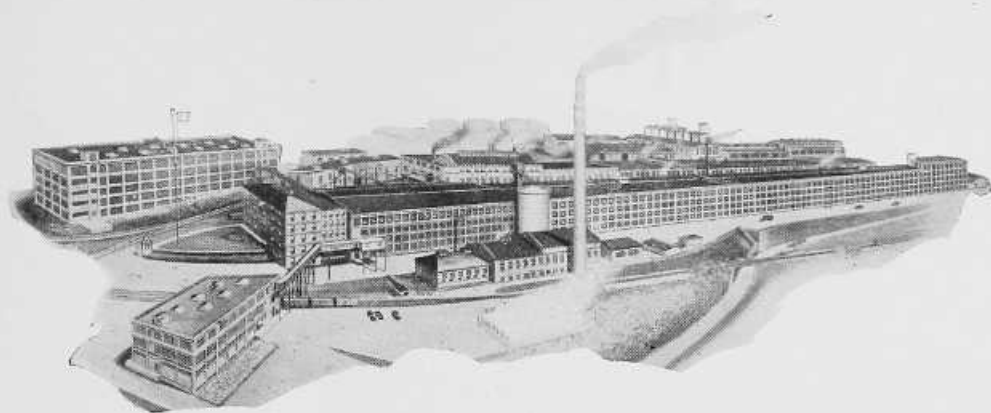
One of the most striking elements in the development of Ithaca industrially was the coming of the Morse enterprises. The first of these comprises simply a machine shop, cabinet shop, two-press mill and an oil mill. The great Morse Chain Company was incorporated in 1898. Plants as branches sprang up even in Europe. The automobile advanced the growth of the industry by leaps. Then came the second of the great Morse industries—the Thomas-Morse Aircraft Corp. which opened in Ithaca as a separate enterprise in 1914. Then in 1919 the Peters-Morse company began producing a commercial adding machine. The latest Morse enterprise is a company which manufactures an electric clock.

Today the city's principal products are salt, cement, aeroplanes, chain drives, shot guns, advertising signs, milk products, typewriters, and electric clocks.

In 1891 salt was found in Myers, south of Ithaca, and here is located the Cayuga Lake works of the International Salt Company, and the mine of the Cayuga Rock Salt Company. Less than a quarter of a mile distant is one of the largest cement plants in the state.



On Cayuga at end of Regatta



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Trumansburg

AS the sunrise burst over Cayuga Lake, of a spring morning back in 1792, a stalwart young adventurer of the Colonial army stood on Goodwin's (later known as Taghanic) Point on Cayuga Lake, gazing westward upon the masses of towering pine, oak, hickory and maple.

Abner Treman, thirty-one years old was breaking his last camp before arrival at the mile square military grant of land upon which he was to leave the imprint of his name down through many generations. Since midwinter he had traversed forest trails from Columbia County to the unknown home he was to make in the frontier of the Finger Lakes.

With his wife, two children and a brother-in-law, John McLallen, a lad of nineteen, and all the family's earthly possessions, Treman left the Indian trail at the point and headed into the tangle of the forest. A few miles along this last lap of the journey and the party halted. Treman struck his axe into a tree. The toilsome expedition was over. A rude hut, with no windows, no doors, arose, but it was home. And from that cabin on what is now Main Street, opposite the present M. E. church, sprang the sturdy race of Tremans. Trumansburg was born.

The next year Treman went east as far as Utica for mill machinery. On the return he was lost in the forest. When found he was so badly frozen that one foot was amputated. Hard days they were, but men carried on. Tremans erected the first grist mill, in 1794, it was the nucleus around which grew quite a settlement.

Within five years of the time Treman struck the first blow with his axe, a blacksmith shop, shoe shop, carpenter shop, tailor shop and tavern were clustered about his wildwood abode.



Cayuga Lake from Taughannock gorge



Giant Taughannock Falls, 50 feet higher than Niagara

For the first few years the nearest market was Owego. The first store was established in Trumansburg by a Mr. Henshaw probably in 1800 or 1801. By 1830 the village population had grown to 600. The first brick building was put up as a store in 1825 by James McLallen.

It was McLallen who in 1795 built a small log building, designating it was a sign "Inn." As a result Trumansburg in earliest days was known as McLallen's Tavern. But later residents perpetuated the memory of the village founder in its name—Trumansburg. In making out Treman's commission as postmaster, the name was misspelt Trumansburg, and so it has remained.

The first society organized in the village was the Ulysses Philomathic Library in 1811. In 1818 Fidelity Lodge, F. & A. M. was constituted and in 1840 a charter was granted to Tuckahannock Lodge, No. 20, I. O. O. F.

The first church erected in the village was built in 1819 by the Presbyterians, and absorbed an earlier church erected four miles south of the village in 1803.

The wooden village, rickety, grass grown sidewalks, the straggling roads and lanes of other days have given place to a modern, industrious community, alive with civic spirit. Today Trumansburg is the gateway to Taughannock Falls State Park, up whose great ravine Treman picked his way in quest of a spot on which to build a town. As the center of a large and fertile farming region, the village is a shipping point for great quantities of produce and livestock.

Abner Treman was in the Second Regiment under Col. Philip VanCortlandt during Sullivan's campaign, being promoted successively to corporal, sergeant and sergeant major and re-

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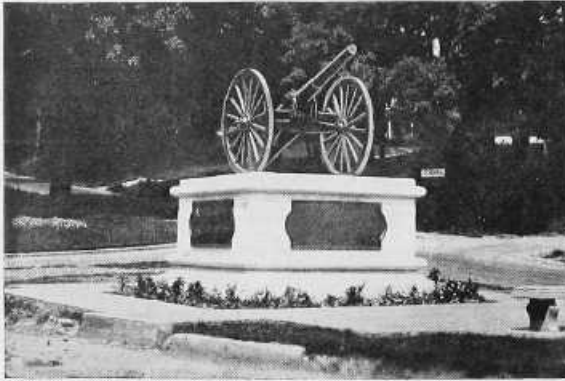
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War Monument, Trumansburg

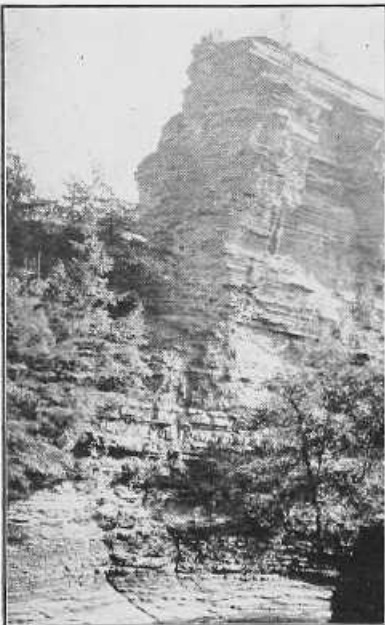
ceiving a Badge of Honor. He was the ancestor of the famous Treman family of Ithaca. On July 4, 1929, the village named after him will unveil a tablet in his memory.

The early days of this village created by Treman in a wilderness was a stopping place for DeWitt Clinton, in 1810, when he was a commissioner for the state exploring the lake country. In his diary he described the settlement as follows:

"We dined at Treman's village, so-called for the soldier who owns the lot for military services. He resides here and is proprietor of the mills and in good circumstances. The village has several houses, three taverns and two or three stores and mills in a ravine or hollow formed by a creek which runs through it. It is in the town of Ulysses and was formerly called Shin Hollow by some drunken fellows who, on the first settlement, frequented a log cabin here, and on

their way home broke their shins on the bad roads. Dr. Comstock and another physician reside here.

"The contemplated turnpike from Ithaca to Geneva will pass through this place." This turnpike company was incorporated in 1810. Its route was from Ithaca to Baileytown on Seneca Lake (now Willard State Hospital), whence it followed the old route blaz-



Pillars of Hercules in Taughannock gorge

ed by Sullivan's army. It was completed in 1811, giving a new impetus to the growth of Trumansburg.

Even before this ancient road was laid out Trumansburg had a school. It was built in 1805 of logs and was located near the Baptist church. The Trumansburg Academy was opened October 9, 1855. When a free school district was established, the academy property was given to the district.

Since that time improvements in the school system have been made and today the village boasts one of the finest new schools of any community of its size in the state.

The village was incorporated in 1872 and a year later organized a fire department. Its business houses today are enterprising and its financial institutions sound. As a modern community it is well worthy of the courage and fortitude of its pioneers. In all the nation's wars since the village was founded, Trumansburg has given freely of its money and its manpower. And in its civic vision it has been a leader. It was one of the early members of the Finger Lakes Association. Its Rotary club is one of the largest in the state for a community of its size.

The village is a community center of a large and fertile farming region and from the town great quantities of produce and livestock are shipped yearly.



Taughannock Falls in winter



Rustic covered bridge, recently razed at Trumansburg

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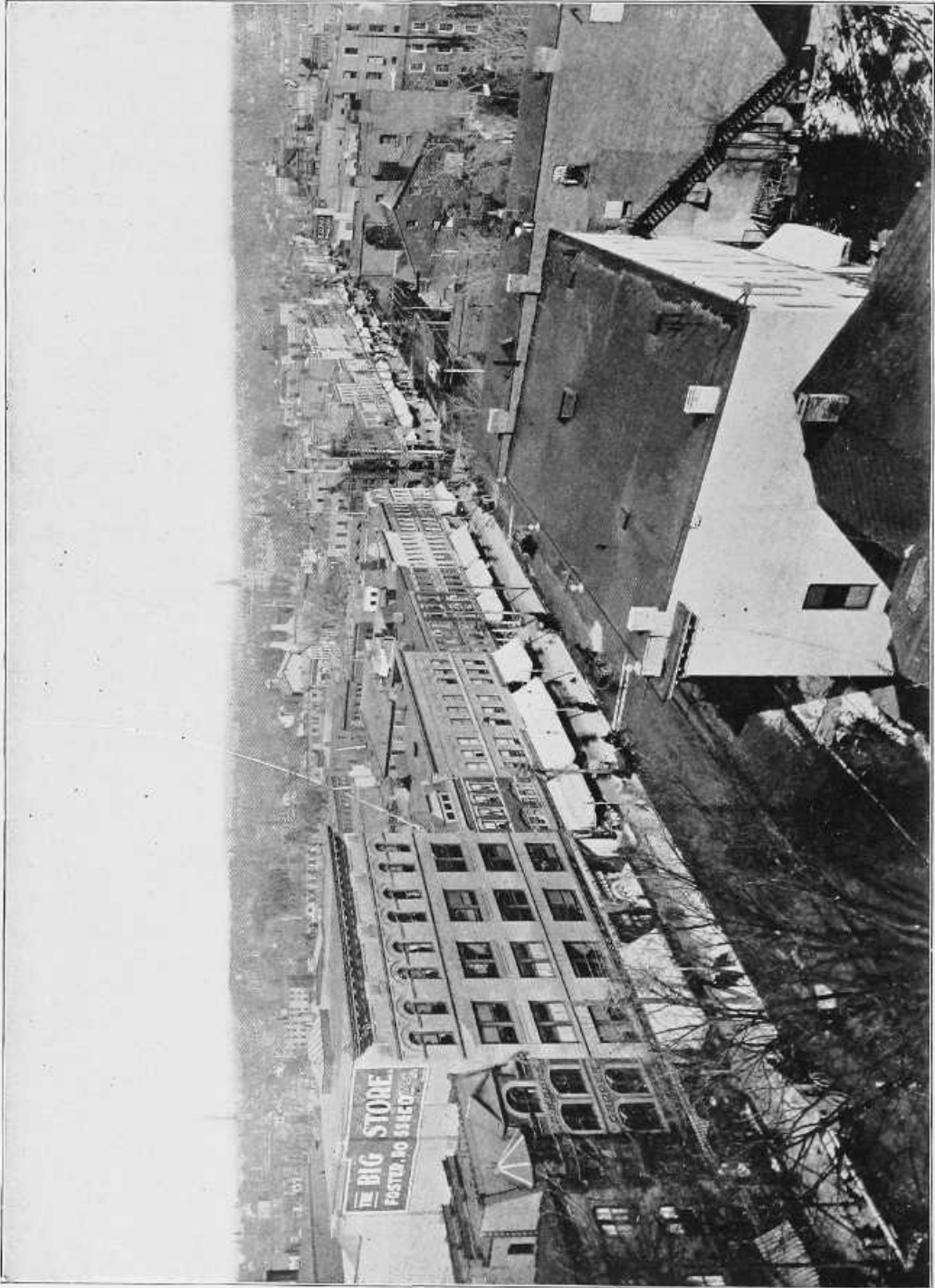
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