

RECORD OF MANY JOURNAL

CARRIERS SINCE 1872

BY CLARENCE L. HOUGHTON

WERE it possible to compile a complete list of the carriers of THE JOURNAL since the carrier system was first introduced, in such a list would be found the names of many men doing work in various parts of the United States for the Government, many who had been or are prominent in State affairs, and still others who have played prominent parts in community and business life. In other words the lads who made good in the carrier service afterward made good in larger affairs after reaching man's estate. It has always been a source of gratification to the management of the paper in this and years gone by that the best boys in the community were the connecting link between the office and the home; that they took pride in giving good service; that in after life they were never ashamed to have it said their first business experience had been obtained with THE JOURNAL.

Since the inception of the idea of a Cen-



FRANKLIN W. HEATH

tennial Number of THE JOURNAL efforts have been made to obtain as much information regarding the old boys as possible, and although the responses have been generous the list is far from complete. As it is the responses have come from the Pacific and from the Atlantic Coast and from many other sections of the country. Many of the boys became college graduates, and others quit their carrier positions when they obtained permanent positions and left school to accept them. These lists have been put into my

and form the basis of this historical narration.

Among the carriers of THE JOURNAL in the early seventies were William M. Eaton and Walter J. Terry, both now residents here, and William Knapp, John Denmead, Walter Burling and Franklin W. Heath. The service of Mr. Eaton as a carrier began in 1872 and continued until 1879. This record of seven years has seldom if ever been equalled in the intervening years. The first route which he delivered was the East Hill route and afterwards when a vacancy had occurred he had a downtown route in the section south of State street. In addition to carrying a route he folded the papers which were sent by mail, receiving for the combined service two dollars a week. Not only that but he earned an additional fifty cents a week by folding the weekly issue on Thursday mornings. Mr. Eaton resides at 705 North Cayuga street, was at one time in the grocery business with E. J. Bentley, under the firm name of Bentley & Eaton, and has served his ward as Alderman in the Common Council. He is now a salesman with the wholesale house of D. B. Stewart & Co.

Walter J. Terry resides at 513 North Tioga street. With the exception of a few years spent in the West and with the Robinson studio in this city, he is at present and was for many years before going West employed as a clerk and in a confidential capacity by Andrus & Church of this city.

Another of the old timers is Franklin W. Heath who carried from 1873 to 1875. He purchased his route of the late William Wick, a former carrier, for two dollars. The route covered the north side of State street from Tioga to Aurora, on Aurora to Mill, and State, Seneca and Buffalo streets on East Hill as far as Heustis street (now College avenue) then the eastern limit of the village. The wages were one dollar a week. His first New Year's greeting was written for him by Thomas W. Burns, then a law clerk, and for which he paid \$5.00. In addition to that he paid THE JOURNAL for printing the address and lost money on the venture. In the spring of '74 he shared his route with his brother, Chauncey G. Heath, who served the subscribers on State and Aurora streets and charged twenty-five cents a week for the service. When Franklin engaged with George Rankin & Son as an errand boy he turned over the route to his brother Chauncey.

The printing office experience gained by him must have attracted Franklin for we next hear of him in Buffalo where for a number of years he was engaged in the printing and publishing business. He became an expert in printing technology

and shop management and an important factor in the organization of printers. For a long time he was associated with United Typothetae of America and for two years its secretary, with headquarters in Chicago. He is now secretary of the Philadelphia Typothetae and resides at 1116 Girard avenue. Franklin W. Heath has a large personal acquaintance among organization men all over the country and is esteemed by printers everywhere.

In those days Percy W. Wood counted out the papers for the carriers and Toby, the pressman, kept the boys in order in the press-room. Among the carriers in the '80s were R. E. Seamon, who from 1884 to 1888 carried a route in the north end of the village. Mr. Seamon still believes that the boy who carries that route in the winter earns his money because that end of the town is a mighty cold place in winter, and in the days when he carried, sidewalks cost too much. For many years Mr. Seamon was an instructor in the Sibley College of Engineering, and is now instructor in woodworking and foundry practice in West Virginia University, located at Morgantown, West Virginia.

Another carrier in the same decade was Charles B. Boice, now of Trumbulls Corners, and holder of a State civil service position. Today some of the readers of THE JOURNAL on East and South Hills may recollect the dog owned by Boice. This dog was trained by his master to deliver papers, and in many instances carried a copy of the paper the distance of a block or more, depositing it on the porch of the occupant of the house for whom it was intended.

R. Homer Wool, the wellknown baker who has but recently moved into his new block on South Tioga street, was a carrier in 1883. He resides at 110 West Clinton street.

James L. Murphy of 319 North Aurora street, a former president of the Central New York Volunteer Fireman's Association, and superintendent of carriers at the Ithaca post-office, carried a route running west from the corner of State and Cayuga streets, and the western part of the city, including all of West Hill, from 1885 to 1888.

Other carriers in the '80s were George H. Stanion and Dr. Fred D. Greene. George H. Stanion carried from 1887 to 1891. He is a graduate of Cornell University in mechanical engineering and now with the Standard Underground Cable Co., and resides at 1203 Palo Alto street, Allegheny, Pa. In those days THE JOURNAL was the only daily paper in Ithaca and Mr. Stanion still has recollections of the eagerness with which most of his customers awaited the arrival of the paper.

In fair weather the people watched out of doors and at other times indoors, and at some points even went out of their way in order to get their only news as early as possible. The Stanion route included some of the principal down town streets and all of South Hill. Mr. Stanion

also has recollections of New Year's day which was looked forward to with hopeful anticipation, not only because it brought a big reward in a financial way from the sale of New Year addresses, but also because of the glee and mirth in connection with the annual banquet. This feast held in the early evening of New Year's day after a hard tramp lasting nearly all day was not only a feast of food, but was made merry by youthful comments (not always favorable) regarding the characteristics of some of our special patrons, comparisons of the earnings of the day, and a large variety of stories referring to the experiences of the year.

Doctor Greene who carried about 1889 is now a practicing dentist with offices on East State street, and resides at 206 Linden avenue. In answer to an inquiry he stated it seemed very long ago to remember the days when he carried THE JOURNAL. Continuing, he said: "It was considered quite an honor to be a JOURNAL boy, and one keenly competed for, and that dollar Saturday night did look big and was spent many times over in my boyish mind. I think that regularly each night after school to go over the route, rain or shine, was the very best training possible. I remember I had Titus avenue and carried 122 papers. Such work takes the boy from the street at a critical time in his life, gives him a sense of responsibility, and teaches him the value of money. Long live THE ITHACA JOURNAL and its carrier boys, past, present and future."

Among the carriers in the '90s might be mentioned Charles C. Houghton and George E. Houghton. They delivered what is still known as the Fall Creek route. Charles C. Houghton is now a member and director of the hardware firm of Treman, King & Co., and in charge of the accounting department of the concern. George E. Houghton has for many years been connected with the Corner Bookstores, first as a clerk, and now as a member of the firm and its vice-president. He is in active charge of the engraving department.

From 1894 to 1897 Fred C. Dauncey who now lives at Bound Brook, New Jersey, and is secretary to the treasurer of the M. W. Kellogg Company, engineers and contractors in Jersey City, was a carrier. During the three years he carried Mr. Dauncey does not recall that one of his customers made a serious complaint of the service they were getting or that any of them stopped the paper because of their failure to receive it. He remembers how the boys tried to be the first on hand at night for that meant they would be the first ones out, and how the boys had to sit behind the old cylinder press and fold the papers as they came through. In those days Eugene Close had charge of the press room, and Edward E. Van Dine fed the single sheets of paper into the press. He always thought Close was glad to see the boys get out with the papers and thus be rid of the responsibility attached to trying to prevent some of the "kids" getting hurt.

Claude F. Williams carried from April 1898 to 1903. He is now in Camrose, Alberta, Canada, a member of the firm of Wentworth & Williams, which does business as the Camrose Piano Company, dealers in pianos, violins, and music.

Another lad who began carrying in 1898 and continued until 1900 was Edgar J. Clapp whose present address is 230 King avenue, Detroit, Michigan. He is an architect.

Ralph P. Stanion and D. Curtis Stanion, younger brothers of George H. Stanion, were also carriers in their day. For over sixteen years Ralph P. Stanion has been in the government service being located at different times at Otoe, Oklahoma, Pine Ridge, South Dakota, and is now United States Indian superintendent and disbursing agent at Pawnee, Oklahoma. He entered the Government service after passing the civil service examinations as a teacher. D. Curtis Stanion graduated from Cornell University in the agricultural course, and has a fruit ranch near Santa Cruz, California.

Another carrier who graduated from Cornell was Fred J. Brewer, who delivered papers about fifteen years ago. He is now an engineer with a large and prominent manufacturing company and lives at 1218 Madison avenue, South Milwaukee.

Albert E. Dauncey carried from 1903 to 1904 and was carrying during the typhoid fever epidemic and the high water of February 28, 1903. He is now a stenographer and lives at Dunellen, New Jersey.

Frank W. Buck, another carrier, is a mechanical engineer with the Aluminum Company of America, and lives in Niagara Falls.

Avery D. Smith of 911½ North Cayuga street, who carried from 1899 to 1904, is now a patrolman of the Ithaca police department. One of his experiences with a customer is interesting. For three years Smith took particular pains in delivering this paper. The customer, an elderly man was always away from home when the paper was delivered. Smith climbed a flight of outside stairs, always icy in winter, took a key from underneath the door mat, unlocked the door and placed the paper carefully on the kitchen table. Each of those three years when delivering his New Year's addresses Smith was given a nickel by the old man with the remark, "I am glad to help you out."

Walter Todd was a carrier from 1904 to 1905. At the present time he is engaged in farming, his address being rural delivery route 4, Ithaca, N. Y.

L. Crandall carried from 1899 to 1902. He is now assistant engineer of the United States Geological Survey, with headquarters in Salt Lake City.

Friends of THE JOURNAL who have preserved New Year's addresses have kindly loaned them in order that a complete list of the carriers at that time of the year might be printed. The oldest address contains the names of those who carried at New Year's time in 1889. They are George H. Stanion, Wallace Beardsley, Edwin F. Smith, Anson S. Johnson, Edward M. Richardson, Clarence L. Houghton, Wellington H. Ostrander and Newell Lyon.

January 1, 1895.—Clarence Manley Green, James Clyde Wandling, Sydney Robinson Pritchard, Fred Phillips, George Howard Vant, Rollo Edward Smythe, Edwin W. Hoose, George Eugene Houghton and Burton George Hamilton.

January 1, 1896.—Fred C. Dauncey, James C. Wandling, D. Curtis Stanion, Richard J. Emmons, George Mabee, George H. Vant, William Delanoy, Edwin

W. Hoose, George E. Houghton, Burton G. Hamilton and Ray Tompkins.

January 1, 1897.—Burton G. Hamilton, George E. Houghton, Ray Tompkins, D. Curtis Stanion, John P. Nadge, James C. Wandling, George Mabee, Fred C. Dauncey, William H. Delanoy, Scott Hyde and George E. Clapp.

January 1, 1899.—George E. Houghton, Clarence A. Snyder, Clarence T. Bates, John E. Clapp, William H. Delanoy, D. Curtis Stanion, Howard R. Evans, Percy Osmun Wood, John P. Nadge, Harry W. Barnard and Lloyd G. Scott.

January 1, 1900.—Claude Kellogg, Howard R. Evans, Percy Osmun Wood, John E. Clapp, Lloyd G. Scott, Carl Stevens, D. Curtis Stanion, Clarence T. Bates, John P. Nadge, Harry W. Barnard, Curtis B. Drake and Chester C. Platt, jr.

January 1, 1901.—Claude Kellogg, Herbert Luther Sanford, Percy Osmun Wood, James Kennelly, George Watson Little, William Frank Nadge, Harold Everett Worden, Clarence Townley Bates, Clarence A. Snyder, Richard D. Giltner, jr., Curtis B. Drake and Edward John Clapp.

January 1, 1903.—Ernest Bolam, Louis V. Keeler, John Henry Wagner, Sidney Franklin Smith, Leon William Palmer, John G. Gudmundsen, George W. Little, Avery D. Smith, Ray George Stephens, Robin Bogart, Joseph George Nadge, Hugh Malcolm Platt and Percival L. Knott.

A casual perusal of the above lists will show that a goodly share of the carriers remained in the service for several years, making it evident they were the kind of boys who stick to the job. Another noticeable feature is the healthy growth in the number of carriers. While on January 1, 1889 there were but eight, the number had grown to thirteen on January 1, 1903, and today there are twenty-one.

In many respects the boys of today have a much easier time of it than in the old days, before present day improvements. Such was the case both in the office and on the delivery routes. In the eighties type was set by hand, and each letter had to be picked up separately by the compositor. Today with the line-type the work is much like that of the stenographer, for the operator sits at a keyboard similar to that of a typewriter. When a line is set instead of the single letters there appears a solid line of type. In the old days with hand composition accidents occasionally happened in taking the forms from the composing room on the second floor to the press room below. Many an old carrier has heard the elevator rope snap and several forms of type "pied" almost before one could think, and a whole day's work go for naught.

In the press room there was always work to do, and many of the carriers became adepts in sitting at the table where the papers came from the press, and folding them for delivery before another one was deposited. All the papers were then folded by hand but they were only of four pages each and the effort was not so great as would be required today.

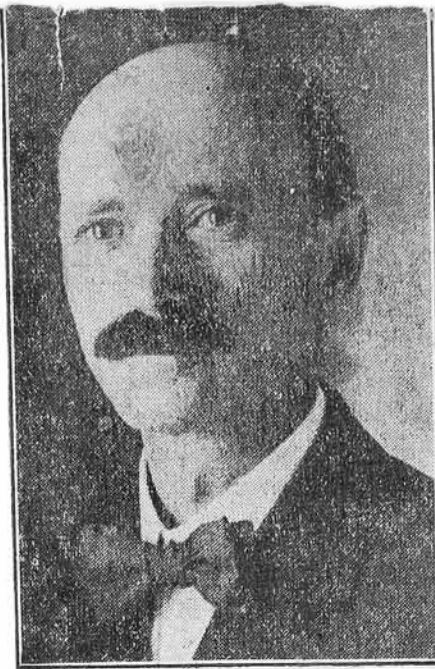
With the introduction of the perfecting press and printing from the roll of paper there was little for the carrier to do in the pressroom. Now the papers are printed, pasted, folded and counted by

machinery, and after the lad has had his route counted out he is ready to begin delivering. Once outside his task is also easier than in former days. No more do we see unpaved streets with mud ankle deep in wet weather. Many a youngster has lost his rubbers in trying to cross the streets in the city, before paving was begun. Nowadays boys with routes far distant from the office get there on the street cars and bicycles; in other days there were neither street cars or bicycles.

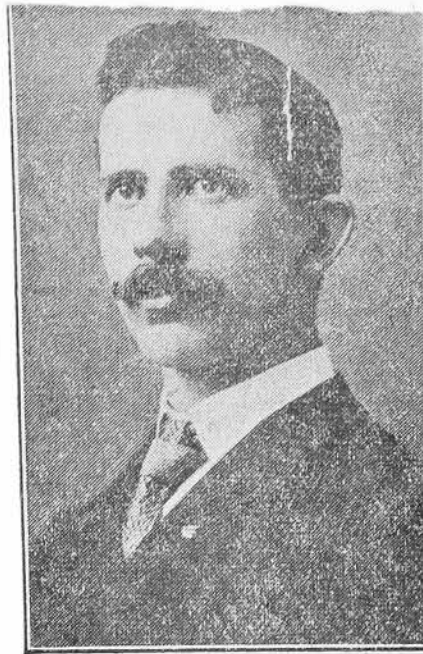
There is no cleaner business for any boy than the delivery of papers. The work gives him an insight into business matters, into human nature, the value of time, promptness, and many other things which will be of value to him in after life.

I am sure that all the old carrier boys as well as the present carrier boys will join in felicitations to THE ITHACA JOURNAL upon this auspicious occasion—its centennial celebration.

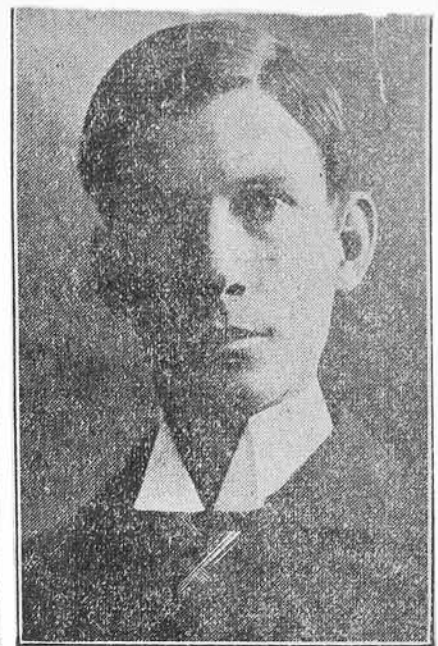
Long live THE JOURNAL, and success to its carrier boys!



R. E. SEAMAN



JAS. L. MURPHY



GEO. H. STANION



JOURNAL CARRIER BOYS OF TODAY—MOTOR-CYCLE COVERS BROOKTON AND SLATERVILLE ROUTES



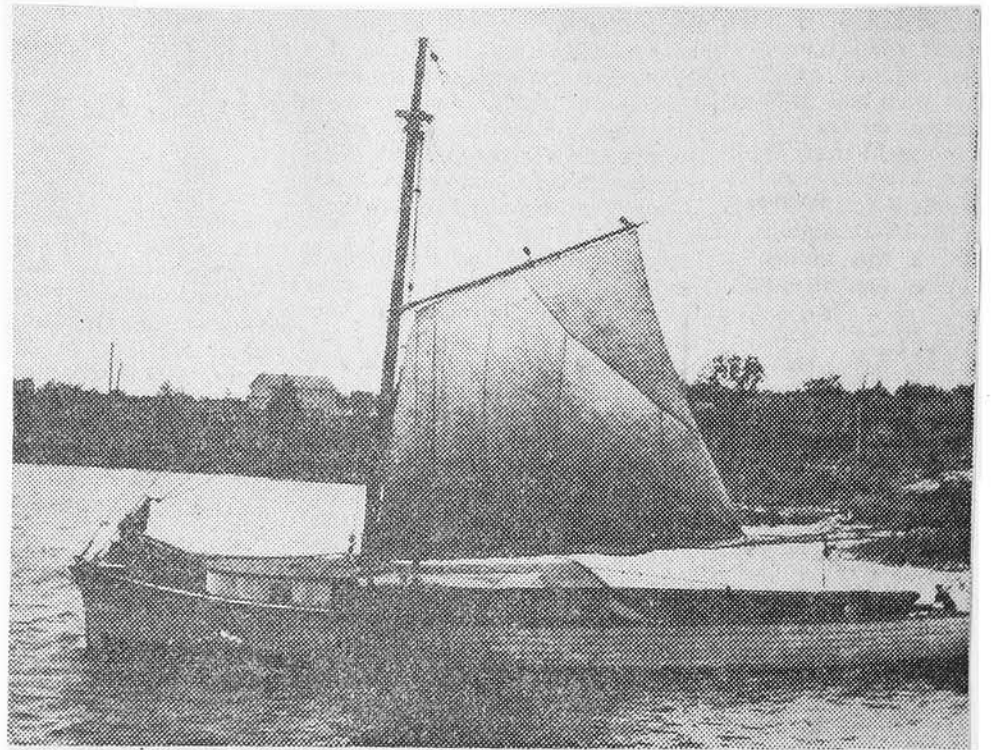
GROUP OF JOURNAL CARRIER BOYS, 1908



C. DAUNCEY



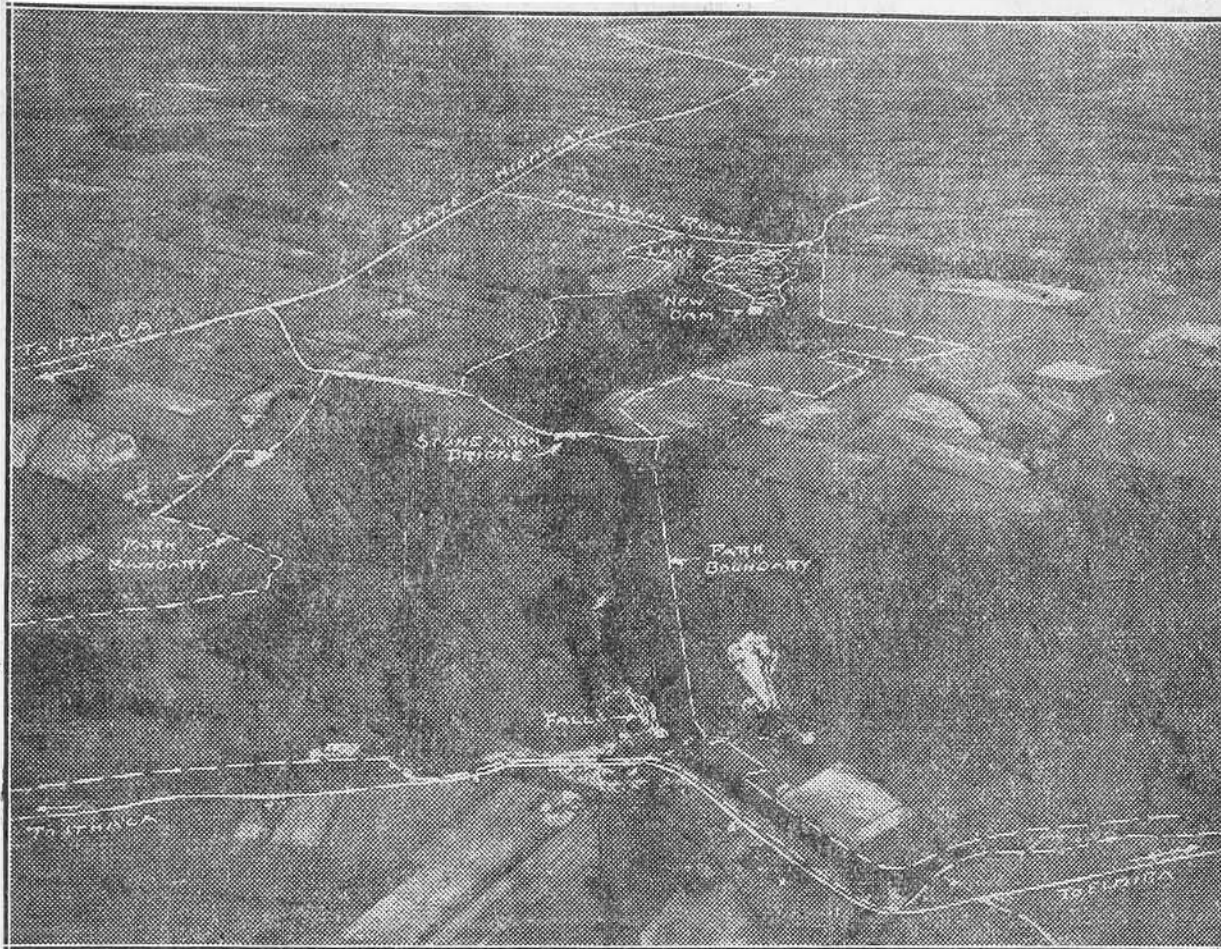
TAUGHANNOCK FALL AS IT APPEARED IN 1872



A Typical Cayuga Lake Ferry

This particular ferry ran from Union Springs to Canoga. Horse treadmill was used to start the boat then, wind permitting, it was powered by sails, or in later years by an auxilliary steam engine. Carriages (ferry could take three with horses) were driven onto rear and backed off upon arrival. (Photo courtesy J. S Barr)

Air View of Buttermilk Falls State Park



—Photo by C. S. Robinson

This aerial photograph shows the vast extent of Buttermilk Falls State Park, which comprises 500 acres. The picture shows the lower falls, the entire gorge, and the upper part where the new dam and lake will be built. Danby may be seen in the background.

New Lake And Dam Plan At Buttermilk

Work Will Be Done By Ward Construction Company at Estimated Cost of \$25,000 —36-Foot Wall Will Control the Water Supply

Creation of an artificial lake in the Buttermilk Falls State Park is already under way and by December 1, it is expected that the new body of water will be ready for use.

While the lake was suggested as a means of providing storage water to be used to increase the flow of the stream over the falls, it will also serve as a recreation center. Boats will be provided for use on the lake and it is believed will prove popular with swimmers and fishermen as well. This artificial body of water will

be one-half mile in length and 200 acres in extent.

A reinforced concrete dam 36 feet high will control the water supply. The dam is to be built in the rock gorge at the foot of the new lake and from this point the flow of water over the falls will be controlled. A large spillway will also be located near the dam to care for the overflow.

The work is being done by the Ward Construction Company of this city. The estimated cost is \$25,000.

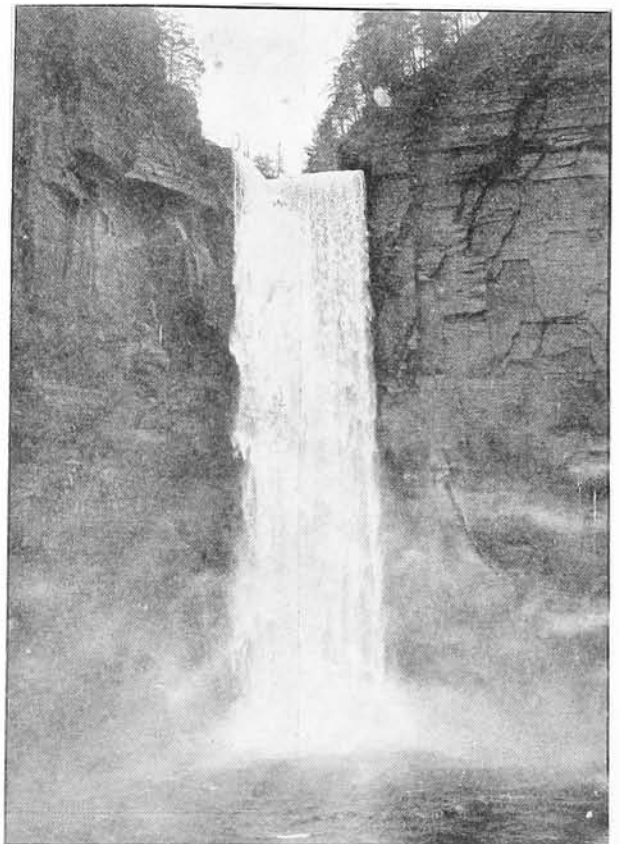
There are two ways in which to reach the proposed lake at present but it is hoped that a third entrance route will be constructed in the near future. The best way to reach Upper Buttermilk is to take the first west road leading from the Ithaca-Danby highway although the second west road on the same route will also bring a motorist to the same spot. It is hoped that a new road will be provided from the lower entrance to the dam in two or three years although nothing definite has been announced in connection with such a proposal.

Park Has 500 Acres

Officials of the Finger Lakes Park Commission who announced the building of the new lake and dam today declare that the area of the Buttermilk Falls Park is

500 acres, although tourists only see about two acres in which the falls are located. Their plan is to beautify the whole region and to make the upper area as popular as the lower.

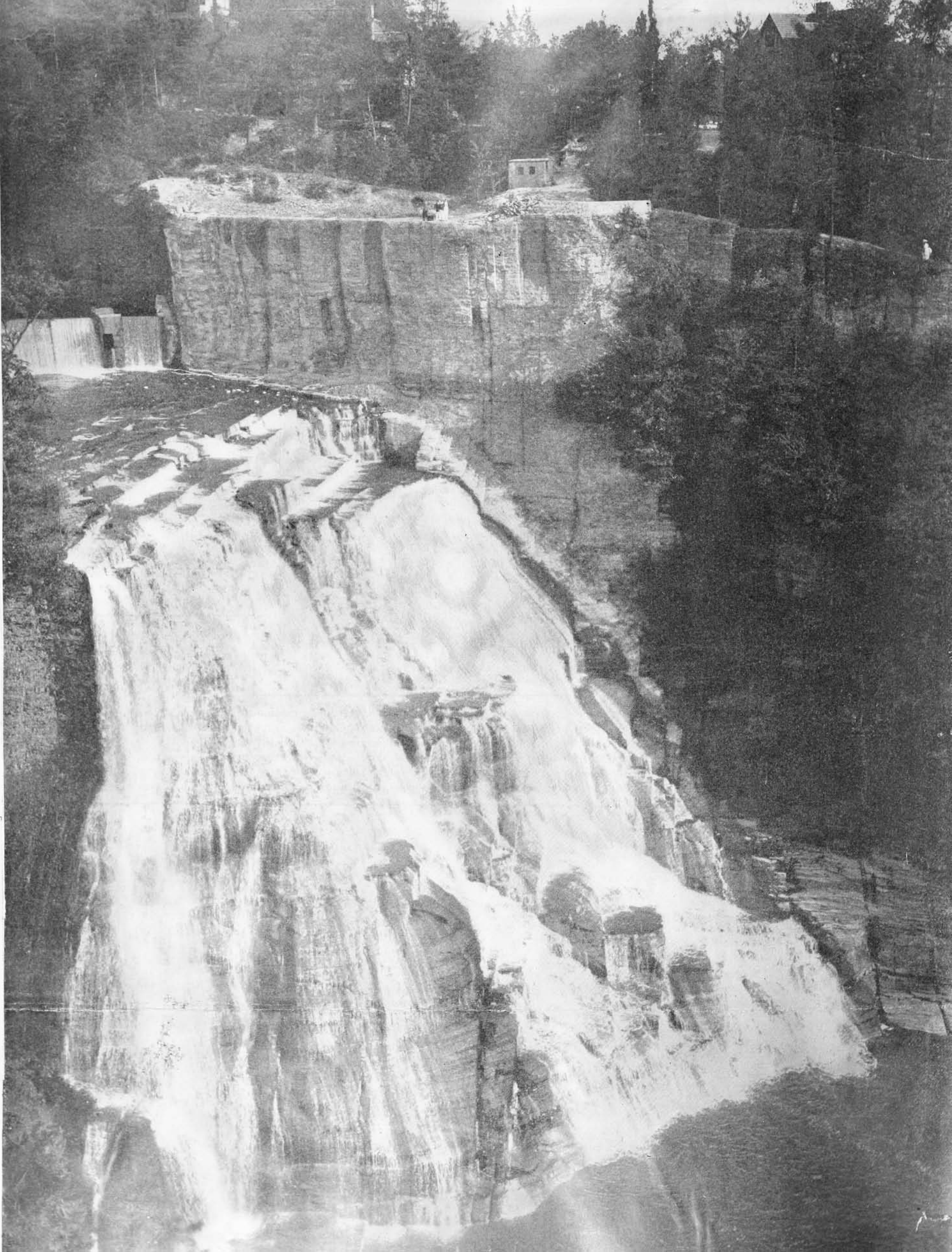
By next Summer it is hoped that this park will become as popular as Taughannock and Enfield.

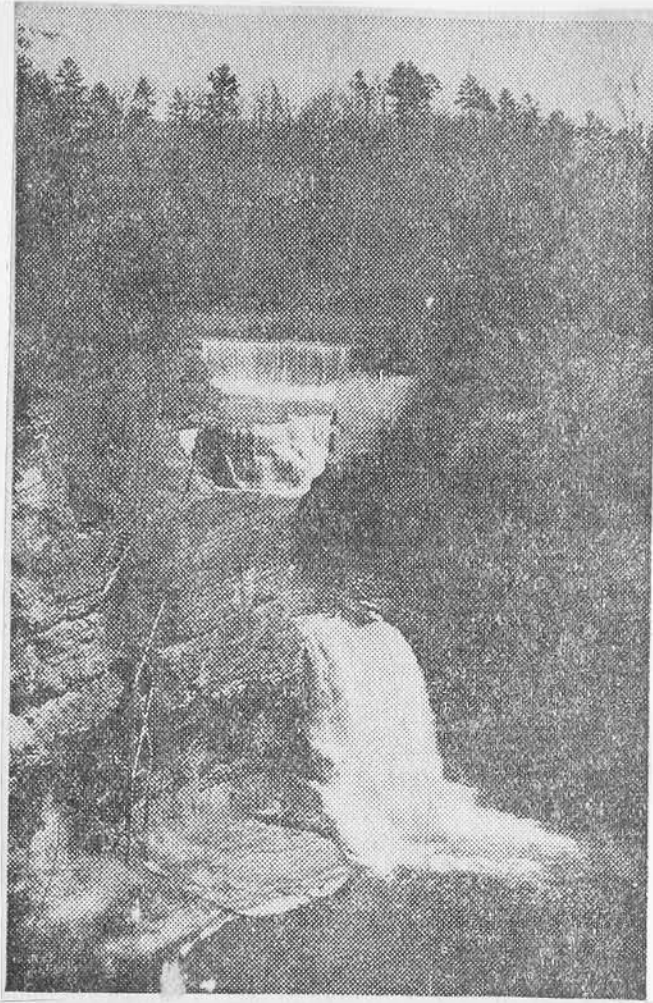


TAUGHANNOCK FALL AS IT APPEARS TODAY

Photo by Coble, taken especially for The Jour

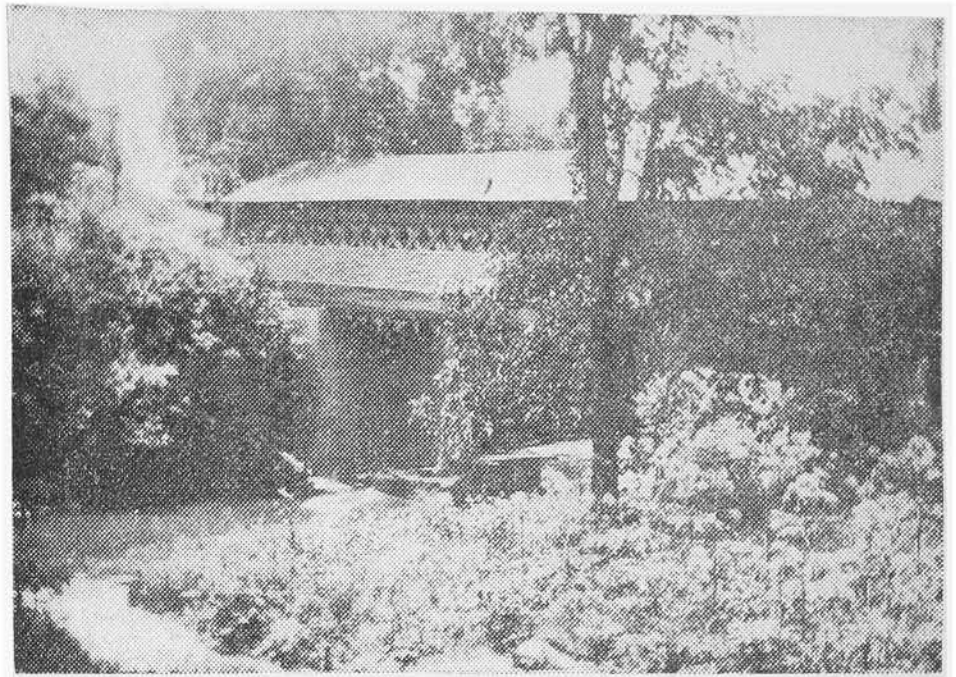
AN UNUSUAL PICTURE OF ITHACA FALLS AND FALL CREEK GORGE





Triphammer Falls 1895

A fine photograph taken by Henry R. Head before Beebe Lake dam was built. Note the staircase at left which enabled sightseers to climb the north wall of the gorge. From the flat rock on the north to the south side there used to be a foot bridge. The two large steel bridges across the gorge had not yet been built.



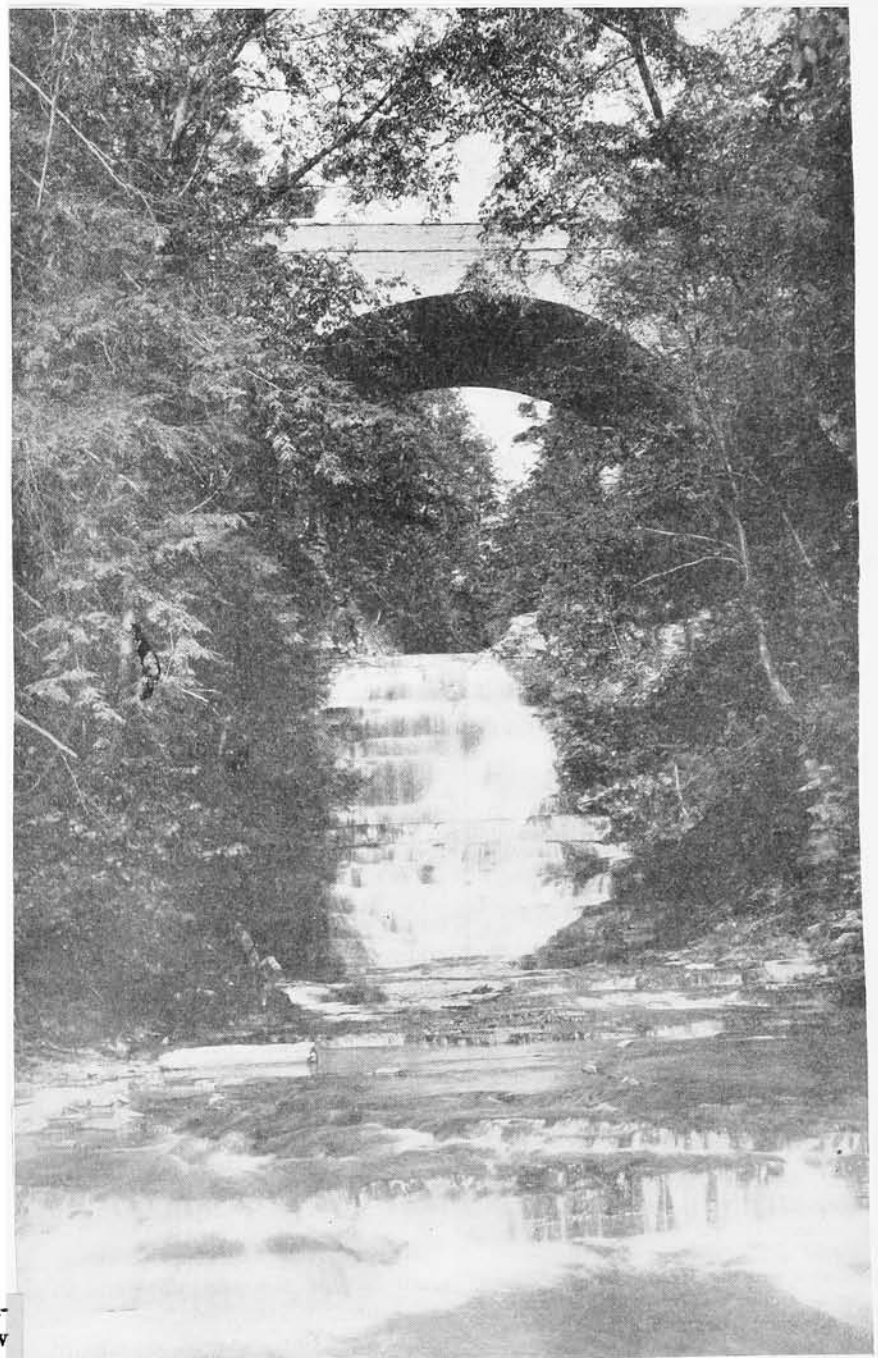
Covered Bridge Near Ithaca

A familiar sight to many Tompkins County people is the above bridge, one of many throughout the area a half century ago. This particular bridge was on the Trumansburg Road and was one of the last to be torn down. This fine photo was loaned by Mrs. Josephine D. Tinker.

THE ITHACA CATARACT

The grand cataract that makes the final leap of Fall Creek from the rocks and crags 150 feet above, to the lake level, and has been known from early days as Fall Creek Falls, is the chief scene where falls and streams cut romantic figures in the city and in the township of Ithaca. Its base is about 250 feet below the top of the gorge, at this cataract. The gorge is 360 feet wide. Triphammer Falls are nearly one-third of a mile farther up that stream and have special attractions of their own. Other enchanting water-falls are found in the vast gorge between them. Fall Creek Falls are very near the eastern gates of Percy Field. The cataract as presented on page 13 of THE JOURNAL is a superb specimen of art and nature and the first time it has ever been shown from that incomparable view-point. Close observation will disclose people and buildings on the upper rim of the gorge. The old tunnel rocks through which the waters flow from the dam to the paper and grist mills and Ithaca gun shops below the tunnel flume and furnishes tremendous hydraulic power to the machinery of the shops and mills. If ever newspaper art gave results worth while it is this picture. It must challenge the surprise and delight of all who behold it. Barring only the roar and splash of the waters, it is almost nature personified. It gives us all, if we note the objects on the cliffs' edge and make comparisons, an impressive suggestion of the sublimity of Fall Creek Falls and their southern walls of rocks, and trees and foliage. It is worthy of a frame

and place on any wall in Ithaca. Excellent fishing can be found, when the law permits it, in the pool below this cataract. Cayuga Lake is about one mile distant. Fall Creek is not a navigable stream.



SAGE BRIDGE, ENTRANCE TO CAMPUS OVER CASCADILLA CREEK

A Greeting for First Lady at Center Ceremony

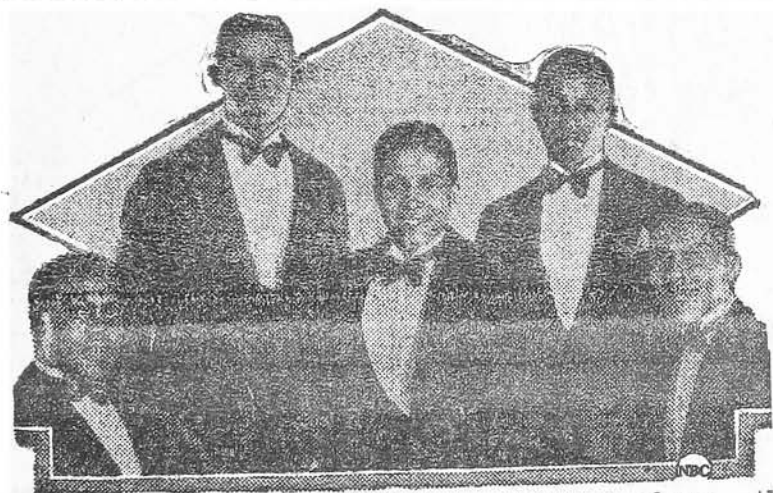
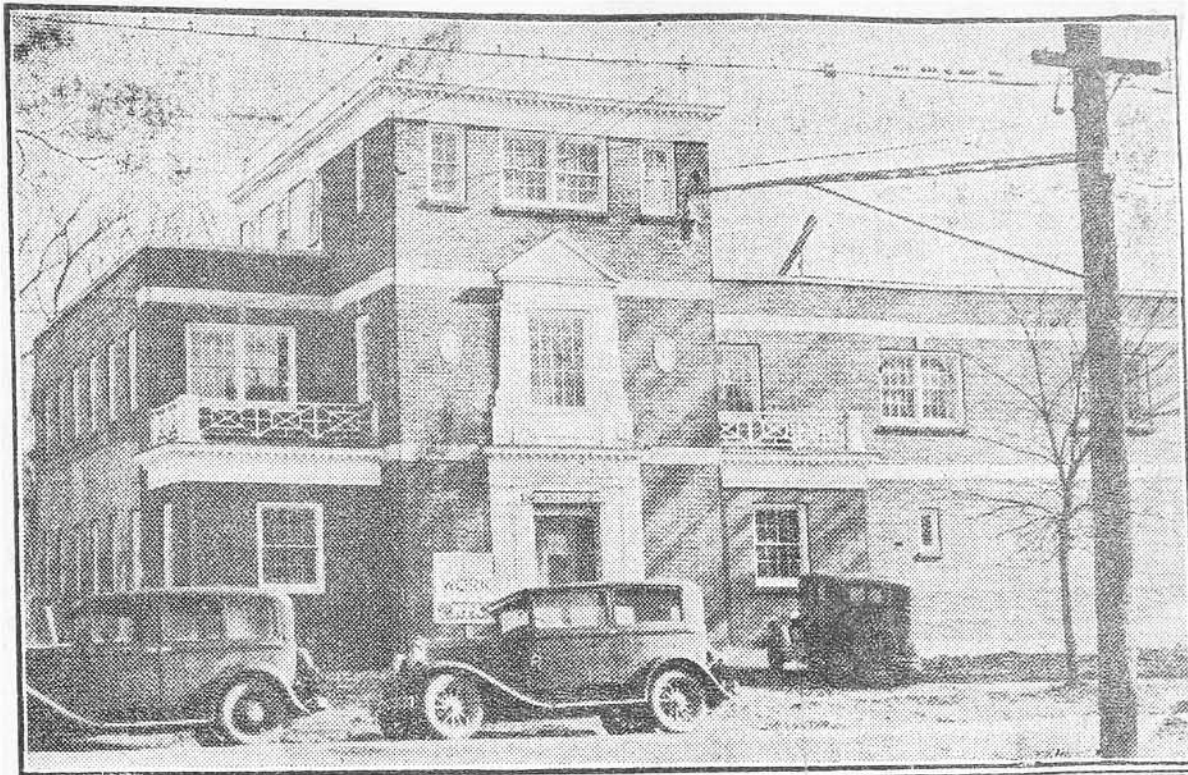


—Journal Staff Photo

Members of Girl Scout Troop 14 greeted Mrs. Franklin D. Roosevelt on her arrival at the South Side Community Center Thursday afternoon to partici-

pate in dedication ceremonies. Mrs. Roosevelt received flowers from Barbara Cooper, Daisy Brown and Teresa Johnson as James L. Gibbs, director of the center, looked on.

First Lady to Dedicate This Structure Thursday



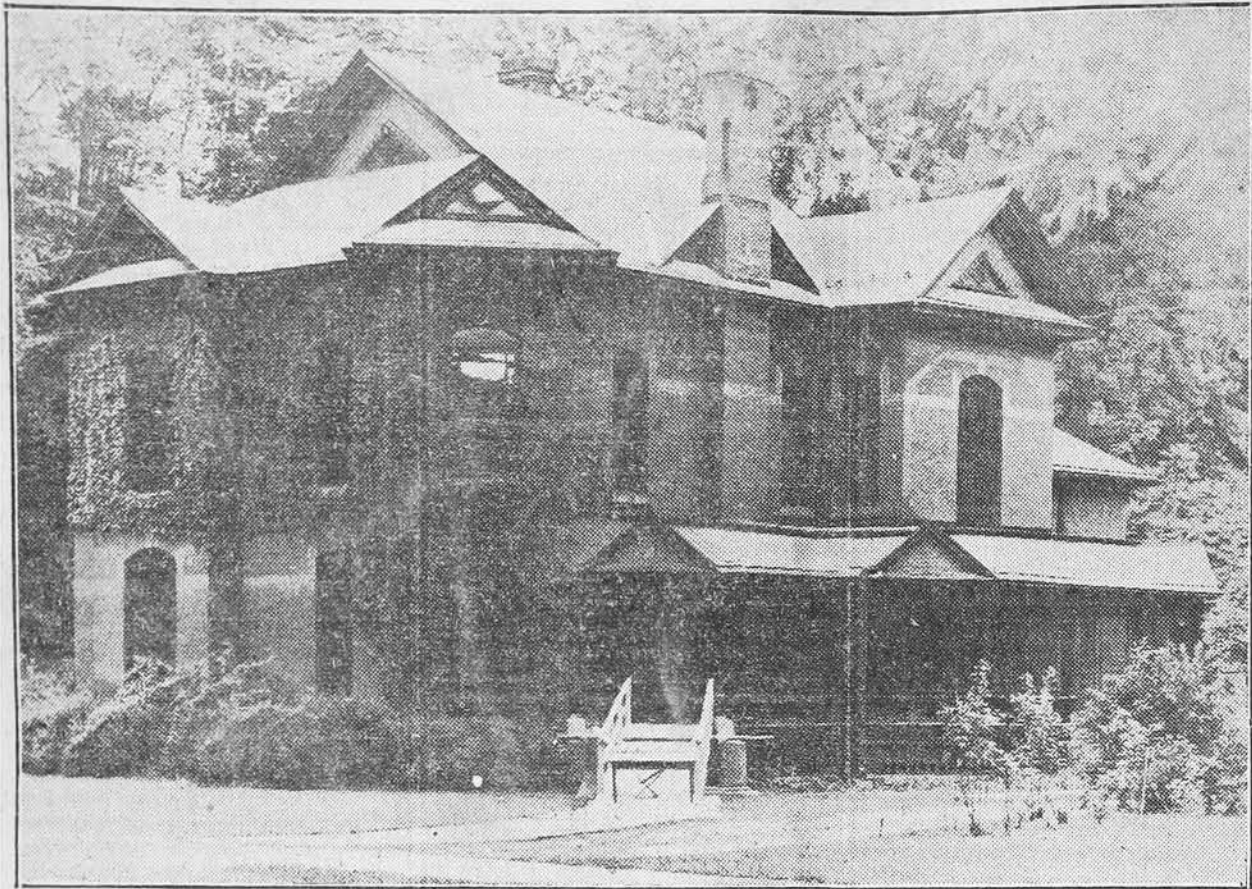
The nearly-completed building pictured above, the South Side Community Center, will be dedicated at 4:30 p. m. in a program to be attended by Mrs. Franklin D. Roosevelt, who will perform the dedication. The Utica Jubilee Singers, pictured below, will sing during the ceremonies.

South Side Community Center



Cornell Public Library
115 N. Tioga Street
Ithaca, New York

Reconstruction Home's New Addition Ready



One week from today, on Saturday and Sunday, Sept. 10 and 11, the Reconstruction Home will open for public inspection its newest addition—the old Calkins home, pictured above. Addition of this building will provide much-needed facilities for the home. Pictured below are Mrs. J. S. Kirkendall, the home's superintendent (standing), and Mrs. Katherine Kane, making curtains for the new addition.

Sept. 1938