

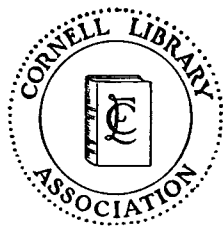


NAVIGATING A SEA OF RESOURCES

Title: Ithaca, New York historic scrapbook.
Call number: LH-CASE 974.771 Ithaca
Publisher: [S.l. : s.n.], 1915
Owner: Ithaca - Tompkins County Public Library
Assigned Branch: Ithaca - Tompkins County Public Library (TCPL)
Collection: Local History (LH)
Material type: Book
Number of pages: 144 p.

Digitization of this material was made possible with a
2009 grant from the Park Foundation

This book does not circulate.



CORNELL LIBRARY
ITHACA, NEW YORK

LH-0 
974.771 S LH

Scrap book.

CASE



LH
974.771
S

1815—THE ITH

Ithaca, New York historic
scrapbook.

NUMBER—1915

ITHACA, N. Y., SATURDAY EVENING, AUGUST 28, 1915.

THE CENTENNIAL NUMBER

IT IS with a great deal of pride that The Journal presents today this Centennial Number of fifty-two pages, commemorating the hundredth anniversary of one of the oldest newspapers west of the Hudson river.

This issue is the largest paper ever published in Ithaca and surely will be fully appreciated by every reader because of the many rare features it contains and because of its exceptionally interesting reading matter and its wealth of historical information. It is a credit not only to The Journal to issue such a number as this but it also is a credit to Ithaca and Ithacans who by their support of The Journal have made such an issue possible.

And the publisher wishes to take advantage of this opportunity to again express sincere thanks to those who contributed to its success. Many rare photographs were generously loaned, and on request, most interesting articles were contributed by friends who were glad to aid in the work. Loyal, live, Ithaca business men took advantage of the unusual opportunity to advertise judiciously and incidentally helped in the commendable project by lessening somewhat the great expense involved in producing such a costly number.

It also should be stated that such a number as this could be possible only with the complete, up-to-date equipment which The Journal has provided for Ithacans and with the hearty cooperation of a loyal staff whose efforts also deserve grateful acknowledgement.

As a perusal of this issue shows, Ithaca has much to be proud of. No city in the country has greater advantages than ours; none is more beautiful; none has a higher standard of citizenship; none offers more attractions; none has greater possibilities.

For this reason it was the desire of the publisher to issue a paper far above the ordinary

special number, one that would do the city justice, show its development and growth in various ways and awaken anew a feeling of pride and patriotism in Ithaca and its institutions. That this object was achieved this excellent production proves.

There is a great deal of satisfaction in commemorating such an anniversary as this, rare in the life of any of our affairs. It causes us to look back and appreciate the great debt that we owe to those who preceded us and at the same time prompts us to look into the future, eager to grasp opportunities.

The men who, by dint of hard work and ability overcoming great obstacles and frequent discouragements, built up The Journal to its present sturdy strength and high standing deserve great credit for giving Ithaca an institution that must be a powerful factor in its everyday life and development, able to do great good by being true to the best interests of the city.

While appreciating what these men have given us and realizing the responsibility of carrying on the work so well begun, rejoicing over the success of The Journal with its hundred years of service to the community, it is fitting that the publisher rededicate this paper to the welfare of the community and to the work of helping "to make this a world of things as they ought to be."

Just as this number surpasses all previous issues, so it shall be the aim of The Journal to make each day a newspaper better in every way than the one preceding, worthy and deserving of the support of all, a paper that is clean, fair, honest, reliable and accurate; a paper that will be at all times a credit to Ithaca and Ithacans, a source of pride to everyone who helps produce it and to everyone who reads it.

FRANK E. GANNETT.

THE story of Ithaca which has not hitherto been published, is from the pen of one who is probably more conversant with the early history of Ithaca than any other resident of our city; and sets forth in such an interest-

ing way the most important data in regard to our history and growth, that I am quoting it entire, and making it the substance of this article.

The changes that have taken place in Ithaca since it became a city in 1888 have been very great. The development of the trolley system, paving of the streets, and the installation of the sewers, have worked great results. Greater than all the rest perhaps are the developments of the last ten years—the walls about

our creeks protecting us from overflow, our connection with the Barge Canal, the deepening and the widening of the Inlet, and above all, perhaps, the filling in of the marsh on the west side due to the influence and wise foresight of our townsman, Charles E. Treman, while acting as Superintendent of Public Works under appointment of Governor Dix. What these changes mean in the physical development and even in the social life of the city, we do not as yet fully realize.

The public spirit of our citizens manifested for a long period of years is, I believe, unsurpassed in any city of its size. It may be the outgrowth of the University spirit. It may be due to the traditions of the past. It may be due to the example and inspiration of such men as Ezra Cornell, Joseph McGraw, Henry W. Sage, the late Henry B. Lord, and Andrew D. White. But that men of means and ability are to give of their best for the

sake of our city and its inhabitants is a part of the creed of all of us.

Ithaca is an ideal place in which to live, not only because of its natural attractiveness, and the rare beauty of the sites which win praise from every visitor,

but rather because of the spirit to which I have above alluded. For nearly a generation graft in our city government has been unknown. While mistakes have been made, and grievous ones, they have not been due to corruption or intentional wrong.

Our great University brings to us the best things always,—splendid music, great facilities for entertainment and instruction, great men, an atmosphere of scholarship and of unselfish devotion to

ideals. Our schools are of the best. Our clergy are men of ability and devotion, and our churches are centers of spiritual activity.

In all this wide world, I know of no place in which I would rather have my home than in Ithaca.

Our Municipality

“In Jesse Grant’s coffee house, a popular name for taverns, public places and eating houses in early days, on the site of the present Block Numbers 8, 10, 12, and 14 E. State street,

on May 8, 1821, under a charter passed by the legislature five weeks before, the village of Ithaca became a fact by the election of five trustees and by the choice of Daniel Bates, one of the five as president. On the opposite side of the street, where the Colonial building now stands, the Grants had a large stage and horse stable, the stage coach being the only public conveyance then in operation in the states away from navigable streams. Andrew DeWitt Bruyn, George Blythe, Julius Ackley and William R. Collins were the other trustees.

“The village had about 1,000 inhabitants and was rapidly increasing that number. The Ithaca branch of the Bank of Newburg had been in operation about six years. Fire and police protection was

furnished by citizens who volunteered their services. The same system has ever since prevailed in the fire department and does now except that salaries have been paid in recent years to the department chief and to company drivers of teams and auto fire-fighting machines who stand on guard for alarms both day and night. The cost of running the village for the year that followed was \$113.

“To trace the development of the hamlet into a village of importance to the county, and then to a city of importance to the State, would be a pleasant task, but am not expected to do that. And

yet, I am sure that the reader would welcome a few reminders of the trials our old village and young city bore with heroism, intelligence and patriotism.

“What inspired the pioneers in this section to stop here for homes has been a puzzle to many, unless it was to enjoy the grand scenery and water powers that have made it famous for at least the century that has passed since Colonel Mack founded THE JOURNAL. The mills and tanneries of those early years, operated

by the water powers, drew patrons from far away counties and states, and promised to make Ithaca a manufacturing city.

Canal and Railroad Influence

“But other parts of the State received early development at the expense of the

State, and inland villages suffered. The Erie Canal was given to the middle and northern part and the Erie Railroad to the southern tier. They did not touch

Tompkins County and the rush of new residents to it was checked when the Erie Canal and the Erie Railroad and the New York Central Railroad stretched across the State through fertile valleys, upon their courses that connected the Great Lakes with the Hudson at tidewater. A study of the different census reports illustrate that fact.

“Watkins and its own county, and the towns along Seneca Lake were affected in the same way. All the largest cities in

this State are on the lines of the three factors of our state commerce, the canal proper or one of the two great railways. Many of the smaller cities also are on them. Thus it can be seen how the builders of this section, with Ithaca as its shire town, had to contend against great and increasing disadvantages in their work as leaders in the industrial world.

“They had a decisive lead, and promised to hold it over a territory a hundred miles square, until the two great railways and the canal led industrial leaders

elsewhere, just as they are doing today. Ithaca had 1,000 people in 1813; in 1820, it had 3,621; in 1825, it had 5,270; in 1830, it had 5,556; in 1835, it had 5,650; in 1840, it had 6,055; in 1845, it had 6,909, and in 1850 it had 7,153.

“Tompkins County had a population in 1820 of 27,951, 31,333 in 1825, 32,345 in 1830, 32,296 in 1835, 32,264 in 1840, 32,694 in 1845, 31,516 in 1850, 32,923 in 1890, 33,830 in 1900, and 33,647 in 1910, Ithaca city in 1915 has 16,008 population counting permanent residents only and not students.

ONE HUNDRED YEARS OLD.

To few papers in the entire country has the privilege been given of celebrating a centennial. And so The Journal has good reason to be proud of today's issue, commemorating its hundredth anniversary. Without the slightest exaggeration it can be said that this special number excels in every way anything ever attempted in any city the size of Ithaca, or indeed in any city many times as large as Ithaca.

Elsewhere in this paper the publisher acknowledges gratefully the assistance of those who helped produce this number and makes a pledge that the aim of The Journal shall be always upward and onward, ever striving to produce the best possible newspaper—clean, fair, honest, reliable and accurate—a paper that will be a credit to Ithaca and to Ithacans.

To do this The Journal should have, as it deserves to have, the loyal support of all who believe in the city in which they live. The Journal is endeavoring to promote Ithaca's welfare in every way. It will succeed in this effort in proportion to the support it receives from those who prosper as Ithaca prospers.

This beautifully-printed number of The Journal, amassing a great number of Ithaca views and a vast amount of historical matter of personal interest to most of the older readers and of general interest to every reader, should make us all realize more than ever what a wonderful city this is. There is no place in the country more beautiful; no place that has such unlimited possibilities; no place so attractive to a person seeking a home. Accustomed as we are to the charms of hill, lake and valley we fail to realize that nothing like it is enjoyed by the people of any other city. And what wouldn't many people give for this beautiful, inspiring environment if they only knew of its attractiveness!

Ithaca has not begun to realize its possibilities as the most desirable place in the land for a residence. Recently an organized effort has been made to bring industries to Ithaca. That is well and good. It is a fine location for any manufacturing concern, especially any that might avail itself of the laboratories of Cornell University. But it is far more attractive as a place for a home—a place where a person really can LIVE.

God-fearing communicants every Sunday; numerous, large and influential civic and charitable societies are in active operation, led by the best people in the city and maintained by them in generous manner. Our people of wealth keep their

wealth in active operation in the city. We are justly proud of the general improvements upon our streams, flats, marshes, parks, and canal. And with a city that has no intention to sleep over

its opportunities to further develop in a way that will increase her wealth, health and happiness we should all be content.

"Ithaca is a municipality that has a modern form of charter; with two bodies to balance each other, the Common Council to come direct from the people in the wards, to legislate and say how much the tax budget shall be, and to approve or disapprove of the appointments of other officials made by the Mayor; and the other body known as the non-partisan Board of Public Works to act as an executive and administrative body in the manner of how the works of the city shall be performed, and by what officials and systems of labor, removed from the sometimes bad influences of partisan politics and scheming contractors.

"One can readily appreciate that the city is having a steady and substantial growth when one sees how it is extending its residential wealth and homes out over the hills and plateaus and meadows that used to be the neglected and forbidding suburbs, and then give attention to the scarcity of houses, stores and factories in the city for expanding families and new comers.

"Ithaca is so situated that it is the most expensive city of its size in the State to maintain in creditable condition; there

is no remedy for it except to change the hills, the courses of the streams, the level of the lake, and suppress the ambition of our people to make the most of such a condition, and not find it necessary to make constant apology for our lack of local civic pride.

"I am not, I hope, a dreamer of romantic things, but I am hopeful that the next centennial number of THE ITHACA JOURNAL will have spread upon its pages reproductions of today's pictures of this

city and that the coming hundred years shall develop our city in a manner that will win as general praise and admiration as our century of endeavor and work have accomplished. The vision is before us and we need make no apology for what we have done already in city and county to guide the future generation in Ithaca."

J. T. NEWMAN

"The village of Ithaca took on new life when it bonded for three of the four new railways that centered here and were completed in the early seventies: Ithaca and Geneva, Ithaca and Athens, Cayuga Lake, and the Ithaca and Cortland railways. They operated in union with the new Cornell University and made

sure of the slow but constant growth of Ithaca.

"Several old residents of the village, great in intellect and ambition, acquired millions in industrial pursuits in other

parts of the United States, and lavished their wealth upon this village, not in industries, but one of them, Ezra Cornell, in railway improvement, and both of them, Cornell and Henry W. Sage, in building up the intellectual side of life in our midst.

"The daughter of a third millionaire of Ithaca, Jenny McGraw Fiske, followed in the same line. That has given to this city a fame and growth of which we must all be proud, for it has put us in closest touch with the most intellectual elements

in the world and steadily developed this section in that coveted and world respected direction. It has drawn many millions of outside money to the pockets of our

merchants, professional men, mechanics, and workmen.

"The State has done as much for this city and county as for any one of them, and the National government has performed as well as the State in aiding Ithaca, through the University, with federal timber lands.

"Few cities in America many times as large as Ithaca can present so modern and admirable an appearance to a visitor as we present. That we are proud of our city is natural, when our own opinions of

it are endorsed by every person who enters it; when our streets are proclaimed beautiful; when our public buildings are praised by strangers as worthy of the city, not including the historic, but still useful, City Hall, County Clerk's and Surrogate's building, and, possibly, the Court House; when our sewer system, and water works plant and the source of our water supply are known to equal the best elsewhere; when our railway, telegraph and telephone service is wholly modern; when our newspapers and merchants are up to our other high standards, and our professions and banks are as advanced as in cities much greater in population, if not in wealth.

"Our best citizens are appointed and elected to municipal official positions; crimes of great brutality or heinous nature are seldom committed in the city; our large churches are filled with devout and

In another column are mentioned some of Ithaca's attractions. Did you ever stop to consider them? Did you ever stop to enumerate the many things that Ithacans enjoy that are not found elsewhere? Give it a little thought and become a booster for Ithaca as the finest place in all the land for anyone looking for a home.

This Centennial Number gives the reader some idea of the growth of Ithaca during the past hundred years. What shall it be during the hundred years to come? That rests with Ithacans—rests with the thousands of readers of this paper.

Someone has said that if Ithaca, with its wonderful attractiveness were situated west of the Mississippi River it would be a city of a hundred thousand population. No doubt that is true. For in the West citizens appreciate their home town; they advertise its charms far and wide; they make the most of their opportunity; they boost their city and work hard all the time for its advancement in every way.

Ithaca needs more of that spirit; it needs more boosters, more co-operation. It needs an awakening to the possibilities of the city—a realization of its great attractiveness which amazes every visitor who comes to Ithaca. To stimulate this pride in our city, in its history, in its wonderful institutions, in its charming surroundings, in its many unusual and delightful features was one of the objects of this Centennial Number. And we feel sure that something in this direction has been achieved.

Just as The Journal is proud of its hundred years of steady growth and development, so should every Ithacan be proud of the city which has made so many great things possible.

RAMBLING RECOLLECTIONS

By GEORGE E. PRIEST

IT is with pleasure that I accept the invitation to manifest my interest in the observance of the one hundredth birthday anniversary of THE ITHACA JOURNAL. It is a notable event! Many are the newspapers launched. Few in number survive a full century. THE JOURNAL will start out upon a second century under more favorable auspices than have attached to any previous epoch in its long career. It is apparently equipped with unlimited financial resources and a manifest purpose to employ such resources in a liberal manner, under intelligent, generous and progressive management.

Naturally I am glad to avail myself of the occasion to congratulate THE JOURNAL upon its attainment of such ripe age, in all its vigor; and, also, to congratulate those whom it has served and is serving. Naturally, because my connection with this newspaper endured thirty-five years,—more than one-third of THE JOURNAL's age, more than one-half of my lifetime.

THE JOURNAL has lived thus long and thrived because its adherents, the bulk of the people of Ithaca and Tompkins County, have deemed it worthy. It has consistently sought, under its several publishers, to be fair, candid and progressive. So long as these conditions are met, the local public will condone shortcomings and mistakes, however many.

My late colleagues of the newspaper fraternity of this city and county cannot in verity but agree that THE JOURNAL now and always has occupied an enviable place in the esteem of the local public. Its age, and the dignity and responsibility attaching to seniority, have doubtless done much, if not all, in securing priority to it. Three generations have firmly buttressed it. The trust and liking have been hereditary and ingrowing throughout its exceptionally long career of service.

Periodical changes have supplied impulses of energy and enthusiasm to THE JOURNAL. Methods change as the world moves and new epochs demand new conformations. Through the passage of time and growth of inventions come eras requiring contemporary direction of earthly institutions and enterprises. With age men become unavoidably,—usually unconsciously,—indurated and inert.

The constituency and conditions to which THE JOURNAL under Founder Mack ministered had changed when Mr. Selkreg took the helm. Babes born here when Priest & Benjamin came to the relief of Mr. Selkreg are now mature men and women. The paper now enters upon its fourth stage with a robust provision equaling its requirements.

51

Age may not relish acceptance of even modified Oslerism but it is wiser and more philosophical to bow to the inevitable. In the earlier years of Mr. Selkreg's management an old Franklin hand-press served, a horse-back carrier conveyed small packages of the output over almost impassable roads to four-corner settlements; and subscriptions were mostly paid in eggs, butter, potatoes and cord-wood.

When he admitted younger partners, in 1877, the five years' old daily, a six-column folio, was being printed upon a primitive Campbell country press, a proud machine then, because possessed of a cylinder and capable of power as well as hand-crank drive. A "pony" state Associated Press report, of 700 or 800 words, came to it daily, by messenger boy, from the Western Union Telegraph office, in the adjacent Wilgus Block. Miss Harriet Hollister received it deliberately and wrote it out in long-hand. There was then no code, no typewriter, no direct wire nor press operator. The franchise to obtain this service cost Mr. Selkreg \$5,000, in gold, in payment of which he was assisted by Alonzo B. Cornell and Francis M. Finch. The weekly rate was then \$16.50.

In my earlier experience in the office I was astonished and impressed by seeing Mr. Selkreg "compose" his editorials in a "stick." In other words he avoided the usual intervention of pen or pencil and paper. It is now a long lost art, as, indeed, is almost the hand-setting of metal types.

THE JOURNAL always justly prided itself upon the character, intelligence and expertness of its women compositors. They were a credit to it and to themselves. Chief of these, perhaps, was Miss Susan Ackley, at the "ad" case, who would compose column after column of "legals" or laws, in which an error even in punctuation, could not be discovered. Upon any mooted point in grammatical construction, orthography or punctuation, wherein dictionaries or encyclopedias were inadequate or too antiquated to avail, Miss Susan was the final arbiter. Your elder readers will be gratified to know that this gifted lady is living in serene leisure in her own home on East Green street, in this city.

Some of us recall the Fourth of July when Barnum's circus visited Ithaca, and paid THE JOURNAL \$500 for advertising. A portion of this money maintained a dozen barrels of ice-water upon the principal street corners that day, to the justified and outspoken disgust of several dispensers of fire-water.

Although political campaigns and elections imposed additional labor and expense upon this newspaper, it never permitted a candidate to financially share in this burden, during my connection with it. The only two candidates I recall who appreciated the added cost, and resented being refused permission to contribute their shares were the late Edward S. Esty and John E. Beers.

Our office commandments were to push hard for local public betterments, give preference to local over general news and to permit no words or sentiments tolerance in our columns which could not be freely read aloud in the home circle.

The village presidents and mayors have in succession made acknowledgment of the never failing aid of THE JOURNAL in the evolution of the primitive village of 7,000 or 8,000 into the down-to-date, cosmopolitan, little metropolis of 14,000 or 15,000.

Trolley franchises, sewerage, paving, electric lighting, enlarged fire department, street openings, city charter, new school houses, every step and trend for betterment has been sure of this advocate. The bitter and extensive opposition to the building of a bridge and extension of Stewart avenue, under the administration of Mayor Stewart, was one of the most amusing of vagaries viewed in the light of the assessment roll which ensued.

The accomplishment of the paper's management to which I accord "first mention" was its removal from Tioga street to the Titus Block, without intermission in its issues. It was done in an inclement early spring, under exceedingly hard conditions. But the main fact is that it was done. It called for the "scrapping" of a yet useful "Multipress," and the provision of a new \$10,000 Cox Duplex, but not an issue was skipped.

I wish that this centennial edition might bear a list of carrier boys from first to last. It would be a roster of our leading citizens and business men, in embryo and in fact. But that list complete cannot be compiled. The records for the entire period are not obtainable.

Through all the mutations to which THE JOURNAL, in its making, has been subjected during an entire generation, Hanson C. Smith the faithful press operator, has held to his post. He has surmounted the innovations of the "Phillips Code" and the typewriter, suggestion of which staggered him and most other operators, at their inception. To those who know the stress and strain to which Mr. Smith's brain and nerves have been enslaved the marvel is that this veteran can continue to report for daily duty.

I have to withstand the temptation to garrulity as thought revives the Ithacans I have known; the happenings at the office during thirty-five active years; and the sturdy advances, step by step, which Ithaca and the County have made during that span.

But large as your edition is, I can fairly, at this time, claim no more of its space.

And so I end as I did begin by felicitating those it serves upon the hundredth natal anniversary of THE ITHACA JOURNAL.

THE LAKE, THE INLET AND THE CANAL SYSTEM

BY CHARLES E. TREMAN

The pioneers of this valley and of the hills on either side, who settled here about the year 1800 found no navigable inlet channel, but, straggling creeks aimlessly wandering through lowland marshes, blocked by logs and stumps, rendering

even canoe navigation difficult. It was not until the construction of the Cayuga-Seneca canal, finished about 1828, that the Cayuga inlet was improved and made part of the canal system of the State. Cayuga inlet enjoys the distinction of being one of the few parts of the State canals which in the days of canal tolls made money for the State over and above the original cost of the improvement and the expense of upkeep.

State canals for many years, after the opening of the latter and until the development of the railroads, were the principal means of communication to and from Ithaca. Merchandise was brought here from New York and the east, thence conveyed by teams to Owego and sent down the Susquehanna River in boats to Pennsylvania. On the re-

turn trip from Ithaca grain and other commodities were shipped through Cayuga Lake to tide-water.

For many years boat-building was a thriving, prosperous industry, there be-

ing different building yards and dry docks, one below the Champaign Bros. building on the east side of the inlet and the other owned by B. F. Taber just west of the Stanford-Crowell plant. At the latter yard about 1889 was built the last canal boat, but, after that time several yachts and tugs were constructed in the same yard.

As Ithaca was a canal center for years, it increased in population, and, until the decline in canal traffic, it was fully as important a village as Syracuse, and, steadily developing both along agricultural and industrial lines. In 1817 a steamboat company was organized and built the first steamer on the lake, named the "Enterprise." She was eighty feet long and thirty feet wide. THE JOURNAL at that time spoke of her as "a night

boat with sleeping berths for passengers on their way from New York and New Jersey by stage to Buffalo, via Ithaca and Cayuga Bridge." The landing at this end of the lake was the same as it is now, then called Port Renwick. In 1827 the landing was changed from Renwick to Green's Landing, which old

residents will recall as the "Steam Boat Landing," just at the point where Cascadilla Creek flows into the old inlet channel.

The Lackawanna Railroad was extended in the 40's to the pier near the

present lighthouse, and, for many years its trains took on and delivered both freight and passengers at that point.

The agitation for lowering the lake level in order to drain our marshes began about 1850, when petitions were sent to

the Legislature to have the outlet near Cayuga opened up, but, the influence of the New York Central railroad, which had blocked the outlet to the lake, by a dyke and narrow bridge, and, the power owners along the Oswego River, were too strong to permit this much desired object being ac-

complished. Though it was intermittently agitated thereafter, nothing definitely was accomplished until the marshes were finally filled up above the present lake level by the dredging of the Inlet in 1912, and today large peach orchards and market gardens replace the acres of cat tails and marshes of the past. As a result of the efforts of many citizens, begun nearly fifteen years ago, under the leadership of "The Committee of Twenty-five,"

Ithaca is now a terminal on the Barge Canal system of the State. This was accomplished first by bringing about a change in the original route of the main Barge Canal, bringing it within four

miles of Cayuga village. To accomplish this a delegation of citizens went to Albany and appeared before the Canal Board. Then the improvement of the Cayuga-Seneca Canal, making it a part of the Barge Canal system, was first approved by the Canal Board, and, afterwards by the voters of the State in a referendum, and, citizens of Ithaca took an active part in the agitation leading to this improvement. Finally, in the legislation providing for terminals, Ithaca was specifically named as one of the places to be provided with a terminal.

6
In view of the rapid growth of cities on the great canal systems in Europe, those who believe in the future of the Barge Canal of the State, are enthusiastic as to the possibilities of the future development of Ithaca through its connection with the Barge Canal. The so-called "Industrial tract" made by the filling up of the marshes, is already beginning to show its usefulness in attracting industries to Ithaca, and, if our citizens pull together for a future development, there is no reason why Ithaca should not attain growth, in population, wealth and influence,—an end for which we all hope.

FIRST NATIONAL BANK OPENS

From The Journal, Feb. 24, 1864.

The First National Bank of Ithaca commenced business on Monday last at the store, 1st door East of the drug store of John C. Gauntlett, and directly opposite the Tompkins County Bank. The directors and stockholders are men of immense wealth and their intention is to so conduct their business as to assure to the new institution a fair share of public favor. The bank will remain in its present location until the completion of the new Cornell Library building, where rooms are being constructed expressly for it. A. B. Cornell, Esq., is cashier.

AN INGENIUS PLAN ADOPTED

From The Journal, Jan. 20, 1864.

The endurance, the pluck, the will, the ingenuity and tact of woman has never been half understood by mankind—not even by the most renowned poet and philosophers of history. We had an eminent example of this in our village on Friday last. "The Ladies' Volunteer Aid Society," in this village, has done much to relieve the suffering of our sick and wounded soldiers. Hon. Ezra Cornell had conceived the ingenious and very

impudent opinion that the work for the soldiers would progress faster if the ladies would talk less and therefore offered to contribute \$50 to the society if twelve ladies could come to the Farmers' Club room (the usual place of meeting), and sew all day and not talk at all! Miss Hardy, the secretary, took the matter in hand and on Friday last, fifteen ladies undertook to earn \$50;—and they did it! The money will be promptly paid into the society and the Hon. Senator will hesitate some time before he offers another wager to the patriotic ladies of Ithaca.

Personal Recollections of the Early History of Ithaca and Cornell University

By T. F. Crane

I HAVE been asked to say something about the early history of Ithaca and Cornell University, and I trust I shall be pardoned for the frequent references to myself, for I shall speak only of what I have seen.

My story should properly begin with that fateful day in October, 1868, when Cornell University was formally opened to students; but as my memory runs much further back I shall speak first of Ithaca before the days of the University.

I came to Ithaca a child of five in 1849, and lived for a year with my grandmother in the Wanzer house on East State street. Ithaca then, like other country villages, had no water or sewage system, its streets were not paved and I think gas had not yet been introduced. But in many respects it was a more important town than it now is. The only railroad was the one to Owego and the heavy coal and grain traffic went by way of the lake. The building of canal boats was an important industry. There were large paper-mills at Fall Creek and Fort Home (then known as Free Hollow), and great flouring mills on Six Mile Creek, where the Driscoll Brothers now have their lumber yard. The tunnel at Fall Creek, constructed by Ezra Cornell, was long one of the sights of Ithaca.

Somewhat earlier than my recollection the railroad from Owego entered the town by an inclined plane, the line of which can still be recognized on South Hill.

Of the early landmarks but few are left. The old Ithaca Hotel, a wooden structure with a broad veranda was burned in 1871, the Clinton House is still substantially the same as it always was. The Tompkins County Bank and Atwater's store are almost unchanged. Where Rothschilds' great department store now stands was the wooden store of Stowell and Sherwood, and next to it a private residence with garden running back to Green street, where my wife was born and lived as a child. The churches have all been rebuilt, some of them more than once. A fine old residence stood where the Savings Bank now is, and was once occupied by Mr. Cushing, Attorney General of the State, and afterwards by Mr. Ezra Cornell. There were picturesque law offices in little separate buildings extending to State street, and opposite a foundry of the Pelton firm and the postoffice in a very primitive wooden building.

There were practically no buildings on East Hill above Stewart avenue, which was not then in existence, and very few below it. The Ferris place was quite out of town, and as a boy I never got beyond it and the mill pond on Cascadilla Creek.

There was no public hall except the large room in the town hall, where I saw Tom Thumb, the Siamese Twins and the panorama of the Pilgrim's Progress. There were two schools: the Academy, which stood where the High School now is and the old Lancastrian (generally pronounced Lancasterian) school which stood near the Central school. The equipment of these schools was deplorable, but they had efficient teachers and turned out men like Eugene Schuyler and his brother Walter, now a retired general in the U. S. A., their cousin Howard Schuyler, Edgar K. Apgar, William H. Bostwick, and many others whom I may not name because they are still living.

The village was always beautiful with its trees and stately residences, and its inhabitants were noted for their generous hospitality and culture.

After many years of absence and graduation at Princeton, I returned to Ithaca in 1865 and have been here ever since. I had occasionally heard the name of Ezra Cornell, and reference to his great fortune, but he was not one of the original Ithacans and was little known, in spite of the fact that his first benefaction, the Cornell Library, was just completed. In that building were the post-office, First National Bank, Library reading-room, and various law offices on the first floor. One of these was occupied by the firm of Boardman & Finch and there I completed my law studies and saw Cornell University gradually grow into being.

Mr. Ezra Cornell had his office in a room next to the post-office and in that little room, which I occupied one winter while Mr. Cornell was in Albany, the first faculty meeting of Cornell University was held in October, 1868. Mr. Finch

was Mr. Cornell's legal adviser and I soon made his acquaintance and won his kindly favor. It was in the directors' room of the adjoining bank that Mr. Andrew D. White was elected President of Cornell University in the fall of the following year, (October 24, 1866). For many years the meetings of the Executive Committee were held in the Directors' room. Indeed the Cornell Library is full of interesting associations with the University. In the large basement room the entrance examinations were held and for many years Commencements and other University functions took place in the large hall on the second floor.

It is surprising how little impression the foundation of the University made upon the town. The opening was postponed a year and everything seemed vague and uncertain. The first, and for some time the only, building, Morrill Hall, was not completed until just before the opening of the University. Cascadilla Place had been designed for a Sanatorium, but turned over to the University for completion as a dormitory. Morrill Hall was expected to house not only the entire material university, but also sixty-four students in rooms in the two ends.

In the summer of 1868, Mr. White was in Europe purchasing equipment which began to arrive in Ithaca. With my own hands I unpacked the first books of the future noble library. Mr. Cornell was desperately ill all summer, but before he took to his bed gave an interview to a reporter in which he said that he hoped the new University would be able to furnish sufficient manual labor to support worthy students. It fell to my lot that strenuous summer to open and answer the thousands of letters from all over the country asking the details of Mr. Cornell's scheme. Everything was incomplete. The bridge over Cascadilla was scarcely finished when the University opened, and the Campus was in a state of chaos.

But I am not writing a history of the University and must return to the town. Of the new professors a few found houses, many took refuge in Cascadilla Place. Mr. White rented the house on Buffalo and Spring streets belonging to Judge Walbridge, where he and Mrs. White dispensed most gracious hospitality. The students filled the rooms in Morrill Hall and found quarters in Cascadilla Place and about the town, which now began gradually to climb the hill. How few are left of those who began with the young University! Mr. A. D. White is the only survivor of the original Board of Trustees. Professors Wilder, Law, Sprague, Hart and myself are the only ones living of the faculty whose names appear in the Catalogue of 1868-69.

The faculty meetings were held for many years in a room in Cascadilla Place, and later in the room in Morrill Hall now occupied by the Registrar's office. The University was still difficult of access. The E. C. & N. R. R., popularly known as the "Shoo-fly," had a station on the Campus in 1871, where Professor Willcox's house now stands and the bus to the trains took the few residents of the hill to their homes or to town. In 1872 a line of busses was established which left town every hour in the morning and twice in the afternoon. No student ever thought of using them and to me the most curious change in student life is the fact that able bodied young men now crowd the street cars and apparently are unable to walk even down the hill. There were no

University exercises in the afternoons and Saturday was a full holiday. It was many years before the Campus was graded and residences for professors and fraternities built upon it. Professor Law was the first to build on the Campus, then Professor Fiske and President White. I came third in 1874.

For a long time, however, the town was still the usual place of abode for students and professors, and the centre of social life. No fraternities had houses of their own. For many years the Kappa Alpha society occupied the upper stories of the Corner Bookstore. The first large hall for entertainments was in the top of the Wilgus building, which stood where Rothschilds' department store now is. Wilgus Hall was dignified by the name of the Wilgus Opera House and was a most dangerous fire-trap. It was used for student festivities, although balls took place in Library Hall and in the Ithaca Hotel. Commencement exercises were held in Library Hall until the building of the present gymnasium in 1883.

The students attended the churches in town and it was not until 1875 that Sage Chapel was completed and used as at present for sermons by ministers of different denominations from all parts of the country.

Meanwhile Ithaca was growing with the University and its economic conditions were changing with the building of the railroads to Cortland, Elmira and Sayre, and later to Geneva and Lyons. When the University opened in 1868, the only railway communication was to Owego, and to the north by the steamboats on the lake. In the winter, when navigation was suspended, it was necessary to drive to Cortland and take the train to Syracuse. For many years the only western connection (in addition to the one by way of Owego) was through Geneva to Lyons and the New York Central.

I have not space to dwell upon the important changes in Ithaca itself. The introduction of a sewage and water system and the paving of the streets have added immensely to the comfort and safety of life, while the electric railway has joined the town to the University and developed the residential section on the Heights.

While the town owes much to the University, it is also true that the University is greatly indebted to the town, now the city of Ithaca. From the very beginning the citizens of Ithaca have displayed an enlightened interest in the welfare of the University and contributed greatly to the comfort and happiness of its students. There has never been any division between "town" and "gown," and the people of Ithaca have been most generous in their support of all worthy student enterprises. Their hospitality and kindly personal interest have brightened the course of many a student and their friendly advice has turned many from the errors of youth. No student can spend four years at Cornell without forming a deep attachment, not only to the natural beauty of Ithaca, but to the friends who have done so much to promote his welfare and happiness.

THE Ithaca Fire Department has, as a rule, kept ahead of all other municipal departments of cities in our class. It was started that way when Charles Humphrey, Otis Eddy, Horace Mack, Robert Renwick, Newton Gunn, Henry Hibbard, Judge Walbridge, and their neighbors were allowed to organize and equip the first fire company, in 1823, two years after the hamlet was given a village charter. They were among the best citizens then and afterward in the village and county, as history amply shows. They could afford to buy a hand-brake engine and wait several years for the village to pay them back. Captain or Fireman Humphrey personally advanced the money, \$300, as big as \$3,000 in these days. It established a popular precedent for all who have followed Judge Humphrey and Judge Walbridge as local firemen.

When the second company was organized in 1828 another safe start was made by the appointment by the village trustees of another set of the solid and ambitious men of the village. The original company took a new engine that was named Number 2, and the new company had to accept the older engine that was

Number 1. Thus the strange mixup in names since 1828. That old engine was passed on to No. 4 and later to No. 7—used by four new companies.

The same remarks apply to the Hook and Ladder company that was organized in 1831 except that it was called officially Number 3. It was eleven years from No. 3's organization before Number 4 was organized, 1842, and the next year Number 5 came in as a hand bucket company. Number 6 was needed at the Inlet, to be near the various extensive plants, such as the grain elevators, storehouses, lumber yards, depot, hotel, oil mill, bridges, and business buildings, stores, residences, canal boats, boat yards, railroad round house and machine and repair shops. And there it has been alone, and performed priceless duty and service since its organization in 1853 as Hercules Engine Company, No. 6, and today Number 6 is as strong and effective and as much respected by the department staff as it ever was; and in some respects Big 6 is ahead of any other year of her history as a fire company, the only company without a permanent driver of its team.

Number 7 was given to the north end of the village in 1863, and Number 9 to East Hill for like reason in recent years.

The Protectives

Our Protective Fire Police, Number 8, as the title implies, fills a special duty of its own. Ithaca has seldom patterned after other cities in any regard nor has our Fire Department copied from others.

It stands in a class by itself, is original and is not expensive when its territory and disadvantages are considered. THE JOURNAL readers are familiar with the modern auto equipment of the department. It is really worthy of pride and faith in it.

The companies have had their periods of slumps, but not all of them at the same time, thus keeping a balance, and seldom or never falling below effective department strength. And in recent years they have grown annually in efficiency both in their equipment and life in quarters. That change for the better is realized and appreciated and hailed with joy by the whole city. The Department has been improved so much in all ways that one can safely claim for it superiority over departments in larger cities; a claim that has been made for at least sixty or seventy years and our older firemen say that the claim has never been denied.

The reasons for it are found in the confidence shown in the Department when money is required beyond the amounts voted by the Common Council. The taxpayers, and in the more than patriotic and generous manner in which every member of every company goes down into his own pocket to help purchase equipment and pay for improvements. No other fire department ever did it and none will do it like ours.

Always Have Shown Their Mettle

The quality of our firemen has been first rate since 1823 and it is first rate now, their pride and intelligence and rivalry are the foundation of the system that binds so many, 560, volunteers together without a penny in compensation. The few dollars taken from our firemen's reserve accident benefit fund throws light upon this point.

No city that I have visited for department investigation has any such company quarters, in proportion to size of city, nor such harmony in the department as in ours. It requires a much larger, stronger, better equipped and harmonious department for our steep hills and their wealth in buildings than if we were like some cities without such hills or without any.

Reforms in social life in the company quarters have come with the appointed department chief, not an elective or When elected he gave too much heed his electors. When appointed he is independent of them and dare to offend

them while doing his duty to the whole department and to the public. As the first to be appointed chief by the Fire Board in 1911 I felt the change, the difference in the effect of my efforts to improve several internal customs in the companies. That difference was healthy

for the Department and for the young men who were joining the companies or already in.

No municipal department is so near to all the people all the time as our fire department. It is the most democratic, the most generous and charitable organization in Ithaca. It serves the poor with the same valor and speed as it serves the rich; it flies in a zero night to a beggar's shack as gladly and quickly as to a banker's mansion or to a church or school. The fireman chances his health, his body, his life for anybody and everybody when the alarm sounds and asks no questions while on his fireman's job. All he asks in Ithaca is public appreciation and public encouragement. He will do the rest as his predecessors have done it since 1823.

I have been taught to believe by all firemanic records that THE ITHACA JOURNAL was an original member of the Fire Department and has so continued until today, by its countless encouraging articles, and because the proprietors, editors, writers, managers, foremen, and other persons on its payrolls were active members of different fire companies since 1823. Its founder, Ebenezer Mack, for 25 years, and its editor and proprietor John H. Selkreg, for 40 years, were the favorite orators of the firemen in Ithaca. THE JOURNAL has always maintained that nothing is too good for our firemen, saying in effect that they have earned far more credit than the public could possibly realize.

It took such a catastrophe as the burning and the falling walls of the Chi Psi fraternity house, by which six lives

were lost, three of our own firemen and three students, to give emphasis to the profound importance of a fireman and the dangers that attend him in action. THE JOURNAL saw it and made it plain to its readers. THE JOURNAL has always been a powerful and consistent friend of our firemen.

Department's Centennial

A question of local history may be of interest to THE JOURNAL. Must the department wait until 1923 to celebrate its own centennial? When the first company was organized in 1823 half of its members were relieved from company duties at fires. Why? Because they had been doing turn-about duty as watchers for night fires for years.

The village records do not tell how long and they may have been doing night watch duty when THE JOURNAL was founded, in 1815, seven years before. The hamlet must have been of some size to support a newspaper in 1815. It did not spring up suddenly like a gold-field town. Thus the Fire Department is interested in the question of a centennial and it wishes THE JOURNAL another one in 2015.

The pages of THE JOURNAL, if they

could be collected would present to us almost a complete history of the department. A large volume it would be and great things it would tell: trips by companies to distant counties and far away states, with Whitlock's and other bands and quartettes, when governors, and statesmen and famous departments entertained our own; how, and when and where our companies won county, district and state first prizes in tremendous competitions; how the wealth represented in early days of our firemen was maintained for fifty or sixty years; how the expense began to grow burdensome, and the trips ceased, and how our firemen entertained visiting firemen like

lords of boundless estates and gave our home department a wide name for its hospitality until that custom ended because the costs of modern equipment are

too heavy to meet and permit the acquirement of modern improvements and equipment by the companies.

A modern fire fighting machine costs more than all the equipment in the department in 1870, the year before the

great fire when we had no steamers. It was that fire that caught Ithaca in a deplorable condition and three steamers were purchased immediately, for Numbers 1, 2 and 6. Number 6 steamer is still in use, but overhauled and improved. No. 2 has another, a newer steamer. No. 1 has none now.

Old times are revived at company banquets now. They help to cheer the boys up and make a fireman's life worth living. They lack the elaborate programmes and menus of old days, but they are enjoyed just the same and cement the firemen in friendship as of old.

As long as the rivalries of the old Ithaca department are retained by the department of today and tomorrow and old Ithaca traditions are kept sacred, Ithaca will reap the grand benefit.

THE GREAT FIRE OF 1871

Many Ithacans remember vividly the fire which, on the night of August 22, 1871, swept from the iron bridge on South Aurora street, where the Driscoll planing mill now stands, north to the Ithaca Hotel corner, down Six Mile Creek to Tioga between State and Green streets, besides scorching several places of business on the south side of State street and at one time threatening to wipe out the entire business district of the city.

Some excerpts from the newspapers printed at that time will undoubtedly prove of interest to JOURNAL readers of today. Eleven dwellings were burned and fifteen families were rendered homeless, and the calamity roused the citizens to action that resulted in the present sys-

tem of water works and modern fire fighting apparatus.

THE JOURNAL of August 29, 1871, after recounting the stories of the origin of the conflagration, said:

"While the fire had been rapidly extending southwesterly along Six Mile Creek, the right wing had soon swept up all the stables of the livery and hotel barns along Aurora street, and attacked the new south wing and the eastern part of the Ithaca Hotel about the same time. The hotel was soon in flames and the scene was terrible. A large space of ground had been burned over. The smoke and heat had become almost unbearable. The streets were filled with property of every description. The firemen worked as never firemen labored before. The whole population of the village seemed to be in the streets, some to help, others in great alarm, and all eager. The hotel was filled to its utmost capacity and the guests and boarders were hustled and hurried into the streets. The occupants of the stores all the way on the south side of State to Tioga were moving their goods, and such a scene of turmoil and excitement was never before seen in Ithaca. What with the great crowd of people, men, women and children, the rushing to

and fro of persons with goods, which filled the streets, the crash of the engines, the roar of the flames and the noise of falling chimneys and walls which came crashing down at frequent intervals, the flying cinders which filled the air—the excitement and terror was enough to make the stoutest heart quail.

"But no efforts of the firemen could avail against such odds. Some of the engines had to be sent away to follow the course of the fire towards Green street. The others fought nobly against it at the hotel corner. The heat was most intense—so terrible that it seems impossible that any man could stand where the firemen had to stand and live. And yet these noble men did stand there and kept three streams upon the fire. All they could do, however, was to somewhat check it—and in a short time the Ithaca Hotel was only a smoking mass of ruins. * * *

"That the fearful destruction of property already witnessed was only the beginning of what was to come, was the painful conviction being forced upon every one. It was now after three o'clock and the advancing dawn had almost appeared, when suddenly upon the hill sounded the whistle of a locomotive which all knew at once was bringing to our assistance the steamer which had been telegraphed for soon after the beginning of the fire. The sound of the whistle was greeted with cheers and a great weight of fear and anxiety was lifted from the minds of all. Forty miles an hour had the locomotive raced to bring us this aid. As soon as possible Ah-wa-ga Steamer No. 6, and Tioga Hose Carriage No. 7 from Owego were brought into action and in a brief space of time the course of the fire was stayed. It was a most delightful sight to see the streams of water which this steamer cast and witness the shingles fly from the roofs.

A long and severe struggle took place on State street at the Culver block. Two engines were finally brought into action. In the second story of this building was THE ITHACA JOURNAL office. For more than four hours it was an open question whether there would be any office in this block to print the reporter's account of the fire when written. But pluck finally won the day.

"The following are the losses, so far as we can ascertain:

Timothy Hollister.....	\$ 7,500
Hyatt & Oltz.....	\$ 3,750
Amos McKinney, livery.....	4,000
Chauncey Cowdry.....	3,500
A. S. Cowdry.....	10,000
George L. Clapp.....	600
H. W. Girard.....	5,500
J. D. Carpenter.....	3,500
Theodore Dobrin.....	\$ 1,800
Ithaca Hotel, Welch & Son.....	30,000
John Gauntlett.....	9,000
H. F. Randolph.....	6,000
Geo. A. Johnson.....	1,000
C. L. Bellamy.....	2,000
Mrs. D. D. Spencer.....	4,000
C. R. Sherwood.....	25,000
W. H. Willson.....	1,000
C. F. Carns.....	250
Heggie & Hoyt.....	20,000
Culver & Bates.....	25,000
C. F. Blood.....	250
G. W. Brink.....	500
Uri Clark.....	1,000
C. M. Titus.....	2,000
Beers & Goodrich.....	7,500
John Ross.....	1,000
Moore, Watkins & Martindale.....	20,000
Sheldon & Shirley.....	3,000
E. S. Esty.....	12,000
VanHouter & Howland.....	10,000
Wilgus Bros.....	4,000
Andrus, McChain & Lyons.....	5,000
Isaac M. Beers.....	4,000

. Making a gross loss of \$192,100, with insurance of \$100,800.

The Weekly Democrat estimated the losses at \$250,000.

At a special election held in Ithaca September 28, 1871, the proposition to raise the sum of \$10,000 by special tax, for the purchase of two steam fire engines, was carried by a majority of 240. The vote was: 269 in favor; 29 opposed.

That same year the city purchased 25,000 brick and 12 barrels of lime and constructed fire cisterns, the first being located at the corner of State and Aurora Sts. There was an ordinance passed compelling the installation of roof hatches and ladders, as an aid in the time of fires, in all tenements.

The Fire Department has passed through numerous fire-fighting stages, the hand-drawn hose-carts and the horse-drawn carts, until today the department is highly motorized. No. 1's was the second company in Ithaca to have a motorized apparatus, following in the path of No. 5's prior to the World War. And the Cayugas had the first American LaFrance in the department.

Company's Apparatus Newest

Today the company has the newest piece of apparatus, an American LaFrance truck equipped with a centrifugal pumper with a capacity of 1,000 gallons per minute, a 100-gallon booster tank, a deck pipe for heavy streams, with water supplied either by the booster tank, or hydrant, and it carries 1,000 feet of hose. It has a 12-cylinder motor.

Present chair officers of the company are President Frank J. Wilcox, Vicepresident Clayton L. Cook, Treasurer Louis W. Sullivan and Secretary James E. Barry. The trustees are Walter F.

Fisher, John P. Cleary, and Gilbert B. Hart.

The line officers are Capt. L. Gerald Rich and First Lieutenant Frank P. Sammons and Second Lieutenant Francis Clark.

Hickey Toastmaster

Joseph F. Hickey, a life-long member of the company, will be toastmaster at Thursday's dinner. Guest speaker will be Louis P. Smith, former mayor of the city, while also on the toast list are Mayor Joseph B. Myers, Chief Bernard J. Reilly, Assistant Chief Raymond Travis, and Commissioners Ernest D. Button, Arthur J. Burns, and Lawrence J. Gaurnier.

Mayor Myers was foreman or captain of No. 1s from 1894 to 1896, and is one of the company's oldest members. He transferred his allegiance to Torrent Hose Company No. 5s, when that company was enjoying success as a championship running team, but he has always maintained an interest in the activities of the Cayuga Hosemen.

HALSEY MILL FIRE

From The Journal, June 11, 1874.

Shortly after 2 o'clock this morning the dread fire alarm, which had not been heard on our streets for an unusually long period, was sounded by the clamorous tongue of the old Town Hall bell, causing hundreds, yea, thousands, to drowsily leave their couches and peer forth, to see "What's to pay, now?" A light was soon seen from all parts of the village, the direction of Halsey mills and thither the crowds of firemen, students and citizens hastened, and found the mill wrapped in flames. Since Halsey's mill was burned in 1845, and rebuilt, there has probably never been a fire in that direction but everyone when going to it, believed it was "the mill." That the fire was caused by an incendiary, there is no doubt. The mill has not been in operation for two or three months, and no light or fire had been about it for 10 days.

The heat was intense, and the pipemen were obliged, in order to get near enough to reach the building, to put up artificial protection in the shape of old barrels, doors and boards. The loss was \$40,000.

Ithaca Journal

May 1938

Cayuga Hose to Observe 110th Anniversary

Cayuga Hose Company No. 1, second oldest fire-fighting organization in the city, will celebrate its 110th anniversary at the Eagles Ball Room Thursday at 7 p. m.

When Ithaca was in its infancy, in 1828 the work of protecting the village from the threat of fire was progressing and one of the steps was the formation of the Red Rover Company No. 1, which later became the Cayuga Hose Company.



A Plea For Its Preservation---An Important Memorial of Early Ithaca--- By Mrs. Henry A. St. John

Since the city hall is so much dis-russed today, it might be of interest to give a sketch of its history and something of the period preceding and succeeding. But first, we would attempt to remove the impression that the hall is a "blot on the landscape." Originally it was not ugly. That it is beautiful as it stands today, we shall not contend. The picture of 1868, taken from the "top balcony," or circular walk on the cupola of the old Clinton House, visualizes the charm of the ancient building in the landscape, with one university building in the background. You can see for yourself that the lines are good, and as well known an authority as Wm. H. Miller has often and only recently comforted us by the assurance that with the restoration of the cupola, the removal of what does not belong to the original, and suitable repairs, it would no longer be considered ugly, but a dignified and harmonious specimen of early Ithaca architecture.

Andrew D. White's View.

It will surely benefit our cause to emphasize the fact the former president, Andrew D. White, also, was an admirer of the antiquated building. He once said that it would be an act of vandalism to demolish it—that in old-world cities it would be preserved with veneration.

Have you ever noticed how the beautiful new postoffice harmonizes with the village hall? Stand on the opposite side of the street, shut out, if you can, the horrid additions and the disfiguring annex, and unless prejudiced beyond reason, you will see what we mean. We were rejoiced to learn that the government contractor who built the postoffice admired the old hall and expressed himself to the effect that it would be shameful to destroy it. He advised, among other things, restoring the small window-panes to add to its harmoniousness.

So far as we know, Duncan C. Lee, the author of "Picturesque Ithaca," is the only person in later years, to write in praise of the exterior. He wrote, "The old town hall, erected in 1843, stands in all its simplicity near the center of the city, a mute, yet eloquent protest against the gingerbread or Queen Anne style of later days. It is safe to say that the new \$100,000 federal building which will soon stand beside the steeped hall, will not teach succeeding generations any purer ideas of architecture than has its old-time neighbor."

Upon rather general inquiry, we find the building has many warm friends who agree that barring the abuses which have humiliated it, the structure should endure, and endure because, with small expenditure it could be rendered pleasant to look upon. Does anyone respect the few colonial houses in Geneva street and near DeWitt park? Would not the old Dutch church, Parthenon-like, be appreciated today, had it not been neglected beyond restoration? Examine Walton's picture of East Hill, 1836. Of course no one considers the beautifully preserved Tompkins county bank and the still earlier bank, now utilized for business purposes, intruders. They have many admirers. And that grand pillared Clinton House, which because of its elegance and appointments, "equalled by few and surpassed by none in the state," (Atkinson's Casket of 1832) which with its advent brought great notoriety to Ithaca, is admired by nearly every passer-by today. The little hall is less imposing than these. But pray give it a chance! It will uplift its battered forehead, and even newcomers shall realize its attractiveness. May it not, then, serve to reveal to everyone that Ithaca really had a past, and one public buildng to add to its dignity?

What We Mean by Early Ithaca.

Bear in mind by "early Ithaca" we do not mean the hamlet of the first fifteen years or more. There were strong and able men among the earliest settlers, who bore the brunt of the wilderness state. An indication of light amidst apparent darkness was the little library established in 1806. This library, through the century misrepresented, was provided with 200 excellent books, when the inhabitants consisted of twelve families. A printed certificate, happily preserved, reveals its location at Cascadilla Mills, its name, "Ithaca Library," the fact of its incorporation, that it had a librarian, a seal, and that shares sold at \$2 each. An "Abstract of Bye-Laws" is printed, to which is appended a "Catalogue." The library was removed to a more central location and joined to another, later. It was useful for about 15 or 20 years, however.

The early hamlet was in swaddling clothes in 1806, when Simeon DeWitt christened it Ithaca, after the ancient city in the Ionian Sea. He was not responsible, however, for the classical names that featured the towns of Western New York. Find "The Geography and Antiquities of Ithaca," by William Gill, and examine the plate of Ithaca (the Grecian City) and you will see the resemblance that led DeWitt to give the name to the city of his choice. Apparently it was about 1810 when DeWitt decided to make Ithaca his future residence. Two letters are preserved (Landmarks of Tompkins County, 1894) which throw light on this fact. At this time the village had "near fifty houses."

1811—The turnpike between Ithaca and Owego was completed by the enterprise of two unusual men—James Pumpelly of Owego and Luther Geer of Ithaca. Geer was early Ithaca's most far-seeing and public-spirited resident. That little road greatly stimulated business. Some idle man, as the story runs, "counted one day as many as 800 teams, laden with Cayuga plaster transported over this turnpike.

DeWitt Clinton, as Canal Commissioner in 1810, considered there was a better way to promote Ithaca. His idea of connecting the village with the outer world by canal, was greatly resented. So welcome a guest was he in 1810, as he approached Ithaca from Owego that residents along the way placed logs across the turnpike to retard his coming, and show him that they

resented his interference. In his private journal he wrote, "The situation of this place, at the head of Cayuga lake, and a short distance from the descending waters to the Atlantic and about 120 miles to the descending waters to the Mississippi, must render it a place of great importance."

1815—In this year Jonathan Ingersoll established a Democratic newspaper, "the earliest in this section of the state."

Desired banking privileges were made possible by an act of legislature, which led to the establishment of a Branch of the Bank of Newburgh. It was quartered in the commodious building built by Luther Geer, its first president. Charles Conner was cashier and lived in the bank. The property was that sold and removed a few years since by the Rev. E. A. George to West Mill Street.

The Earliest Paper Mill

1819—The earliest paper mill established in the county, built by Eddy and Matthewson. The original building still stands and has the honor of serving the community these 100 years. For a long period it employed a considerable force and produced writing, printing and wrapping paper. In 1823 the mill, passing through several hands, was purchased by Eben Mack, who in 1825 formed partnership with William Andrus, from Hartford, Conn.

Musical Monitor, published by Ephraim Reed, who came to the hamlet in 1813. The Monitor "Being a Collection of Church music, comprising Psalms and Hymn Tunes, Selected from the Most Eminent Composers." Also containing "The Elements of Musical Science, for the Use of Schools, by W. J. Edson." In this book is an original song, "Ithaca." Edson lived in this village. The Musical Monitor went through many editions and was sold by all the principal booksellers in the United States.

A branch of The Federation of Choral Societies was formed this year. At conventions of this organization "grand concerts and oratorios were given."

Ephraim Reed's Singing School was advertised. Lessons were given in the building, partly finished and incorporated afterward as the Ithaca Academy.

William J. Edson advertises as instructor of singing. This Singing School instruction developed into a Musical School, which for about two decades was supported by pupils in and outside the village. Examples of Dr. Edson's work, which was both instrumental and vocal, are still remembered as delightful.

Tompkins County Agricultural Society

The Tompkins County Agricultural Society had the honor of being the first to organize after, and only two days later, than the New York City Society. The first annual fair, Oct. 26, 1819, was entered into with enthusiasm by the best people of the village.

It was that very year that Simeon DeWitt published his "Considerations on the Necessity of Establishing an Agricultural College."

1819—Cobb's Spelling Book, published and printed in Ithaca. From this date the village became a publishing center. Lyman Cobb, A. M., a native of Caroline, taught school while completing his spelling book. The neighboring farmers helped him to finance its publication. Mack and Searing published it for New York and the middle states.

Millions of copies were sold in this and other states. Cobb's series of Spellers, Readers, Arithmetics and Dictionaries followed in rapid succession. He advertised to give academic instruction in the village in 1819, before the academy was organized. Cobb's "Abridgement to Walker's Dictionary," printed by Mack and Andrus in 1828, contains a noteworthy "Appendix of words in common use in U. S. A. not found in Walker's Dictionary."

The Steamboat Company.

1819.—Steamboat company was organized. It was "resolved that a steamboat should be built to run from one end of Cayuga lake to the other." The machinery for the "Enterprise," as the steamer was named, was made in Jersey City and brought to Ithaca by teams. It carried passengers, and was also part of the mail line from Newburgh to the west. On the organization of the steamboat company, David Woodcock, Esq., was elected to its presidency. He was an able lawyer and important factor in early Ithaca. He built the fine house, on the corner of Tioga and Seneca streets, where the Savings Bank building now stands. It was in this house that Ezra Cornell lived for many years. Within its walls he conceived the idea of building the university. The vessel was 80 feet by 30 with an engine of 24-horse-power, and her speed was 8 to 10 miles an hour. That this was truly enterprise may be seen as it was only twelve years after Robert Fulton's first steamer was launched. The May day in 1820 when the Enterprise set sail, was indeed memorable; interesting accounts of which may be read in both newspapers of that week. Enthusiastic people gathered on the shores between Ithaca and Cayuga. With a party of 150 ladies and gentlemen on board, the steamer reached Cayuga bridge in eight hours, having made several landings along the route.

The Ithaca Republican.

1820.—The Ithaca Republican, later the Chronicle, a Whig organ up to 1854, was a newspaper ably conducted, by its founder, David D. Spencer, and had an uninterrupted existence for nearly a hundred years. The firm name lasted many years. A brother of Mr. Spencer, Anson, later became associated with it. They also conducted a publishing department and bookstore. One book in the twenties bears the name of Spencer. The charming Views of Ithaca, by Solomon Southwick of Albany, who frequently lectured here, was first published in the Chronicle and afterward issued in book form.

1821.—The Genesee Conference (Methodist) in 1821 resolved to establish within its bounds "A University for both sexes." "The go-ahead business men of Ithaca at once took steps to secure the location at that place." Early in 1822 the "Regents of the University granted the charters of the Ithaca and Geneva Colleges." The Ithaca institution was to be practically undenominational while under visitorial supervision of the conference. The land selected (where Cornell now stands) was given by a New York gentleman; committees were appointed, plans drawn, \$10,000 was at once raised in Ithaca, and the village treasurer, David Ayers, one of the most quarrelsome of men, was sent by the Conference to raise endowment funds elsewhere. In 1821, a traveller,

in visiting Ithaca, wrote: "A University for both sexes is now founding upon East Hill, between Cascadilla and Fall Creeks. Some large literary establishment has been wanting in the western part of New York State. The wealthy landowners require for the education of their children a more convenient institution than that of Hamilton or Schenectady. Ithaca will be the place where all those minor academies and institutions will be centered, the great flourishing temple of science." Plans were drawn in 1821 for four stone buildings. Committees were appointed to superintend the building. Advertisements appeared in the papers for receiving bids for making brick and for furnishing lime and stone. That splendid Virginian, Dr. Joseph Speed of Slaterville, was chairman of the building committee. Suddenly a halt was called and everything was ended. Circumstantial evidence can be shown from three sources to prove that this university did not materialize because of a violent disagreement between the two men most active in the enterprise, and because of the cry of "misappropriation of funds." In a word, Ithaca would now be about to one hundredth, instead of Cornell its fiftieth anniversary, but for D. Ayers.

1822.—Sodus Bay Canal project. It is not generally known that it was Surveyor-General Simeon DeWitt who originated the project of a ship canal from Sodus Bay to Lake Ontario, in order to connect Ithaca with the Great Lakes. DeWitt knew the waterways as few men of his day or since, as he was one of the Erie Canal Commissioners with DeWitt Clinton. One reason why the Owego-Ithaca railroad was not sooner built, was Simeon DeWitt's eagerness for the canal in which he had been interested since 1805. In 1829 the Sodus Bay Canal was authorized by the state, a company having previously been formed with \$200,000 capital. It was to be completed in five years. The charter was amended in 1836 to admit of the construction of a canal 100 ft. in width and 12 ft. in depth. The stock was taken up by a few people of great wealth and enterprise. To render the stock more profitable the company had made large and judicious purchases of land along the route. Little wonder that Ithaca people expected great things of the canal. It may be laudable now, it was reasonable then. Little wonder that Henry Walton in 1838, painted the picture of South Hill with ships at the head of the lake.

Ithaca Academy.

1823.—Ithaca Academy incorporated. From 1819 an academy department was spasmodically conducted in the partly finished building—designed for a school, built upon land given by Simeon DeWitt. It was a little wooden building which in 1840 was moved in the rear of the then new brick building, which in turn gave place to the high school. Most excellent teachers served in this academy.