

Scenic Ithaca: A Rare Combination of Beauty and Grandeur

IF the most distinguished scholars, churchmen, statesmen, scientists and artists of America and Europe who have also been world travelers, and visited Ithaca, pronounced its scenery the greatest combination of beauty and grandeur they ever saw, it is rational for a citizen of Ithaca to make the same statement and to hold to it against any who may doubt it. General U. S. Grant, when President, and upon a visit to his son in Ithaca, while the son was a student at Cornell in the class of '78, in the writer's hearing, made that statement. In effect Chauncey M. Depew made it. Henry Ward Beecher made it. Bayard Taylor made it to President Andrew D. White.

Lord Kelvin, when in Ithaca made this statement: "I have visited nearly all the important universities of the world, but the site of none of them may be favorably compared to that of Cornell, with its commanding situation and its wonderful campus." Bishop Lynch, the most distinguished Catholic clergyman in his day in our Southern states said, in the writer's hearing: "I have visited Europe fourteen times and always traveled extensively to behold God's best works and never have I beheld such a soul and heart satisfying view as this." Bishop Lynch stood on East Hill near the Chi Psi house, then the residence intended for Mrs. Jennie McGraw Fiske. And thousands more have made similar expressions.

Visitors as well as old residents differ in their opinions upon the most favorable and most satisfying points of view. All admit that it is a ravishing combination of natural and embellished beauty and sublimity; an inspiration to the natives of the county and an amazing panorama to the student of nature. He who has once found a home in it and removed to some other quarter of the earth never ceases to extol and revere its memories. Earth has only one Ithaca, to them.

The pictorial sections of the Centennial Number of THE ITHACA JOURNAL present a fine series of views, old and recent, that must win praise from all who see them, but they cannot do justice to nature and the wonders that God and man have lavished upon our hills, plateaus, valleys and gorges; our lake, streams and ravines. They will serve as reminders, as suggestions; and that will be accomplishing much in distant homes where this number may be sent.

Fall Creek, Taughannock, Enfield Creek, Cascadilla, Six Mile and Buttermilk creeks, Lick Brook, Burdick's, and their gorges, falls and glens, besides many others, have retained their old time wonders and attractions; wonders that, like Niagara, placed Ithaca on the map of the world. Trees, shrubs, vines and artistic additions to them, planted at private expense by civic patriots, have increased their beauties and the pride of the residents of this city.

The once almost barren farms on East Hill are now the Cornell Campus, a marvel of wealth in architectural, landscape, residential and agricultural advance. And the Campus, great as it is in area, is surrounded on every side by an equal wealth in residential beauty, and life, and intelligent development; many elegant homes standing on the very brinks of the rocks and crags that overlook several of the vast gorges named, and mansions extending out into the Town of Ithaca toward the towns of Lansing, Dryden and Caroline.

Commercial and university interests, united with the agricultural interests and with the wealth of the Empire State, and aided by some of the most famous and richest philanthropists of America—Ezra Cornell, Andrew D. White, William H. and Dean Sage, Henry W. Sage, Hiram W. Sibley, Andrew Carnegie, John D. Rockefeller, Mrs. Russell Sage, John McGraw, Oliver H. Payne, George C. Boldt, Goldwin Smith, Willard Fiske, and others, have made that Eastern Hill the most celebrated the world over. But it is a part and parcel, and woven into the warp and woof of Ithaca.

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The mechanic has not yet arrived with an instrument nor the photographer who has been able to reproduce the scenery of this vicinity upon canvas or in newspaper. THE JOURNAL frankly admits that such a thing can never be accomplished, because the art and genius of man cannot produce in art the standard of nature that Ithaca represents. The hills would demand space beyond the dream of man's art in height and length. The gorges would demand space equal to their own tremendous

gulfs, and crags and waterfalls. The valley and lake would demand their own gigantic length and breadth. The exquisite beauty of glen and ravine, of slope, and avenue, and stream, and plateau until the table lands above them all were included in the pictures would

, like the reliefs that decorate them in summer days, call for the brush and colors of the Almighty Architect and Artist of this universe.

THE ITHACA JOURNAL presents today a generous galaxy of pictures that, at their best, will only freshen memories and traditions and furnish pictorial and printed keepsakes for thousands of its patrons whose pride in our local history and scenic wealth will aid them to realize the meaning of the task which THE JOURNAL assumed as a desirable, useful and instructive celebration of its own centennial.

But THE JOURNAL and Ithaca and Tompkins County have so close a likeness, such an unbroken and mutual life and success, interests so interlocked and lasting, that the daily, and weekly, and yearly actions and achievements of its readers and patrons make a history of one the history of the others, a fact that must be self-evident to old Ithaca families and to old readers of THE JOURNAL, far and near, as well as to the recent comer to the City or County.

T. W. B.

Trumansburg Item Shows Flood Damage in 1833

Ithaca Journal

July 30 1938

By JOHN G. BROOKS

That history repeats itself is evident from a newspaper article published in the Trumansburg Advertiser of May 16, 1833, and recently brought to light by Mrs. Keith Sears of Trumansburg.

This article, which describes the ravages of a disastrous flood that wrought widespread destruction throughout New York State and neighboring regions was reprinted in the July 15 edition of the Trumansburg Free Press.

Curious to know just what damage was wrought in Ithaca, I searched the files of The Ithaca Journal, then called Ithaca Journal and General Advertiser, covering this period in 1833. In its edition of May 22, 1833, the Journal devotes nearly one column to recording "Damage by Floods" most of which is a verbatim copy of the article mentioned above and giving due credit to the Trumansburg Advertiser.

Rivers Overflow

The article goes on to state further that the rise of water in the Hudson was unprecedented and that "the entire extent of the Pier and Quay Street in Albany was from 8 to 12 feet under water." The Mohawk too had overflowed its banks and "on the Susquehanna, the Delaware, and Tioga, great losses have been suffered by the rapid rise of those rivers and several lives lost."

"Further Accounts of Damage by the Late Floods" are published in The Journal of May 29, 1833, and record that the "Tioga, Canisteo, Conhocton, Cowanesque and Chemung rivers were literally lined with rafts, arks, shingles, logs, etc., destined for market at the first rise of water. No exertion could save the lumber. The sudden rise baffled every effort and swept away rafts, arks, shingles, timber, etc."

Scattered Areas Hit

Other accounts copied from various papers throughout the state reveal widespread destruction in such scattered areas as Cherry Valley, Pulaski, Watertown, and along the Black River, Broome County, and Canajoharie.

The silence of The Journal in regard to conditions in Ithaca might lead us to infer that this village escaped the ravages of the cloudburst that brought such terrible damage to Trumansburg and vicinity.

Herewith is the article as it appeared first in the Trumansburg Advertiser:

We have delayed issuing our paper for a few hours, that we might be informed correctly as to the amount and nature of the loss sustained by the unprecedented flood that is now rushing past our door. The sound of "the abundance of rain," which gladdened our hearts on Saturday ceased about midnight

(Tuesday). . . . Fears began to be entertained at dark last evening and this morning rumor told of devastation wide. The north end of treman's stone dam in this village, the entire dam of King's Furnace and the dam of Sheppard & Williams, the looms at Widow Lewis' Clothing Works, and at Campbell's Sawmill and at Cook's Sawmill and Plastermill were severally swept away. We learn of no further injury on the Trumansburg Creek.

From the lake for 12 or 15 miles into the interior upon the Halseyville Creek, not a solitary ram or bridge remains entire. Goodwin's Point presents an appalling prospect. Charles Evans' house together with all its contents, floated into the lake, the family having to be carried off on horseback, the last one not having arrived to a place of safety before the house fell. The house of William Tripp being surrounded with water, and its foundations beginning to tremble, the family fled to a spot a little elevated on the beach of the lake, for safety. They had nothing to shelter themselves from the storm and Mr. Trapp returned to procure a Buffalo Robe, when lo, the house had floated about 30 rods toward the lake, and the family was taken from their unpleasant moorings this morning by a skiff—his barn, cooper shop, stock and tools, bee-hives were swept into the lake—an excellent garden and fruit trees entirely washed away, the creek having formed an entirely new channel. Jacob Swart's cooper shop, stock and tools all gone—house entirely surrounded by water, filled—but saved.

Mrs. Radly, with a child under each arm, endeavored to make her escape to higher ground, but the water being waist deep and the floating timber impeding her way, she sought shelter in a barn and remained until morning, having saved nothing of their clothing but what she and her children had on. The dam and bridge at the Point and the bridge at the Gun Factory and at Jerome's Mill are entirely swept away.

The oil mill of H. Camp & Co. together with a large quantity of flaxseed and oil was carried away. Their loss will not fall short of \$2,500. We next come to the scene of desolation at Halseyville. Judge Halsey's loss is the most severe of any, having carried off two mill dams, two double carding machines, two fulling mills, a new saw mill and his old grist mill. His loss at the lowest estimate will mount to \$3,500. Kellogg's mill dam together with the woolen factory, carding machines, clothing works, barn and dwelling house, occupied by Robert Beckwith were swept away. Not a vestige of the house was to be found in the morning, the family having evacuated about midnight. Mr. Beckwith has thus been deprived of every vestige of household furniture and clothing, together with a horse which was carried off by the flood. It was with great difficulty that he succeeded in rescuing his family from destruction.

We barely mention that the

mill dams of Atwater and Bradley at Middleburg (Waterburg); George Weyburn's and two of Judge Swartout's at Perryville, Elder Sear's and two others at Mecklenburg; Stockholm's and Manderville's on Bolter Branch are gone. In consequence of the total destruction of the bridges on Halseyville Creek, the stages are interrupted in their trips between Geneva and Ithaca.

Eastern States Damaged

The reports of flood damage which have been coming in from the eastern states during the last week of persistent downpours, give added interest to this old-time record. The superstitious may blame the present conditions upon St. Swithin, but the meteorologist of the American Air Lines, Wilbur Pereira, seeks a more practical explanation.

In the Herald Tribune of July 24 he states that the recent rains were caused by a "cold front," which has been static over the eastern seaboard, instead of moving on after a day or two as such "fronts" normally do. Precipitation results when the warm, moisture laden winds from the tropics come in contact with this "cold front." At any rate nature seems to be playing a huge joke on the flood control engineers who have been marooned by flood waters in a Keuka Lake Hotel. Human ingenuity may be able to curb the damages of flood waters to some extent but can never hope to cope adequately with the tremendous forces released in times of abnormal downpour.

Ithaca 'Truly Delightful' Century Ago, Wrote "Pedestrian Tourist" In Old Book Found by Cornellian

Journal November 22 1926

In the Autumn of 1821 Ithaca consisted "of about two hundred and fifty houses," but its situation was "truly delightful" to the author of "A Pedestrian Tour of Two Thousand Three Hundred Miles in North America"—one P. Stansbury, whose account of his journeys, "embellished with views" was published by J. D. Myers and W. Smith at No. 59 Fulton Street, New York, in 1822.

A copy of this interesting and entertaining volume, telling of a journey made more than a century ago, was picked up by chance in a second hand book shop by Prof. H. J. Metzger of the State College of Agriculture at Cornell. The front-piece is entitled "Upper Chasm of Fall River," and the text also contains a view of the "Great or Lower Fall of Fall River," both obviously meant for pictures of Fall Creek in Ithaca, for the author, who traveled on foot from New York to Albany, Utica, the Genesee Valley, Niagara, and on through Eastern Canada, and back by way of the New England States, seems to have been more impressed by what he saw along the course of Fall Creek and Taughannock than anything else in his journeyings, not excepting the Niagara River.

In a "preliminary address" he informs his readers that he did not travel by stage coach because in them "we are in a manner, sailing upon land, where the limited prospects, obtained through the windows of the vehicle, pass away like confused dreams and airy bubbles of the imagination." He also rejected horseback for pedestrian travel, occasionally making use of a canal boat or steamer.

Pushed Through Marshlands

From Utica he took the canal into Central New York, writing that "our cheerful company of back-woodsmen and village merchants, refreshed with the cheap drinks and capacious chambers of the new unskilled Inn-keeper, pushed on early through the marshes, toward Canastota and Canaseraga. "Near the branch canal leading to Oneida Castleton, the chief residence of the Oneida Indians, I saw two families of that diminishing tribe, squatted upon the ground, making hickory brooms.—"

From Canaseraga to Salem Mr. Stansbury again continued his journey on foot, taking the stage boat of the "Swift-Line" at the latter place. "At eleven the passing stage boats were announced by the shrill blast of horns. I stepped into the Swift-Line and was furnished with a berth in a neat little cabin. The voice of a 'beautiful damsel' calling me, in mistake, from an opposite berth, waked me in the night, while the beams of the moon shone brilliantly through the large windows; the driver was smacking his whip; and the trees greyly illuminated were receding past in quick succession."

From Weed's Basin, the traveler walked to Auburn where he took a stage coach to the village of Cayuga, and a boat up the lake to Ithaca. "The speedy departure of the coach prevented me from examining the new State-Prison at Auburn. It rears its extensive towers and battlements over a wide field in the outskirts of the village; additional walls are adding to its strength, and the portion which was burnt down by the convicts in their attempt to escape, is now nearly replaced.

"Having an introductory note to a gentleman in Ithaca, I was indecisive whether to sail out of my way to that village, or advance directly onwards; an old gentleman at the Inn in Cayuga soon decided the question, by describing some of the great natural beauties at the head of the lake. The steamboat which sails to Ithaca was to start the next morning."

The traveler then goes on to describe the lake, the village, and more particularly the "Fall River," devoting 14 pages to the natural beauties of Ithaca before continuing his journey. He adds in a footnote that "by particular request" the substance of this description of the Falls of Ithaca, was published in a New York paper as soon as the Tour was completed." A part of the description follows:

Describes "Tremendous Scene"

"Upon the plain where, 25 years ago, only a few huts of solitary back-woodsmen were to be seen, now stands the populous village of Ithaca. Enclosed on almost every side by beautiful mountains, surrounded by the most fertile lands, situated on one of the great western turnpikes from Newburgh, and at the head of a navigable lake, which communicates with the

Grand Canal, this flourishing village bids fair to become, in manufactures, population, and extensive buildings, one of the first ornaments of the inland country. From the bottom of a deep valley or ravine, worn between the mountains, Nine-mile-Creek, as it is termed, runs west of the village through the plain and makes a navigable channel for two miles to the lake. The Cascadilla, a romantic brook, tumbles from a hollow chasm, and continues east of the village 'till it unites with Fall River. In the rocky substance of the highest part of the mountain, half a mile east of the Cascadilla, a dismal gulf gapes dark and wide, and far within

the shaggy cliffs steep after steep, in six successive leaps, Fall River rolls its current 438 feet downwards to the plane. This is the tremendous scene, which those who have had opportunities of comparing with other remarkable places, assert to be superior to all of them, in the sublimest touches of nature, and to afford full as much pleasure to the beholder as the frequented Falls of Niagara; an assertion which was confirmed in my opinion, when I arrived at Niagara a few days after, and saw that cataract with little more admiration than this remarkable place excited."

P. Stansbury continues with all the enthusiasm of a Finger Lakes publicity agent to describe the trip up the ravine which he and his "obliging entertainer," unfortunately nameless, made at the great risk of their lives. He tells of a mill-dam "below the lowermost leap of the river" and of the raceway or water-course of the mills, which wound around "at an immense elevation." This raceway is also indicated in the accompanying picture of the lower falls. He also explains how "an old man of an enterprising character" built it by letting himself down over the cliff with a rope about 70 feet from the top.

The climb upstream is described in great detail, and the author then goes on to tell of the Cascadilla, and particularly of a "spacious amphitheatre" in which the villagers are wont to hold their "parties and recreations," adding "Polite assemblies, have indeed already convened here. About two months previous, tea was served in rural style to a large concourse of ladies and gentlemen, in which the tables were constructed of large slabs of slate. Another party of the Misses of the village assembled soon after. It must have been a novel and interesting sight, to find so gay a company in a place so unusual; whilst, as in the feasts of the golden age, the voice of 'jocund mirth' would rise at times and mingle with the murmurs of the falling brook."

"Nine-Mile Creek" Ravine

The ravine of "Nine-mile-Creek" is briefly described, and the author goes on to the cascade of a creek near "Goodwin's Point"—(Taughannock, but not mentioned by that name) over which he goes into raptures once more. The chapter concludes as follows:

"Ithaca consists of about two hundred and fifty houses. Its situation is truly delightful. The short time I spent there is fixed upon my memory like some of those transient days, to which every person looks back with regret. Clambering rocks, leaping crevices, plunging through rivulets and cascades is a pastime which none but admirers of nature can duly appreciate, and which, whilst the renewed scenes give pleasure ever fresh and gratifying, speaks to the mind of the attentive observer, volumes of interesting truths and satisfactory inferences.

"The contemplated college is to be a building of a hundred feet long, forty feet broad, and four stories high; and is to stand upon the highest knoll of the hill adjacent to the village; separate wings upon the same elevation, are to be appropriated as academies.

"For the site of the college, no spot could be chosen more eligible than this. Inexhaustible stores for the study of natural history will always be at hand, and for all other sciences, the scholar will be secluded in a romantic retirement, which will give additional zest to his researches in their various branches. From the windows of the institution, the wide surface of lake Cayuga will be extended in the view; the distant mountains will be seen, fading into an indistinguishable mixture of clouds, water and land.

"Some large literary establishment has long been wanting in the western part of our State; and as the inhabitants are becoming more and more numerous; and populous towns fast rising; the wealthy land-owners require for the education of their children a more convenient institution than either that of Hamilton or Schenectady. Ithaca will be the place, wherein all those minor academies and institutions, at present spread over the fertile and well-inhabited countries beyond the first of the parallel lakes to Erie, will be centered into one great flourishing temple of science.

Drums Beating in Street

"Ithaca may be considered in two parts; the main portion situated on the plain, consisting of handsome houses, a bank, a Masonic hall, a court house, and three churches; and the lesser village, at the mills of Fall River, where a small collection of dwelling houses has been formed by the millers and their families. Both parts have a gay and extensive appearance from the circumjacent heights. The inhabitants are rich, enterprising, and great lovers of bustle and commotion; (a striking feature throughout all the towns of the newly settled countries.) Drums were beating in the streets, bugles sounding, and the hotels loud with public meetings, during my stay at the head of Lake Cayuga."

Ithaca Business School One of First in U.S.

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Though few people know it, Ithaca had one of the first stenography and typewriting schools in the country.

It was established about 1876 by W. O. Wyckoff in the old Titus Block on State St. Its day-long classes drew pupils from all parts of New York State and its graduates went all over the nation to lucrative positions in the days when stenography and typewriting were little-known accomplishments.

Mrs. Caroline Slater of Lynwood, Calif., mother of Mrs. R. E. Tremman, tells about the old school, for her mother, Mrs. Mary A. Adsitt, conducted it for more than a quarter-century. Mrs. Slater moved to Ithaca from Seneca County as a small child in 1872. Her mother had an idea the then 4-year-old Cornell University would really amount to something and that she would like to put her daughter through it.

Supported Self, Child

They settled on S. Geneva St. and Mrs. Adsitt found what work she could to support herself and her child. She soon made the acquaintance of Mr. Wyckoff who lived at the corner of Green and Geneva Sts.

He was at the time a Supreme Court stenographer who traveled the local circuit as far afield as Norwich and Binghamton. A pioneer in shorthand writing, Mr. Wyckoff took down court notes by this method when it was practically unknown in this country and barely accepted in England. He discovered that Mrs. Adsitt had a "neat hand" and he got her to copy down his shorthand notes into longhand records everytime he came back to Ithaca after a court tour.

Studied Shorthand at Night

He urged her to learn shorthand and Mrs. Slater remembers how her mother would come home from a hard day's work in the county clerk's office to study the English Graham system of shorthand by kerosene lamp. "Incidentally, I think my mother and Mrs. Ann Tarbell were perhaps Ithaca's first business women," said Mrs. Slater. "They both worked in the county clerk's office."

It was about 1876 when Mr. Wyckoff heard of a machine called a typewriter then in its earliest stages in a little factory at Ilion. Over that way for court trials, he bought two of them and brought them back to Ithaca, thinking they might be used in his work and that of George Tarbell, another court stenographer. He gave one to Mrs. Slater, asked her to learn to "work it," predicting the little contraption might really develop into something.

Learned One-Finger Style

Mrs. Slater remembers how her mother would sit and pick at the machine with index fingers, trying to learn the keys which had no capital letters. They were haphazardly arranged all over the place and were covered when not in use by a metal drop like the wooden ones on old pianos. Mrs. Adsitt learned to use three fingers on each hand and Mr. Wyckoff would tell her of the latest typewriting wrinkles he saw on his court tours, such as using the thumb to manipulate the wooden spacer.

Having learned both stenography and typing, Mrs. Adsitt was now in great demand. Court stenographers sent for her from all over the state. She used to take two-week tours, Mrs. Slater remembers, boarding at Albany, Harrisburg, Pa., Schenectady and Gloversville houses while court was on, taking down and typing out all notes. About this time she exhibited her typing skill at the State Fair. Throngs gaped at the way she turned longhand scribbling into neat, typed characters.

Started School

Her success convinced Mr. Wyckoff he should start a school of stenography and typing. He bought a few typewriters — Mrs. Slater remembers they cost about \$125 apiece in those days—and installed them in Titus Block rooms as the most important part of "Wyckoff's Phonographic Institute."

Pupils came from all directions, girls predominating—many of them from the country. At first they were taught by Miss Kate McGlew, but on her death, Mrs. Adsitt took over. It used to be a hard grind, Mrs. Slater recalls. Classes lasted all day long with the most personal kind of instruction. There was an hour's lesson daily and then practice, practice, practice. Many of the pupils couldn't spell or use proper grammar and had to be taught these things along with all the rest. Mrs. Slater remembers Dana Rose of Elmira and Will Estabrook and Richard Ingersoll of Ithaca as among the early graduates, many of whom were snapped up by huge business firms as far west as Chicago.

Boiled Out Salt

"They found a crust of salt on the pot so they went to work and boiled out quite a lot of it, taking it along with them next day when they went down the west side of the lake. Down there they found a man living in a shanty, I've forgotten whether he was white or Indian, and they traded the salt for some corn. Then they went back down to Oneida."

Mr. Cooke doesn't do much now but sit around and think of the old days. His coppery skin sets off gray hair and a totally white Kentucky colonel's mustache but he is still lean and spry. He was born on the Oneida Reservation in Madison County in 1853 and during his four-score odd years has been canal man, horse trainer and racer, farmer, dairyman, carpenter and railroadman. He has also worked in Cornell's Dairy Department and the old Thomas Morse airplane plant.

Drove Mules on Canal

For three summers, beginning when he was 8 years old, Mr. Cooke drove mules on the old Chemung Canal which ran from Watkins Glen to Elmira, connecting the Finger Lakes with the Susquehanna River waterway. That was fun, he recalls. At that time, every boat was drawn by horses or mules and the towpath rang with drivers' shouts.

"Mules were better than horses because they could start a boat quicker," the old Indian said. "They'd get right up in their collars and dig while horses would pull and then fly back—start in a series of bucks. A pair of light mules would outpull much heavier horses. And they wouldn't tire out so fast."

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necessary to get up plenty of speed to carry across the river's current and Mr. Cooke recalls once when his boat lost headway, going over the dam sideways "like a duck."

Mules Worked 18 Hours a Day

Towing mules were always walked and could usually keep going 17 or 18 hours a day. A four-mule team was trotted on the passenger packet which was pushed through once a day for about a year but then taken off because it didn't pay.

Leaving canal life, Mr. Cooke took up as horse trainer for Bill Carpenter who owned the "Halfway House" between Elmira and Horseheads. He gained Bill's admiration by winning a race for him with a horse which had previously thrown all riders. Mr. Cooke explained that he was fixed so he couldn't be thrown — his feet tied together beneath the animal. Here for three years, he practically slept with Carpenter's trotter and two runners which were raced all over the East.

Voted for Grant

When only 14 years old, Mr. Cooke came to Tompkins County, doing farm work for Jim Mott of Danby who owned an Aurora St. meat market at the time. He worked in Danby, casting his first vote there for Ulysses S. Grant.

In 1880, Prof. Isaac P. Roberts of the College of Agriculture at Cornell hunted him up and asked him to take charge of the cattle in the University's Dairy Department. "There were only four buildings at Cornell when I went there," the old Indian said. "We had 23 cows of various breeds in the dairy and I used to peddle their milk to the professors and students. Most of the students lived then in the main stone buildings."

For some years Mr. Cooke worked for Joseph McGraw, uncle to Jennie McGraw of Cornell chimes fame who married Prof. Willard Fiske. He admired all these people greatly. When Professor Fiske and Mrs. Fiske went to Italy on their honeymoon, Mr. Cooke worked on the mansion which was built for them on the hill, later to be taken over by the Chi Psi fraternity.

Wife Arrived Ill

"I was with Joe McGraw when the Fiskes came back from Europe," Mr. Cooke said. "They sent word that they were coming up the lake by boat and Mr. McGraw sent me down to meet them. The boat landed at the lighthouse. Mrs. Fiske was sick—awful sick—and they had her propped up on pillows. I drove them up the hill to Professor Fiske's house and the professor sat on the front seat with me. We went right by the man-

sion that had been built for them to live in.

"Mrs. Fiske raised up off her pillows, looked at it and said, 'It surpasses all my expectations.' That was all. She never lived in it. She died shortly after at Professor Fiske's house."

Mr. Cooke had nine children, five of whom are living now in Ithaca. Residing in Ithaca's Negro community, he is a fervent supporter of the new South Side Community Center.

Ithacan Claims Ancestor First Found Salt Here

Journal

1938

At 131 Cleveland Ave. there lives a man who claims his great-grandfather first discovered salt in Ithaca.

He is 85-year-old Jerome Cooke. The great-grandfather was an Oneida Indian who came up this way about 1725 with his squaw and papoose on a hunting trip.

"My grandfather was in a skin pouch on his mother's back at the time," Mr. Cook said, "but I remember his telling about it. Ithaca was all forest then and the lake ran way up the Inlet Valley. They came along the east side late one afternoon, planning to camp at the head. Up there, at a spot which is now right beside the Inlet Valley highway, they saw a spring bubbling up and they filled a pot with the water. It was so salty they couldn't drink it.

Drink Risky Business

Thinking back to long days spent along the dusty towpaths with his older brother steering from the boat, Mr. Cooke recalled how he had to watch his mules' thirst. If they weren't given water "on the fly" they would turn aside and wade in the canal, to be pulled under by the tow-rope from the still moving boat. This sometimes happened from another cause. A full boat always had the right of way over an empty one and the mules towing the full boat stepped over the line of the others. The full boat was given the inside track, also passing over the empty's tow-rope. If the rope caught on the boat's bottom, the empty's mules were dragged along in reverse.

Once a boat was started, it went along fine, Mr. Cooke said. To stop, it was snubbed by posts placed at strategic points all along the canal bank. The canal paralleled the Chemung River at some points and crossed it at what canalmen called "Johnnycake Dam." It used to be

THE JOURNAL "TEST WELL" BROUGHT SALT WORKS HERE

The last word to illustrate the influence of The Ithaca Journal, its aggressive and patriotic life among the people of Tompkins County, came to us yesterday in a clipping from former Mayor D. B. Stewart. This clipping is from an old Journal and is a chart by C. S. Prosser showing depth of strata and character of formation found in the test well drilled here in the hope of locating natural gas. The story, while too late for incorporation in the Centennial Number proper, is of such historic importance at this time that it is included in the regular edition.

Members of The Journal editorial staff delved into the files of that period. They found that this newspaper had taken a lead in promoting the project of drilling a test well for natural gas. The well was drilled, and while gas was not discovered in paying quantities, other minerals were discovered, including immense strata of salt, and the grand results are the great salt plants of Tompkins County, plants that rank upon merit among the best and largest in the world.

The first brief editorial in The Journal was followed up by a popular response in sentimental and financial manner. The learned essay upon our local geography and geology and vast salt beds, by Professor Von Engel, will cover that subject generally, but the files of The Journal will furnish interesting details that merit quotation here.

Under the title "Shall Ithaca Bore for Gas" The Journal of April 21, 1887, editorially said:

A wonderful business boom is under way in the town of Muncie, Ind., caused by the existence of natural gas in that locality. No less than seven great gas wells are now flowing there and the wildest excitement prevails. * * * The hotels are crowded with strangers and what heretofore has been a quiet country village bids fair to develop at once into a bustling city.

A gas well or two would not hurt Ithaca. Wouldn't it be wise to investigate what there is underlying our town? The existence of natural gas at Brookton and at Lake Ridge gives encouragement to the belief that it may also be found in this neighborhood. Two of our townsmen have come forward with subscriptions for a well fund. Will not enough others join them for the sinking of a test well? If sufficient interest could be aroused in this enterprise it ought not to be a difficult matter to raise the necessary sum. There is plenty of money here for anything in the way of luxuries, entertainments and a thousand and one other non-essentials. Will not the community forego for a brief period its indulgence and put its superfluous cash into the experiment indicated? Who will come to the front and pass the hat?

We believe that a test well can be put down here if a wideawake committee will take hold of the project. Let it be the people's well. A small subscription from each resident will suffice to insure the success of the scheme. If a thorough test shall result in proving-unmistakably that Ithaca is not in the gas belt, all well and good. No one will have been crippled by the experiment and an interesting question will have been permanently settled. But if on the other hand gas shall be found, the happy result to Ithaca can be foreseen in the wonderful recreation of business now being enjoyed in the Indiana town referred to above.

As a result of this appeal on the part of The Journal the people of the community became interested in the subject and an open letter was addressed to The Journal. This letter asked The Journal to take the initiative in the formation of a company for the purpose of putting down a test well. It was also requested that The Journal act as custodian of the funds, which should be raised by subscription. There were twenty-six signers to the letter and their names are here given: White & Burdick, Marsh & Hall, George W. Frost, C. J. Rumsey, J. T. Morrison, Hawkins, Todd & Co., Levi Kenney, D. B. Stewart, R. A. Crozier, F. W. Brooks, Gauntlett & Brooks, C. B. Brown, E. L. Williams, A. H. Platts, F. C. Cornell, M. W. Quick, H. M. Hibbard, Charles Ingersoll, E. K. Johnson, Uri Clark, George Simpson, A. H. Esty, Robert Reed, Jamieson & McKinney, Treman, King & Co., T. G. Miller.

The Journal assumed the responsibility imposed upon it and in closing the acknowledgement the following statement was made:

When the fund is contributed; if the \$4,000 desired is raised, we shall undertake to name three men to extend it whom every giver will agree in pronouncing worthy of trust—three men not only of integrity and responsibility, but of business acumen and foresight, who will see to it that contributors shall reap the fruit, present and future, of any favorable find which may be made.

The decision where the well shall be driven, whether in the heart of the village, its outskirts, or in an adjoining suburb, may safely be left to the judgment of such a committee as shall be elected.

Thus, all the preliminaries being understood our safe doors and newspaper columns are open to public offering for the test well.

Subscriptions were invited and began coming in at once. On May 19th the subscription list was completed, 227 firms and individuals subscribing for stock ranging in sums from \$5 to \$500. The largest individual subscription was received from William O. Wyckoff and was for \$500.

A meeting was held at Journal Hall to perfect an organization. Seven trustees, instead of three as originally suggested, were elected upon whom devolved the duty of forming an incorporated association which should have full power to transact all business pertaining to the question at issue. The stock of the association was limited to \$5,000. The following trustees were elected: George W. Frost, F. C. Cornell, Charles H. White, A. H. Platts, B. F. Slocum, Bradford Almy, George Priest.

A location was secured just outside the village limits and a contract made with the Empire Well Auger Co., of Ithaca, F. W. Rust, manager, to drill the well at \$1.50 per foot. Work was begun June 27, 1887. The well was sunk to a depth of over 3,000 feet, but gas was not found. It is interesting to note, however, that in the chart above referred to the salina group was tapped at a depth of 2,244 feet, where a 24-foot vein was discovered. Other veins, ranging in thickness from 17 to 54 feet were drilled through. The last salt vein was found at 2,908 feet.

The present Almy Lithaca mineral well, located just outside of the city boundary line on the road to Newfield, is the first, or test, well driven in search of natural gas. It gave knowledge to the salt kings of Warsaw, N. Y., Bradley, Lamberson and Calkins, that the salt fields of this section would ultimately become leading producers, and led to the building of the Ludlowville and Ithaca salt works, now known as the International and Remington plants.

BUT THREE ORIGINAL INDUSTRIES IN EXISTENCE HUNDRED YEARS AGO ARE NOW IN ITHACA

By Thomas W. Burns

NOT an industry that thrived in Ithaca in 1815, nor a trace of one, is now in existence except THE ITHACA JOURNAL, the paper mills at Fall Creek and the possible exception of the Branch Bank of Newburg. This claim for THE JOURNAL would be deemed a stretch of the imagination if the Census Bureau had not added newspaper plants to the industrial or manufacturing lists of the country.

It is also true that not an industry except flour-milling has retained anything resembling its ancient form or system. It has taken nearly 100 years to add the Morse chain works, the Ithaca gun factory, the Thomas Brothers Aeroplane Company, the modern steam and electric bakeries, the steam laundries and some other plants to our assessors' rolls and to furnish work for hundreds of men and women bread-earners.

The primitive tanneries have long since disappeared and their more ambitious successors have merged with the leather trusts and left us only a great brick smoke stack for a monument to their memory. Ithaca had no tanneries in 1815 but it had four and this county thirty-one, in 1835. It has one flour or grist mill now, A. M. Hull's. It had six in 1835 and the county 47. Ezra Cornell was then manager of one of those grist mills in Ithaca. Then Ithaca had thirteen saw mills and the county 211, the town of Hector having 47, a town that has since then been taken from this county. Ithaca had two plaster mills, the county five; Dryden and Ithaca each one paper mill; Ithaca one powder mill, four carding mills, the county 20; the village had two cotton factories, the only ones in the county and two of the four woolen factories in the county; Caroline and Groton had each one. Ithaca had two rope factories, Groton and Ulysses each one. The county had nine distilleries, Ulysses one, Caroline one, Dryden five, Groton one, Hector one. But Ithaca had the only brewery in the county.

Of the county's thirteen asheries Danby, Enfield, Ithaca, Ulysses, Newfield and Lansing had one each; Dryden three, Groton and Hector two each. Of the six furnaces in the county Ithaca had two, and Danby, Groton, Hector and Ulysses one each. Ithaca had four of the eleven steam engines in the county and Danby three, Newfield one, Ulysses three.

Many Boats in Old Days

It is interesting to note that the county had 118 canal and lake boats, Ithaca sixty-three of them, Caroline three, Danby two, Dryden five, Enfield two, Groton two, Hector fifteen, Lansing ten, Newfield two, and Ulysses fourteen.

The mills produced in that fiscal year, according to THE ITHACA JOURNAL of 1838, of cotton, linen, etc., 70,122 yards; of fulled cloth 56,379 yards and of woolen not fulled 74,677 yards. No mention is made of their values nor of the hat factories, although it was a fine trade to make "stovepipe" hats and many of them were made (and many worn) in the village in the thirties, but these were made by hand and not by machinery, as they are now. More than 300 mechanics and trades people were employed in Ithaca in 1835.

The census of 1910 emphasizes the difference or change that has taken place in the mechanism of early days in this county compared to the modern methods. Transportation of freight and passenger has made a great advance in aid of industries but the water routes were not forced to rivalry with steam railroads until the forties and fifties. The Ithaca & Owego Railway, one of the very first to be built, was not in operation until 1836. Ithaca was given water connection with the Erie Canal in 1828.

Lumber was the principal industrial product in the pioneer days in this village and county. Tar from pine trees was made and shipped away by the hundreds of barrels. Lumbering was as common as farming for half a century and only the lack of standing trees fit for lumber ended it in recent years.

Boat yards were early of importance to this village, the first boat it is said, having been built at the upper end, eastern side of a cove that extended from the Inlet, near the foot of Third street, to the present intersection of Geneva and Seneca streets. That boat therefore was built where the Congregational church now stands. Part of that old cove is now to be seen running along Third street, north of Hancock street, to the junk yard, then bearing westerly to the old and abandoned Inlet nearby. The cove, according to tradition, was filled up, and has been known as Geneva street for nearly a century.

The boat yards lined the banks of the Inlet from Humboldt street to the foot of Cascadilla street in later years, and were our most extensive industry.

Ithaca in 1834

The town had 6,101 inhabitants in 1834 and 925 families, 3,079 males, 3,022 females and 1,084 voters. The 20 years' growth had started with forty houses. The Clinton House had been built 1828-31. The village had seven bakers, thirteen tailors, twenty-six blacksmiths, forty-six carpenters, fourteen hatters, fourteen cabinet makers, ten coopers, twelve printers, fourteen painters, four plow makers, twenty masons, six boat builders, three last makers, 5 milliners, two soap and candle makers, seventeen coach and wagon makers, twelve harness makers, ten machinists, twelve copper and tin smiths, eleven silver smiths, five gun smiths, nine stone cutters and brushtone makers, thirty manufacturers, fourteen brewers, seven millers, nine furnace men,

three tanners, six chair makers, five weavers, two millwrights, seven paper makers, two pattern makers, one rope maker, ten tanners, thirty-one boot and shoe makers, etc., and about forty mechanical establishments.

It had two bookstores, twenty-three drygoods merchants, two hardware, three jewelers, three druggists, sixteen grocers and its machine shops and mills and factories were on East Mill or at the foot of that hill. It had most of the same old hotels that we now have with the same names. The village had almost 4,000 inhabitants, an increase of nearly 1,000 in five years. All travel and mail routes was by stages, and canal and steamboats.

Hit by Land Panic

In 1838 Ithaca town had 5,556 inhabitants, Hector 5,663 and Dryden 5,851. The great land panic of 1836-37 struck Ithaca hard and retarded its growth. Hector was afterward taken from Tompkins County and annexed to Seneca County. The village boundaries have been extended several times, once to pursue and tax a railway depot and its switching yard and tracks that had been taken from the village to escape its share of taxes.

The first grist mill was a hollowed out tree stump in which corn was placed and ground with stones. It was called a mortar and stood near the present site of the Court House. It was constructed and owned by the Woodworth family that came to Ithaca in 1789 and remained four years. The stump was hollowed out by burning it out. Part of the first two years' crops of corn and wheat of the first settlers in Ithaca were taken to Wilkes-Barre, Pa., for grinding. A mill was then built on the Cascadilla Creek that could grind 25 bushels a day.

If the furnaces were what we have known as founderies, the huge pots for filling with melted, liquid-like iron the sand forms in moulding shops, then we have three of them in Ithaca now, attached to our three machine shops, and very old plants they are.

We might add our cigar industry to our list of old industries, for early Ithaca was celebrated for its cigar and tobacco factories and today its nine factories produce cigars equal to the best, and upon a large scale when the trade is not depressed by stringent financial conditions.

Groton's typewriter, bridge and road roller factories more than equal in moral and financial value to that town the loss of its grist mills, saw mills and distillery. The nine townships long ago put their nine distilleries out of commission and also their licenses to sell the products of imported distilleries in those townships.

Grow with the University

In searching for the main cause for our growth we must give credit to Cornell University for most of it, directly and indirectly. Our Ithaca millionaires made it a great educational town and not a "smoky city," filled with factories and industries. This does not apply to the growth of our railroads and their convenience and value to us. They in a large way take the place of our lost boat-building plants. They killed the canals of this state.

Steel coal cars and steel passenger coaches have supplanted the wooden ones. Steel barges, not old Ithaca "lakers," are demanded by the new barge canal. But who will venture to construct a steel barge building plant and then build steel barges in Ithaca for years to come? Capitalists in Pittsburg and their machine-made glass killed off our three big glass factories and put our resident glass blowers out of commission entirely. Low tariffs have injured our great salt plants at Renwick and Ludlowville and our big cement plant at Portland Point.

But our industries and our income from the students and the teaching staff of our university is great for our little city. That income is reliable. Our public schools draw many to the city for school advantages. This creates labor and demands materials with which to shelter them and supply their daily needs. That income comes from outside this city and county. It furnishes the city with money for labor and supplies equal to several immense industrial plants. We should understand it and accept it as a boon, and as a substitute for a score of big factories operated, summer and winter, by skilled workmen.

The population in the townships has decreased, since 1840, about one-half. The ending of the lumber industry with its saw mills, the decrease in the number of grist mills, the change from hand-power to machinery on the farm, the decrease in the number of blacksmith shops, rural groceries, country hotels has been caused by the industrial plants that produce the machine; and also supplies that once were produced in the townships by hand.

As a general proposition we might urge that Ithaca is progressive and developing more safely and more rapidly than most of the municipalities that were chartered a century ago and we can draw the logical inference that only a small number have developed as well or safely as Ithaca. The substance of that development has not been chiefly along industrial lines, if we take hand labor, and not machinery, as a base of calculation. It seems rational also to urge that a purely industrial city would have periods of industrial depressions in the event of panic and strike. No such social or financial disturbances have yet fallen upon the city from our great University or its patrons, although a new condition is threatened in the construction of campus dormitories and the forced abandonment

by students of the rooming houses on East Hill.

The rooming house and dining room system has aided greatly in building and embellishing East Hill and has been the source of large income to real estate owners in all parts of Ithaca for many years. It has been calculated that more than \$1,000,000 annually is derived from rooming students and more than \$1,000,000 from other needs of students in the city. This does not include the expenses and expenditures of the officials and teachers of the University for their own needs, aggregating, it is claimed, more than another \$1,000,000. No certainty can be given for this \$3,000,000 calculation, but the amount is certainly in the millions. It indicates the nature of the principal investments made by the four old Ithacans, Ezra Cornell, Henry W. Sage, John McGraw and his daughter Jennie, for Ithaca.

Business Possibilities

Over near the foot of the hill, by the Lehigh Valley Railroad, not far from the southwest corner of Cayuga Lake, Ezra Cornell was having prepared a site for a large bridge and iron construction plant when the railroad panic of 1873 fell upon the county and virtually made him a poor man financially. Miss Jennie McGraw was then in Europe and had ordered her agent and adviser, Judge Boardman of Ithaca, to subscribe for \$125,000 of its stock, to invest that amount of cash for her in the new industrial plant. Mr. Cornell never recovered the financial catastrophe. He died in 1874. She died not long afterward.

Henry W. Sage invested about \$100,000 in the \$500,000 Ithaca Organ Factory Company later. That plant ran upon a large scale for several years and collapsed, not a dollar being returned to its stock holders. It was a financial shock from which this County has not yet recovered. Its memory is fresh in this city. Nor was it the only industrial failure that remains fresh in our memory. Mr. Sage was harassed with law-suits by the creditors of the organ company who recovered judgments against him personally, as an officer of the company, in amounts equal to the stock he held, but the Court of last resort reversed the verdicts. It drove him and his support of local industrial plants out of the business and thereafter he spent his money for Cornell University.

Labor Unions

Labor unions were strong and active as early as in the twenties and thirties in Ithaca and in the county. They held celebrations and banquets at which the founder and editor of THE JOURNAL was always a speaker. They held the most elaborate celebration of July Fourth ever known in Ithaca and ended it with a grand banquet in the Baptist church. Bankers and professional and mercantile celebrities attending and taking part, upon invitation. The relations between the proprietors and mechanics were brotherly, patriotic and mutually beneficial.

An industrial city was then the ambition, the hope of all Ithacans. The regret that Ezra Cornell's lack and need of education was to him, after he had ceased to be a plain Ithaca mechanic, led his mind to educational development of Ithacans, and influenced by Andrew D. White, he cast his wealth upon the educational water with the purpose and hope of a grand return for Ithaca. But his heart had not been closed to our industrial development when fate decreed otherwise, and thwarted his plans and took away both his fortune and his life. Something of that nature has often intervened to prevent Ithaca from becoming a "smoky city," something has been absent that was needed in the executive administration of many of the largest industrial plants that have been launched in this community since THE ITHACA JOURNAL was founded.

Have Progressed Anyway

In the face of many failures in that line the dinner-pail brigade has steadily increased in Ithaca since 1815 and is now of large proportion. Ithaca has many industrial plants, some of them large, and is constantly adding to the list. The aggregate payroll is large. A new movement by the Industrial Commission to bring such plants here has given promise of continued success.

The Journal Block now occupies part of the Malon Rowe and the Rowe & Gillette wagon, hotel buss, peddling wagon and carriage factory, one of the most thriving, successful and famous factories of its kind in the world, in the fifties and sixties. Everything produced by it was by hand. The D. B. Stewart & Co. wholesale store on South Tioga street now occupies part of an almost equally famous factory of the same kind and class, known as the William S. Hoyt shops. They sent their products to every civilized country on the globe, Australia and New Zealand included, and all products were made upon special orders and at no less than \$300 and up to \$2,200. All traveling agents then sold their goods by samples carried or driven around in peddling wagons. Rowe disappeared between two days and left his family in want. Later he was traced to Honolulu where he was again married, and when he died there he disinherited his Ithaca wife and daughter and left his dusky Hawaiian second family rich.

The conflagration in Ithaca, in August, 1871, reduced the Hoyt factory to ashes and it was not rebuilt. Machinery was crowding itself into the business and Hoyt had sold to Watkins, Moore & Martindale and they had not capital to rebuild. Joseph Reed, now residing in Ithaca, was one of the blacksmiths in the Rowe shops and Edward H. Mowry was one of the gold leaf experts in the paint and finishing shops of both plants. He was young then, and is 64 years young today proud of his connection with that great concern. Old Ithacans who read these lines will be stirred to proud mem-

ories of these two industrial plants that surpassed in art and quality any in existence in their day. Our paper mills were crowded with orders from far and near. Wood-pulp was unknown. White paper was made from old rags, brown paper from straw. The founder of THE JOURNAL was the founder of the Ithaca paper mills. The woodlands of Canada and northern Europe have furnished enough materials to American trusts to put most American paper mills out of commission and Ithaca has not been fortunate enough to escape from the logic of the paper making changes.

ITHACA BANKING BUSINESS BEGUN CO-INCIDENT WITH THE JOURNAL A HUNDRED YEARS AGO

By R. H. Treman

NO greater evidence of the relative importance of Ithaca as a business center, and of its promise of future importance, can be given than the fact that in 1815 the newspaper, THE ITHACA JOURNAL, was established, and that courageous men who started this newspaper had a true prophetic vision, is shown by the wide influence which this newspaper has exerted during the one hundred years of its existence.

Equally important is the fact that in the same year THE JOURNAL was founded banking business was begun in Ithaca, and this was two years before the establishment of the county and three years before the hamlet was large enough to be chartered as a village.

The New York State legislature in 1815 granted a charter to the Ithaca branch of the Bank of Newburgh, and its first manager was Charles Humphrey, an army captain during the war of 1812, and the bank not only flourished under his management but he himself became one of the foremost citizens in the State, he being successively President of the village, Speaker of New York State Assembly, a Congressman, author of law books, and an influential factor in the development of this region. He died in 1850.

Soon after "The Branch Bank," as it was first called, was chartered a building was erected on West State street for its use, and the bank occupied it for about fifteen years, and then it was occupied for many years as the residence of John L. Whiton, and then by successive tenants during the years, finally being purchased by Rev. Dr. E. A. George, who had it removed to West Mill street, its colonial features being retained, and it is now occupied by Dr. George and his family as their residence. It stands next to the house erected as a home for Charles Humphrey, who occupied it for many years. Later it was occupied for a long period by the family of Henry Halsey, and is now occupied by Dr. J. W. Judd.

In 1829 "The Branch Bank," so called, merged with the new "Bank of Ithaca,"

which was organized and conducted by prominent citizens of Tompkins County. The first Board of Directors consisted of Judge Bruyn, Daniel Bates, James Nichols, Benjamin Drake, J. S. Beebe, Horace Ackley, Calvin Burr, William Randall, Stephen Tuttle, Jonathan Platt, Ebenezer Mack, David Hanmer; and the officers were Luther Gere, president, and Ansel St. John, cashier.

The capital stock was fixed at \$200,000, and it is stated that it was subscribed for and taken up in full within three days after it was placed upon the market.

The Bank of Ithaca conducted its banking business in what is now known as "The Colonial Building," recently purchased by Fred H. Atwater from the Ithaca Security Co., and this building today is one of the most attractive and dignified buildings in the state, its architecture being much admired.

The village of Ithaca was chartered in 1821, and its location, at the head of water transportation through the Erie Canal and Cayuga Lake, led to the rapid growth of the village, and factories, tanneries, saw mills and flour mills, were erected on the various water courses, where power could thus be secured cheaply and Ithaca soon became the commercial center of this entire region, Tompkins County containing about as many inhabitants in the years between 1830 and 1840 as it now boasts. This rapid growth and business development required increased banking facilities, and in 1836 The Tompkins County Bank was chartered, and soon thereafter began the erection of the stone colonial building, and this building has been the home of The Tompkins County Bank up to the present time, the exterior architecture being practically unchanged, although the interior of the bank was rebuilt about two years ago. The Tompkins County Bank had for its Directors in 1836 Timothy S. Williams, J. S. Beebe, Horace Mack, William R. Collins, Robert Halsey, Edmund G. Pelton, Julius Ackley, Chauncey L. Grant, Moses Stevens, Edward C. Reed, Augustus C. Marsh and Charles Davis, the officers being Herman Camp, President, Seth H. Mann and N. S. Williams, Cashiers. It started with a capital of \$250,000.

In 1838 the Merchants and Farmers Bank was chartered with a capital of \$150,000 and was controlled by Timothy S. Williams, its president, associated with his younger brothers, Manuel and Josiah B., it remaining in the control of these families during its entire existence, occupying the brick building at the corner of State and Albany streets, which building still stands opposite the State Street M. E. church. This bank became a very strong, influential bank in this section and continued so up to the time of its merging with the First National Bank in 1873.

In 1849, just before the charter of the Bank of Ithaca expired, it merged with The Tompkins County Bank and gave up the occupancy of the Colonial Building, and its business was transferred to The Tompkins County Bank, which thus became one of the strongest banks in the State at that time.

The bank building of the three banks, organized in the early history of Ithaca, still remain as samples of the style of architecture of those days and are landmarks familiar to the oldest residents, and typical of the strength of the financial institutions which occupied them.

In 1864 the First National Bank was chartered with a capital of \$150,000, its officers and directors being prominent residents of Ithaca. The bank numbered

among its directors such well known men as John McGraw, Alonzo B. Cornell, Edward S. Esty, E. T. Turner, Wm. W. Esty, Francis M. Finch and George W. Schuyler, and in 1873 the merging of the Farmers and Merchants Bank with the First National still further increased its financial strength and prestige.

The Ithaca Savings Bank, which has had a remarkable growth, had its origin in a small office in the rear of a drug store on East State street conducted by Obadiah B. Curran. It was first chartered in 1863, and again in 1868, and in 1890 erected the present Savings Bank building at the corner of Tioga and Seneca streets, in which its business, a constantly growing one, has been conducted.

The Ithaca Trust Co. was chartered in 1891 with a capital of \$100,000, that was afterwards increased to \$200,000, and was one of the first Trust Companies up-state to be chartered. It occupied offices for a few years in the Savings Bank building on the first floor, but erected a new building on Tioga street in 1895-1896, which it is still occupying. This institution, by combining in its directorate strong financial interests and able financial administrators, has had a remarkable success and is recognized as one of the strong financial institutions in this section.

The banking institutions now doing business in Ithaca have all had remarkable histories and have steadily grown, under conservative management, so that Ithaca enjoys today a sound banking system, very strong financially, and able not only to finance the needs of the city and immediate vicinity, but extends its facilities to other surrounding counties.

In addition to the regularly chartered banking institutions, Rothschild Bros. & Co. conduct a private banking business as a department of their large commercial business, and it has been successful, as have all their ventures.

Value That Led to Discovery of 'Lost' Ithaca Bank



Registered at Albany
Inquiry as to the later days of the Bank brought from the Banking Department of New York State the information that "this institution was reported as having securities on deposit with this department to secure circulating notes at the time this department was organized in 1851, and that it discontinued business in 1871."
The note which has stirred up all of this inquiry, and has uncovered the hitherto overlooked institution came to the notice of Mr. Brooks, as president of the DeWitt Historical Society, through a letter addressed to the Ithaca Chamber of Commerce. The writer, a resident of Philadelphia, Pa., later forwarded the note to the place of its origin.

Recently returned to Ithaca, where it was issued in 1848, the above banknote furnished the first evidence that a Bank of Cayuga Lake ever existed in these

parts. It came to Ithaca from a resident of Philadelphia, Pa., and is now in the possession of the DeWitt Historical Society.

Note Reveals Existence Of Early Ithaca Bank

Ithaca Journal
May 1938

FIRST STREET PAVING BEGUN

From The Journal, August 1, 1870.

At Last, at last. At seven o'clock this morning prompt as becomes a conscientious street commissioner, Mr. Willetts caused the first blow to be struck in the old ground work of State street preparatory to paving. The job was done at the corner of Tioga and State streets, north side of the latter. President Bates had promised to give THE ITHACA JOURNAL the benefit of the first muss but by mistake the opposite side of the street gets it. All right. Our motto has been, begin anywhere, but begin. We can sit in our sanctum window and see the work go on. How the old stones groan and gripe and grind as they are ousted from their long sleep. How the old bricks look down in amazement at this disturbance of their time expsted companions! Rip Van Winkle staggers up and down the sidewalks and rubs his eyes, as Rip Van Plow tears up the old road bed. People loiter along the street and store keepers lean against their door posts with an air of complete satisfaction that at last something is turning up.

The north half of the street will be excavated first, so as to leave passage on the south side. When it becomes necessary for the south side to be dug out, wagon travel will be stopped on this block. Then we shall all go a-fishing-all but "we" of the DAILY JOURNAL, alas for whom there is no fishing, no Long Branching.

no Sarato-going, no Newport, (or any other port for that matter) — nothing but write, write, print, print, whether the heavens fall or remain where they are. But again we say all right, Mr. Bates and you, Mr. Commissioner. When the pavement is done then comes our blessing of clean street and business where traders and carts congregate.

Be it recorded, then, that on the First Day of August, Anno Domini, 1870 at 7 o'clock a. m. Ithaca's street improvement began.

After completely eluding Ithaca histories and historians, the one-time existence of a Bank of Cayuga Lake has come to light.

First evidence came when an old bank-note bearing the date of Sept. 10, 1847, returned to Ithaca recently after an absence of close to a century.

John G. Brooks, reading a paper to the DeWitt Historical Society Monday night at its annual meeting, showed the note to a group of 50 persons who came to the Women's Community Building, and set forth facts which he has gathered, regarding this forgotten bank, since the note turned up evidence of its existence, some few weeks back.

That the bank flourished in this vicinity, where it had its origin before being removed to Painted Post, is definitely established.

Bank Moved in 1851

A search of the records in a "History of Steuben County" where Painted Post is situated, written by Prof. W. W. Clayton in 1879, show that "In 1847 the Bank of Cayuga Lake at Ithaca, owned by H. J. Grant, was purchased by Asa S. Foster of the City of New York and Cephas F. Platt of Painted Post. In the spring of 1851, they removed it to this village (Painted Post), with a capital of \$50,000."

Meanwhile, Miss Mary Hull, 413 E. Buffalo St., found reference to this old bank among the records kept by her brother, the late Charles H. Hull, regarding financial statements of this same bank published in the Ithaca Daily Chronicle of 1848 and 1849.

Search through such records, Mr. Brooks stated, revealed the notice of Nov. 2, 1848, in which "the true condition of the Bank of Cayuga Lake, an individual bank, on the morning of Saturday, the 30th day of September, 1848" showed resources to the sum of \$55,341, and liabilities of like amount. This statement was accompanied by the oath and subscription of one D. E. Bishop, president.

Signature on Note

That D. E. Bishop was also president the previous year is evidenced by his signature on the note, now in the possession of the DeWitt Historical Society. Yet the record in the "History of Steuben County" has it that the bank was at that time owned by H. J. Grant who sold it to the Painted Post buyers.

The statement of Mr. Bishop in the Ithaca Daily Chronicle further says that the bank had no cashier, that it was "located in the village of Ithaca in the County of Tompkins, where it has a banking house for the transaction of its business, and that from the first day of June, 1848, up to the day of making this report, the business thereof was transacted at such location."

Further, the statement holds that "no person or persons are interested with said D. E. Bishop, directly or indirectly, in the securities, the business of circulating notes, or the benefits and advantages thereof" except required agents in New York and Albany, and one R. N. Isaacs "interested in the securities aforesaid."

Old Practices Recalled

By this statement, therefore, the bank had no cashier, but inspection of the bank note, Mr. Brooks pointed out, reveals the signature of "Wm. Gautiera, Cash'r."

Issued in 1847, the bank-note is reminiscent of antebellum days. Subsequent to restrictive measures taken in the states in 1838, to reform the practice of allowing individuals or associations to issue notes, subject to certain loose regulations, the earlier freedom in banking practices was somewhat curbed.

New York banks, for instance, were divided into two groups, the incorporated and the free banks. The "free" system, of greater popularity than the other, allowed anyone choosing to deposit securities to issue an equal amount of notes. That the Bank of Cayuga Lake was of this latter or "free" class, Mr. Brooks stated, is evident from the fact that it is referred to in its financial statement as an "individual bank."

The use of Portland cement in a community can be considered an index to the prosperity of that community, for the extensive use of Portland cement in building construction, sidewalks, pavements, etc. means that the people of the community are alive to modern methods and bent on getting the most for their money. Last year there were over 90,000,000 barrels of Portland cement used in the United States—nearly one barrel to each inhabitant. Ithaca used two barrels per capita, meaning that her people are more progressive than the average. New York, Chicago, Buffalo or Rochester—used no more cement in proportion.

Not only is Ithaca a well-built city with good homes and good streets, but she helps build other progressive communities in New York State by producing Portland Cement. Cayuga Portland Cement was manufactured for over thirteen years by the Cayuga Lake Cement Company, which company was succeeded in March of this year by the Cayuga Cement Corporation, financed by J. G. White & Co., Inc. of New York City. The stockholders in the old Cayuga Lake Cement Company, however, retain a proportionate interest in the new corporation and have in fact increased their holdings.

The directors of the Cayuga Cement Corporation are:

John G. Berquist, New York, formerly works manager of the Universal Portland Cement Company.

M. E. Calkins, Ithaca, former president Cayuga Lake Cement Company.

R. W. Kelley, New York, president Virginia Portland Cement Company; president Holly Sugar Company; director Canada Cement Company.

Walter H. Kniskern, Ithaca, vice-president and general manager Cayuga Cement Corporation.

R. Walter Leigh, New York, Maitland, Coppel & Company, bankers.

W. M. Rose, New York, J. G. White & Company, Inc.

Louis P. Smith, Ithaca, vice-president Ithaca Gun Company.

C. E. Treman, treasurer, Ithaca; formerly superintendent of Public Works, New York State; vice president Ithaca Trust Company; Treman, King & Company.

J. G. White, president, New York; president J. G. White & Company, Inc.

The mill at Portland Point is being remodelled and enlarged by the J. G. White Engineering Corporation of New York, and the output is being increased from 800 barrels to 2000 barrels per day. Modern machinery is being installed and the mill will be entirely up to date.

The plant will begin operating the coming October. The Cement Corporation will be operated under the general direction of The J. G. White Management Corporation, of New York, and the local management will be in the hands of W. H. Kniskern, vice president and general manager. Mr. Kniskern was formerly connected with the Freeborn Engineering & Construction Co., of Kansas City, Mo., and later was designing, constructing and operating engineer for the Ebro Irrigation & Power Co. Ltd., of Barcelona. For the latter company Mr. Kniskern designed and built the largest cement plant in Spain.

R. J. Kyle, formerly connected with the Universal Portland Cement Co. of Chicago and Pittsburgh, is sales manager.

THE MERCHANT OF ONE HUNDRED YEARS AGO AND TODAY

HAS the merchant kept pace with the progress and developments of the nation and the city? A few facts might be of interest to your readers as a reminder only. History tells us, up to the time of the writer's recollection, the following:

In the early days when mere necessities of life were furnished by the store-keeper, hardly any implements of any kind are recorded in his supplies. It was more of a state of barter than of money exchanged. The yoke of oxen as a transportation medium; the stove brigade as a news distributor; the rifle, trap or fish rod as a means of furnishing the holiday

dinner supply; the thrifty mother providing the socks and mittens for winter use; the yearly credit as a standard time of credit; the hiring of clerks for yearly pittance; the opening of the store at 5 o'clock in the morning and closing when Jack got sleepy; the sawing and splitting of wood for fuel supplies, these were some of the characteristics of that era.

In later years the real progress recorded in the mercantile business was the high platform in front of the stores to load and unload, or wooden awnings over the doors where the teams could be tied to its posts. Signs, too, were added in those days; dried apples came in as a standard of exchange. Later business centers were established and improvements from that period have been more frequent. Railroads have been built. The strife to compete with across-the-street neighbors by displaying merchandise in front of one's stores. Frequent favors were

sought from political parties for post-office privileges.

Then cities like New York produced the merchant prince like A. T. Stewart, the city of Chicago, Marshall Field, and Philadelphia John Wannamaker. The prince merchants have rapidly become known for the new principles they established in business life, like the cash system, the one-price system, the department system, the efficient price reduction system, the advertising system. About that time the writer had the good fortune to locate in this community and found such business and professional men in its midst as Culver, Wilgus Brothers, Harris, Quigg, Marsh & Hall, Rumsey, Kinney, McWhorter, Stowell, Gauntlett & Brooks, the Tremans, Haskin & Todd, Colonel

Blood, Mrs. Rogers, Andrus & Church, Williams Brothers, Sawyer & Glenzer, Crozier & Feeley, Winton & Stewart, Ward Gregory, Dr. Tarbell, Abel Burritt, Judge Day, Merritt King, Amasa Hungerford, Humiston, the Estys, Hollister, Sinsabaugh, Deacon Day, Sam Holmes, E. K. Johnson, E. M. Marshall, Sam Livingston, the Wortmans, A. H. Platts, Patrick Wall, Lawrence Herson, George Frost, Daniel Wanzer, J. T. Morrison, Col. Clark, Fred Brooks, F. T. Greenley, Dudley Finch, Goldsmid, Theodore Dobrin, Jackson & Bush, the Rankins, Mrs. L. A. Burritt, Joseph Burritt, Michael Naughton, McAllister Bros., Reed & McCrea, Stephens & Welch, M. W. Quick, Hawkins & Finch, White & Bur-

dick, Ed. Jackson, W. H. Willson. And others whose names do not come to me now. Not a hotel landlord of that day is alive now. S. D. Thompson, the Sher-mans, Holmes, Twist, Reseau and their colleagues are all gone from earth.

Business and business methods since those days have developed to such a degree that they are too numerous to relate, and how many of our merchants have kept pace with the times is best known to your readers. The competition outside of local conditions has developed the following: The mail-order houses, corporation stores that are owned by large concerns outside of our city and are installing stores in our hamlet forcing many local changes and raising rents, and sending many dollars out of our city to mail-order houses that never return. This can best be told by others with more effect.

The remedy for the many ailments in business and the frequent charge of "The high cost of living" can best be illustrated to your satisfaction, and in a few lines that I am prompted to write merely touches upon it, and that very lightly:

Statistics tell us that about 85 per cent of the general public income is spent in food, clothes and house furnishings. Is the merchant of today giving you proper service for your earnings? Is the high cost of living his fault? Do you assist or prevent its efficiency? Are you deserving of better conditions? A few facts in this direction might furnish food for thought

The merchant and his assistant, as a whole, have not had the commercial training in this country that they should have had. A commercial course in our University would be of as much benefit as the Medical, Engineering or Arts courses. The high cost of living is the development of education, the beautiful store displays, the quick deliveries, such as sending a paper of needles on approval; the exacting taste, the exchanging of goods because your neighbors' and friends' ideas are different, and the many unjust de-

mands made and conceded to; the "finicky" ideas; all these the consumer has to pay for. It is true as you often hear it said, "It is not the high cost of living, but the high living that costs." Does the public assist the merchant in eliminating this condition? There are exceptions to this rule, but very rare.

Therefore the merchant has a mission to

perform. The community depending upon his efficiency to serve them, he has to train them to the ways which will be of assistance to them, promote the confidence of his patrons by everlasting proof that he can serve his community as

HISTORY OF THE DEVELOPMENT OF THE EARLY RAILROAD SYSTEM OF TOMPKINS COUNTY

By Jason P. Merrill

cheaply as in the large trade centers; place before them the newest and best at reasonable prices. His personality should stand for honest dealing. It is true with all that you will find some fault-finders, but you must expect it; the merchant is no more perfect than his customers. To

eliminate all the faults he possibly can is all he can expect to accomplish. The public know the efficient store, and you, Brother Merchant, must keep faith with it. The better the merchant, the greater the public. You must both benefit by giving your patronage to your local merchant as he deserves for the effort he makes in your behalf.

In conclusion, I will state that, according to my mind, Ithaca has kept faith with the times; its conditions deserve your good will and the grateful merchant must realize it.

But before closing I must add a few words of commendation in honor of THE JOURNAL'S centennial celebration. THE JOURNAL has always stood for clean news, excellent editorials and fair play to the public. Its management was always considerate, and prompt to serve the public. Its political policies are of its

own choosing and should be regarded as its own privilege. I congratulate THE JOURNAL upon its enterprise and success, and upon its high standing at the grand old age of 100 years.

In behalf of my fellow merchants I am sincere in expressing thanks for being credited with having acted a part in developing Ithaca into such a beautiful

and famous city and promise now, for them and for myself an everlasting pleasure in the good work.

JACOB ROTHSCHILD

GOV. FENTON VISITS ITHACA

From The Journal, Oct. 13, 1868.

Our citizens had the pleasure of a visit from Reuben E. Fenton, and his military staff, last week on the occasion of the annual parade and review of the Fiftieth Regiment on the N. Y. S. N. G. The Governor arrived on Monday evening by the new steamer T. D. Wilcox. A salute for the commander in chief was fired under direction of Lieutenant George Taylor. The DeWitt Guards, Captain Esty, accompanied by Colonel Blood and staff, and Whitlock's Band met the Governor and party at the boat and escorted them to the Clinton House, where they were welcomed by Chaplain T. S. Strong, and from thence to the residence of Mr. A. B. Cornell, whose guest he was during his stay in the village.

AS I look back into the forest of time covering a period of more than a half century, to my first connection with the Delaware, Lackawanna & Western Railroad for materials I find that owing to the disappearance of all early records pertaining to the road I am compelled to rely upon tradition and personal reminiscences for the subject of this article.

The Ithaca & Owego Railroad Company was organized in 1827 and chartered in April, 1828, it being the second chartered road in the State and it is a mooted question if not the second in operation in the United States. The project was conceived and championed by Ebenezer Mack while editor of THE ITHACA JOURNAL.

Its first officers were Francis A. Bloodgood, president; Richard Varick DeWitt, treasurer, and Ebenezer Mack, secretary.

Surveyors' Field Notes

Preliminary surveys were made following the selection of officers and in this connection it might be interesting to know that the only original and authentic scrap of paper to be found relating to the old Ithaca and Owego road was in the possession of Samuel W. Reed of this city setting forth the personnel of the first organized corps of engineers, it being the first page of the surveyor's field book, and while the ancient and mildewed document has been subjected to the ravages of time it is still in a good state of preservation and in a bold legible hand, presumably that of Mr. Willsey. Here it is:

"Ithaca, Dec. 1st, 1831

I. & O. Railroad—surveying party with G. Willsey, surveyor.

David Lee, chains, pins and hatchet.
John Hatch, flag and axe.
Cornelius Hardenburg, axe and stakes."

The road was opened for traffic in 1834.

Horses Drew Cars at First

The rails were strap iron, spiked to stringers and the cars were drawn by horses from the time of the opening in April, 1834, to 1840, when an engine, built in Schenectady, was brought to Ithaca to take the place of horses. An expert engineer accompanied the locomotive. His attempt to put it into commission failed. Its construction was thought to be too light, and it was sent back to Schenectady, and its weight and power were increased so much that new complications arose, the additional weight proving too much for the strap rails, and the idea of operating the road by steam was abandoned for a short time.

A mechanical genius by the name of John Aldrich, who resided near Mott's Corners (now Brookton) expressed a belief that he could improve the engine's efficiency to the extent that it could be operated successfully. He was engaged to try his hand and he made good.

Mr. Aldrich made material improvements, but in doing so the weight was farther increased and when he made his initial trip over the road the weight caused the ends of the strap rails to roll up and forced themselves through the bottom of the cars. Track hands were employed to follow the train and spike the snake heads, as they were called, down to the stringers or ribbons. Mr. Aldrich continued to run the engine for some time when he concluded that the

bridges were too light to safely sustain the weight of the train.

He reported his apprehensions to the officials who neglected to heed his warnings. Aldrich refused to take the train out and "Kirk" Hatch was employed to take his place.

First Fatalities

Hatch made but few trips when the engine broke through Smith's bridge near Candor and Hatch and his fireman "Al" Dixon were killed, this being the first fatal accident on the Ithaca & Owego railroad, and probably the first fatal railroad accident in the United States. The next accident, serious though not fatal, was sustained by a passenger at the time the road was being operated by horse power.

The Ithaca end of the road had two inclined planes, the first one beginning at a point about where South Geneva street intersects the Spencer road and ending

where the Driscoll coal office on East Hill is now

Here the main power house, used for hauling up and letting down cars, and where incoming passengers were discharged and outgoing ones boarded the cars. The second or upper plane as it was called was located about a half mile south. From this point to the main power house, cars were run by gravity, the speed being regulated by hand brakes.

On the day in question, a coach containing several passengers, Judge Dana of Ithaca, being one of them, was brought down by the brakeman who lost control of the car. All efforts to check it failed and he gave warning for all to jump. The command was heeded by all except one passenger named Babcock, who lay asleep in the coach. The car plunged through the lower house and like a cannon ball sped on its way down the steep incline, landing at the bottom a mass of splinters. The largest one was said to be the sleeping passenger, who eventually recovered.

In the second fatal accident Charles Hill, a freight conductor, lost his life while making a flying switch at the upper switch. The third was that of Sam Williams, a trainman, killed at Candor. The last employee to lose his life was Engineer Orlando Seely in the passenger train accident at the South Aurora street crossing in this city. I am unable to recall or find any record showing a single fatality to a passenger on this road, the

Cayuga Division, and I venture the assertion that this record, covering a period of eighty years, is without equal in its application to railroad passenger service.

Road Sold in 1842

On May 20, 1842, the Ithaca & Owego Railroad defaulted in payment of interest and the road was sold to Archibald McIntire and others of New York City. In 1855 the Delaware, Lackawanna & Western Railroad Company leased the road for ninety-nine years and the Ithaca & Owego was designated as the Cayuga Division, which marked the beginning of the great Lackawanna system of today.

The Ithaca & Owego road was originally a broad gauge one and in 1874 the gauge was changed to the narrow standard. The upper plane was 2,225 feet long with a descent of one foot in twenty-one feet and the lower planes had 1,733 feet with a descent of one foot in every four and a quarter feet.

In 1863 the writer came to Ithaca in the employ of the Lackawanna as its first telegraph operator on the Cayuga division. The personnel of the executive and clerical force at that time was W. R. Humphrey, superintendent; J. P. Merrill, superintendent's clerk and train dispatcher; Horace Hill, station agent; Harlan Hill, ticket agent; Harmon Hill, freight clerk; Thomas Nelligan, baggage master; W. W. Bardon, road master; Frank M. Brown, master mechanic; Cyrene Elmendorf, master car builder; Cornelius Leary, coal agent; Henry Billings, B. A. Dana, John Barden and Charles Haydon conductors; Griff Pultz, Isaiah Robinson, Orlando Seely, Jeremiah Burnes and Hicks Hillaker, engineers.

Alvin Merrill, my father, now in his ninetieth year, hale and hearty, when a little lad road and drove an old horse,

Granny Gray, ballasting and grading the road in Caroline. His memory is clear as to work but not as to the dates. He makes it about 1832-33. He was one of the hands, the boys who sat on the cow-catcher, the front of the first locomotives and with a pole drove the cattle off the track to make way for the locomotives to proceed upon their journeys.

At first horses snorted and stuck up their tails and ran in great fear away from the iron monster that was belching forth sparks, and flame and smoke from the wood-burning fire pots, but they became used to it. Cows made the same ado over it. They, too, became accustomed to it. Father was one of the hands that followed the train and nailed down the bent ends of the thin strap rails. He also attended the horses working the windlass in the pit at the top of the incline plane.

All but the writer have responded to

Conductor Time's "All aboard," and taken passage to that land from whose border no traveler returns.

The present network of railroads in this county known as the Lehigh Valley Railroad system is comparatively modern and its divided histories are well known to our older inhabitants. The dates of their origin, and construction and charters will be interesting.

Charter of Ithaca & Owego Railroad, granted 1828; opening to traffic, 1834; sale to Archibald McIntire and others, in

1842; 1855 leased to Delaware, Lackawanna & Western Railroad, for 99 years; 1874, broad gauge track changed to narrow.

Ithaca & Athens Railroad, opened to traffic; 1872 Cayuga Lake Railroad opened to traffic; 1873 Geneva & Ithaca opened to traffic.

The last railway to be chartered and constructed in this county is the Auburn & Ithaca Short Line. It is of very recent date. The Ithaca Street Railway is not

so recent in its history, but it has a record and is today doing the work it was designed to do and has the reputation of being a surplus earning plant while giving general satisfaction to the traveling public.

Ithaca has an extensive railroad history and it has the oldest coloring in state and nation. THE JOURNAL'S editorials during five long years, from 1825 to 1830 really built the Ithaca & Owego Railroad and connected the Erie Canal with the Susquehanna River and later with the then great and wonderful Erie Railroad.

THE SO-CALLED ABANDONED FARMS INDICATE CHANGES, NOT DECLINE IN AGRICULTURE

By Liberty Hyde Bailey

WITHIN one hundred years, and even within fifty years, radical changes have come about in the farming enterprises of Tompkins County and adjoining regions. These changes may not be so evident in the character of the buildings and the general looks of the properties, as in the introduction of labor-saving machinery, the development of the market-milk business, the building of silos, the raising of different kinds of cattle and fowls, and the whole relation of the farmer to the distribution of intelligence in country districts and in the handling of his produce.

Farming really comprises a good number of different occupations and it is difficult to generalize without indicating just what kind of occupation we mean. Some farmers are dairymen and reach a certain kind of market, some are fruit-growers with a different kind of tools and equipment and with a different market situation, others are market-gardeners with conditions unlike the others, and some are crop-growers of one kind or another.

With the great change in methods of doing business and with the opening of the West, there has been considerable shift in the occupancy of land. The census figures do not indicate the reasons, and those who consider statistics alone are likely to be misled as to the causes of the fundamental changes. A decline in the number of farms in any state or region and even in the number of persons who are residents in rural communities, do not of themselves indicate a decline in agriculture.

The farmer's power to produce crops has been multiplied by the use of improved tools and machinery, by the application of business methods, and by the utilization of better methods of doing the work. The labor-saving machine has undoubtedly had much to do with the change in population in some parts of the agricultural districts.

Abandoned Farms

Much has been made of the so-called abandoned farms of the hill country in this region as if it represents a hopeless decline in the agricultural production. Much of this so-called abandonment is one of the indications of the radical changes that are coming about in farming as well as in other kinds of business. Stores on side-streets are abandoned or given up for other purposes and mills on the little streams with insecure water-power are closed. Some of the farm properties of sufficient size and character to be fairly profitable two or three generations ago may not now be the best economic units in the changed conditions. Fortunately Tompkins County, or a good part of it, was the subject of a very thorough farm-to-farm survey by Dr. Warren and his associates of the Agricultural College. On the subject of abandoned farms, he writes as follows:

The southern half of Tompkins County is in the region of so-called abandoned farms. There are no abandoned farms in the sense of abandonment of title. There are very few farms that are not partly worked.

In this region many fields were unwisely cleared that should have been kept in permanent forests. Some fields that are not adapted to ma-

chine farming are left to grow up to weeds and later to trees. Many other fields are being farmed that should be abandoned. When such fields are too steep, or too stony, or when the soil is too shallow for profitable farming, the sooner they are abandoned the better. Merely because a field is cleared is no reason why it should be farmed. But when farming ceases forest trees should be planted. Such land will pay a good rate of interest in forest trees, but farmers have so recently been striving to kill trees that tree planting has not yet occurred to many. Trees are also a long-time investment for a farmer with small means.

Sometimes fairly good fields are allowed to grow up to weeds for a few years, after which a crop is again grown. In some cases this is the cheapest way to enrich the land. If land worth \$10 per acre lies idle four years the total loss is only the interest, or about \$2.50 per acre. The weeds that grow in four years are often worth several times this much as a fertilizer. Weeds are often the cheapest fertilizer on poor land.

Most of the talk about abandoned farms is caused by the empty houses that are seen by tourists. But an empty house does not mean an abandoned farm. These houses were built in the days of the scythe and grain cradle. With machinery, fewer men and consequently fewer houses are needed.

May Expect Changes

We are to expect rather radical changes in farm lines in many parts of the country, particularly in the hill regions, in order that the units may be combined into the most effective properties.

Gradually the new knowledge of soil and feeding tests is coming to be applied. The farmer has more power over his conditions. Public agencies of many kinds are beginning to study his disadvantages in the way of communication, transportation, marketing and social facilities. He is instructed in the intellectual satisfaction of nature as against the allurements of the city. The schools are re-adjusting to meet the needs of rural communities. Improved highways give him means of access. He learns how to utilize his streams, his forests, and other resources to the best advantage. Periodicals and books for farming and country life are coming to be attractive.

The agricultural colleges are educating the young men and the young women in terms of agriculture and country life. The Grange and other organizations are effective. The daily delivery of mail keeps the farmer in touch with the outside world. The new knowledge of agriculture is stimulating, and it gives the man a pride in his occupation and more confidence in the results of his labor.

There are good farms in Tompkins County. There are many forests. There are numberless streams. There is the important resource of natural scenery which should be comforting and stimulating. There are many public movements that add interest to the rural situation. The movement for a more effective country life is well under way all over the country, and it expresses itself in Tompkins County, as elsewhere.

Nature gave a variety of farms and advantages to this county. Interlocked with its grand and beautiful scenery are vast plateaus and levels of soils that also differ in kinds. We see in early census reports that saw-mills were built along the many streams in the county, in which the pioneers cut the virgin timber into marketable lumber, and grist mills lined the same streams, beginning a hundred years or more ago.

The pioneer changed the forest into the field and the farm, and when the timber had furnished him means he pulled the stumps, and plowed the field and made the virgin farm. The Indian, and the deer and the wild beast were driven westward from this section.

About forty years after its first three settlers appeared, 1830, Federal census agents reported in the County 186,180 acres of improved land, valued at \$3,447,000; \$1,000,000 owned in personal property, total population of 38,008 (but that was before the town of Hector had been

taken from Tompkins and annexed to Schuyler county (1854), and part of Newfield to Chemung county (1853); oxen and cows, 38,289; horses, 11,924; sheep, 77,141; hogs, 32,940; grist mills, 47; saw mills, 211; tanneries, 31. The village and town of Ithaca then contained 5,555 inhabitants. Allowing 4,000 to the town of Hector, this left about 34,000 in the county and the strip from Newfield reduced it to about 33,000.

The 1910 census shows the City in round figures, to have had 15,000, and the entire county at 34,000; a reduction in the county outside of the city from 28,445 to 19,000; a loss of about 9,000 in the rural districts. It is easy to trace where that 9,000 has gone, from the farm, and saw mill, and grist mill and forest, to the cities and to the western states and territories.

The census of 1910 shows that Ithaca township had decreased since 1890 from 1,362 down to 1,288; Caroline from 2,092 to 1,646; Danby from 1,707 to 1,235; Enfield from 1,393 to 1,000; Newfield from 2,214 to 1,500; Ulysses from 2,954 to 2,612; while Ithaca city increased from 11,790 to 14,802. Lansing, Dryden and Groton remained about the same. Caroline had 2,633 in 1825, Danby 2,570 in 1835, Dryden 5,851 in 1830, Enfield 2,283 in 1840, Groton 3,618 in 1835, Lansing 4,158 in 1820, and Ulysses 3,244 in 1830. Newfield before its partition had 3,665.

Yates County during those twenty years decreased from 21,001 to 18,642; Seneca County from 28,227 to 26,972 and Schuyler from 16,711 to 14,004. Tompkins County in 1890 had 32,923 inhabitants, in 1900 it had 33,830, and 33,647 in 1910; a decrease of 193 in the last ten years in the entire county. During those ten years Ithaca City gained 3,012. The County lost about 1,800 outside of the City. Yates lost 2,359, Seneca 1,257 and Schuyler 2,707. And in earlier years these lake counties were known through the east as the best, most fertile and most generous in crops in the State, from field and orchard.

But the forests have been largely stripped of their timber, the saw mills have fallen into decay, grist mills have thinned out and not a tannery remains.

Among the causes for the decrease in the farming community population are, the labor saving machines which decrease the demand for hired help; the allurements of the city; the shorter day's work in the city; and the superiority of city schools.

The soil is no longer virgin and is partly worked out. Today the middleman stands between the producer and the consumer, thus lessening the profits of the farmer and discouraging him, to a certain extent. Another change in the agricultural conditions is that the western meats and crops have eastern markets, markets right in this county, forming a rival and competitor for vicinity producers. This was not true in the earlier days before the development of the western farming country.

Brighter Days Ahead

But in late years there has been a renaissance in farming throughout the country and Tompkins County too is beginning to feel its impetus. The New York State College of Agriculture, with its splendid resources, its professors and instructors, who are eager and willing to help the farmer, its extension courses and its bulletins, the development of the state of farmers' institutes, the construction of a network of improved highways which bring the farmer in closer touch with his markets, with his neighbors and with helpful institutions and organizations, the growth in power and influence of the grange, the rural free delivery and the parcel post, renewed interest in fairs, better transportation facilities, farm machinery, these and many other agencies point the way to a new day prosperity such as the farmers of this State and county have never known before.

Never in the history of this county was there such a market for agricultural products, the millions in our cities increase constantly and the demand for farm products grows apace. In this new, prosperity the farmer of this county has his share.

GOVERNOR HOFFMAN'S VISIT

Governor Hoffman's visit to Ithaca in June, 1871, to attend the meeting of University trustees and the dedication of Sibley College, was a momentous occasion. THE JOURNAL of that week describes his reception as follows:

"About six o'clock the rain ceased and the sun came out, glittering askance over refreshed wood, field and flower. The dust was settled, but the mud slightly stirred up, as the University band, DeWitt Guard, a piece of light artillery, and a crowd of citizens and ragamuffin boys repaired to the steamboat wharf to give Governor Hoffman a welcome reception. The steamboat Frontenac, Captain Wilcox, had taken a special trip with the following persons to meet the Governor and suite at Cayuga and bring them to Ithaca without delay:

"C. L. Grant, Hon. J. B. Williams, L. L. Treman, Leonard Treman, W. L. Bostwick, C. M. Titus, Spence Spencer, Geo. W. Apgar, DeWitt Apgar, B. R. Williams, Ed. Stoddard, J. H. Selkreg, Wm. An-

drus, L. P. St. John, H. J. Grant, Wm. R. Humphrey, Dr. Strong, and others.

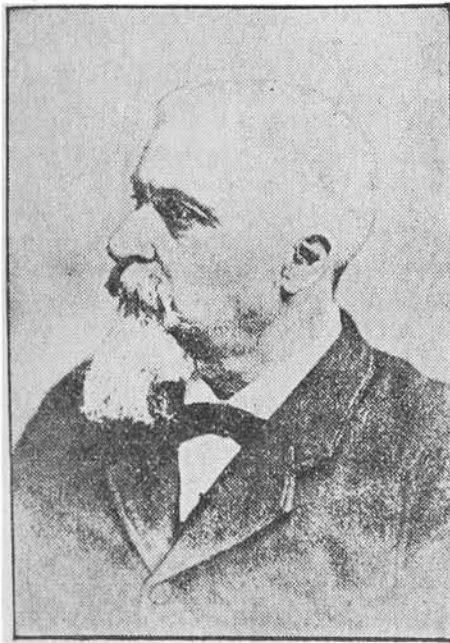
"At half-past seven the Frontenac appeared in sight, and a salute of seventeen guns was fired. The band played lively music from the hurricane deck of the T. D. Wilcox as the Frontenac came up the channel, and when near the landing the Governor raised his hat to the spectators. He entered Mr. C. L. Grant's carriage and was escorted by the band, the military, and a large crowd up Willow avenue, through Cayuga and Seneca streets to Geneva street, to the residence of Mr. Grant, whose guest he was while in Ithaca. He was accompanied by Col. Thompson, military secretary, and E. K. Apgar, executive clerk."

REMINISCENCES OF ITHACA'S OLD-TIME MUSICIANS

BY AN OLD DRUM MAJOR

As far back as the oldest resident of Ithaca can remember the village was noted for its musicians and singers. Its high standard as a music center in recent years was inspired by the music that E. M. Treman and W. Grant Egbert heard around them in their early boyhood days.

"Captain Abe" Whitlock had composed music and organized and led what became the Fiftieth Regiment Band. He was almost an artist with the violin. He played with Gilmore, often at Gilmore's urgent request, in grand concerts. When age silenced him others, Dr. Freeman Howe and "Sol." Grant, took his place as leaders of that band. The world famous Ithaca Band was the logic of musical



ABRAM B. WHITLOCK

events in Ithaca for it was Mr. Treman's passion and genius for standard and classic music, his desire to make it a powerful factor in the cultivation of his fellow citizens and his generosity that led him to organize and maintain it for twenty years. Patrick Conway was its leader and conductor. Six or more Ithacans were artists enough to be made members and are still with it in grand concert work.

Mr. Treman had been inspired by such singers and teachers of song as William Renney the long time tenor and choir-master of St. John's Episcopal church. He had instructed Mr. Treman and aided in developing Mr. Treman's tenor voice, and spurred his ambition to sing and take up Mr. Renney's baton, at Mr. Renney's death, as choir-master of St. John's. As high classed as was the choir under Mr. Renney it was surpassed under Mr. Treman and won national reputation. The late Bishop McQuaid said that the choir produced, trained and conducted by Mr. Treman at the dedication of the Immaculate Conception Church in 1897 was the best music he ever heard in a church. That choir was composed wholly of Ithacans.

Other churches had excellent choirs. Their ambitions were constantly developed by the standard fixed by St. John's choir. The old Dutch church, now the Congregational, has had cultivated choirs of high order for sixty or seventy years. After the Presbyterian congregational singing, led by a precentor, Prof. M. R. Barnard and Samuel Stoddard, ended and a choir adopted as a substitute, that church has been both ambitious and successful in presenting very high class choir music under the direction of Eric Dudley. For the last year or more the Baptists have had a choir worthy of the church and city, and it is led and instructed by a woman, Miss Laura Bryant. The First Methodist church now has an efficient choir under the capable direction of Mr. and Mrs. Ralph C. Rodgers. The music at St. John's Episcopal church sets a high standard.

In Schools and Churches

The Catholics have had fine music for several years and their new organ has now appreciative congregations. Some of their choir voices are young, fresh and superior.

Our schools caught the music fever many years ago and Hollis E. Dann took charge of their musical departments. Now he has passed to a higher position and has won national fame as organizer and instructor and director in the music department in Cornell University and has a choir of 100 and at times 200 superior voices, male and female, in Sage Chapel on the Campus.

Music has such a grip upon church-going Ithaca that all of our churches have been installing grand organs at heavy expense, including the Colored Zion Methodists. The colored men of the city organized and maintained a band that for the last ten or twelve years was a credit to its members and to the colored people of Ithaca. Race prejudice was a handicap to that band as everybody knows and its work and success was all the more worthy of praise.

Too much can not be said in praise of the music department of Cornell University. Since the original Ithaca Band ceased to exist the University is our chief mecca for standard chorus, orchestra and band music; that is, on a metropolitan scale, but several of our churches have large, and superior and well trained mixed chorus choirs, conducted and instructed by professionals.

Singers of Old Days

Ithaca has for seventy years had high standard quartettes, sextettes and double quartettes, composed of residents. Some of the best were when William Renney, E. M. Treman, John Wilson, William H. Storms, Edwin M. Hall, Edwin C. Tichenor, Fred Andrus, Samuel Wilcox, Charles Tayleure, William Major, Ward Hodson, and William Mandeville were in their

prime. Renney, Hall, Hodson, Wilcox, Andrus and Wilson have passed to the music of the other world.

Among the women whose popularity as singers was not confined to Ithaca or to this county the names of Mrs. Elvina Mack Hawkins, Mrs. (Wilcox) Morris, Helen Halsey Granger and Mrs. (Goodrich) Monell come forth from out the olden days when they led choirs in the three "great" churches. Mrs. Atwater, Lucy Marsh, Mrs. Chamot, Mrs. Todd, and Mrs. Morse succeeded them. Mrs. Charles E. Treman sang in the Presbyterian Church for a brief period, but long enough to win a high place among the critics.

Hidden away somewhere in the archives of Ithaca's musical history is a story about M. M. Gutstadt, now manager of the Lyceum Theatre, and long interested in things musical in this city. "Max," as his friends know, is an accomplished violinist. Years ago he was connected with concert orchestras in Ithaca and other cities. Ithacans of the present generation are perhaps ignorant of the fact that Mr. Gutstadt played an

important part in the organization here of the Ithaca Conservatory of Music. It was in 1892 Mr. Gutstadt and W. Grant Egbert, the latter a man who has won international fame as a violinist, founded the Conservatory, of which Mr. Egbert is president today.

Mr. Egbert has made standard the Ithaca Conservatory of Music. His most successful violin pupils have been residents of Ithaca. One of them, Helen Doyle, aged 19, recently won national fame. The vocal and piano departments have held their own in the Conservatory and their influence upon the taste and talent of the City and County has been solid and extensive.

Miss Anna McCormick was an organist, and has been one of America's famous pianist for many years. She increased her fame while a resident of New York. She has been a resident of her native Ithaca again for years.

Lucy Marsh is a native and has won international fame as a cultivated soprano and artist. Her voice is heard wherever the Victor phonographic records are used and in many concerts and churches. Mrs. Horace Mack and Mrs. William L. Bostwick organized the "Harmonic" club in 1862. In 1874 it became the "Mozart."

It is said that the first quartette choir in Ithaca was in the Presbyterian church: Miss Barlow and Miss Margaret Philes and James H. Tichenor, tenor, and General Charles Blood, bass. The best remembered Congregational choir was composed of Miss Louise St. John, organist, Mrs. (Wilcox) Morris soprano, Mrs. Mary (St. John) Westervelt alto, Fred Andrus bass, and Samuel H. Wilcox.

Musical Clubs

Ithaca was such a musical town in former years it had musical clubs that would have won praise from the severest of metropolitan critics. One was the Mozart Club and another the Choral Club