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This, Too, Happened in Lansing

By ISABELLE H. PARISH
Town Historian

1967

DeWITT HISTORICAL SOCIETY
OF TOMPKINS COUNTY, INC.
Ithaca, N. Y. 14850

Contents

An Unfinished Task

This modest volume of Lansing historical events and anecdotes is the unfinished task of Isabelle Wood Parish (1881-1967). The article on the Cayuga Rock Salt Company was the last for which she collected data, but her pen dropped from her hand before she had written the first word. It has been finished by one who understood what its scope was to be.

In 1962 we suggested that she make a selection from the material she possessed, as result of years spent amassing Lansing historical data, and arrange it for publication in one of the pamphlets issued by the DeWitt Historical Society. She acquiesced and went industriously to work to perform a no mean inconsiderable task, considering her 83 years.

In March 1964, "It Happened in Lansing" appeared, and sold so rapidly that a reprinting was necessary by May. It brought her much happiness, for she received congratulations from scattered friends and former pupils during the greater part of a year. Actually, Mrs. Parish was amazed by the response.

After a rest period, we again suggested that a sequel would be appropriate, and again she set to work. Then, when it was decided to stage a public observance of Lansing's sesquicentennial during the summer of 1967, it was planned the second volume would be her contribution to the historic occasion.

Mrs. Parish, under this impetus, speeded up her research and writing so that by the time her health failed she hed a substantial part of her manuscript completed. In addition to her own work, she had invited others to make contributions, most of which she reviewed in first-draft form, along

with her own articles. A "clean-copy" draft was completed two days after she was taken to the hospital, but this she never reviewed.

Realizing the weeks of work that lay ahead of publication day, we invited Oliver Holden and W. Glenn Norris to join in completing the work. They courteously accepted and we have worked cooperatively to complete "an unfinished task."

WILLIAM HEIDT, JR.

DeWitt Historical Museum, June 1, 1967.

CIVIL HISTORY OF LANSING

By W. Glenn Norris, Tompkins County Historian

The civil history of the Town of Lansing descends from one of the original twelve counties of the State of New York—Albany County, which was created by the Act of 1683, under what is known at the Duke's laws of the English Parliament.

Tryon County was erected out of Albany in 1772. On April 2, 1784, the name Tryon, which honored the king's colonial governor, was changed to Montgomery as a memorial to Gen. Richard Montgomery who fell at Quebec. Herkimer County was erected from Montgomery February 16, 1791.

After having been a part of Herkimer, Onondaga County was created March 5, 1794, its territory comprising the military tract.

The first town meeting of the Town of Milton was held at the house of Jonathan Woodward at Teetertown, now Lansingville, on April 1, 1794. Milton was in the new Onondaga County, erected four weeks previously.

Cayuga County was taken from Onondaga March 29, 1799. Milton, one of the military townships, embraced by the new county, was named after the English poet, John Milton; it was formed January 27, 1789. On February 20, 1802, the Town of Locke was set off from Milton, and on April 6, 1808, the name Milton was changed to Genoa.

From the south part of Genoa, the Town of Lansing, comprising military lots 41 to 100, inclusive, was set off on April 7, 1817, under the act that created Tompkins County.

It is believed the name honored John Lansing, a distin-

guished member of a prominent New York state family. A noted jurist and Supreme Court judge, he presided over the courts in the old Town of Genoa, and in 1817 was State chancellor when the Town of Lansing was created.

Lansing Had Cornet Band in 1884

Known as the South Lansing Brass Band from its organization early in 1884, it became the Lansing Cornet Band. It boasted eighteen instruments, with Bert Ozmun as leader and William Burns, business manager.

In 1945, Mrs. Clarence T. Redline and her brother, Lloyd A. Bower of Libby, Montana, donated to the DeWitt Historical Museum a music pouch used by the band. Besides several pieces of band music, it contains a roster of the members and other bits of history provided by the donors and recorded by Mrs. Susan Haring, Lansing Town Historian at the time.

The uniforms of the band comprised dark trousers, cream-colored shirts, blue caps and white Morocco pouches. A four-horse team transported the outfit in an up-to-date bandwagon.

Members of the band were J. J. Bower, father of the donors; William Burns, Ellis Manning, Frank Bower, Lafayette Jacobs, Will Robinson, "Mick" Quinn, Will Seamon, John Starks, Wesley Humphrey, William H. Miller, Morris DeCamp, William DeCamp, Frank Giltner, Hope Detrick, Dave Robinson, Albert Humphrey, Will Searles, Bert Ozmun, and William Duckenfeld.

Starks was drum major of the Peruville band, and Miller walked to that hamlet once a week for band practice.

Many Civil War soldiers from Tompkins County played in military bands, and when they returned home became instrumental in organizing local bands. There was a dozen or so in the county at the turn of the century, and they played at picnics and similar public gatherings whether compen-

sated or not. Usually political rallies paid, occasionally as much as $20 for a concert and street march.

Money was not plentiful, but to make it spread as far as possible in keeping libraries reasonably up-to-date several bands co-operated. One would purchase certain pieces not duplicated by another, and then each would copy the score. There is still some copied work in the Lansing pouch in the museum.

"Weaver Sam" Had Fun While He Lived

Lansing had two pioneers named Samuel Brown, of whom one possessed a middle letter "R," which helped to identify him. But a better identification was derived from their respective occupations: the shingle maker became "Shingle Sam," and the other, a weaver, was naturally better known as "Weaver Sam."

Still another distinction kept their identities free from confusion, for "Weaver Sam" had a tendency to linger too long with the cup that cheers. He possessed a horse answering to the exotic name of "Tippo Sahib," an animal so well trained that he would kneel for Sam to dismount and later remount. If his rider became too tipsy on occasion and fell from the saddle, the horse would stand faithfully by until the rider regained his senses.

"Weaver Sam" led the strenuous life of the pioneer, but enlivened it with wit and fun. He was a deer hunter when time permitted or his taste buds called for venison, but to make hunting less arduous for him he had two dogs, appropriately named "Whisky" and "Brandy."

Some of "Weavers" happy ways may have been transmitted to his hounds as is indicated by their carefree behavior on one hunt. They pursued a deer across the lake and were gone four days, but the deer was bagged by a resident along the east shore of Seneca Lake. He knew the dogs.

PORTRAIT RECALLS EPISODE

The finding early in 1963 of a portrait of Benjamin Joy in a Ludlowville attic reminded older residents of an interesting episode in local history. When fourteen, Joy came in 1814 with his older brother Arad from Fabius, after the death of their father.

Arad came with the key in his pocket to manage the store in Ludlowville that Oliver Phelps had built in 1811. Benjaman worked as a clerk for his brother until at twenty-two he established a general store of his own adjacent to the village tavern. The next year he married Susan Morehouse and they built their dwelling between the Presbyterian Church and the schoolhouse. Here their nine children were born and here they lived until 1864.

In the early days whisky was sold in stores along with other commodities, and indicative of the amount consumed by a sparce population was presence of no less than eight distilleries in the neighborhood to supply the local demand. But there seemed no other way to dispose of bountiful grain crops until the Erie Canal was completed in 1825. This primitive transportation system provided a method of distribution to coastal cities and markets of Europe for the grain.

Benjamin Joy, through reading the sermons of Lyman K. Beecher, became convinced that constant drunkenness was wrong. He then brought the barrels of whisky from among the merchandise in his store into the village square and dumped the contents, to the surprise and horror of bystanders.

From that time on he, he spent his days at work in his store and his evenings lecturing against constant drinking.

He went to all the villages of the county and beyond to talk in every available church and schoolhouse. Loved and admired by some, he was tormented and abused by many. During one lecture he was asked what else could growers do with their grain. His quick answer was: "Feed it to the drunkard's hungry children."

His lectures were always crowded, for he was an interesting speaker and full of stories. At the close of his lecture he passed the pledge of total abstinence. Children loved him and called him "Uncle Ben." In return, he taught them songs to sing at his meetings.

On New Year's Eve 1827, he called a memorable meeting in the schoolhouse and formed the Lansing Town Temperance Society. Names of six of the twelve members are known: Thomas Ludlow, James A. Burr, Nicholas Townley, Samuel Love, John G. Henry and Benjamin Joy. Every year afterwards the "Anniversary" of that meeting was held in the Presbyterian Church in New Year's Eve. It was considered an important event in the community for 120 years until about 1947, when the church was torn down.

In 1853 and '54 he was elected to the State Assembly where he became a leader. There is no doubt that his influence kept Lansing a "no-license" town for many years. There has been no legal selling of liquor in Ludlowville since his day. Joy and his family during 1864 moved to Penn Yan, where he continued his work in church and Sunday School. He died February 18, 1869.

The brick store Oliver Phelps erected in 1811 still stands, occupied in recent years by a printing firm. The old portrait was placed in the museum of the Yorkers Club of Lansing Central School, but now is in the Town Hall at South Lansing.

Romance on Lansingville Road

The Francisco family was packing to move to Colorado, as relatives there had sent them glowing accounts of opportunities in that state. They were all happy about the prospect, except eighteen-year-old Jennie who did not want to go away from her lover, Jay Holden.

A neighbor, Mrs. Lowe, asked him if he was going to let Jennie go. "What can I do?" he asked plaintively.

"Write Jennie a note," urged Mrs. Lowe, "and I will see that she gets it."

Next morning at tea, with his father's horse and buggy, he was at the front door of the Francisco house, and neighbors kept Mrs. Francisco in the rear while pretending they might buy something.

Jennie ran out of the front door, jumped into the carriage, and away they went up the road to the Rev. J. W. Pratt's. He was out in the field, stacking wheat, where he married them behind a stack.

Native Woman Early Rochester Doctor

A native of Lansingville became one of the first female doctors of medicine in Rochester. She was Frances Fidelia Hamilton, daughter of Mr. and Mrs. Nathaniel Hamilton, members of an old-line Lansing family.

Dr. Hamilton was born west of Lansingville in 1833, studied medicine in Boston and graduated from the Women's Medical College of New York City in 1874. After locating in Rochester, Dr. Hamilton became a member of the Practitioner's Medical Society, Monroe County Medical Society and the Western New York Medical Society. She was one of the organizers and a charter member of the Provident Dispensary organized in 1886. This dispensary was staffed by women practitioners to serve women and children.

Dr. Hamilton died at her home in Rochester on the night

of October 2. 1893. Her funeral was held from her residence the next evening, and interment was made at Wellsville. Her sister Minerva married a Baldwin and they resided in that village. The Baldwins had a daughter who became a doctor.

The Hamiltons were an educated family, several members serving as foreign missionaries.

ROCK SALT MINING BEGAN IN 1916

Lansing's important industry and employer of 200 men, Cayuga Rock Salt Company, has developed from a beginning made in 1916. The mine at Myers was opened that year by John W. Clute, salt magnate of Watkins Glen.

He had located a stratum of salt eight to ten feet thick which underlay the surface at 1,450 feet. A shaft was sunk to 1,500 feet. Operations were carried on for two years, but the salt at this level proved to be of poor quality and unsalable; finally the workings were closed down and permitted to fill with water.

Organized in July 1921, Cayuga Rock Salt Company assumed the lease of the Clute interest, and production was started from the same bed in June 1922. This operation continued until February 1924, when diamond drilling disclosed a salt bed ten to forty feet in thickness at a leved of 2,000 feet below the surface. A shaft was extended blow the first level and a new salt bed was struck at 1,925 feet. This salt was found to average 99.19 per cent pure sodium chloride, a fact which spelled abandonment of the former mine.

At present the mines extend across the lake and under the hillside along the west shore. The area, bottom of an ancient ocean, is estimated to contain millions of tons of salt.

The salt is mined by drilling and blasting. After blasting, front-end loaders, operated by electric motors, load the salt into mine cars which resemble somewhat a railroad open

hopper. These cars are pulled to the primary crusher at the shaft by electric battery-operated locomotives. The salt is crushed, then hoisted to the surface in seven-ton buckets. Here it is run through secondary crushers, screened and stored in bins. It is then ready for shipment to widespread customers.

Numbered among these users are tanneries, railroads, meat packers, feed dealers, water softener manufacturers, chemical industries, and on roads for snow removal.

Founders of the company were Frank L. Bolton and John W. Shannon. This company is still operating the mine under its present management of Mrs. Lucie G. Bolton, widow of F. L. Bolton, as president, and William B. Wilkinson, first vice-president.

Water Coach's Motion Animated

Another accomplishment that stands credited to Oliver Phelps is found recorded in the American Journal of July 3, 1822. The story of Phelps and his many successful ventures is related in "It Happened in Lansing," but this account merits recognition here.

"Mr. Phelps has lately constructed an ingenious horse-boat," says the report, "to ply between the bridge [Cayuga] and the canal at Montezuma. This boat is a pleasing change from the monotonous movement of the canalboats to the more animated motion of the 'American Water Coach,' as the proprietor has very happily named it. The conveyance in this boat is pleasant and safe. It is handsomely fitted for the accommodation of twenty to thirty passengers. It reflects great credit on the projector and poprietor, and it is to be hoped that this enterprise will be justly appreciated and rewarded."

Apparently it wasn't; no further reference to the boat or its animated motion has been encountered.

INDIAN LIFE, TIMES IN LANSING

By W. Glenn Norris, Tompkins County Historian

During the pre-Revolutionary War era, the Town of Lansing lay within the domain of the Cayuga Indians. Before occupancy it was the possession of wandering tribes of the Algonquin Indians and several thousand years ago, an aboriginal people were living in the area. The time and culture of these ancient inhabitants is known as the Archaic Period.

Frontenac Island in Cayuga Lake, opposite the village of Union Springs, seems to have been the focal point for this remote occupancy. Archeological exploration of this island many years ago revealed a large burial site of these people who lived there 4,000 or more years ago; it was these who populated Lansing.

In historic times, explorers, traders and missionaries found the principal village of the Cayugas situated in what is now Cayuga County and within a thirty-mile range north of Lansing. As early as 1656 a mission was established in Cayuga County by French Jesuit priests from Montreal, and known as St. Joseph. Doubtless, during their 28 years of intermittent stay among the Cayugas these intrepid missionaries visited the Lansing area.

During the Revolutionary War, Maj. Gen. John Sullivan in 1779 was given command of an expeditionary army to invade the Iroquois country of central and western New York State. His orders were to give battle to the Indians and destroy all their villages and crops. This was in retaliation for disastrous raids against the frontiers of the colonists and the Iroquois alliance with the British. Sullivan's

army went as far west as the Seneca villages on the Genesee River, which were destroyd.

On the return journey, at what is now Geneva, General Sullivan dispatched Col. William Butler with 600 men to march through the Cayuga territory on the east side of Cayuga Lake. Butler carried out the destruction of all the villages and a large fruit orchard at Aurora. The Cayugas had joined other Iroquois tribes on the British side, and now paid a heavy price for partcipating against the colonies. September, 1799, was a fatal month for their homeland.

Leaving Aurora, the troops traveled a well-used trail, and on the night of September 23 camped on the hill west of Ludlowville. The next morning they passed through the site of Ludlowville and up the Brickyard Road; they then followed present Route 34 to Ithaca and beyond. Butler's men met with no incidents on their journey through Lansing, neither enemy nor villages being encountered. It was, we may assume, just another day in a tiresome and difficult march through pleasant but hostile country.

After the Revolution, the Town of Lansing was to become a part of a large township called Milton, known as township No. 19 of the Military Tract. This immense area of wilderness land in Central New York, consisting of 28 townships of 60,000 acres each, was surveyed into one hundred lots of 600 acres in each military township. These lots were awarded as gratuity or bonus lots to New York soldiers who had served in the Continental Army of the United States.

The Town of Genoa was set off from Milton in 1808, and April 7, 1817, the new county of Tompkins was created. Its lots 41 to 100, inclusive, were set off from Genoa to the new Town of Lansing, which was created by the same legislative act that founded the county. The original size and shape of the town has remained the same since its formation 150 years ago.

The Military Tract was opened to settlement in 1790, and pioneers began moving in. These early settlers found unmistakable evidence of former Indian occupancy as the plow unearthed artifacts of stone, bone and clay in the virgin soil. Surface finds in all parts of the town plainly show that Lansing was a favorite hunting and fishing ground. No discovery of a permanent village site of any size has been found, but numerous places give evidence of a summer camp or a village site of a transient nature.

About 1950, when cutting back the shoulders of the road leading from the Bertram Buck farm on Peruville Road, an ancient village site was uncovered. Firepots, some skeletal fragments, and a few crude stone implements indicate it may have been a small Owasco-culture site of short duration.

Nearly a decade ago, a power shovel uncovered in the sandbank at Myers some very old firepits. One that I examined was about two feet below ground level. From a piece of human vertebrae, colored red from heat, one could speculate that in earlier times the Indians had indulged in eating one of their enemies, a not uncommonu practice mentioned by French missionaries in their 17th century writings.

From pioneer days, the east shore of Cayuga Lake and vicinity, and farms along the east side, have consistently yielded arrow points, so-called skinners and other artifacts. Occasionally a human burial has been unearthed. These findings, and others scattered throughout the town point out that down the centuries the land was a hunting, fishing and camping area. Salmon Creek, the town's principal stream, was known to the Cayugas as Gientachne, a name which probably alluded to its abundance of that choice fish, the salmon.

Some of the stories of early times in Lansing give legendary accounts of Indian life and events. While they seem romantic and somewhat plausable, I have found no actual facts to support them. From the south part of town have

come two stories which have appeared in print as historical realities.

One is that across the road opposite the old Burdick Hill water cure, now the Stone House inn and motel, at Estys, was a village presided over by one Long Jim. He was supposed to have been present at the wanton murder of the lovely Jane McCray, a pioneer's daughter, an incident that fired the colonists to a zealous rage at the battle of Saratoga.

Two trained archeologists of my acquaintance told me that they spent part of two summers examining the site, but found nothing of historical interest. The story could have originated with an early settlers who knew that Long Jim and others made "overnight" camp there, overnight being an Indian term for a few days or longer.

Another untrustworthy account tells of two soldiers of Dearborn's troops who encountered Indians. While marching south along the west side of Cayuga Lake they had fallen behind and soon were pursued by redmen. Being close to capture, the soldiers took to the lake and apparently swam across to the east shore. The account fails to say whether they had time to remove clothing and boots, or kept their packs, guns and other equipment. Anyway, they took refuge in the first ravine north of McKinney's Point at the foot of Esty Hill, where the savages found them and tortured them to death. This ravine is about a quarter of a mile from the bottom of Esty Hill and is known as Kate's Hole.

An examination of General Sullivan's final report of the expedition indicates that he accounted for all fatalities, either battle or accident. No mention is made of any soldiers lost on the Cayuga Lake deployment, except one man. Apparently, he died from heart failure during Butler's arduous march through Pony Hollow on the way back to the main army, which had reached Fort Sullivan at Tioga Point, now Athens, Pa.

NEWCOMERS USED INDIAN TRAILS

Following Indian trails and bridle paths, Daniel Clark in 1803 moved his wife and two children into Ludlowville. They came from Harpersfield, Delaware County, where he had located on moving from his native Middletown, Connecticut. It was at Harpersfield that he had married Abigail, a daughter of Col. John Harper.

Clark had come to this area during 1800, bought the tannery on Creek Road and built there a fulling mill, dyehouse and clothing works. Leaving his brother Cyrus in charge, he returned to Harpersfield to get his family.

Then when he came for permanent settlement, he transported his family into the wilderness by horse and wagon, and moved into a log cabin at the foot of West Hill. In 1810 he purchased land on the village square and built his residence there. Here Clark lived until his death in 1855. The birthplace of his additional ten children, it is now the Barr cottage and the oldest frame building in Ludlowville.

Potash was a product of the early forest-clearing operations that was used in bartering. Clark, like other merchants in rural New York of the time, transported his potash to Albany where he exchanged it for dyestuffs for his factory and articles for his family. By team it was a six-week round trip through axle-deep mud in many places. During the War of 1812 he was an Army paymaster.

The tannery, clothing works and the sorghum mill were fed by water from a dam built just above the "Red Bridge"; it was conveyed in a raceway close to the highway. Willow trees were planted along the creek and highway to keep it on its course. Sorghum corn was extensivly raised in this section at the time, and wagon loads of it were driven from

the hill just south of the house into the second story of the tannery. Here the stalks were run between great rollers and the juice pressed out, then it went through long pipes to the small building south of the clothing works where it was boiled down to molasses.

Daniel Clark owned more than 700 acres, renting the different farms. Riding horseback, he occassionally visited his tenants.

Amasa Wood (1809-1895) bought this place from his sister-in-law, Harriet Cain, in 1863 and moved here after his wife, Isabelle Harper Clark, died in 1865. He had been a cabinetmaker and undertaker in Ludlowville.

Clark Wood, his wife and son Adrian lived in a dwelling constructed from the clothing works; the tannery was rebuilt for their barn. All these buildings are now gone. The poperty was bought by the International Salt Company when plans were under discussion for constructing a dam for a hydroelectric plant. Failing that, 25 acres of the land were given the Rod and Gun Club which has a clubhouse there now.

Upper Bridge Cost $2,000

At a special meeting of the Lansing Town Board at Barr's Hall, Ludlowville, May 6, 1872, a new iron bridge was ordered from a Cleveland builder. It was to be a single-track structure for placement over Salmon Creek, north of village and near the dwelling of Amasa Wood. Its cost was $2,000.

The bridge went out in the flood of 1922, and the next year another replacement was made. This was first painted red. Since, other colors have been used, mostly green, but children still speak of going up to the "Red Bridge."

TRAILS BECAME HIGHWAYS

When Lansing's pioneers began coming in during the late 1790's, there were no roads: just trails from one Indian village to another. Some came by water, as the Ludlows who came up the Susquehanna River to Standing Stone, and then across to Ithaca and down Cayuga Lake to Salmon Creek. Samuel Baker came up the Hudson and through the Mohawk Valley.

Some came as family groups, the wife riding horseback and perhaps carrying a baby, while the husband walked alongside with his trusty rifle slung over his shoulder. His firearm was less a protective piece than one for providing game for their larder.

Trails were eventually widened, that is, "brushed out," but tree stubs, rocks and hollows were left for heavy snows to cover. Ox teams hauling woodshod sleds became a dependable means of transport. The short-legged, docile ox could break his own path through deep snow without becoming panicked, and he could feed himself on tender browse along the way.

But trails gave way to roads, however primitive, that were laid out formally and with obstructions removed, until in 1866 there were 145¼ miles in the town. A century later there are 161 miles.

It is observed that there is not much difference in mileage of public thoroughfares, but there is an incomparable difference in quality. Before changes wrought by twentieth-century demands, our roads were deep in dust in summer, frozen ruts or blocked by snowdrifts in winter, and axle-deep in springtime mud.

The one mile of dirt road remaining runs from Fenner Road to Jerry Simth Road one half mile west of Lansingville and is an anomaly on today's highway map. In 1830 along this road there were five houses with barns and a framed church, built in 1802. Before that, there was a log church erected in 1796 that burned during 1801. This was called White Settlement, and it was where three conferences of the Methodist Church were held. Now there remains one house and a cemetery that contains more than twenty-five graves.

As reported by the highway commissioner, there are 30 miles of State road in the town; 46 miles of county road; 35 miles of town roads that are blacktopped; 49 miles of town roads that are gravelled, and the one mile of dirt road.

The State road from Ithaca to South Lansing was improved by the State in 1912 and 1915; the section to Estys was built first, that to South Lansing was not constructed until after World War I. This construction was the old-time water-bound macadam. Route 34 from South Lansing, through North Lansing and northward, was built in 1921.

Route 34B was constructed to the Ludlowville-Myers road and from Auburn south, leaving the question of how to get around or across Salmon Creek gorge for the eventual answer: the viaduct across the stream built in 1929-'30 to connect the two sections. Of reinforced concrete construction, the viaduct is 502 feet long and 18 feet wide, not counting the two side walks, and 117 feet above the stream. At the time of its erection it was the highest highway bridge in Western New York.

Salmon Creek and its largest tributaries require many bridges to carry highways across. The bridge just north of Ludlowville went out in the flood of August 1922 after 50 years of service; the new "Red Bridge" replaced it the next summer.

In 1919, when a heavy truck went over the bridge leading to the Dug Road, one end of the structure fell some five

or six feet. Subsequently, the abutments were repaired and a new bridge put in.

The bridge below Mechanic Hall Hill was replaced during 1965 with a wider bridge.

During the flood of July 7, 1935, the bridge at Myers went out, carrying with it into the lake four persons who were standing on it and watching the swollen waters. A temporary span was soon replaced by a permanent one.

An inventory of bridges in Lansing would include a bridge on the road from Lansingville to the Creek Road, and the Twin Bridges which are two short spans near the county line.

Eugene LaBarr, Bandsman

There are a number of persons prominent in various callings who were born in Lansing or who spent much of their youth here. One of these was Eugene LaBarre, called Gurney, who was born in Ludlowville in 1888, a son of Fred and Ida Robins LaBarre. When but a boy the family moved to Groton where at nine he was playing in the village band. At fifteen he ran away and played in circuses, ministrel shows and vaudeville.

At eighteen he was a member of the 8th Cavalry Regiment Band and played in the Philippines, China and Japan. After leaving the army he joined Arthur Pryor's band and later John Philip Sousa's. Following Sousa's death in 1934, LaBarre organized Sousa's Men's Band which gave concerts in Rockerfeller Plaza. He was named bandmaster of of the New York City Police Band in 1938, and was head the New York City Police Band in 1938, was head of the music department at the World's Fair next year. He composed the Fair theme, "For Peace and Freedom."

In 1950 he became director of the Long Branch, Calif., Municipal Band. He died October 19, 1956, of a heart attack. His fame did not preclude visits to Lansing Old Home Days.

THE VILLAGE OF MYERS

By Oliver Holden

Upon the opening of the Lansing section of the Town of Milton, the area at the mouth of Salmon Creek was the most accessible for water transportation. The first settlers came on foot, on horesback, by ox-drawn sled or by water; if by the latter, either by bateau or on occasion over the frozen surface of the lake.

Andrew Myers and Moses and Nicholas Depeu were among the first to locate here, in 1792.

Early manufacturing was limited to construction of boats and bateaux. Because of the lack of highways, overland transportation was limited. When the ground was snow-covered or frozen, sleds were used, and wheeled vehicles when the mud was not too deep. Eight months of the year the lake was the most feasible route for transportation of both goods and persons.

By sloop, Samuel Baker moved his family from Peekskill on the Hudson to Luneberg; then up the Mohawk River to Oneida Lake by bateau. And by way of the Seneca River and Cayuga Lake to Myers Point. From the Point to Teetertown they trudged on foot to the cabin which he had built during 1793,

A grave in the woods south of Lansingville with the inscription, "Jane Strong, died September 17, 1787," speaks of the hardships endured by settlers who sought to establish themselves at this early date.

Hay, grain and apples were the chief products of the early farms. Their sale was mostly confined to the local market until opening of the Erie Canal in 1825. This pro-

vided a much-needed outlet for all the area surrounding the Finger Lakes. Soon warehouses sprang up all along the lakes. Collins Point, Nortons, Myers Point, Lansing Station, Heddins, Atwaters, King Ferry, Aurora, and Union Springs all had warehouses, and elevators for efficient loading of boats.

Late in the nineteenth century Marshall Sperry operated the tugboat Clayton which sank at the salt company pier. It was replaced by the Hiawatha, which was constructed on the present site of Myers' marina by master boatbuilders George Burling and Bloom LaBarre, who built also most of the dwellings in Myers. These tugs hauled the canalboats from the Cayuga end of the Erie Canal to Myers where they were loaded with salt for various points on the canal system and even as far away as New York and Philadelphia. The Hiawatha burned at the salt company's pier in 1912.

The Brown Line boats operated over the years from 1900 to 1914, chiefly in passenger service. The Frontenac, largest of Brown Line craft, burned and sank at Long Point near Union Springs in 1907, with the loss of seven lives. The other boats, the Mohawk, Iroquois and Commanche, all about 100 feet long and 300-passenger capacity, operated for a number of years after the Frontenac disaster. Excursions by the boats to the various docks along the lake were frequent during the boating season.

The old hotels, the Wind and Wave, Glenwood, Frontenac Beach Hotel, Sheldrake House and the Cayuga Lake Hotel were the meccas of these excursinos. Salty tales of the old-timers who had attended the picnics enlivened gatherings for years. At least two drownings were attributed to the hilarious affairs.

The Cayuga Lake Railroad was chartered in 1867, contracts let in 1871-'72, and the first train rocked and rumbled its way from Athens, Pa., to Cayuga in 1872. Foreclosures in 1874 and 1877 caused the road to be sold to the Geneva, Ithaca and Sayre, a part of the Lehigh Valley sys-

tem. These forecloures forced similar action on mortgages of many farms whose owners had bought stock in the venture. Passenger service long discontinued, has been replaced in recent years by shipments of coal to Miliken Station whose enormous consumption has kept the road operative. Outgoing shipments of salt from the mine of Cayuga Rock Salt Company and cement from Cayuga Cement Company help to make this branch line a paying division of the Lehigh.

The Cayuga Cement Company receives cement by boat from Canada, stores it in the former Penn-Dixie silos and distributes it by truck in the surrounding area. The old Penn-Dixie quarry is operated by the Cayuga Crushed Stone Company under management of Herman (Sonic Boom) Besemer.

Three floating laboratories are anchored off Portland Point and engaged in underwater research for the Federal Government.

The remarkable ingenuity of some of the pioneers deserves comment. Early in the nineteenth century Andrew Myers, Jr., built a gristmill near the north end of the Myers bridge. Remains of the earth dam farther up the creek may still be seen. He built also a dam where the high school parking lot is. Down a canal running back of the present homes on the southside of Myers Road, he released the impounded waters to gouge out the hillside and fill the area behind the railroad station. Here Dr.Will Barr later developed beautiful Ladoga Park which for lack of foresight was let lapse into private hands for a cottage development.

A recent gift of land by the International Salt Company and additional land purchased by the Town Board have again given the people of Lansing free access to the lake.

The salt company formed in 1891 by Rodney Lambertson, Warren Clute and Arthur Oliver gave life to the village, and a hotel and stores were built. A single vacuum pan was built at first, then later increased by a multiple-

pan arrangement. It is interesting to note that the ability of the Myers plant to produce salt at a lower cost was instrumental in causing abandonment of the solar plants in the Syracuse-Liverpool area. Fire in 1907 destroyed the plant but it was soon rebuilt and production resumed. With regrets we watched its demolition in 1965.

The Cayuga Rock Salt Company shaft was sunk far down after many mishaps. An explosion in 1917 killed two men and forced a temporary closing of the mine but, put in condition, production was soon again started. Heading far under the lake and farther back under the hills, this mine furnishes the salt that helps keep our winter highways open.

The contribution of Salmon Creek to the early economy of Lansing cannot be overlooked. Its drainage area, which extends far into the Town of Genoa, supplied water to run the wheels that ground the grain, sawed the timber and carded the wool of the early days.

Dams at frequent intervals from Myers Point to Genoa are testified to by their half-hidden timbers and the overgrown embankments of their raceways. These dams accumulated ice in winter which, loosened by spring rains, caused the huge ice jams that actually flooded village and lowlands along the creek.

Floods in 1922 and 1935, caused by heavy cloudbursts, wiped out the dams and destroyed bridges. The flood of 1935 destroyed the bridge at Myers, drowning four persons who were on it when the structure collapsed.

Several generations of the youth of Lansing learned to swim in the holes created by eddies around large rocks or fallen trees. Their topless and bottomless bathing suits then in vogue were very popular with the boys.

In early times financial affairs were conducted by indiuals, and some accumulated substantial fortunes by financing farms and small industries. One man who drove a sorrel stallion hitched to a dog cart, kept a burlap bag tied

across the thills behind the horse to catch the droppings for his garden. Proof that thrift paid off is the Y.M.C. A. building in Ithaca, Chittenden Hall, erected with the funds he provided.

Trials in justice court were many and varied. Line-fence cases were frequent, and horse-swapping trials were of common occurrence. A good, hot case often furnished more entertainment than justice. One woman who was on unfriendly terms with a neighbor was suspected of burning his home, but when a detective was called in to investigate the case, she married him. Later burnings brought the woman to trial for arson, where she was convicted and sentenced to a term in Auburn prison. Upon her release, the sentencing justice's barn burned.

MILLIKEN E. & G. STATION

Milliken station is on the east shore of Cayuga Lake, 17 miles north of Ithaca. It is one of the largest of the six steam-power plants in the New York Electric and Gas system which serves the Finger Lakes and South Central New York state.

For this installation, ground was broken October 28, 1952, on the hundredth anniversary of the founding of this company's forerunner. Officially dedicated June 14, 1955, the plant began generating September 24, 1955. It was named for Arnold W. Milliken, vice president and general manager of the company.

This site was selected because of the availability of water and railroad facilities, and it strategic location for becoming electrically a major source of power supply to the high-power network of the South Central section of the state. It is centrally located from the standpoint of interconnection with neighboring utilities to the east, north and south.

On the lakeside, the main building is 150 feet high, as tall as a twelve-story office building. The chimney reaches skyward 250 feet. Of four buildings planned, two have been built.

Excavation of 191,000 cubic yards of earth and 153,000 cubic yards of rock was necessary before the plant could be built. Altogether this would be equal to 1,770 carloads or a freight train reaching twenty-six miles.

Into this structure went 2,300 tons of structural steel, 800 tons of re-enforced steel, and two million bricks. Enough concrete was poured to pave four and a half miles of highway, twenty-four feet wide and nine inches thick. It re-

quired the labor of 450 workmen to perform the work of construction.

This is a generating plant run by steam to change the energy stored centuries ago in coal into the product of energy we call electricity. It requires seven-tenths of a pound of bituminous coal to produce a kilowatt hour of electricity.

When operating at full capacity, a carload of coal is consumed every hour. As each car comes in, it is turned upside down so all coal goes into the bunkers, and from there to the pulverizing bins after all iron bits are removed by magnets. It is then fed automatically into the furnaces. Ashes are removed mechanically and taken away in trucks. Water is used to keep dust down, but none of this water is allowed to return directly to the lake.

It takes a great deal of pure water to condense the steam after it passes through the turbines. The water of Cayuga and other Finger Lakes is noted for its uniform year-round 55-degree temperature far below the surface. A daily average of 125 million gallons of water is pumped from the lake through an eight-foot intake that extends 525 feet out into the lake. After it is used to condense the steam, the water goes back into the lake a bit warmer and much purer.

It takes a staff of fifty-six persons to keep the plant in day-and-night operation. This skilled personnel includes shift foremen, control-room operators, turbine and pump operators, engineers, mechanical tester, chemists, welders, repairmen, maintenance men, coal and ash handlers, storekeepers, clerks, stenographers, and first-class laborers.

STORIES FROM LANSING HISTORY

By Susan Haring, 1954

During her twenty years as Town Historiai, Susan Haring (Mrs. William D.) gathered and preserved much historical material that is now in the Lansing archives at the Town Hall. A selection follows.—I.H.P.

Pioneer Families Came Early

As soon as the Indians were driven from this section by General Sullivan's expedition of 1779 and the tract thrown open for settlement in 1790, pioneer families from east and south began pouring in. They found the land so densely covered that the Indians had termed it the Dark Forest. These woods were inhabited by wild animals, rattlesnake and only an occasional Indian.

Following the men who cut down the trees, cleared and cultivated the soil came storekeepers, blacksmiths, millers and lesser artisans. Little clusters of buildings grew where trails or primitive highways crossed or came together. Then came the schools and churches. Nearly all the meaningful historic names have been changed with the passing of time: Libertyville became South Lansing, and Teetertown, Lansingville.

The first innkeeper at Libertyville was William Boyce. It is related that the first night of his family's stay in the house, a rattlesnake crept into the bed and slept with the children.

Rogue's Harbor Construction Cost $40,000

Later on, during 1830-40, the stately Central Exchange

Hotel was built by Gen. Daniel D. Minier at a reputed cost of $40,000. The first floor of the tavern was constructed as a bar and grillroom, the second was given over to sleeping used a portion of the north side for his general store. The used a portion of the north side for his generad store. The building was decidedly Colonial, having wooden pillars in front and balconies running across each story on the north and west sides. As there were three stories besides the attic, the three balconies provided a very pleasant view.

It is related that when the workmen were putting up the finishing touches on the building a carpenter named William Egbert, aged about 40, fell from a platform in the gable to the ground. Picked up, much jarred but with no bones broken, he was practically uninjured. This accident happened on July 4.

Seven years after the hotel's completion, General Minier died, and the place passed into other hands. Directly across the road was an old, unused building. It is said that one day a man stood on top of this building and, throwing a whisky bottle against the hotel, christened it Rogue's Harbor. The name is used to this day.

The author of this bit of Lansing history found in an old scrapbook states that some persons, however, have the erroneous idea the name was applied to the little hamlet because persons of roguish nature infested the neighborhood. This is disputed as the community was one of the best in the section and its people were all highly respected.

Many good times were had at the hotel; we have an account of one. In 1845 a Leap Year party was held in the ballroom, for which the committee on arrangements comprised Anson Knettles, Jonathan Norton and James Boyce, all of South Lansing. The party was sponsored by some ladies at the hotel who paid all expenses, and invitations were sent to young men in Ithaca, Groton, Dryden, Enfield and other villages, and many of them drove their horse-and-buggy rigs out to Rogue's Harbor. An old-time country or-

chestra furnished music for the dances. There were quadrilles, Money Musk and the Spanish Dance, the latter being very popular at the time. The guests drove home at an early hour after attending the most notable merrymaking ever given in Lansing.

Some notable persons have stayed at the hotel. William H. Seward, former governor of New York and secretary of State in Lincoln's cabinet, had rooms reserved where he rested on his travels between his home in Auburn and Washington. When Rulloff, the famed murderer, was brought here by Sheriff Richard Ives to stand trial, he was taken to the hotel and kept there for some time. Rulloff's little weather-beaten house was located just south of Asbury church.

Immediately north of the hamlet was located a racecourse with a half-mile track. About 1840 the sport became popular and continued so for twenty years.

Why Lansingville Was Called Teetertown

In my younger days I heard many of the older people speak of Lansingville as Teetertown. This commemorated the name of a Revolutionary War soldier, Conrad Teeter, who for many years kept the hotel there. This little hamlet played an important role at one time, for the first town meetings of the Town of Milton, as Lansing was originally called, were held there. Dates of these sessions are: April 1, 1794 at the home of Jonathan Woodruff; in April 1795, at the home of Samuel Baker; during April 1796, at the home of John Garrison; and in April 1801 and 1806, at the home of Conrad Teeter. On the village green were erected the stocks where offenders against law and order were confined for a time.

No West Lansing Explained

I sometimes wondered why we have no West Lansing, since we have North, South and East Lansing, until I found

one day the following paragraph in Lewis Halsey's History of the Seneca Baptist Association. "Lake Ridge, the church variously known as West Lansing, Lansing, and Genoa, was organized as the First Baptist Church of Milton on October 31, 1796. The meetinghouse was built in 1840 at Lake Ridge. It was situated according to the lease between Fenner's Hotel and the old cider mill. Since 1869 no meetings have been held and the church has practically disbanded."

So the mystery is solved. The people, no doubt, preferred the descriptive title of Lake Ridge to another Lansing. This church was bought and torn down a few years ago by members of the United Brethren Church, and its timbers incorporated in the Brethren Church at King Ferry.

First Post Office Located at Fiddlers' Green

not Jr. Son of Joshua Miller

The first post office in Lansing was located at a settlement called Fiddler's Green; it opened January 11, 1806, with Abijah Miller, ~~Jr.~~, postmaster. His successors were John Ludlow, March 10, 1815, and John Bowman, March 1, 1817. This location is where George Beckwith and Marion Sweazey now live; of late it has been called Poplar Hill.

I had often wondered about the significance of the name until one day I came upon this explanation: "Fiddlers' Green is the wonderful happy place where all good sailors go when they die and fade away." Could it be that some old sailors from the shores of Long Island or New England settled where the place to them seemed like Paradise, or God's own country, as I have heard it called?

Red-Flannel Shirt, Army Musket Paid for Lot

One of the early settlers in Lansing was Benjamin Buck, who came from Great Bend, Pa., in 1805 and bought military lot 80 from a Revolutionary War soldier, Rufus Herrick, for a red-flannel shirt and an army musket. He brought nine children with him and three more were born in Lan-

sing. It is related that Mrs. Buck made the journey on horseback, carrying a baby in her arms. A bed tick was lald over the horse's back, with a little straw in each end, and in these unique saddlebags rode the next two youngest children. The youngest child of the family was named Rufus Herrick Buck after the war veteran.

Benjamin had a daughter who gained some fame as a spinster, and in 1822 the following challenge was issued to the girls of Tompkins County: "On Friday the 29th of March, between the hourse of 1 a.m. and 10 in the evening, Miss Anna Buck, aged 13, spun 90 knots of tow yarn. Beat this if you can."

The challenge was accepted by girls around the county and soon reports were received of similar accomplishments. Miss Eliza Higgins of Enfield in 13½ hours spun 81 knots of linen thread. Miss Philinda Dickinson, aged 14, spun 80 knots in 13¾ hours, and Miss Nancy Ann Goodwin in 15 hours spun 165 knots of "good woolen yarn."

Samuel Gibbs Arrived in 1792

I think every resident of Lansing knows the Gibbs house at Estys, just at the fork of the roads. Mrs. Berentha Gibbs Harris, granddaughter of the original owner, told this story of the early days.

"In 1792 Samuel Gibbs, my grandfather, moved from New Jersey into the south part of Cayuga County, now Tompkins, four miles north of Ithaca, on the east side of Cayuga Lake. The country was new (opened to settlement in 1792) ; my father, Garrett Gibbs, built the first farmhouse on it. Ithaca was a village or hamlet of log houses, and the way from Ithaca was but an oxcart road. Teams drew the goods with difficulty at the foot of the hill and through the marsh south of the lake. In later years my father showed us where the path was at the foot of the hill and along the edge of the marsh.

"Milling was done 12 miles or more down the lake on the the west side at what was known as Goodwin's Point, now

Taughannock. My grandfather's house was back from the lake, eastward a half mile or more, and 600 feet above the water. Grandfather or his sons would carry the wheat in bags down through the woods and the steep bluff of 175 feet, to their skiff in which they would take it seven miles down the lake and across to Goodwin's Point, there to await their turn for flour, sometimes two or three days.

"At night grandmother would have a fire blazing in the darkness on shore so that her husband and sons might see and know where to bring their boat to land. It was heavy work to carry the grain down and it was much worse to to carry the flour up the steep cliff throught the dark, as it sometimes was.

"The Gibbs family burying ground is located east of the house, one of the many such plots in Lansing."

Estys First Named Forest City

Estys was first named Forest City. A post office was established there, and the old stonehouse on the lake road was known as Dr. Burdick's Water Cure and Ladies Seminary.

Among the early settlers near Asbury whose family histories I have are those of Jeremiah Shurger and Barnabas Collins. Jeremiah came to Lansing from Ulster County where his father had been killed by the Indians. After several days' hard marching through the wilderness the Indians successfully raided a settlement and, as part of the loot was whisky, they proceeded to celebrate. While they were under the influence of drink, Mrs. Shurger made her escape with her ten children, one of whom was Jeremiah.

Before coming to Lansing he married Miss Sarah Stewart, a Scots woman descended from the royal Stuart house of Scotland. Brave and fearless, she was a woman able to withstand the hardships of the times. When a girl she was converted under the preaching of Bishop Asbury, and joined the Methodist church. She was present when the first burial

was made in the old Asbury Cemetery, that of Catharine Goodwin Bloom in 1794.

She used to relate her experiences when her husband was away from home overnight. The wolves and other wild beasts hovered around their cabin, and the children clung to her dress. To drive the marauders away, she hurled burning firebrands at them.

Eleven children were born to them. One died in childhood, the others grew up, married and lived in the Town of Lansing.

Bear at Window Frightened Mother

Thomas Collins came to Lansing about the same time as Jeremiah Shurger, 1792, and settled near Asbury. Descendants of these two Continental families repeatedly married into the opposite family until at the time of a family reunion two forty-second cousins sat down and traced their relations back to the original through seven different routes.

My own Revolutionary soldier great-grandfather was Henry LaBarre who lived near Asbury church. My grandfather Marion Howell often told the story of when Grandmother LaBarre was alone with her children in the cabin and heard a noise at the window. When she glanced up, there was the ugly face of a bear which caused a terror that can be imagined.

Three Townleys Lansing Pioneers

No chronicle of Lansing would be complete without some mention of the Townley family. Through articles written about 1875 by Miss Mary Townley much of the early-day lore has been preserved in a scrapbook, from which the following has been condensed.

Effringham Townley and his wife, Jemima Earl, had seven sons and a daughter, and lived nine miles from Newark, New Jersey, at the time of the French and Indian War. Six of the sons fought beside their father in the defense of the

city; later, one was taken prisoner at Wyoming and another with the Sullivan expedition into Central New York.

Three of the sons, Charles, Richard and James, were settlers in Tompkins County. Richard, his family and Charles arrived December 18, 1792. He had purchased 400 acres of Archibald Cunningham who had drawn military lot 77 as a military bounty for his six and a half years in the Continental Army. (His discharge, signed by George Washington, is in the DeWitt Historical Collection). A log cabin was built upon a site near where James Buck now lives. Having no grain or hay the cattle fed upon browse of the maples, basswoods and elms, and fattened.

Charles returnd to Wyoming Valley in 1794 and came back with his family to settle on a part of the 400 acres. Richard had ten children and Charles six. Many of their descendants are now living in Lansing.

James came later. He had six children and the family lived in Dryden. Both he and his wife, Catharine Brown, are buried at Peruville.

Perhaps it is two hundred years ago that a ship was being loaded at a port in Scotland for New York. The sailors became acquainted with a little lad playing along the shore who knew only his name was Lewis. They persuaded him to come on board with them and, when the boat sailed, he was brought along. On arrival, the sailors sold him for a term of of two years to the highest bidder for his passage pay.

He was called Master Lewis, afterward corrupted to Mather Lewis. He later made his way inland where he married and raised a family of children. Among them were Elizabeth, who married Richard Townley, and Polly who became the wife of Charles Townley.

NELLIE'S RIDE

By Mary L. Townley

"Oh, mamma! Grandpa is going away up to the corner of the lake and he says I may go along if you will let me; can I go, mamma?" exclaimed Nellie, as she rushed into the old farmhouse kitchen one beautiful June morning. "Yes, if you will have your face washed first," replied mamma.

Now, having her face washed is one of Nellie's greatest trials, but the prospect of a long, pleasant ride before her, she managed to submit to the operation with good grace and also to the additional affliction of having her hair smoothly brushed and a clean apron put on; then with a pink sunbonnet tied securely under her chin, she bounds aways to the barn, and climbing into the wagon, waits very impatiently until old Prince is harnessed and they are fairly under way.

Grandma, mamma and auntie watch the wagon as it passes over the bridge and disappears beyond the hill. Grandpa and Nellie go jogging along behind old Price. They pass through the long woods so shady and cool, and on they go past the schoolhouse where the children are snatching a few moments of play before the bell rings.

They turn the corner and a few rods farther they pass a red schoolhouse. Now they have reached the lake woods where on one side, through the trees, they catch glimpses of the blue water sparkling in the sunshine, while on the other the forest covers the hills as far as the eye can see. As they come to where the road curves around the bank and

crosses a narrow ravine, grandpa, pointing with his whip, says: "Up there is a place where a white man was burned by the Indians."

"Oh, tell me all about it," says Nellie, who is always ready for a story.

"Well, the man belonged to General Sullivan's army, which was sent through the western part of the State to drive away the Indians, and punish them for their cruelty to the white settlers. A few of the soldiers were captured by the savages, but this one had made his escape and was following on the track of the army. Finding himself pursued but knowing that a detachment of trooops had been sent between the Cayuga and Seneca Lakes, he came in this direction, hoping to overtake them. But before he reached the head of the lake he saw that he was being surrounded by his pursuers and, taking to the water, he swam across, landing at the mouth of the little gully we just crossed. Here he hoped to conceal himself, but the Indians soon hunted him out, and taking him a little way up the hill, he was tied to a tree and tortured and burned to death.

"Once, when I was quite a small boy, my father took me to the place and showed me the tall, blackened stump, all that remained of the tree to which the poor man had been fastened. There is nothing left of it now, but some day when we have time I will show you where it stood; but now we must hurry on or we shall not get home to dinner."

By that time they had come to the plaster mill where grandpa soon finished his business for which he came, and they set out on their return trip.

(Editor's Note: There is no factual evidence for the basis of this story, as Mr. Norris points out in his article appearing on earlier pages in this pamphlet.)

LANSING MASONIC LODGE

By Morris B. Smith

Lansing Lodge 490, Free and Accepted Masons, received a dispensation from the Grand Lodge of New York dated September 24, 1824. The first meeting of the new lodge was held at the home of George Bower, in later years called the Daniel Bacon place.

The earliest surviving document relating to Lansing Lodge in the archives of the Grand Lodge is a letter from Secretary John Ludlow to the Grand Secretary Ebenezer Wadsworth dated August 22, 1825. There had been some delay in obtaining a permanent charter and as the dispensation would expire September 24, 1825, a petition for renewal was made.

The man who started this lodge had been recommended by Genoa Lodge 213, and the papers and money had been forwarded to Brother Joseph Enos, Grand Master. The lodge continued to experience difficulty in procuring a warrant, but finally one was issued by the Grand Lodge under date of October 12, 1826.

Little is known as to when degrees were conferred or on whom, but it is known that James Bower received his entered apprentice degree on January 9, 1827. On February 6, he was given his fellowcraft degree, and the same evening he was made a master Mason. His Masonic apron is now (1966) in possession of his great-grandson Morris B. Smith, 1217 Westmoreland Avenue, Syracuse. Bowers was elected secretary of the lodge. Its last minutes dated June 1, 1828, are in possession of the Grand Lodge and bear Bower's signature.

The charter was forfeited June 5, 1834, at the time of the Morgan affair when hundreds of lodges ceased to function because anti-Masonic feeling ran high.

First officers of the lodge were: William R. Fitch, master; Abraham Haring, Sr., warden; Hiram Moe, warden.

The only list of members in the archives of the Grand Lodge are as given here. Nine of the original members were from the Genoa lodge.

Armstrong, Isaac
Bartlett, Clark W.
Benson, Nathan
Bower, James
Bowker, John
Brown, Isaac
Chapman, Samuel
Cix, William
Darling, Hercules
Fitch, William R.
Fox, Consider
Groves, David
Hamilton, Thomas
Halliday, Amos H.
Halliday, Wm. C.
Haring, Abraham
Holden, Luther
Lanterman, Geo. L.
Lobell, Henry
Ludlow, John
Mead, Lockwood
Miller, James
Moe, Hiram
Niell, Tllyer
Nix, Abraham
North, Joshua
Ozman, Jacob L.
Peck, Ezekiel
Phillips, John
Rose, John
Rude, Abraham
Rutan, Henry
Sailles, Richard
Seton, John
Steves, Joshua

Railroad Gamble Costly

For the year 1872, the Town of Lansing paid $6,996.59 in interest on bonds issued to aid in building a branch of the New York, Oswego & Midland Railroad through the town. The road was abandoned before completion, but the bonds lingered on to maturity.

Pine Grove Cemetery Incorporated, 1869

After having been long neglected, the cemetery in Ludlowville was incorporated as Pine Grove Cemetery in 1896. The cemetery was placed under a board of twelve persons elected as trustees. Officers were: J. A. Burr, president; David McCormick, vice-president; William Mead, secretary; Dr. C. P. Farlin, treasurer.

CEMENT WORKS AT PORTLAND POINT

The Penn-Dixie cement works at Portland Point at one time produced 2,000 barrels of high-grade cement a day. However, the original operation had a humble beginning in the gullies above Shurger's Point.

The gullies were part of the lot originally owned by Joseph Shurger, whose daughter Jane married Harts Collins (1832-1905). Collins recognized the value of the Tully limestone underlying the surface, mined the stone, burned it, and delivered the product to the Ithaca glass factories. It cost $3 a ton and sold for $8.

After a time the Ithaca trade demanded white lime from gypsum. Collins then sent canalboats to Union Springs for gypsum rock which he burned and delivered at a much higher price than the brown lime brought.

The early kilns were very primitive and were operated with wood fires. About three weeks were required to complete the process of combustion. Ashes that fell through the kiln were sold in slaked form to farmers for fertilizer.

After the death of Harts Collins, his son Sherman formed the Portland Cement Company. During 1900 the works started on a site where Norton Creek enters Cayuga Lake; an extensive operation, it was launched by the Cayuga Construction Company.

The quarry where the limestone rock was obtained was some distance up the hill to the east; a tramway transported the crushed limestone to the mill. By ingenious engineering, the loaded car descending the incline drew up an empty car. At the mill the limestone was burned, tested

and sufficient gypsum added to bring it up to the high standards of quality that were maintained.

Nearby was a large wooden building that contained a store operated by Ed Hance; upstairs was a boarding house managed by Erma Townley. Along the creek bank a row of concrete garages, and on the hill to the south were a dozen or more houses built by the company for its employees. These houses were nicely furnished, for the men were well paid, and dwellings were set off by flower and vegetable gardens. There were an additional five or six houses near the quarry, but as the operations developed it displaced them. Now all of these houses are gone except for one that is occupied by a lone man.

During July 1935 this region experienced several days of hard rains that caused great floods which took away the bridges at Myers and drowned three boys and a man. The waters washed away the store building and garages and swept through the mill at Portland Point to leave the machinery filled with mud. It required a year's effort to clean up this equipment before work was resumed.

The cement was shipped by rail and the canal. Finally, after nearly 50 years of continuous production, the plant was closed in June 1947. At the time it was explained cement could be produced more efficiently at other plants of Penn-Dixie Cement Company of Easton, Pennsylvania, successor to the Portland concern.

A unique feature of the plant's management was a safety campaign inaugurated in 1925 and carried on among the several plants of the company. A competition was established with a trophy awarded the plant which operated a year without an accident. On June 1, 1931, employees of the Portland Point plant and their families were given a holiday in observance of having gone all the year 1930 without loss of time through accidents.

SHORT LINE, ROAD OF TRAVAIL

During nearly 50 years, railroad fever had been a foremost topic among leaders in Tompkins County; even as late as 1900 there were those who convinced themselves that a rail line between Ithaca and Auburn was a necessity. Hindsight knows better, and one would-be benefactor went to a bitter grave.

This line would serve an area of Lansing that was traversed by a Lehigh branch along the lake, while the Owego-Auburn road to the east offered service but over highways that were still unimproved. To serve an agricultural area in both Tompkins and Cayuga counties was the objective of of the proposed line, but no one seems to have foreseen possible shrinkage of agriculture in the limited region.

However, the New York, Auburn and Lansing Railroad was chartered March 8, 1900. The general description of the outline at this time called for construction of a line north from Ithaca to South Lansing, North Lansing, Venice, Merrifield and Auburn.

Scarcely had these plans been made when another group headed by Sherman Collins began planning the Auburn and Ithaca Electric Railway. This route was to connect the same two terminals but by way of King Ferry, Poplar Ridge, and Scipioville, but inability to develop an entry into Ithaca doomed the project before it emerged from the paper stage.

Before actual construction began on the steam line, interurban proposals then floating throughout the country drew considerable attention for a time. Nevertheless, the Auburn Construction Company was organized to construct the steam line, a standard-gauge railroad equipped with a third rail

for operation between terminals. Evidently, this forethought was a bow to the interurban concept of inter-city transit which would have continued on to Syracuse over the electrified West Shore.

This enlarged plan was never carried to fulfillment, but extra-length ties indicated the need might eventuate. Again a change in plans was dictated by the steep grades between Ithaca and South Lansing which proved better adapted to an electric line than one with steam as the motive power. Another insoluable problem was terminal space in Ithaca. Upon realization of this perplexity, twenty-nine miles of steam road were constructed between Auburn and South Lansing, and seven miles of electric line into Ithaca from South Lansing.

A right-of-way of the abandoned New York, Oswego and Midland Railroad was used from a mile north of South Lansing and four south of Auburn. This abandoned line had been built from Freeville to Merrifield in 1872, and then extended to Auburn, but it was given up in 1892. Some of the abandoned depots were utilized by the new road which became known as the Short Line.

Near North Lansing there existed a deep ravine, commonly known as Gulf Stream Gorge, that the Midland had crossed by a wooden trestle. The Short Line preferred to fill this gorge and spent nearly a year filling it with earth and cinders.

Simultaneously with construction of the steam line on the Auburn end, work on the electric section got underway at Ithaca. Here were encountered deep ravines and three per cent grades. Filling and bridging were required, and not far north of Ithaca where hills hugged the lakeshore their proximity necessitated excavating a roadway along the cliffs.

Despite changes in plans and difficulties of terrain, freight service between Auburn and South Lansing began March 1, 1908, with engine No. 1 as the motive power. This

locomotive was upgraded from the work train and now traveled over the line in whose construction it had played a vital role.

Subsequent to the initial scheduled run came passenger service, limited to a run between Auburn and Genoa June 1 of that year, and an extension to Tarbell September 19. This was a run of about twenty-five miles, but as there was no means for turning the engine around, it backed up on the return trip.

On December 12, 1908, a silver spike was driven at Estys to mark completion of the southern or electric section of the line. On New Year's Day 1909, passenger service was opened between Ithaca and South Lansing, to mark the beginning of service between the two terminals of the Short Line.

The second locomotive on the new road began operating when it pulled the company's pay trains for the first time on July 6, 1908. No. 3 was a "cabbage cutter that was always falling apart," but it was used only in construction work.

Well built and provided with seventy-pound "T" rails between Auburn and South Lansing, the roadbed reached its highest elevation of one thousand feet just south of Merrifield after an upward climb of eleven miles.

Auburn was the site of the operational headquarters and repair shops. It was from this office that standard railroad operational orders were transmitted by telephone over lines carried on extra high poles originally planned to carry electric lines. None were added.

The terminal problems at Ithaca made it necessary for the Short Line to acquire an interest in the Ithaca Traction Company, operator of the trolleys in the city. This arrangement made possible use of the trolley tracks from Renwick into the city where a business and ticket office, waiting room and baggage room were located in the 100 block of North Tioga Street. At East Falls and North Tioga Streets a small freight house was erected.

During the summer of 1909 a branch of the electric line was run to Rogue's Harbor, with six trips a day. These were reduced to five the next year, to three in 1912, and finally discontinued October 19, 1920.

Over the decade good roads and motorized transportation cut so heavily into receipts of the Short Line that permission was granted the company to cease operations. In the evening of October 31, 1923, the last steam-powered train reached South Lansing and a short time later the last electric car made its final run to Ithaca.

Rails were torn up during 1934 and sold for scrap. Of the steam locomotives, a fire in the Auburn engine house February 16, 1916, severely damaged one and reduced another to scrap. Disposition of the electric locomotives carries no record for the first three; and express car used as a locomotive and the two McKeen gasoline motor coaches were destroyed in a fire in 1925. It is no longer known just how many locomotives were lost in the fire, but all on hand were reduced to scrap.

When the two McKeen motor cars were added to the running equipment of the line in 1914, to handle express shipments, it was soon found that their limited baggage space was inadquate for the demand. It became necessary to make the shipments by steam-powered trains, but as the demand continued to decrease these two coaches all but replaced the steam runs.

The McKeen coaches are still remembered by many, some of whom were passengers aboard them. Each seated 83 passengers, and traveled at a maximum of 70 miles an hour under 200-horsepower, six-cylinder water-cooled engines; they weighed 37 tons each.

As their route lay through a dairying district, each had a capacity of 53 milk cans, but the baggage compartment occupied a bare 64 square feet of floor space.

Four trains daily each way rendered adequate service in favorable weather, but winter was a season of continuing

distress. The McKeen coaches were unable to combat snowdrifts, necessitating using one locomotive on a snowplow. On one occasion the road was tied up for 16 days and on another it failed to operate 15 out of 25 days.

Financial difficulties plagued the New York, Auburn and Lansing Railroad so that it defaulted on payments of interest on its bonds in 1911, and on January 6, 1913, receivers were appoined. Two years later the Central New York Southern was incorporated, when it acquired all the property of the Short Line and the Ithaca Traction Company, and added two McKeen motor cars.

As late as December 18, 1921, there were seventeen stations served along the route, listed as follows (f indicates flag stop, no agent) :

Renwick f, McKinney f, Asbury f, South Lansing, Davis f, Tarbell f, North Lansing, Sills Crossing f, Genoa f, Myers f, Venice Center, Woods Mill f, Merrifield, Kinslers f, Mapleton, Whites f. The passengers that left Ithaca at 7:30 a.m. arrived in New York City at 6:15 p.m. Others departed at 12:20 p.m., 3:45 p.m. and 7:20 p.m. with comparable running schedules.

Canalboat Launching Gala Event

Always the launching of a canalboat at the Myers boatyard was a gala event for the rural residents of Lansing who attended in family groups for a daylong picnic. The occasion was comparable to a day at the county fair.

Before the Erie Canal was even started, Andrew Myers built bateaux of six or eight tons burden on the shore of his lands which came to be known as Myers Point. He lost his life by drowning in a lake storm at Union Springs. Subsequently, canalboat building at this site became a considerable industry that endured until water transportation was superseded by that of railroads.

One prominent boatbuilder here was George Edward

Burling (1840-1927). Born of Quaker parents, he was a son of Charles and Jemima Nivers Burling. The father was a boatbuilder, a craft followed by his sons George and Walter at the Inlet boatyards in Ithaca. George Burling built the tugboat Hiawatha for Marshall Sperry after his loss of the tug Clayton. These boats towed canalboats from Cayuga to the salt plant where they were loaded and returned to Cayuga where horses or mules took over. The Hiawatha burned at the salt company pier about 1912.

George married Mary Sincebaugh, whose father was a Dutchman owning a farm near the Cornell campus. They moved to Myers and bought three acres of land from Henry Myers who lived on the homestead near the old storehouse. However, Fred Storms, a neighbor on the south, claimed the land was his, and after a survey Burling was compelled to pay for it a second time.

He erected his house on a bluff by the lake that is now owned by Jack Fenner. Nearby, he started a boatyard and developed a canalboat business that throve for years. Each boat was carefully constructed and furnished inside with a small kitchen and two tiny bedrooms. The interior was supplied with the conveniences of the day which, of course, were almost primitive compared to what would be the demand today.

Mr. and Mrs. Burling accompanied each boat down the lake through the canal and Hudson River to New York City where it was delivered to the purchaser. Their return trip would be by way of another boat coming up the same waterways to load stored grain awaiting them.

When the railroad came, it made canalboat transportation uneconomical, and finally the thriving boat-building industry was replaced by the application of steam and rail in transportation of Lansing products. The once-busy yards closed all along the lake before 1890.

School Fund Bought Library Books

By William Heidt, Jr.

As the result of the general election November 8, 1960, Lansing voters authorized apportionment of the Town School and Gospel Fund established by the State when legislation was enacted for distribution of the lands of the military tract. At the time of the referendum the principal approximated $10,000 and accrued interest of $1,200.

After authorization, the Board of Education of Lansing Central School transferred the funds to the library account and expended it for purchase of library books. It was estimated that 90 per cent of the residue came to the central school.

Originally there were twenty-school districts laid out during 1813 by Richard Townley, the school commissioner. Later the Sage district was added. In course of time these 23 districts became a centralized unit.

This event in Lansing in 1960 is traced directly back 180 years to the Revolutionary War at a critical time when New York State was experiencing difficulty in maintaining its quota for the Continential Army. To encourage military service, legislation was enacted in 1780 that provided bounty grants of land for those who enlisted and served to termination of the war.

After the signing of the peace treaty in 1782, action was taken to fulfill the agreement. Management of lands acquired by Indian participation as allies of the British and by subsequent treaties with the several tribes, was placed in a land office. Two years later Simeon DeWitt, who had

been given the rank of general and assigned to Washington's staff upon death of General Erskine, cartographer, was recalled to his native state and appointed surveyor-general.

DeWitt developed a plan of ranges and quadrants for mapping 28 military townships eventually laid out in the heartland of the state. This tract extended from Lake Ontario on the north to the northern boundary of today's towns of Caroline, Danby and Newfield. The western boundary was the eastern shore of Seneca Lake, and the Unadilla River and Oneida Lake formed the eastern line. DeWitt's scheme of mapping new lands was adopted for surveying lands westward to the Pacific.

Individual units were termed a military township, each ten miles square and containing 100 lots of 600 acres each. While after 1790 these lots were opened for claiming by Revolutionary War veterans, in each township certain lots were reserved for the Town School and Gospel Fund. Income from school lots was to be devoted to school expenses. Lot 56 was a Gospel lot in the area that became Lansing.

Some towns sold these lots and invested the money. Since the early 1800's it was the responsibility of the supervisor to invest these funds and apportion the income among the several school districts. In 1947 the State legislature enabled town boards to close out these funds by distributing the principal and accruals to school districts. Hence action under this law by Lansing in 1960.

The Abijah Miller House

From Lois O'Connor's story of 1958 and quotes from Alice Bristol:

Abijah Miller is mentioned in 1809 as the first postmaster in Lansing, serving the public in a small, red building just south of Jonah Tooker's home in Fiddler's Green. He was an attorney and a reputed scholarly man.

He built himself a dwelling in the village of Ludlowville, just on the turn of Salmon Ceek Road off the main road down West Hill. It stood halfway between the log cabin the Ludlows built and the house Daniel Clark erected on the village square in 1810. The spacious grounds on the east of the Miller house were laid out in flowerbeds and broad walks. Beside several tall forest trees left there, he planted rare trees and shrubs from the East. These gardens extended north as far as a point of contact of the Salmon Creek Road and the bank of the creek. Afterward this area was divided into building lots for five houses.

Records show that Abijah's brother Judge Elijah Miller built his house in Auburn in 1816-17. Its lovely fireplace mantel was constructed by Brigham Young who, at the age of 15, was an expert carpenter and painter. The mantel in Abijah's house is the same pattern, so we think it is probably the craftsmanship of Brigham Young and built about the same time.

The great chandelier is of brass and crystal, each of the four sides of the shade being etched in a different pattern of birds, deer and flowers. The door casings and baseboards are delicately fluted with hand cravings. The staircase rail is of shining black walnut, the section from the newel post measuring nine and a half feet in one piece. The colonial doorway excites the admiration of those passing by. Altogether the house is considered a beautiful example of old Salem architecture.

William H. Seward, a young law student in Judge Miller's office in Auburn, married Frances Miller, the Judge's daughter, in 1824. Much of their courtship took place here as Frances often came to visit her uncle Abijah.

After Abijah's death, the house was bought by James A. Burr, and he and Mrs. Burr occupied it. She devoted herself to the gardens, making them a scene of great beauty, until her death in 1866. Since the Burr occupancy the house has been owned by eight doctors; five who practiced their profession there—Lockerby, Chapman, Watson, Fish, and Swift; three who used it as summer homes—Starr Cutter, his son Lawrence Cutter, and Dr. Helen Elston Readio.

Recently Mr. and Mrs. C. L. Dickinson of Etna purchased the place and did considerable restoration. They exercised care to retain the old-time beauty but remodeled the kitchen into the most modern one. A garage along Salmon Creek Road was added. The house is now occupied by their son and family which includes four small children.

EARLY FARMS PRODUCTIVE

By William Heidt, Jr.

There are many historical references to the Town of Lansing which indicate that land prices there were high soon after its settlement was completed and the land mostly in production. Around 1825 there came what appeared to be a second wave of immigration from the New England States, perhaps induced by the numbers of first-generation farmers who were moving westward, especially to Michigan and leaving a void.

Many individuals and families came inspecting possible home sites, but finding land prices ranging from $75 an acre upward, they did not tarry long. Moving on westward, many of them continued to Allegany, Cattaraugus and Chautaqua counties where stump land was priced low.

By mid-century 30,000 of Lansing's 38,000 acres were under cultivation, and many third-generation residents were in charge of farm operations. This real estate had a valuation of just under a million dollars, personal property adding $150,000 for a total of $1,054,030. At the time when there were 414 freeholders, this total valuation breaks down to $2,500 for each owner.

A population of 3,256 was made up of 1,636 males and 1,620 females, a figure exceeded by those of Ithaca, Groton and Dryden only of the other eight towns. Lansing's residents lived in 616 dwellings of which 414 were owned by the occupants. There were 20 school districts and 1,340 pupils, thus averaging 60 to a district—and one teacher in a one-room schoolhouse.

Lansing is a rolling upland, 500 feet above Cayuga Lake. Its soil is generally a rich, gravely loam. This soil in the early years of its cropping was rich in humus and continued highly productive until overcropping brought exhaustion, a development that followed Civil War demands.

These farms in late 1858 had a recorded production of 14,000 bushels of winter wheat and 20,000 of the spring variety; 3,000 tons of hay, 8,000 bushels of potatoes, 49,000 bushels of apples, 168,000 pounds of butter and 1,386 of cheese. A production of 731 yards of home-produced cloth indicated that this practice was dying: production techniques perfected during the war would end it completely.

This phase of Lansing agriculture applies to family-type farming: work mostly done by members of the family to provide a subsistence for it; produce beyond this need was marketed locally. Improved plows and harrows were now becoming available for better fitting of the soil as were cultivators and hoes that lessened back-breaking toil of hand hoing and weeding. These tools improved yields. Mowers and horserakes and later reapers reduced labor in hay and grain harvests and did the work incomparably more efficiently. Other machines, and fertilizers, followed

All this better machinery required power, and this was provided on Lansing farms by 1,270 horses and 1,706 oxen. There were 1,617 cows, 9,340 sheep and 1,706 swine. Remembering there were 643 families in Lansing at the time, these figures break down to a team of horses and more than a yoke of oxen for each family; also each family had three cows, 14 sheep and three head of swine. It is clear that no one went hungry in the town.

This agricultural situation indicates a post-pioneer economy when oxen were yet "a poor man's team," and hogs furnished the chief meat food. Because of the simple yoke and chain used with oxen, they were greatly preferred in logging, plowing new land and wintertime hauling.

Roads were still unimproved and subject to drifting during heavy snowfalls and high winds; unencumbered by traces, whiffletrees, eveners and reins, of the horse's hitch, the placid ox wallowed his way through snowbanks where the nervous, long-legged horse frequently floundered. For this reason ox teams were much preferred for wintertime hauling of logs and lumber and of produce as well as merchandise to and from lake ports.

Until 1880, the ox continued to outnumber horses over the nation's farming areas, but development of machinery for use on the large farms of the West called for four- and six-horse teams on gang plows and reaper-binders relegated the slow-moving ox to pack-train hauling. This date marks also the time when beef from the West replaced pork as the main meat in the national diet. By then production of beef cattle and hogs and the development of the meat-packing industry, refrigerated cars and fast freight service had doomed local production.

Under a similar impact, Western wheat, corn and oats growing eclipsed that of the older parts of the nation, and soon local production was all but abandoned. Lansing's agriculture suffered a setback from which it has not yet recovered. Establishment of the Pillsbury mill in 1869 foretold the end of milling in the East, although processing of buckwheat continued until that flour was no longer a main factor in winter diets on farms.

Aunt Sue's Romance

Susan Terry and Jefferson Crocker were engaged to be married but, at the time of the California gold rush, Jeff went west to make his fortune and establish a home for her. She waited six years, then giving up hopes of hearing from him, she married Alonzo Clark whose first wife was her elder sister Emeline. It seems that her mother and sister,

thinking it best for Susan, concealed letters Jeff had written.

Six months after her marriage and while she was at her parental home, Jeff walked in. For the first and only time in her life she fainted dead away. Jeff departed, never to be heard from again.

She long afterward told intimate friends that she respected her husband but would love Jeff to the end of her life.

After the death of her husband in 1896, she lived in the big house they had built, with an adopted son, Walter Bristol. Before her death at 85 in 1919 she became very lame. One day she and a close friend were out in the front yard where they could see across Cayuga Lake and the hills beyond. To this companion she observed: "For fifty years I have watched the sun go down behind those hills and my heart has gone with it."

The Clarks in 1869 built the big, square house on the lake road two miles north of Ludlowville. It was known as the Bristol house, now owned by Edward LeVigne, it is called Lake View.

Grain Storage Large Operation

Seven years after the Penn-Dixie Company closed its cement plant at Portland Point, it was sold to Beam and Co. of Seneca Falls, operators of grain storage facilities since 1882, when the grandfather of Edward Beam established a mill at Hemlock, New York. At the time of the cement-plant purchase the firm operated a storage plant at Seneca Falls.

In converting and cleaning the structures the new owners used 12 tons of white paint on the four 90-foot silos and the 90x300-foot storage bin. In this way the buildings became a landmark on the east shore of Cayuga Lake.

After this renovation it became the largest and most modern grain-storage plant in Central New York. Utilizing

the 27 small silos and 20 bins the aggregate capacity exceeds a million bushels. A maximum of 288,000 bushels could be received daily and 144 boxcar loads shipped out at the same time.

Automation plays a leading part in the operation of the plant. A truck dumper weighed, hydraulically lifted and emptied the largest trailer-truck in three minutes; a grain dryer handled 1,000 bushels an hour. This system was reputed to be the fastest in the State.

A wide belt conveyed the grain into bins; while enroute it was checked for insect infestation. Grain in transit was dumped into the desired bin by a tripper that passed back and forth on rails over the silos. The company stored grain shipped in by the Federal government and bought and sold grain on its own account.

When the Federal regulation for storage of government grains was changed, operation of the plant ceased to be economical and it was closed.

In more recent years a Canadian cement company has been using the former Bean grain storage facilities for its product. This cement is shipped across Lake Ontario to Rochester and brought here by barges on the canal and lake. Distribution is by a special type of tank truck.

Micajah Starr, Early Pastor

Micajah Starr came from Danbury, Connecticut, to Lansing in 1793, after service in the Revolution, and bought part of military lot 52. His wife, Anna Platt, died July 22, 1817; he, March 11, 1820. They were buried in the Starr family cemetery on a knoll just north of Robert Gram's house (1966) one mile south of Lake Ridge.

For three generations the family had been prominent in Danbury. The first member to come to America was Dr. Comfort Starr, Micajah's great-grandfather, who left Ashfort, Kent, England, in 1634 bringing to New England three sons and three servants. He established his home in Cambridge, Massachusetts, where he was one of the founders of Harvard College in 1642. He traced the lineage of the family in Kent for many generations.

Micajah became pastor of the First Baptist Church of Milton at Lake Ridge, and served until his death. This church was organized October 31, 1796, with fourteen members: Micajah Starr and wife Anna, Benejah Strong and wife Abigail, Charles Townley, Lydia Gillette, Luther Barney, Sarah Bacon, Joel and Thankful Bacon, Pierpoint and Jerusha Bacon, William Avery, and Abigail Woodruff.

They met in the homes of members until 1840 when the society took possession of the new church at Lake Ridge situated on "land lying between the first bridge south of Fenner's tavern and the Old Cider Mill."

Elder Starr was succeeded by Elijah Benedict, Elder Beebe and others until 1869. After that date meetings were held here by one Whitcomb, a rather colorful Civil War veteran whose advice to all was, "Don't do as I do, but do as I tell you, and you will be seved."

By 1931 many members of the Church of the Brethren had moved into the vicinity of King Ferry. They bought the old church and tore it down, using the heavy timbers in building their new brick church at King Ferry.

THE NORTH FAMILY

By W. Glenn Norris, Tompkins County Historian

Among the pioneer families of the Town of Lansing, the Norths have left an enduring record of accomplishments through three illustrious sons who are honored in the history of Michigan and Nebraska.

Roger North, first of the family in America, came from England in 1704. In 1750 he moved to Pennsylvania and settled along the Schuylkill River; here his son Thomas was born during 1757. In 1799, or earlier, Thomas and his family migrated to the Town of Milton, one of the townships of the recently surveyed military tract of Central New York.

Milton, then in Onondaga County, was set off March 8, 1799, to newly created Cayuga County. Thomas purchased all of lot No. 71 in Milton which consisted of 600 acres, his deed being recorded in the new county less than a month after its formation. This lot was originally patented and assigned to Capt. Elias Van Benschoten as gratuity for his services as a New York state soldier in the Continental Army during the Revolutionary War.

Thomas had three sons: Joshua, Joseph, and Roger, and three daughers, but the principal characters of this story are the sons and grandsons of Joshua and Joseph. Thomas, as head of the family kas probably builder of the homestead log cabin that stood in the southeast corner of Lot 71 at the juction of Searles and Conlon Roads. Allotted parcels, his sons began clearing the forest for farm lands.

In the 1830's members of the family were smitten by the

western land fever. Glowing reports of rich farm lands in Ohio and other Midwestern states and opening of lands for settlement in Michigan had aroused desire of many Tompkins County farmers to seek new homes in the West.

Thomas Jefferson North, eldest son of Joshua, was born Apil 5, 1813, presumably in the original log cabin near Ludlowville. He married Jane Elmira Townley of Lansing during January 1837. Soon after, they moved to Ohio where their first child, James E. North, was born in September 1838. During the winter of 1839-40 the mother returned to the homestead in Lansing where Frank J. North was born. Later that spring she returned to Ohio. Luther Hedden North, the third son, and two sisters, both younger, were born in the Buckeye State.

James E. was the first of the family to go farther west from Ohio, removing to DesMoines, Iowa, in the winter of 1855, when he was only 17 years old. His father joined him there, and the next year they went to Omaha, a frontier river town where the parent worked with a surveying crew. The mother, Frank and the girls joined them in the spring of 1857, traveling by rail to the end of the line at Iowa City. From there they took a stage to Omaha, getting stuck in the gumbo mud numerous times. That winter the father froze to death in a severe storm while engaged in surveying only a short distance from his home.

After the death of the father, James E., the eldest son, and his brother Frank went to a new settlement west of Omaha; the rest of the family moved there the next year. Frank obtained a clerical position at the Pawnee reservation and learned their oral and sign languages, becoming very proficient.

In 1859, the boys raised some wheat and had it ground at Fort Calhoun. Frank, when 30 years old, took a load of goods to Denver; James went along to try his luck at prospecting. Frank saw Kit Carson on this trip.

Luther started carrying the mail on horseback between

Columbus and Monroe, Nebraska, when 13 years old. He made the round trip of 24 miles three times a week for $25 a month.

In the spring of 1858, Luther, two sisters and their mother decided to visit relatives in New York State for the summer. They boarded a riverboat at Florence, Michigan, went down the Missouri River to St. Louis, then up the Ohio to Cincinnati. Later Luther could not recollect the exact route taken, but the Railroad Guide of 1852 indicates that they probably went by rail on the Cincinnati-Cleveland Railroad to Cleveland, then to Dunkirk, New York, thence by the Erie to Owego, and to Ithaca by the Cayuga and Southern (later Delaware, Lackawanna and Western).

They were met at Ithaca by Caleb Howell North, their father's younger brother, who took them to grandfather Joshua's farm on the old homestead near Ludlowville.

Frank and Luther were at Fort Kearney on the Platte River in 1860 when the Pony Express rider came through from the west. Both went to the manager's office where Luther applied for a job, but was told they were not hiring anyone under 20 years old. William I. Cody, later known as Buffalo Bill, claimed to have ridden the Pony Express that year, but he was only two weeks older than Luther who, when only 13 years old, had ridden the Columbus-Monroe mail route several months before.

The Norths, who had come to Columbus as growing boys, were experienced frontiersmen when the Civil War began. Luther enlisted in the 23rd Nebraska Cavalry in 1862, when 16, and the next year was sent into Old Dakota on the Sully Expedition; he saw action against hostile Indians.

In 1864, a unit of Pawnee scouts was organized for service under General Curtis on the Kansas frontier, Frank serving as lieutenant in command of Pawnees on this expedition. Late in the year he was authorized to organize a company of Pawnee scouts and to serve as captain; he received his commission from the Nebraska territorial gov-

enor. This company served in the Powder River expedition in 1865 and was mustered out the next year.

In 1867, Frank, commissioned a major, commanded four companies of Pawnees recruited for protection of engineers and construction crews of the Union Pacific Railroad, then building west from Omaha. Luther was a captain in this outfit and commanded one of the companies.

Frank and Luther were expert shots with pistol and rifle. Frank outshot Wild Bill Hickok, noted gunman, in a target match. Buffalo Bill considered Frank the best pistol shot in the West.

The year 1877 saw the final army service of the Norths. That year the Pawnees were mustered out and returned to their new reservation in Indian Territory, now Oklahoma. Pawnee warriors felt that Frank and Luther were their true friends. Frank was given the name Pani-La-Shar, "Pawnee Chief," while Luther was named Kit-E-Butts, meaning "Little Chief." Both wee addessed as "father" by their admiring Pawnee friends.

That same year, the two brothers formed a partnership with Buffalo Bill, starting with 1,500 head of cattle on a Nebraska ranch. They sold out in 1882, and the next year Frank joined Buffalo Bill's Wild West Exhibition where he had charge of a number of Pawnees. While at Hartford, Connecticut, he was badly injured in an accident and was at point of death, but he recovered and remained with the show until March 1885. During a business trip he caught a severe cold and, when he reached home, he was confined to his bed. A chronic case of asthma, which he had suffered from childhood, and exposure for many years of campaigning had weakened his vitality so that he died March 14, 1885, when only 45 years of age.

James North, the elder brother, was the practical businessman and politically inclined member of the family. He did much for the settlement of the county, was sheriff and member of the state legislature. In 1886 he ran for gover-

nor, but was defeated in a strongly Republican state.

After Luther sold his interest in the Cody-North ranch, he was engaged the next three years in farming and cattle raising. In 1886, he was appointed deputy collector of internal revenue and, after he resigned that post, was a storekeeper in Omaha until 1917. After that he lived in semi-retirement until his death April 18, 1935, at age 89.

In their day, both he and Frank had met and were acquainted with most of the celebrated men of the West. The list would sound like a roll-call of the most colorful characes that have filled the pages of western history. On that list, of course, are the illustrious names of the North family men, who have a secure place in Nebraska history.

Joseph, second son of Thomas, married Christina, daughter of Henry Teeter, soldier of the Revolution and first settler and innkeeper at Teetertown, now Lansingville. They had a large family.

Joseph Jr., in 1835 went to Ingham County, Michigan, where he acquired a tract of land. Henry Harrison North, second son of Joseph Sr., visited his brother in 1837. He returned to Lansing in 1838 and married Almira Buck, daughter of Daniel Buck of nearby East Lansing.

Meanwhile, Joseph Jr. had exchanged his land for another tract in the Town of Lansing, Michigan. He invited his younger brother Joshua to join him, which he did in May 1838. Joseph, the father, went to Michigan in 1838 where he and his son Joseph acquired some 1,700 acres of land.

In the spring of 1839, Henry, his wife and his father returned to Michigan and settled permanently. Joshua came back to New York state in the fall of 1840, and in January married Louisa Buck, sister of his brother's wife. He returned to Michigan that year, accompanied by his wife's brother, Levi Buck. Another brother, Daniel, moved there permanently in 1847.

In Michigan, the Norths for the second time undertook

the stern task of opening a wilderness land to settlement, and there, as in the older Town of Lansing in New York State, they witnessed the amazing transformation of forests into a fertile and productive agricultual region.

Local histories show that the Norths had an important part in the civil affairs of the new settlement. Joseph Sr. surveyed the road from Lansing to Mason and built the first bridge over Cedar River in Lansing. Henry B. North assisted in organizing the town and was its first supervisor.

Darling's history of the City of Lansing, "City in the Forest," notes that the Norths of North Settlement were a lively and progressive family. This author repeats the information about Joseph H. North's making the petition which brought about the change of name from the Town of Michigan to that of Lansing.

THE NORTH CABIN

The original log cabin of pioneer Thomas North was removed log by log in 1847 and rebuilt farther north on the Conlon Road on the edge of the gulf and nearly a mile west of Route 34.

In 1958, when I learned of its existence, it was about to be torn down. Through the generosity of the owner, Julius Buckingham, the cabin came into my possession. Prof. Walter K. Long, director of the Museum of Art and History, Auburn, was looking for a cabin built in Cayuga County, and the North cabin answered that purpose.

Each log was carefully numbered and transported to the grounds of the museum on South Genesee Street, Auburn, where it was again erected and restored to its original appearance. Appropriate furnishings have been installed, and the cabin is now preserved as a memento of early pioneer living.

HONEYMOONED ON HORSEBACK

By Estelle T. Young

My grandmother was born Ophelia Benson January 28, 1816, a daughter of Nathan and Persia Fay Benson. The Benson homestead was located at Benson's Corners, Town of Groton, now occupied by the C. Fay Benson family. Grandfather was one of the first supervisors of the town after its organization in 1817.

Grandmother was married to Aaron Heddon Townley of the Town of Lansing on January 28, 1837, her twenty-first birthday. For their honeymoon they visited relatives in Skaneateles.

Grandmother's horse had made the trip with her many times, but this visit was grandfather's first journey of any length, and as a measure of safety he blazed the trail by making notches in trees with a hatchet that he carried on the side of the saddle. "Blaze," his mount, was a fiery steed that didn't like overhanging brush raking his back.

Their trip took them through West Groton and across country to Owasco where they visited other relatives. Then they continued on to Skaneateles where an uncle and his family had assembled many relatives to greet the new bride and groom during their visit.

On their return home, the young couple started housekeeping in a house on the Townley homestead in Lansing which had been built by the young husband's Grandfather Richard and Richard II who came from Newark, N. J. This farm contained more than 600 acres. Grandfather Richard II was a drover who made many trips to New York City on foot with cattle, other times with turkeys.

In late afternoon he halted his turkeys so they migh rest in trees and subsist on nuts of the beech and chestnut trees which were plentiful. Roosting in the trees made the birds safe from skunks, foxes and weasels then still heavily infesting the countryside.

Years went by and children, grandchildren and great-grandchildren came, and they were joined by others in the community who came to love Aunt "Ophelia," as she was ever lending a hand in sickness and distress. This was fortunate for the community, as doctors were difficult to get in those days, and she was called upon to visit the bedside of neighbor, friend or stranger in times of misfortune.

In our old home there was a large fireplace with its andirons, crane and other utensils. In front was a large stone slab to keep the sparks from flying upon the floor, with tongs and shovel nearby. After many years' use the fireplace was closed up to be used only at Christmas time. By coaxing, a fond father would remove the board and build a fire of logs in its so that we chilren could hang our stockings on the mantel for Santa to fill with striped, homeknit stockings, mittens, hoods and fascinators. Sticks of striped candy and an orange were eagerly accepted as dainties, not quite like the present Christmas gifts, of course.

On the lawn at the rear of our house was a brick oven for bread baking; it had a metal door. Pine knots from the ubiquitious pine-stump fences were placed in the oven early in the morning of baking day. Then when the oven was thought hot enough, the embers were raked out and the bread, in large loaves, was put in to bake to a luscious brown. While I was small child, during a heavy storm a large tree was blown across the oven and destroyed it. The oven was never rebuilt.

During her school days grandmother had studied astronomy while attending the old Groton academy, where she once received a small-denomination banknote as a reward of merit for study, conduct and high standings in the sub-

ject she had chosen. She taught us much about the stars.

Grandmother passed away at the age of 88 in the house where she had come to live as a bride.

Today's Lansing Town Park

When in 1962 the International Salt Company decided to transfer all machinery in the plant at Myers to the one at Watkins, the firm gave land for a town park. It comprised 24 acres on the south side of the mouth of Salmon Creek which were transferred to the Town of Lansing.

It was very rough land that had been repeatedly washed by floods, the most destructive one being that of July 7, 1935.

Many dead trees have been removed, deep holes filled, and the wasteland transformed into a pleasant park for a growing population in the town and among its neighbors as well. Each year some work has been done, and in the spring of 1964 a special effort was made. The Lions Club donated $1,000 for playground equipment, and a new road entrance was paved. For several weeks the town roadmen with trucks marked off parking spaces and hauled topsoil to make a lawn. During the year the Lions erected a pavilion to shelter the tables.

Before this, great chunks of concrete had been placed along the creek bank as protection against another flood. Also erected was a small building containing rest facilities and a food concession with a porch. A pier was built and water along it deepened for use of divers; a marina with parking for Lansing boats was developed, but all-night parking of cars is not allowed.

Since 1962 summer swimming classes for children have been conducted, with teachers for the several classes. A lifeguard is on duty from noon to 10 p.m. during the swimming season.

POSTMASTER FOR 72 YEARS

By Morris B. Smith

The post office at North Lansing was the second one in the Town of Lansing. The first postmaster was Joseph Bishop and Roswell Beardsley was his assistant. Beardsley was appointed postmaster on June 28, 1828, when John Qincy Adams was president, John C. Calhoun, vice-president, Henry Clay secretary of state and John McLean was postmaster general. The man who was responsible for the appointment was William H. Seward, an attorney, who at that time was associated in the practice of law with Nelson Beardsley, a brother of the appointee. This partnership was later dissolved and Nelson followed farming while Seward continued in public life. Thirty-three years after Seward was secretary of state under Abraham Lincoln and thirty-three years after Seward's death, Roswell Beardsley was still postmaster at North Lansing.

The post office was in the rear of a general store operated by Beardsley, and in the early days the pay of the postmaster was $57 a year. About 1870 mail was brought twice a week by horseback.

In 1902, when Beardsley had been postmaster for 74 years and was then 93 years of age, his relatives and friends together with 10 grandchildren and 13 great-grandchildren held a reunion at the home of his daughter, Mrs. Charles C. Barger, whose husband was a prominent citizen of North Lansing. At the time of the reunion it is said that Beardsley entered into the spirit of the occasion with enthusiasm and chatted with those about him. His son helped him with the post-office work but he is re-

puted to have made out and signed all the quarterly reports. Through all the years, never was a postage stamp missing except once when burglars looted the office.

Roswell Beardsley was born July 5, 1809, at Scipio Center, Cayuga County, the son of John and Alice Beardsley, whose ancestors came from Connecticut. In 1825 he moved with his parents to what first became Beardsley's Corners and later North Lansing. He died November 7, 1902 and was buried in the North Lansing Cemetery. He left many descendants and an estate of $96,000.

His wife, Isabel Conrad Beardsley, died in 1895. They had one son and five daughters.

Thus passed a man who had held the appointive office of postmaster under twenty presidents and thirty-four postmaster generals. At the time of his death it was believed that he was the only man who had filled continuously one government office for 74 years.

His commission of 1828 is in the possession of his grandson's widow, Mrs. Edna Beardsley of South Lansing. It is hoped that Mrs. Beardsley will someday consent to having it photographed so that a copy of this historically valuable document pertaining to the Town of Lansing may be preserved.

Dr. Barr and Ladoga Park

During 1885 or thereabouts, Dr. Will Barr of Ludlowville purchased of the Myer family the point of land at Myers and began to develop the area into a park. It came to be known as Ladoga Park.

He planted many sizable trees, mostly elm. To be sure they would grow, he employed Adrian Wood, then a boy of 15 or 16, to water them. For hauling water, he had a barrel mounted on a stoneboat that was drawn by a horse, and each day each tree was treated to a barrel of lake water.

Dr. Barr built a dance platform and farther on a dining hall; there were two pools of water with a fountain in the center of each. Also, there were two bathhouses extending over the water, and a long pier where the "Frontenac" landed twice each summer day enroute from Ithaca to Cayuga Lake Park and return. It was a wonderful place for a picnic and free to everyone at any time.

The big event of the summer was the Lansing town picnic, to which many former residents came as well as residents of the town. Made in 20-gallon freezers at Sayre, Pa., ice cream was in abundant supply, and clerks from Barr Bros. store in Ithaca dipped cream generously all day long. To add to the hilarity, a band played, and there was dancing in the afternoon and evening.

Dr. Barr left this vicinity, married a wealthy widow in Oklahoma, and in his last years lived in Harbor Springs, Michigan. When in later years he became blind, he was attended by a man whom he called "Brit."

Eventually, the lake property became Clayton Townsend's. It is currently owned by his sister-in-law, Mrs. Grace Brewer.

As is every available site along the lake, Ladoga Park is filled with cottages. It is one of the most beautiful points

on the lakeshore, facing south directly toward the City of Ithaca. There remains no place for the public except the end of the State road which runs directly to the shore.

As memory of Ladoga Park as a picnic center retreats, Lansing Town Park is fast developing to replace it.

Two Authors Lived at Lake Ridge

Orville Taylor, resident of Lake Ridge, was 29 years old when in 1839 he published a practical book in support of his theories on country living. His volume was entitled "The Farmer's School Book" and was compiled and published for farm children.

Author Taylor emphasized this in his preface:

"Children may read and study in the schoolroom what they will practice when they become men (he overlooked the girls). They now read in the 'English Reader' or some other collection that they do not understand, or feel any interest in; and which, the worst of all, never gives them one useful idea for the practical business of life."

Then he refers to his volume and asserts it contains "a large amount of the most useful information for children to read over and over again in their schools."

Marked business sagacity was evidenced by the publishers, for the time was propitious for a such a venture: farming was the chief industry of the state and nation and the common school system was in its early stages of development. However, 125 years later it is known that the author's theory and his work have long since succumbed to forces of which he never dreamed.

Taylor was born in Montgomery County, this state, in 1807, and died at Rutgers College, New Brunswick, N. J., in 1890, but currently the college, now university, has no information concerning him. He had long been active in reform movements.

Another author, S. Edward Todd, lived at Lake Ridge

20 years later and was interested in the welfare of young farmers. He wrote "The Young Farmer's Manual," which was published in New York City in 1860.

The volume contains 450 pages that are illustrated by 187 wood engavings made from the author's drawings.

Todd's introduction is especially interesting for his explanation of what a farmer must be. He lists these essentials: A man of thought and investigation; a laboring man; a good mechanic; a machinist; a good engineer.

A 12-page index indicates how thoroughly the author covered his field. His descriptions and instructions are written in detail but in words that are easily understood..

The author was Sereno Edwards Todd, journalist and author, who was born in New York in 1820. At one time he was agricultural editor of the New York Times. He wrote The Apple Culturist, The American Wheat Culturist, County Homes, Rural Poety, and Country Lyrics. Date of his death has not been found.

Marina Constructed at Myers

In 1956 Leon Ford, who lived south of Interlaken, started work on the lakeshore at Myers to construct a marina. The operation proceeded in a straight line from Hranek's store toward the lake, channels were dug and docks built.

Soon after the marina was a going business, Ford and his two sons were coming from home on the other side of the lake, when going down a steep approach to a railroad crossing he was unable to halt his car, which was hit by a freight train. Ford was fatally injured but both boys were not badly hurt.

Mrs. Ford has continued development of the enterprise which has expanded so that there are now more than 1,000 boats stored there through the winter. During the summer season it is a busy place what with boating the popular diversion it is nowadays.

WILD PIGEONS IN NORTH LANSING

By William Heidt, Jr.

North Lansing, April 24, 1869—Last Monday Samuel Davis caught with a pigeon net 204 wild pigeons in three hours. The birds were very thick; flocks were seen flying in every direction and buckwheat stubble was fairly blue with them.—News Report.

Sixteen years later another report indicated approaching extinction of this famed bird. As of August 16, 1885, an Ithaca news item said: "John Walker, Jr., while hunting in the Fall Creek marshes last week, shot two wild pigeons. These birds are now rarely seen in this region."

During the year Walker shot the two rare specimens, another was hatched elsewhere. This one became famed as the last passenger pigeon known to exist and died at the age of 29 years in the Cincinnati Zoological Gardens August, 1914.

Commonly called "wild," the passenger pigeon was a native North American species that inhabited eastern section of the continent from the southern states to Hudson Bay and westward to the Great Plains. Destruction was wrought upon the crops of pioneers in Lansing and along the lakeshore by the birds on their northward migration.

In size, the passenger pigeon compared with the common trurtle dove, but was characterized by a long, wedg-shaped tail. Coloration made the bird distinctive. The male was of a dark-slate color above and a dull-white underneath with violet, green and gold on the neck. Drab-colored above and dull-white beneath, the female wore

only slight traces of the brilliant neck markings of the male.

Flight of these migrants was rapid and sustained. They traveled in massive flocks from their wintering areas in Georgia and South Carolina to nesting grounds as far north as Northern Canada. In the South their principal food was rice and similar wild grains, but here in New York state beechnuts were a favorite. Beyond the beechnut zone, berries and other summer vegetation provided sustenance, even buckheat as reported in the North Lansing instance.

It has been held that the disappearance of beechnuts pigeon as they were then deprived of beach mast over a large area covered by their long migratory flights. Mass starvation may thus have added to mass slaughter to cause the sudden disappearance of the bird.

Mass slaughter of the pigeons had as its object obtaining a tiny portion of delicate meat the breast provided. Packed in salt, the carcasses of the pigeons were shipped to city markets in flour barrels. This slaughter was as crude as it was destructive. When the birds alighted, hunters armed with lanterns and clubs went among them to cudgle to death or maim their quarry. Thousands of bodies were picked up but no less a number of wounded were often left to die on the gound. A more humane method of capturing this wild bird was use of large nets spread between trees, as was used by the North Lansing hunter.

NATIVE HAD ACTIVE CAREER

By Morris B. Smith

When past 99 years of age he cast his last vote and died in 1904 at the age of 100 years and 10 months. Thus Austin Smith, Lansing native, closed what is described as "a very colorful career."

He was born in 1804, the son of Samuel Smith, Jr., and his wife Hannah, who settled in 1803 on land then in Cayuga County but now a part of Tompkins. The county line divides the farm. The house he built, a part of which is still standing, is located on the King Ferry-Lake Ridge Road (Rte. 34B) just south of the county line, and hence in the Town of Lansing.

Like many another of the first settlers, Samuel Smith came alone to prospect for a homestead. He contracted for the property and went back home for his family. Their progress toward Lake Ridge was so impeded by rough and often trackless routes that he began to fear the time limit for fulfilling his part of the contract would expire before their way could be forced through. He decided to hasten on foot, ahead of the family, with the money for his land well wrapped in a handkerchief and placed behind his shirt front. Much to his relief, there was a day to spare when he arrived and exchanged his money for a deed to the property.

Austin Smith devoted all his spare time to study. When 18 he taught the school in district 4, Lansing, and after a term attended a private school in Genoa. From there he went to Cortland Academy in Homer, where for the term

he paid $4.37½ tuition and for room and board for the twelve weeks $15, washing and mending $1, and candles 6 cents. After attending two terms, he went to Fairfield Academy at Fairfield, N. Y.

As his academic work at the two academies was equivalent to two years' college credit, he was able to enter Hamilton College at Clinton in 1824 as a juuior. He graduated there in 1826 as salutatorian of his class that numbered 29. Total enrollment at Hamilton for 1825-26 was 100. His tuititon there, incluing board, was $95 annually.

While at Hamilton he went to Utica where he met Lafayette and shook hands with him.

As he had been engaged to teach school in Fredonia N. Y., in the fall of 1826, he drove from his parental home to Montezuma to catch the packet boat to Buffalo which passed there at midnight. From Buffalo to Fredonia he went by stage, and in his diary he records that at times passengers had to get out and help lift the wheels over logs (that corduroyed the road).

At Fedonia he became the first principal of Fredonia Academy, now State College. While teaching he was a student of law so that in January 1830 he resigned as principal and in February was admitted to practice in county court. He located in Westfield, N. Y., where he built a house that still stands and is occupied by a great-grandson,

At one time he was surrogate of Chautauqua County, then was elected member of Assembly for two terms. In 1865, on recommendation of Secretary of the Treasurey Chase of Lincoln's cabinet, he was appointed examining agent for the Treasury Department for South Carolina and Florida, and afterwards was tax commissioner for the latter state.

THE UNWILLING BRIDE

Another Lansing sesquicentennial soon to be observed is that of Harriet Clark who left school on April 14, 1819, to marry James Cain the next day. Her schoolmates did not take her announcements seriously but chided her for joking. This was not a joke but a serious problem to her, for she had a situation that caused her parents anxiety although there was no real cause for alarm.

The parents feared she was about to marry Elisha after an elopement, and they warned her that as the outcome of such an act she would receive "not a farthing." In her heart she didn't want him nor did he want her, but the parents were uninformed of this antipathy. How the parental fears were issipated is told in excerpts from spirited entries in her diary that follow.

April 1, 1819—Heigh-ho! Today is my last day in school. Tomorrow I am to be married, and I have invited ever so many of the girls. But they only laugh and say I am joking. I guess if they could step in and see the stacks of cakes and other good things they would not be so faithless.

I don't know whether to be glad or sorry; all the family seems very glad, only I think I have been hurried into giving my consent and they are afraid to trust me lest I take the bit between my teeth and run away with Elisha. If I take him, I am not to receive a farthing. How little they know! He doesn't want me nor I him; he has to make bureaus and coffins for a living.

James is good enough, but I do not believe the match was made in heaven. I told him my hands do not know how to work, but he says he doesn't want my hands, just me.

Well, it is all settled, and I suppose we have to take each other "for better or worse," which is part of the ceremony.

Tonight Nathan Burr came to say good-by. "Leave our initials on the trees where you carved them; time will obliterate them soon enough. Take some other girl to the dances and to walks to the Indian Falls." So Nate kisses me for the last time.

April 15, 1819—I am told the knot is to be tied at 6 p.m. If I were superstitious, I should say I had a pre-sentiment of—no matter what—as I was sitting in the parlor, my arm on the bureau, thinking, a bird flew through a broken window pane, lighted on my shoulder, then flew out again. Was it a bad omen?

Well, the clock strikes and Gertie calls me to say it is time to get ready. It strikes 5, but still no bridegroom is here; pa looks sober and ma terribly annoyed. Word has been sent out that the ceremony has been changed to 8, and Gertie has gone up the hill which leads to Auburn to watch.

Mrs. Bowman is here to put on my bridal robe. I begged her to wait until I found someone to stand up with me. She asked, "What do you think has detained him?" "Oh, probably the tailor has not finished his coat!" What a true guess; Gertie comes running in and exclaims, "The vest wasn't finished and the carriage broke down!" Now, half-coaxed, half-scolded, I am made ready; the minister was sent for, and guests assembled. Well, we are pronounced man and wife. Had a grand supper with any amount of brandy, rum and wine. I cannot tell how many went home sober, perhaps the breath of those who went through the ceremony of kissing the bride made my head swim. I have assumed a name I do not like, but what is the name if only we like the owner. James is pleasant, and I am told an industrious young man, lacking a few days of 19 while I lack a few months of 18. Next morning I rose with the sun and was out milking the cows as usual, much to the amusement of the folks within.

April 16, 1819—Today we start for Minty—his father and mother, my father and mother, James, Gertie, William Cain and wife, Dan the baby, and myself. We made a very respectable company. We arrived in good season, found a large company and a grand supper with lettuce and onions althought it was only April. John Cain had just married Maranda Carter, a very good-looking girl, but not well liked because she was poor. The frogs set up a concert that night which made me sad and homesick.

April 17, 1819—Today we return to dear old Ludlowville; James, Gertie and myself in one carriage, father and mother in the other. It has been arranged that I commence housekeeping the first of May; James leaves Monday to get our cozy cottage ready and commence spring work.

April 19, 1819—James has left and the business of getting ready has begun in earnest. Here are two beds, linen for sheets and pillow cases, blankets, bed curtains; father bought tablespoons and teaspoons, and a bread tray full of hard soap for me, who has never done a washing. The thought of leaving home is not pleasant, I can truly say. "Sweet Ludlowville, with all thy faults, I love thee still."

The packing was done, and we started for our new home. My father and mother were going, too, as a part of my outfit was to be bought at Auburn.

Now for my stock. Curtis and another boy were following, and driving twelve sheep and two cows . A pretty good start for new beginners, say my friends. We arrived at my future home in Aurelius in time for supper when I borrowed a teakettle from a neighbor; we had plenty of cooked provisions. We had brought a table and set of chairs. We then put things in order for the night.

Next day we started for Auburn: father went to a cabinet shop, mother to a crockery store. She sorted glasses and decanters, wine glasses, and tumblers, a large framed mirror, a breakfast set, a dinner set, and tea dishes in blue. Father bought another bedstead, bureau, set of splint-

bottomed chairs, a rocking chair, etc. He gave James money to buy ironware, a spinning wheel and reel, for my sheep were to furnish me with employment. We returned home to find the boys with the sheep and sows.

I will describe my home. It was built of hewn logs, the fireplace taking up nearly all of one end with a high, wooden crane. Two large stones are at either end and a cupboard in a corner next to the fireplace. One good-sized room with a recess on one side, windows on east and west sides. There was a small bedroom, and stairs to an attic high enough in the middle for a person to stand upright.

In these two rooms I bestowed all my furniture, my large mirror covering quite a large space on one wall. My bureau would just go in between my best bed and the wall, leaving space to open the drawers by sitting on the bed. I own I am quite proud of my establishment, but I found many larger houses were not so well furnished.

My folks stayed but one more day. My father looked around but said he couldn't see anything lacking, but lest I might need some little things, he gave me $5. I have plenty of provisions yet. I am having plenty of calls from my neighbors, both yong people and married folks. James cautioned me not to offend his parents if I could help it, but never gave me his reason.

* * *

This is all that remains of the diary of spirited Harriet Clark, who was highly knowledgeable even though her "hands did not know how to work." But more of her life is told in susequent paragraphs.

James and Harriet lived for ten years in the log cabin on the farm at Arelius and during that time there were born to them three sons: Edwin, Alfred and James. Eventually, the father became heavily involved in debt and left his family, "going into the wilds of Pennsylvania," one account says.

Harriet with the small boys came back to her father,

who established them in the "old house" on the farm near the north bridge over Salmon Creek.

A few years later, in 1831, Daniel Clark's wife died, and Harriet with her three boys came to live in her childhood home in the village. She and her sister Emeline Clark Stewart managed the household affairs. Clark dying at 80 in 1855, the two sisters lived there the remainder of their lives.

As the boys grew up they took their places in the life of country and community. Edwin became a sailor whose letters told of his adventures and longing for the homefolks. Alfred was a tinsmith who marriedf, went to Minnesota and had a family of five children.

Edwin and James were placed in charge of a ship which transported equipment to San Francisco for the Ithaca and California Land and Mining Company. James contracted typhoid fever and died, aged 25. After a year in California, Edwin returned to Ludlowville, married James' sweetheart and removed to Minnesota, where Alfred had located.

The mother visited them, traveling by water much of the way, and stopping en route to visit friends who had gone west. She seemed to think nothing of packing her bags and taking off on the long trip. Harriet and Emeline lived together in the old home until their deaths, the former in 1885 and the later in 1888. The house, built by their father in 1810, is still standing on the village square—the oldest in the village.

Dr. John Bascom, College President

Another Lansing native son who made his mark as a professor and president of a college was John Bascom. His rather was the Rev. John Bascom, pastor of the Lansingville Presbyterian Chrch, who died March 2, 1828, aged 43. His widow, who was left with three small girls and John, Jr., a baby, brought her family to Ludlowville where they

lived in the house Oliver Phelps built when he came in 1811.

The Bascom family was poor but it came of an educated ancestry, and all were determined to obtain a good education. As they became old enough, the three daughters attended the Troy Female Seminary at Troy, N. Y. Attaining proficiency in Latin, Greek and the other studies of the day, they all became teachers.

John went to Williams College, Willamstown, Mass., graduating in 1849 and remaining as instructor and later professor of political economy. In 1874 he became president of Madison College, Madison, Wis., which eventually became the University of Wisconsin. He remained there fourteen years, when in 1888 he returned to Williams and taught until his retirement. Besides teaching, Dr. Bascom wrote several books in which he put forth his philosophy of education of that day.

The Rev. Dr. Bascom was the seventh of his family in a direct line who were clergymen of the Congregational Church. He preached several time in Sage Chapel at Cornnell University.

He had several children, among whom a daughter Florence had the distinction of being the first woman to be granted a degree from John Hopkins University, Baltimore. A noted geologist of the era, she became a professor of geology at Bryn Mawr College.

Of his three sisters, Harriet (1816-1897) married Frederick Beaumont (1799-1889), and in their old age they came back to live with her sister Cornelia (1822-1903) in Ludlowville. Afflicted with bad eyes, Cornelia had returned to their home here. She knew Latin and Greek and she tutored village boys who were entering college. Evntually, she became blind, but she did not need to see the pages of textbook which she knew so well. Finally, Mr. and Mrs. Monroe Smith came to live with her and care for her. Another sister, Mary, died at 30.