

NAVIGATING A SEA OF RESOURCES

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JUDGE DAVID WOODCOCK

HISTORY

OF

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NUMBER 3

OF

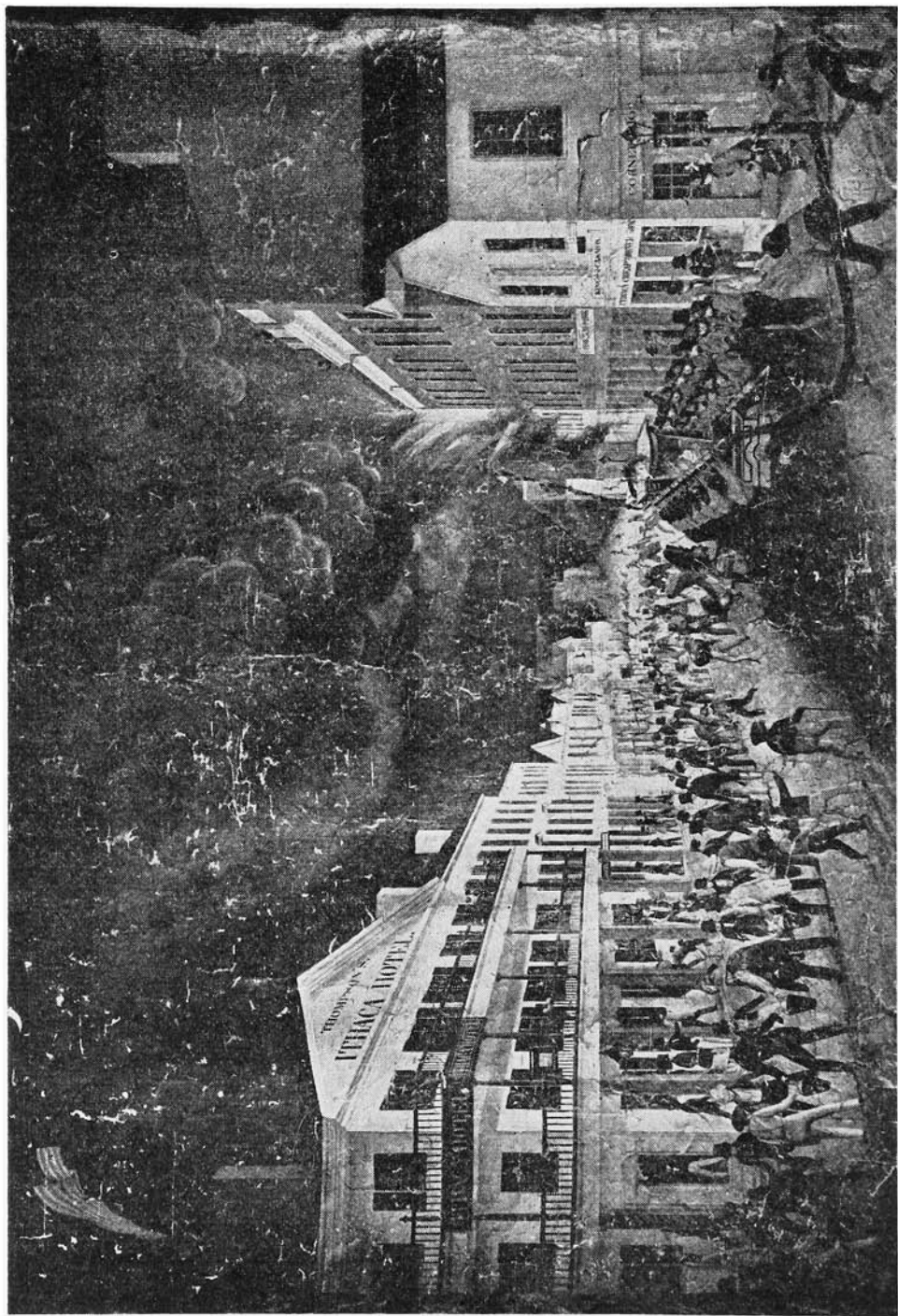
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THE MCCORMICK FIRE OF 1840

HISTORY

“Ithaca, 1st June, 1820.

I passed * * * * to Cayuga bridge, where we boarded a fine new steamboat called the Enterprise, of 120 tons and 24 horse power, and arrived in a few hours, through a charming country to this charming village. The scenery of these lakes is alternately picturesque, beautiful, and sublime. Before the revolution of a century, this country will become consecrated to classic inspiration—‘live in description and grow green in song.’

HIBERNICUS (DEWITT CLINTON).”

In the seventeenth century, the whole of Western New York was one gigantic forest of great trees. The Iroquois Indians were in possession from the Hudson to the Genessee; of this Confederation of the Five Nations, the Cayugas held all the country between Seneca and Owasco lakes, with their principal villages or castles near the foot of Cayuga Lake. The first white men of record to visit this section were the Jesuits, Chaumont and Menard, who established the mission of St. Stephens, near the foot of the lake, in the year 1656. Later the Jesuit, DeCarheil, labored there from 1670 till finally driven out by the Indians in 1679. His co-worker Raffleix, 1672, wrote of the beauties of the lake and forest and the abundance of both fish and game. Weiser, Penn’s Indian secretary, passed through to the eastward over the Onondaga trail in 1737 and again in 1745. The Moravian missionaries from Wyalusing visited the country in 1745; the head of the lake in 1750; and over the easterly trail in 1766 and 1772. The Rev. Samuel Kirkland, afterward

chaplain of Sullivan's army, visited the Indian Country in 1764, as did also Capt. John Schuyler in 1690. Traders at Cayuga were pretty regularly bringing in trade goods and rum in exchange for furs by 1750.

Toward the end of the Revolutionary War, in 1779, occurred the battle of Newtown, and the ruthless march of Gen. Sullivan's army throughout the Seneca Country. There were only a few skirmishes but scores of Indian castles were put to the flames, many thousands of bushels of corn were burned, thousands of peach and apple trees were cut down and burned, all the vast acreage of ripening corn with the fields of pumpkin, squash and tobacco were totally destroyed. Returning, the main army went directly to Newtown; a detachment under Butler was sent down the east side of Cayuga to burn the castles, the corn and the standing crops. They reached the head of Cayuga in late September, and evidently bore south to the West Candor Creek through "a pathless wilderness" to join the main army. Meanwhile another detachment under Dearborn burned the castles to the west of Cayuga, reached the head of the lake, burned the Tutelo village, Coreorgonel, at the head of the flats, following out through Poney (Saponey) Hollow and Catharine's Town (Montour Falls) to Newtown (Elmira).

The winter of 1779-80 was most severe, the Indians nearly starved; most of them migrated to the Niagara; and the power of the Five Nations was forever gone. Finally peace was concluded by the treaty of 1789 whereby all these vast forest lands were forfeit by the Indians and opened peaceably for settlement. The Holland bankers bought all west of the Preemption Line that ran north and south through Geneva. Easterly to what is now the Cortland County (twenty towns) line constituted the Military Tract which was divided into lots of 240 to 1000 acres and distributed by lot as wage payment to Revolutionary soldiers.

Meanwhile in the summer of 1787, Robert McDowell of

Chemung, with seven companions from Tioga and Wyoming, Pa., came through by way of Catharines (Montour) and Peach Orchard (Hector) to the head waters of Halsey's (Taughannock) Creek and down its course to the Point. They then followed the lake south to the great swamp at its head. No human was on the whole landscape. They circled the swamp meadows, crossed the inlet and followed the east border to the great (Ithaca) falls. The month was June. Four were on horses, four afoot. They spent two days and three nights here and then returned to Chemung via Catharines. In July, McDowell and five companions returned with five or six horses, provisions, implements and two cows; and cut hay on the flats, both sides of the inlet, and stacked some sixty tons upon the rising ground, sweeping the hay by horses and rope to the place of stacking. Two men from Delaware (County) joined them in the hay making, Isaac Dumond and Peter Hymepaugh, they being part of an exploring party of twelve, with two Delaware Indians as guides, all returning to the Esopus in July. The McDowell party went back to Chemung in the fall, leaving one man in charge at the head of the flats, and returned in December with some seventy head of cattle and horses to winter here. They made a pine dugout and went down the lake as far as Himrod's and explored Salmon Creek (Ludlowville) to the Falls. Two more came in December with four pack horses and provisions, returning to Chemung in February on snow shoes. In the spring Richard McDowell and his daughter Jane, aged seven, together with a young white boy and a young negro, came probably to the vicinity of the present DeWitt Park where he planted corn and sowed some spring wheat, establishing here his plantation. This land extending to the foot of Cascadilla ravine seemed to have been an old deserted Cayuga village site, cleared, and with old (corn) fields adjacent. McDowell had a young son born in Chemung in May 1788. That fall he moved his

family consisting of wife, three daughters and two sons to the new plantation, erected his cabins and gathered his first crops, *the only settler here.*

Of the reputed first settlers here, Yaples, Dumonds and Hymepaugh, five in number from Pakatakan (Margaretville), where they had been the first settlers, all came to this vicinity together in the spring of 1789, planted crops, went back to the Delaware and returned that fall with their families. This was after the birth of Jacob Yaple's son, Peter, 18 March, 1789, and who was baptized at the Reformed Dutch Church, Kingston, N. Y., on the 19 July, 1789; and the record notes that the father resides at "Backatakan" and the mother is a native of Hurley. Isaac Dumond also had a daughter, Jenny, baptized at the Reformed Dutch Church, Kingston, 20 July, 1789. Therefore, the McDowells preceded the previously accepted first settlers by nearly a year.

Robert McDowell was overseer of the poor and poundmaster of the new town of Ulysses in 1794; was denominated a farmer here in the returns of the jury list. He later was superintendent of roads, and for several years before his death in 1802, aged 42 years, was commissioner of schools and assessor of the town. He is listed in 1791 as Captain of a separate Company in Tioga County at the head of Cayuga Lake, in Major Samuel Tubbs' Battalion. In 1799, he is second Major, Cayuga County militia.

Following the Indian treaty of 1789 at Fort Stanwix, the Military Township lands were at once surveyed by the state geographer (surveyor-general) Gen. Simeon DeWitt; and lot 94, (Ulysses) township No. 22, was allotted to one Hendrick Loux, a private in the First New York Regiment. This patentee transferred this lot 94 to Capt. Jeremiah Van Rensselaer of Albany, by deed dated 26 January, 1792. This lot constituted some 600 acres of land and comprised all the land within the line of the present Tioga Street east to Eddy

Street, one-half mile; and from the south border of Lake View Cemetery, a distance of two miles to the present south limits of the city, above the Chain Works. This lot was deeded shortly after to Richard McDowell. The north 170 acres, called the Fall Creek property, he sold to Capt. Benjamin Pelton who came here in 1795. The next 115 acres, extending nearly or quite to the mouth of Cascadilla Creek and ravine, he sold early to Abram Markle. Here Markle had built the first frame house in the little settlement, which house is still standing, the second north of Cascadilla Creek, on Linn Street. Markle in turn sold this holding to Simeon DeWitt in 1800. DeWitt also bought from Robert McDowell some 90 acres extending from Cascadilla Creek south to the present City Hall, thence irregularly south and east up Six Mile Creek.

West of Tioga Street, Abraham Bloodgood had acquired by purchase direct from the state in 1789 a large tract of 1400 acres extending well up on West Hill, about one and one-half miles from north to south. This he transferred to DeWitt in 1792; when he transferred some 400 acres to Bloodgood lying south of Clinton Street and extending from Tioga Street south and west to the present city limits. Subsequently, even as late as 1813, General DeWitt acquired other smaller holdings as proprietor; so that by 1810 when he removed his summer residence from Albany, he owned here the whole settlement from lake to hilltops. About this time he writes to an old friend: "The place to which I propose to go is a village of at least thirty houses. Its advantages and situation cannot fail of giving it rapid growth and making it one of the first inland places of trade. There is now no place of its size in the country, where there is such a stir of business. * * * My future residence (Ithaca) is not a dreary solitary country situation."

Revolutionary patriot, scholar, Surveyor-general of the American Army during the Revolutionary War, Commis-

sioner in the survey of the New York-Pennsylvania line in 1786-7. Surveyor-general of New York State, Regent of the University of the State of New York, later its Chancellor, he came here, gave fair Ithaca its name (1806) and made it his home; and gave some forty of the best years of his life to the building of the town of his adoption. General DeWitt, proprietor, *was* the father of Ithaca in the best sense of the word.

Settlers, emigrants, skilled labor were moving into these western forest lands in ever increasing numbers. To desirable patrons General DeWitt gave ground briefs for most moderate sums. He plotted streets and parks, gave church sites and school sites, invited his friends to settle here, and brought business and business men here. He was largely responsible for the extension of the Cattskill turnpike from Oxford through Dryden to Ithaca in 1791-3; for the later Jericho or Cattskill turnpike that left the village via State Street east through Caroline; and the other roads, south, west and north. He it was who was responsible for the inclusion of Cayuga Lake in the Erie Canal System. Near the time of his death he pledged his personal fortune, over a quarter of a million dollars, in support of the languishing Ithaca-Owego railroad.

After his death here in 1834, his body rested within the 100-foot square of white palings, on DeWitt Place, south, overlooking the gulf of his beloved Cascadilla Gorge and Cayuga Lake. There near the spot whereon he had planned to build his home, within sound of the waterfall and the whispering pines, his grave remained unmarked for twenty years, except for an evergreen and a weeping willow planted there, until removed for re-interment at Albany in 1854. After nearly a century no monument marks his memory, save the park and the historical society that bear his name.

His plans for Ithaca were carried forward by others, and right well. In 1820, from a small settlement of some thirty

houses, an hotel, two stores, three sawmills and one grist-mill; now was a bustling frontier village of about 700 inhabitants. It had borne its name (Ithaca) now for some fourteen years instead of former references to it as The Flats, Sodom, Mericles Flats. Buell Street was changed to Buffalo Street. Owego Street (now State) was not in being until after 1809 when the Ithaca-Owego turnpike was begun and it is significant of the fact that the old route to Owego ran through Caroline and Speedsville; and that it is this road through the forest that the early Esopus settlers cut their way in 1789. Business was largely clustered around the block surrounded by Owego, Tioga, Seneca and Aurora Streets, extending gradually westward down Owego Street to Cayuga, where the promoters there were known as "Britishers",—and along Aurora Street to the foot of the Cascadilla ravine. A small patch had developed at Cascadilla Creek, others at Fall Creek, and the Lake Corner, and another at the Inlet. The houses and the residences extended within and about these business lines; a short way up South (or Michigan) Hill, the lower part of East Hill and into the neighborhood of DeWitt Park. Benjamin Pelton had built his house in the middle of Aurora Street near Lewis upon a tongue of lateral moraine there in plain view from the front of the old Ithaca Hotel. Two or three homes were built on South Hill terrace, leading up from South Tioga Street. At this time Six Mile Creek divided; the north branch cutting under the hill and then diagonally across near DeWitt Park to join Cascadilla outlet. There was in addition a small settlement of mills, barracks and houses at Eddyville (Eddy Street) and some factories there.

Ithaca settlement was named such in 1806 and achieved its first library of some 200 selected volumes in that year. The Ithaca Academy was mooted as early as 1810 but not sufficient funds were collected until 1819 when a two-room frame structure was built presumptively upon the present

High School plot. It was formally chartered by the Regents in 1823; the next year a substantial two-story frame structure was erected and equipped. Not till 1840 was the "New Brick" building, three-story, with cupola, erected; the old frame structure serving as annex for extras and oratorical practice.

A branch Bank of Newberg was established in 1815; the Merchants and Farmers Bank organized 1838. The first was housed in a fine colonial residence, which after passing through many vicissitudes, still remained true to Luther Gere, its builder, was purchased but a few years ago by the late Rev. E. A. George and moved to East Court Street as his residence. This banking business was sold to the Ithaca Bank, chartered 1830, capital 200 thousand dollars, housed in the Colonial building on Owego Street. The other, the Merchants and Farmers Bank, capital 50 thousand, after a remarkable career under the management of the Williams Brothers, Timothy, Manuel and Josiah, was absorbed by the First National in 1864. The Tompkins County Bank, chartered 1836, has had a continued satisfactory existence.

Of the religious side of the community; 1793 found the beginnings of small meetings of the Methodists held privately under the ministration of the circuit preachers and the occasional visit of the bishop. The first regular organization, however, was the Presbyterians in 1804; and after being housed in a barn and again for several years in a loft, in 1818 they removed to their new church in the Park. The Methodists began and finished their Aurora Street church in 1820. St. John's was organized in 1822; used a room in the Academy until their brick church was built in 1824. The Baptists had their origin in Spencer in 1821; transferred to Ithaca in 1826 and held their first services in the Court House. Their first church, brick, was first occupied in 1831. In 1830, some thirty members withdrew from the Presbyterian fold and had their own pastor of the Reformed Dutch

faith and their own church building, the following year. In 1873, they became the present Congregationalists. The first Roman Catholics in Ithaca in 1830 began church services in private dwellings but soon had a small church; since enlarged, later removed to form a Parish Hall in the rear of their present fine stone church. Their Parish house adjoins.

About the beginning of the nineteenth century, one Hartshorn had a small inn on the site of the Cornell Library; and Vrooman built the story and half Ithaca Hotel on the site of the Tompkins House. He relinquished the name however when Luther Gere built the Ithaca Hotel at the corner of the new Owego Street in 1809. Jesse Grant ran The Hotel for a number of years. The Tompkins House was enlarged in 1837, and raised and much enlarged by Stamp in 1865. In 1811, Teeter built a Coffee House down Owego Street near Cayuga and conducted it for a short time; when under first Jesse Grant, later Chauncey Grant, it became one of the very popular resorts of the town; headquarters of most of the stage routings—Grant's Coffee House. It was unfortunate in being burned out about 1835 and again in the 40's. In 1817, Luther Gere built the Columbian Inn on the site of the present Hibbard Block. In 1828 was begun the Clinton House, the first brick hotel. H. F. Hibbard, J. M. Ackley and J. S. Beebe were the owners. The bricks were made upon the present Cornell campus and the mortar was ripened for a whole year. The hotel was in use the same December, but was not formally opened to the public until June, 1831. A tower on top contained the bell. From the balconies, band concerts were given in the early years. From the upper balcony one surveyed a clean sweep to Cascadilla ravine; and from the tower a splendid view of the whole village and the valley, lake and the encircling hills. Many have been the orations that the orators delivered both here and at the rival Ithaca Hotel, and many the banquets and

revelry held here and at the Columbian and the Coffee House.

Stages ran daily from here or on alternate days, or bi-weekly to Cattskill, Newberg, Jersey City, Auburn, Geneva, Bath, Elmira, connecting west with Buffalo, east with Salina, Utica and Albany and south and east with New York, Boston, and Philadelphia. Joshua Cummings, Jr., directed the stages to Albany and points east. Wattles of Wattles Ferry (Unadilla) ran the route over the Jericho turnpike through Caroline east to Cattskill. Fifteen daily mails opened and closed; five stages left daily with much snap and fanfare.

The lake route steamer, DeWitt Clinton, left the head of the lake at six A. M. for Cayuga, and returned at sunset, carrying fifty to sixty passengers daily. The freighters, Enterprise and Telemachus, were busy; while eight or ten canal boats daily carried away lumber, potash, flour, butter, pork, leather, plaster and other articles of manufacture; and brought back into town general merchandise, salt, iron and coal.

The railroad was also already doing its share of carriage, both passengers and freight, to the Susquehanna, often rafting the freight down the river in arks of plank, especially in fall and spring flood; or bringing up loads of household goods and trade from the lower river; especially in the early days, in Durham boats, poling the boats through the rifts, or propelling them by huge sweeps through the still stretches. From May to November (1830) the railroad transported 12,000 tons of manufactured produce and over 4,000 passengers. And this was accomplished by double cable and drum, down the incline from the top of Michigan Hill.

There was a great variety of wild fowl, especially along the lake in fall and spring—swan, geese, duck—and in great plenty. In the lake salmon was abundant, white fish and several kinds of pike. Eels and perch were had for the effort. Every stream was full of trout. The wild passenger

pigeon had been netted by both Indians and whites in enormous quantities for well over a hundred years. The mastodon and mammoth, the bison and the elk, who formerly roved here, had given way to the wolf, cat, coon, fox, lynx, bear, some beaver and an abundance of deer. The annual hunt and round-up took place in the Newfield Hills, yearly. Early the rattlesnake was prevalent but gave way upon the introduction of swine. Grouse, woodcock, quail, squirrel, hare and rabbit came plentifully into the new-cut openings. John Bartram, the Philadelphia botanist, on a trip up the Susquehanna to Owego and over the Onondaga trail in 1742, mentioned the tall dense trees along east of us, and up through the Tully lakes; if overcast, the trail was almost impossible to find and follow. This forest the settler had to cut, girdle and slash, and burn, salvaging the ash for the potash, the pine for building and commerce; the hardwoods, oak and maple, and the hemlock wood being almost a total loss, the bark alone of service in tanning. The red cherry remained for furniture, and some of the oak, ash and hickory being saved for implements. With the rapid influx of settlers, the farmlands increased, and vastly. In 1807, Pursch, the botanist, came through Saponey Hollow complaining of the condition of the roads there; he stayed at the hotel here over night, visited the chasm of the Ithaca Falls, visited the head of the lake, noted its gravelly and weedy shore; then pushed on north to Owasco and Onondaga. Then he added that the countryside north of Ithaca was quit of interest for him. Fences lined both sides of the road, their gutters were full of common weeds; there were only cultivated fields with continued plantations. And he noted the many rows of mulberries planted at the several farms (Lansing). Such indeed was the rapid progress of the country within less than a generation of its occupation.

Wheat was the staple of these new fields, and was raised alike for flour and for export and barter. Buckwheat, oats

to some extent, and potatoes were freely grown, with small quantities of rye and barley. Cattle and horses, sheep and swine were to some extent raised and exported. It was a well-farmed and fertile countryside and a kindly soil and climate. The hills were full of pine.

Tompkins County was formed in 1817. Previously it had been a small part of the *terra incognita* of the Dutch along the Hudson. It belonged to Albany County before 1772; was in Tryon County till 1784; was part of Montgomery till 1791; in Tioga 1791-4; was in Herkimer about 1792; in Onondaga till 1799; in Cayuga until 1804; and in Seneca County from that time to 1817. As organized it included the military townships of Dryden, Ulysses and Hector and parts of Locke and Genoa (later named Groton and Lansing). In 1822, there were added Caroline, Danby and Cayuta (Newfield) of the Watkins and Flint Purchase. Hector was taken off in 1854. Enfield was taken off Ulysses in 1821 and Ithaca taken from Ulysses a little later in the same year. The town and village of Ithaca were incorporated in 1821. The Erie Canal agitation was begun in 1817 when Simeon DeWitt opposed it as physically impractical but his cousin, DeWitt Clinton, carried it through with help from DeWitt; and the Canal was finished in 1825, and Cayuga Lake and the Inlet were made a part of the system.

In the years 1791-93, the original Cattskill turnpike was extended from Oxford through Cincinnatus, Cortland and Dryden to Ithaca. This was (1804) continued across the head of Seneca Lake westward to Bath and was known as the Bath turnpike. These two roads were of much use in getting settlers into the then western lands. The direct road, Ithaca-Owego turnpike was built in 1809 and it was then stated that there were twenty hotels or inns upon its thirty-five mile run, with their varying entertainment for man or beast. The Cattskill-Jericho turnpike through Caroline, Lisle, Greene and Bainbridge was authorized by an

act of the legislature in 1804, was built soon thereafter under special direction as to stone fill and ballast, and proved the chosen route east to the Hudson. Meanwhile the old route had gotten to be known as "The Bridle Path." The turnpike, Ridge Road, to Auburn and the turnpike to Geneva were also soon in service. At the foot of Cayuga Lake, there had been a canoe-ferry in the pre-historic days. In 1797, the legislature authorized the construction of a bridge which was finished in 1800; built by the Manhattan Company of New York on mud and sills, and was over a mile in length at a cost of a hundred and fifty thousand dollars. It was at the time said to be the longest bridge in the world. This bridge sank in 1808. Ferries were used for a time until a second bridge could be built. The third bridge was built in 1838 and was in use until 1857. This demand for bridging Cayuga Outlet bespeaks at once the difficulties of its engineering and the necessitous demands of western travel in those pioneer days.

As early as 1815, Ithaca was served by a newspaper, The Seneca Republican, Jonathan Ingersoll, editor. The next year, under the ownership of the Macks, later Mack and Andrus, it became the Ithaca Journal. In 1841, Selkreg was owner and editor; who in '46 issued occasional broadsides brought in over the first telegraph line here. It became a Daily in '72, and in '80 the paper passed into the hands of Priest and Benjamin, Republicans. The Ithaca Chronicle, weekly, began in 1820. The Ithaca Republican, Whig, under the Spencers, (1828-54),—combined with the Tompkins Democrat, (started in 1856),—in 1860 became The Democrat; and thereafter served the Democratic party.

In 1819, the county had its first agricultural fair; two days later than that of New York City—the first in the State. Here also, early, were printed and distributed by the Mack publishers the famous Cobbs Spelling Book, Arithmetics and Readers and Walker's Dictionary. Long is the listing

of books of this firm. They maintained the first reading room here in 1825, supplying light, heat and books.

In Hector, while still within the purlieus of this county, there was formed in 1828 the Hector Temperance Society; which up to a very few years ago remained the oldest existing temperance society of the world. It is of interest to know that its first meeting, preliminary to its organization, was held in the bar-room of Richard Ely, Jr.

It is of interest to note what part No. 3 men took in the affairs of the new town. David Woodcock (See frontispiece) was the first District Attorney in 1817. In December 1819, David Woodcock and others formed the Cayuga Steamboat Company. The keel of the "Enterprise" was laid by Oliver Phelps of Ludlowville who finished her hull and launched her in May when she received her machinery that had been hauled overland from Newark, New Jersey. She was eighty feet long and thirty feet beam, of 120 tons, had a twenty-four horse-power engine, and was capable of making eight to ten miles per hour. In June 1820, twelve years after the Fulton, she made her first trip from Port Renwick to Cayuga Bridge and return with 150 passengers aboard. From this time, lake traffic came on apace.

In 1828, H. F. Hibbard, J. M. Ackley and Jeremiah S. Beebe began the Clinton House, the first brick hotel. The frame annex in the rear constituted on its second floor Ithaca's large ballroom and convocation hall. In its round "bandbox" tower atop, hung its small wide-flaring sharp-voiced bell, that served the village for fire call for many years.

In 1828, with Hon. David Woodcock at the helm, a federal survey of the Ithaca and Owego Railroad was made and the road incorporated, the second in New York State. It had wooden strap-rails and was horse drawn from 1835-40, but it served business well.

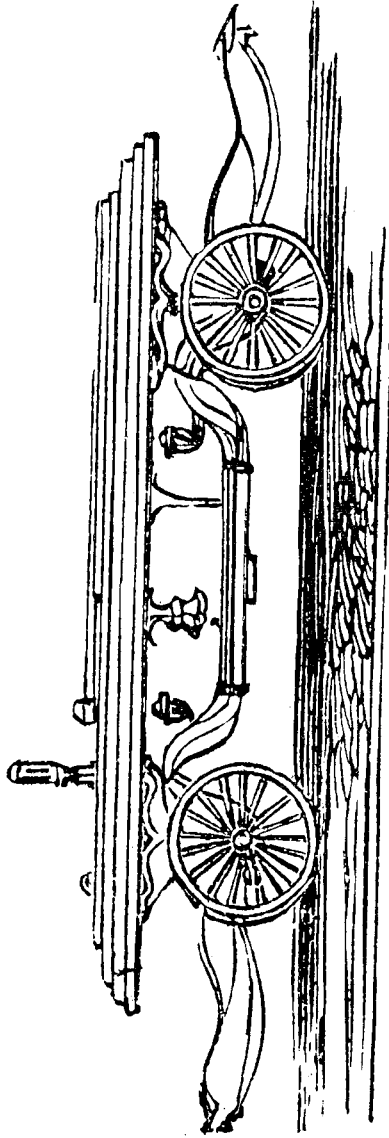
The Sodus Canal project, to connect Cayuga Lake and Lake Ontario was rife from 1828-38 and was a topic much discussed. It was never begun. The inlet was dredged south to Owego Street in 1834-35.

At Fall Creek, Jeremiah S. Beebe, about 1830, had already completed that stupendous work of "the tunnel," planned and carried out by his mill manager, Ezra Cornell, thereby doubling the capacity of that stream for power.

Cascadilla, named such in 1811 by DeWitt, was lined throughout with manufactories from foot to top. Fall Creek had a dozen busy industries. Six Mile had nearly an equal number, and its various flumes were a constant source of contention. And there were no dry streams then. There was a cotton factory, spinning mills, manufactory of iron machinery, powder mills, plaster mills, grist mills, saw mills, foundries, lath, picket and sash factory, factories for the making of looking glass, chairs, paper, oil, plows, guns, bedsteads, kettles, shingles and steam engines.

Ithaca town, in 1830, had grown to over 800 families, over 5000 inhabitants. There were over 2000 cattle, 1000 horses, 4000 sheep, 2000 hogs. It manufactured over 6000 yards of flannel and fulled cloth, a half million dollars worth of lumber. There were six grist mills, thirteen sawmills, four fulling mills, four carding mills, one ashery, two ropewalks, one paper mill, four tanneries,—netting over three millions of dollars of manufactured stuffs.

There were twenty lawyers, nine physicians, two bookstores, twenty-three dry goods merchants, two hardwares, three jewelers, one brewer, two distillers, three druggists, sixteen grocers,—all successful. The village corporation held over 3000 inhabitants. Many streets were turnpiked and walks paved. The Ithaca Academy now had four teachers. Besides, there were Miss Merritt's School and the Misses Beers' School for young ladies, private; and the Lancasterian School (forerunner of the public school system)



THE OLD BLACK TRUCK

kept by Mr. Day. There were five churches; Presbyterian, Methodist, Episcopal, Baptist and Dutch Reformed, besides the colored people worshipping in a dwelling and having their own pastor.

Such was the picture of Ithaca of that time. The sixth of June, 1823, the first fire engine, a "hand pumper", was brought from New York at a cost of \$300. She began with a complement of twenty-four men and added fourteen more the following month. Previously each householder had been required to possess hand buckets and each merchant several buckets and ladders. Also in 1820, the water from Six Mile Creek had been piped in one-foot square conduits, or pump logs, to the corners of Aurora and Tioga on Owego Street, with penstocks and tubs at the street corners. A month later this first main was extended to the Cayuga Street corner. In 1821, a public well was established in the business section but proved a failure for fire purposes.

In 1828, under the village presidency of Judge Humphrey, a new (hand) fire engine was purchased at a cost of \$512, the village reimbursing the Judge a year later. On May 12, 1828, a new fire company of thirty men took the old engine and were known as "Red Rover" Fire Company No. 1. The original first company took the new engine and became "Rescue" Fire Engine Company No. 2. In this year these fire engines were housed in a new firehouse on the southeast corner of Tioga and Owego Streets, and 25,000 bricks and a quantity of water lime were purchased for the construction of street cisterns for fire purposes.

On January 30, 1831, at a meeting of the village trustees, it was resolved that Benjamin Drake be authorized to raise a fire company of sixteen men to take charge of the fire hooks, ladders, axes, etc., to be known as "Fire Company No. 3." February 4, 1831, Drake, Ballard and Woodcock reported and organized. The original charter members were: Benjamin Drake, David Woodcock, George P. Frost, Oristes

L. Huntington, John Chatterton, Ira Tillotson, John Hollister, Asaph Colburn, Erasmus Ballard, Hart Lee, Jonathan Shepard, Peter DeRiemer, William Hoyt, Daniel T. Tillotson, William Cooper, Isaac B. Gere—a true list as certified by Samuel Crittenden, Jr., clerk of the board of trustees—“above is true cobby as received (Signed) D. T. Tillotson, Secty of Fire Compy No. 3.”

Of the original charter members, Judge David Woodcock was a most brilliant attorney and speaker. He was elected to the Assembly in 1826 and nominated to Congress in 1828, and held many offices. William Cooper was a merchant here but soon removed to Caroline. Hart Lee was a tobacconist. Peter DeRiemer, a descendant of one of New York's most aristocratic Dutch families, was Ithaca's first cigar maker and vivand. John Hollister was a blacksmith. Benjamin Drake, merchant and man of much enterprise and originality, was that “Tecumseh”, head of the old moral society that drove offenders out of town or ducked them in the creek, issuing his mandates as law in the young community. Hoyt was a carriage maker; Hart Lee, harness maker, leather and findings; Frost, prominent business man here in 1821, superintendent of the Sunday School of the Dutch Reformed Church, village trustee in 1835-6, village president during the collapse of the real estate boom here, 1836-7. The Tillotsons were merchants and dealers in wool. Huntington was in business and associated with the early brewery here. Gere was early here and associated with Luther Gere, builder of the Colonial Building and of the Ithaca Hotel and its proprietor. Woodcock, Ira Tillotson and Frost were all presidents of the village. Woodcock was for years president of the County Temperance Society and Frost its secretary. Tillotson was village surveyor for years. Woodcock was the first postmaster. Ira Tillotson had designed and built the Presbyterian, Reformed Dutch and Methodist churches. He had also taken charge of construction of the street cisterns

for fire purposes; and had built most of the bridges across the village streams. He removed in 1836 to Calhoun County, Michigan.

Woodcock, Chatterton, Hollister and Cooper soon resigned; and Woodward, Davis, Hatch and J. M. McCormick were elected in their stead. Lee, Drake and Ira Tillotson were a committee to procure suitable ladders, hooks, axes, carriage, etc., and select proper uniforms and caps. A system of fines for being without uniform and for absence from meetings and fires (four shillings) was in force in May. Monthly meetings were held usually at four-thirty or five in the afternoon. This hour prevailed for years. At the first annual meeting in December the company adjourned to partake of a supper "to be paid for by the treasurer out of the funds of the said company." In 1832, it is noted that \$14.00 was paid for the suppers (annual) of that year, \$5.00 for refreshments, and that there was a liberal balance in the hands of the treasurer. In 1837, the Village Trustees and the Fire Wardens were invited to "sup with the company." A new uniform was adopted in 1838, and the following year, on petition to the Legislature, the number of the company was increased to thirty-two. In 1842, there were forty-one members listed in the company, of whom two were honorary members. The ringing of the Clinton House bell unaccompanied by one or more church bells did not constitute an alarm of fire. The various companies nominated each a committee of three to confer upon the appointment, 1838, of a Chief Engineer and his assistants. In February, 1843, the first Annual Ball was held at the Clinton House. The managers were George McCormick, G. W. Phillips, Jr., H. J. Grant, W. H. Hall, N. T. Williams, W. G. Grant, W. J. Shaw, H. F. Hibbard, D. W. Warren, M. H. Ferris, J. H. Force, P. L. Partenheimer and S. B. Cushing. It was a *great* success.

In June 1843, the company adopted as a uniform a dark

green flannel coat with collar and cuffs of black velvet, a patent leather belt with metal number on back and breast, cap with rim and fender of dark green with the words "Hook and Ladder" on the front.

In December 1843, the Company attended in a body the concert by the Brass Band (Whitlock's),—which was probably given in the assembly room of the new Town Hall. The Company, now numbering forty-four, removed their carriage, ladders, etc., from their old quarters on South Tioga Street to the new Engine House in the basement of the Town Hall, furnished a room there, and gave their second annual ball. In 1845, they appointed a third officer,—not prescribed by law,—a second assistant foreman and four axemen to take charge of their first axe cart, probably purchased at this time. In June 1846, on report of their committee, "Tornado" was adopted as the name of the Company and a banner was purchased "with fringe and other necessary trimmings." In 1847, the third new set of by-laws was adopted. In 1850, Henry W. Sage was given permission by the village trustees "to dig a ditch to lay pipe to bring a pure supply of water into the village." In 1854, the Forest City Guards, formerly ensconced in the Town Hall, seemed to have delayed in clearing the company rooms of their guns and trappings. In 1856, new by-laws were printed. The village trustees presented the company with a new carpet. Following the meeting of July 1857, members were to be elected by ballot. In August, the Company was uniformed in black coat, cap and belt, white vest and pants; and voted to pay half the cost of a new hook and ladder wagon made by the Empire Company of Philadelphia.

In 1858, the Company subscribed to the firemen's monument to be erected in the village cemetery. The monument was accomplished under the leadership of Elias Treman and dedicated in 1860.

In 1868, the Protective Police, to the number of thirty,

was formed. P. J. Partenheimer was the first captain, which place he held for five years; to be succeeded by Elias Treman, who held the office for eighteen years. Four of the five officers at its inception were No. 3 men, as were fifteen of its twenty-six members.

Tornado Hook and Ladder Company No. 3 was incorporated in 1886.

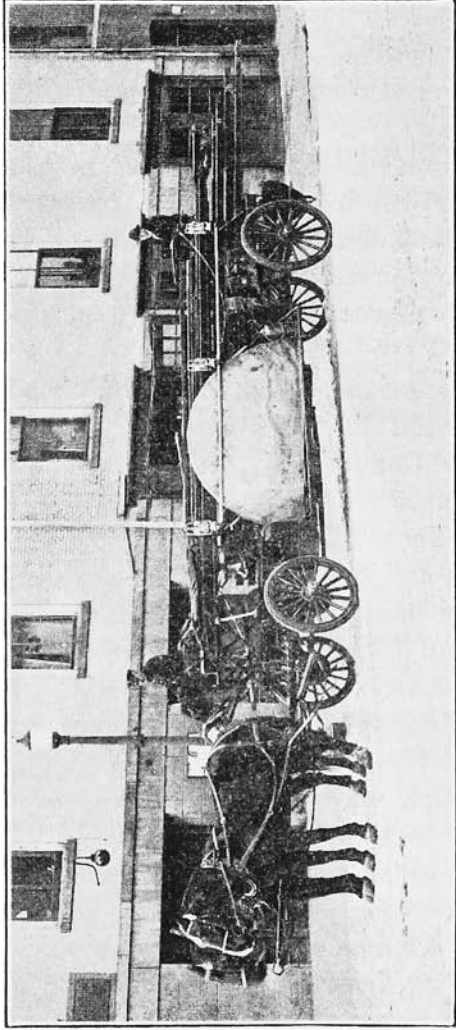
In 1891, the Gamewell fire alarm system was installed; the same system that is used today, extended to seventy-two boxes and 241 additional locations, and with both night and day operators; automatically striking the call numbers upon the fire bell and repeated by the siren at the Morse Chain Works.

The first carriage for hooks, ladders, axes, etc., was undoubtedly purchased in the spring of 1831, soon after the formation of the Company. It served its day and in 1860 there was purchased a new hook and ladder wagon built by E. Pine of New York. This in later days was painted black with gold stripes and got to be known as the old black truck. It was drawn by hand by rope and tiller in front and was steered by a hand tiller behind, the steersman running behind. (See illustration). In its last days this truck was horsedrawn, and many was the steersman who was winded in a long run. Finally the truck was caught in the car tracks and wrecked, whether intentionally or not, in Rochester in 1880 at the time of the unveiling of the firemen's monument in Mount Hope Cemetery.

The third truck, put in use in 1881, was a Bangs patent extension truck, with a red body and a white top built by the New York Fire Apparatus Company of New York at a cost of \$1550.00. It was horse-drawn on occasion, and when the extension ladder of fifty feet was used it required side props and even then was considered very unsafe.

The fourth truck (See illustration) made by Hayes was purchased in 1892 and was used at first as a hand truck;

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THE HAYES TRUCK

then Sinsapaugh's or Cornell Livery teams were used and occasioned much delay. Finally No. 3's Committee deposited a box of cigars and a bottle of Hunter and plans for remodeling the truck room before the board of Fire Commissioners, and left them. Shortly thereafter, the room was arched, stalls were added at the rear and a drop harness was installed for a city team of bays, "Jack" and "Mary". These were succeeded by the dapple grays, forwarded by Lou Smith from Buffalo, about 1900, and named "Sky" and "Fred". A triple party private wire when rung at the police station always brought the driver and the two wheelmen, Stoddard and Howe, from their homes. In 1904, the Company exchanged their room with No. 1's, installed bunks and bunkers, a well and sliding pole. Then in 1908-9, the Spencer team of Blacks, "Bill" and "Lee", was purchased; and in 1914, the Carr team of still bigger blacks, "Tom" and "Colonel" was installed. The companies regular drivers have been Asa Swick, "Bill" Smith, James Gibbons and Tracey Stillwell.

The fifth apparatus, motorized, an automatic aerial truck manufactured by the American-LaFrance Fire Engine Company of Elmira, arrived in 1920. It has a 110 horse power engine, developing forty miles per hour and cost approximately \$14,000. The present apparatus is a type "31" American-LaFrance aerial truck, carries one 75-foot aerial ladder, 232 feet of portable ladders, one Hart ladder pipe, one Bowder life net, a life belt, tarpaulins, hose hoist, two 2½ gallon chemicals and full company equipment.

The first axe cart seems to have been bought in 1845 and was placed in charge of the newly created second assistant and the four axemen. This cart finally wore out and was replaced by the second cart, a four-wheeler (See illustration). In 1874, a new red cart, a two-wheeler, was built here by Watkins and Martindale. The second assistant now had seven axemen, two Babcock chemical extinguishers, eight

axes, a two hundred foot coil of rope, a chain and a hook or two in the equipment. By preference, they ran the cart on the sidewalks, if the streets were in mud, barking the trees, taking off pickets, posts and gates in most expert fashion. The cart had a long lead rope and steered by a tiller in front and the judgment of the steerman. It had become so much a favorite with the company that the hubs actually wore out and the cart was discarded about 1880. Many were the fires where it arrived first; and many were the properties in West Seneca Street that suffered from its excursions. The Daily Journal remarks in its issue of 6 November, 1880, "No. 3's axe cart was badly broken while en route to the fire last night. This machine is a constant cause of expense to the village and is no more service, nine times out of ten, than a penny squirt gun would be. The taxpayer would be money ahead if the cart were given or thrown away."

In the early days, two torch boys were appointed by the foreman whose duty it was, at fires and for parade, to keep the torches in proper condition. In the seventies, the number was increased to four. Louis Bement was one of three torch boys in the early 80's along with dog "Bruno". These boys were juniors and upon coming of age usually became members of the company. About 1890, along with the increased equipment, better lighting and condition of the streets and the appearance of electricity, this office became obsolete.

Of the Chief Engineers of the Ithaca Fire Department, No. 3 has been represented by J. M. McCormick, the first to hold the office, 1838-42; P. J. Partenheimer, 1850-57; Elias Treman, 1866; H. M. Durphy, 1873-5; E. E. Robinson, 1886-90; C. C. Garrett, 1895; C. A. Ives, 1899-01; E. S. Stoddard, 1907-09; twenty-three years of the ninety-two that the office has been in existence. Johnson, Heggie, Ives, Major, Seaman, Prager, E. E. Robinson and J. R. Robinson have been first

assistants; and Ives, Major, Garrett, Prager, Robinson and Robinson have served as second assistants.

The town and village of Ithaca were formed in 1821. No. 3 in the next fifty years has been represented in the boards of Supervisors during thirty years. Of the forty-four presidents who served the village of Ithaca, seventeen have been members of No. 3; of the mayors, four were members of the company. Lou Smith it was who said that he hated to face so many 3's at his Council, for he could get nothing done by them.

At the hotels, No. 3 men were noted bonifaces for years. At the Clinton House, Spencer was proprietor, 1831-8; Hall, 1838-41; Botsford, 1841-7; Leonard, 1847-50; Thompson, 1850-78, and after; and now Starner. Gere was proprietor of the Ithaca Hotel following its building in 1809; Thompson was here proprietor, 1838-46; and 3's is still well represented there by Bob Causer and Cliff Reulein. Walter Q. Thompson of No. 3 was for long years at the desk at the Clinton House. The Grants of Grant's Coffee House were nearly all No. 3 men, 1812-35, when the house burned, and to 1845 when it burned out again. The saying that the "same old coffee was served from the same old grounds" was only pleasantry as spoken there and had no sting in it.

The DeWitt Guards were formed in 1851 and maintained their organization for some fifteen years. P. J. Partenheimer was their captain, 1851-61. During the Civil War they volunteered several times for active service and were only accepted toward the close of the war to serve as guards of the prison camp at Elmira. Here Grant Wilson and Kirk Johnson formed a minstrelsy, to the delight of every one. Col. Charles F. Blood and Col. Uri Clarke were illustrious members. John C. Gauntlett was "Doctor". A little over half the officers of the guards and about one-fifth of the line were No. 3 men. Noted, too, of its members were P. J. Partenheimer, Captain, town clerk, notary public, foreman, village trustee,

chief engineer of the department for many years, supervisor, village president. There was John Barnard, the hero of Lookout Mountain; and Judge Finch, poet, eminent jurist and author of *corpus delicti*, dean of law, author of the "Blue and the Gray."

Noted, too, are the names of Governor Alonzo B. Cornell, Judge Douglas Boardman, Henry W. Sage; the Tremans of all four generations, with their five foremen in three generations; Stephen B. Cushing, speaker of the Senate and later Attorney General; the Grants, Macks, Apgars, Andrus, the Shepards, are but a note of the old-time celebrities. Old families represented are the Whitons, Greenleys, McCormicks, Scribners, Quiggs, Cheseboroughs, Gregorys, Ferris, Mowrys, Jones, Kenneys, Bostwicks, Ayres, Ackleys, Spencers, Taylors, Wilcox, Brooks, Johnsons, Hoyts, Drakes, Tillotsons, Stoddards, Kings, Gauntletts, Hallidays, Hodsons, Barnards, Halls, Heggies, Mix, Humphreys, Majors, McKinneys, Thompsons, Platts, Beebes, Cornells, Van Kirks, Smiths, Jacksons, Kellys, Atwaters, Culvers, Gays, Beers, Hibbards, Finches, Williams, Sanfords, Millers, Phillips, Davis, Partenheimers, Schuylers, Crittendens, Hawkins, Atwoods, Clarks, Ogdens, Cobbs, Gillettes, Howes, Houghtons, Pierces, Wilsons, Browns, Vivians, Pew.

In public affairs No. 3 has been represented in the District Attorney's office by Woodcock, Ferris, Boardman, Wilcox, King, Jennings, Halliday, Blood, Halliday and Kent.

She has sent Cushing, Halliday and Stewart to the Senate; and Woodcock, Mack, Tillotson, Sage, Bostwick, and Robinson to the Assembly. Her judges were Woodcock, Pelton, Wells, Johnson, Boardman, Finch, Blood, Bostwick and Kent. District Attorneys have been Woodcock, Ferris, Wells, Johnson, Boardman, Wilcox, Halliday and Jennings. Sheriffs were Van Kirk, Tibbetts, Seaman and McKinney. Cushing was Attorney General; Cornell was Governor; Bostwick was Regent of the University of the State of New York; and Woodcock, Congressman.

Of the early fires, that of July 14, 1833 was both an extensive and a serious one, much crippling the business of this young community. The McCormick block (now Rumsey), frame, carried the flames to practically the whole block before it was at all under control. Rebuilt by the owners in "handsome stone" this McCormick block caught fire again from Atwater's low frame billiard and bowling alley in the rear. This happened May 28, 1840; it spread rapidly east on Owego Street and destroyed half the block, north on Tioga reaching nearly to the Seneca Street corner. (The oil painting made of this fire by Henry Walton faithfully shows 1's and 2's in action. The original is in the form of a banner; done in oil, signed by the artist and is undoubtedly of the date 1840. It is owned by the Veteran Firemen's Association and appears here by their courtesy.) The final loss by this fire was over \$65,000; many low frame offices were destroyed, but the owners acknowledged at the time of rebuilding that the appearance of both Owego and Tioga Streets was much improved, though vastly crippling at the time. July 24, 1842, fire followed the south side of Owego Street and cleaned out the Chronicle office and other buildings. For many years now, incendiarism was rife because of many empty houses and buildings (Panic of 1837), and rewards were offered for some ten years for the capture of the offenders. Again on July 20, 1845, incendiarism in the stables of the Franklin House cleaned out almost the whole north side of Owego Street, Tioga to Cayuga Streets excepting only three stores and two houses. On August 22, 1871, occurred the *great fire*. Beginning on Aurora Street near the creek, it soon destroyed the old Ithaca Hotel and its entire square with the exception of a few stores on State Street. (Owego Street became State Street by action of the village board of trustees, 11 April, 1867.) The fire then crossed Tioga Street to the Esty tannery, burned out Tioga Street to the Wilgus Block, and swung a short way into Green Street. In despair of ever

getting the fire under control, a telegram was sent to the Owego Fire Department at 1 A. M. About 3 A. M. the special gave a most welcome whistle. It brought two pieces of apparatus and a host of Owego firemen who were received with a mighty shout of welcome as they appeared from the top of the zigzag, and helped our exhausted firemen through the gray mist of the morning.

The great flood of June, 1857, brought a serious condition to the village. It had rained all the morning. For four hours in the afternoon, a huge thunderstorm and cloudburst hung over Six Mile Creek and its upper flood plain. The Caroline dams burst about 7 P. M., letting water down in tons. Halsey's Dam, above Aurora Street, along with their plaster mill and grist mill located there, also gave way and added their debris and timbers to the flood. These caught at the South Aurora Street stone arch, 22 feet high and 30 feet broad, and jammed pouring water down Owego Street to fill every cellar; down Aurora Street, so that at the foot of Buffalo Street the picket fences just appeared; then the water spread fanwise to the lake. Two barns came down stream on the flood filled with both horses and cattle. The arch finally gave way. Three citizens drowned. The streets and alleys and yards were filled with silt, debris of all sorts and bodies of drowned animals. The planks of Owego Street were washed away. Finally the effects of the flood were eventually cleared up after an organized and vigorous campaign; but the excess flood waters were evidenced in the north and west parts of the village as late as November that year.

Subsequently a similar flood took place upon the same creek, June, 1900, when a house first came gayly down, having upon a table, the lighted candle; the upper dams gave way above; and the bulking waters washed out the street car "barn" and yards. The force of this flood was also evidenced by the disappearance of a heavy electric street

car, no trace of which was found ever after. This flood invaded all the west and north parts; and necessitated much welfare relief.

In December, 1903, the Ellis Hollow valley, frozen hard, was invaded all day by a brisk warm rain. These waters came down in flood and finally carried away the Campbell Mill dam at DeWitt Place, and the stacked lumber below; and the mill sheared in two by the bridge just below, rested its upper story peaceably with all window sashes intact, on the bridge, while the base was broken up and carried away. The lumber and some 80 foot elm trees that had grown in the silt and gravel above the dam were carried to Cayuga Street and jammed that bridge flooding all that part of town. Then it froze hard. All our steamers were busy then pumping out cellars for days, that furnaces might function again.

The more modern fires of the empty Esty tannery buildings on Spencer Road, the Unitarian Church, Delta Chi, Kappa Alpha, Delta Upsilon (2), Sigma Alpha Epsilon, Alpha Tau Omega (2), Chi Phi, Sibley, the Veterinary College, the Salt Plant, glass works, McAllister block, Morse Hall, the boathouses along the Inlet, all have a smaller significance and bespeak a much better fire protection. The Clinton House fire of 1899 gave a whole afternoon's spectacle and a hard fight. 'Tis said that when the tower finally fell the old bell crashed full to the basement and was never salvaged. The registers, stored under the South Mansard, were utterly destroyed. The holocaust of the Chi Psi in 1906, with the loss of seven lives, including our own "Robbie" Robinson of the three firemen, was a fire utterly beyond the control of the department. The Alpha Delta Phi again exemplifies the cauldron effect of the non-fireproofing of stone-faced fraternity houses.

The Town Hall was finished in 1843 and gave rather damp housing to companies 1, 3 and 4, for the old stream

bed of the east (north) branch of Six Mile Creek lay underneath it: the "Annex" was acquired just to the east, housing 2's; the third floor being added to acquire more bunking space. The audience hall, now city offices, was early used for lectures, concerts, dances, and at one time was given over to roller skating. It vied with the Clinton House ballroom in housing public functions. Probably in its tower at some time in the 50's was hung a small bell, succeeding the Clinton House bell and the church bells used for fire alarm; as the janitors of the churches had been subsidized for services at their respective bells in case of fire. Whether or no a bell in the tower proving unsatisfactory, it was voted by the village board, April 1857, to procure a fire alarm, a triangle of four inch square case steel with six foot sides. This also proved entirely unsatisfactory. December, 1858, the Vicker and Co., Sheffield big bell was installed. Upon the New Year, 1876, it was cracked by misuse in that night's celebration in Liberty's name. The present tower (fire) bell is another Vicker-Sheffield product, is of one and one-half tons weight, ordered in March, and installed and paid for in July 1876. It has never had the sweet insistence nor the persuasive calling qualities of the old favorite. The old bell, in 1929, was traced to its berth upon a West Hill farm where it was being used as a cattle trough. It was rescued through the efforts of the Veteran Firemen and given a fitting resting place mounted beside the City Hall.

Cisterns filled from church roofs and the use of leathern buckets and hose have given way to hydrant pressure; and pumps for additional pressure on special occasions, Eastman cellar pipes and gas masks for smoky basements; quick raising and pivoting aerial ladders with Hart ladder-pipes, shut-off nozzles, life belts, Bowder life nets, 3-way Deluge sets, combination fire trucks with 750 gallons per minute delivery capacity; turret pipes and thousands of feet of

well cared-for hose; helmets, gloves, boots, hooks, axes, chains, ropes, mauls, posts, and an abundance of hand chemicals and foamites for quick service and tarpaulins for cover; this with central department headquarters, paid full-time chief and assistant; a well equipped drill tower with scaling hooks, new life belts and safety top net; with stand pipe and flood lights for evening practice; full bunking facilities for bunking members in every company; complete roadster service for the chiefs, and all apparatus completely motorized to forty miles per hour; a Gamewell Fire Alarm System with seventy-two boxes and 241 other locations; two alarm operators and a superintendent of fire alarm with his own separate repair car and assistants, a separate copper wire circuit, calls tapped automatically upon the tower fire bell and repeated by the Morse siren, locating all fires within less than two blocks within city limits; an old sleigh with 500 feet of hose for emergency winter service; the last old steam fire engine, still good, for pumping out cellars; some 700 voluntary firemen, well housed; nine paid regular drivers and three reliefs and three extras; and a salvage truck; explain the city's really good fire protection—with only some 160 hours actual fire service per year. The effort of cities is perhaps eventually to go over into a paid fire department. The social side of company life, backed by comfortable quarters, and fit equipment with which to work, will still hold the companies to volunteer fire service.

Who remembers now the story of the Morrison block fire of about 1888, when W. F. Major, C. W. Major, F. Delano and J. S. Kirkendall and Morrison were caught in a blind end of the hallway and blown by the kick-back of gas and solid flame across the hall and down the stairway. Who has not served an early apprenticeship to the Company in a slow barn fire, nearly out, and forked wet straw with a dung fork in thick smoke while the pipeman directed his

stream of cold water carefully so as to soak you from feet to waist, and your lungs ached for a week thereafter from the smoke. Many traditions prevail, and will not down; friendly rivalry and sharp' keen policies between companies are now almost things of the past. Other companies have from time to time been disgruntled at "the kid glove company," for upon one occasion the No. 3, by order of the foreman, appeared upon parade all decked out in white kid gloves. On the other hand No. 3 has been often first at fires, and borne and shared the fighting as well as the honors.

Of the famous trip of No. 3 to Detroit in 1845, there is no vote, nor note, nor hint in the minute books of the Company. Nor is there any mention of it nor any deficit in the annual meeting and summary of that year. The Hon. Stephen B. Cushing was foreman. The Ithaca Chronicle of Wednesday, August 13, 1845, under the heading, "Firemen's Trip to Detroit", says: "The Ithaca Fire Company No. 3 left on the (steamer) DeWitt on Friday morning last on their trip to Detroit, from whence we believe they intend to 'penetrate the interior' of Michigan as far as Marshall, Calhoun County (the Tillotsons had recently moved there). They were escorted to the steamboat landing by our whole fire department. In the Rochester Daily Democrat of Saturday last we find the following note of their reception at that city and their embarkation for Lewiston. From a friend who accompanied them to this point, we shall have a sketch of their tour in our next and we presume from other sources shall be able to furnish the interesting events of the whole trip."

ITHACA FIRE COMPANY No. 3

"This fine looking body of men arrived in our city (Rochester) yesterday night by the cars from Cayuga Bridge. They were received at the car house by the Grays,

accompanied by their band, the officers of the Fire Department and Fire Company No. 6. They are bound for Detroit—the longest tour ever made by an association of the kind, and one that of itself is a volume of comment on the care and rapidity of modern travel. They are accompanied by Robert Halsey, Esq., (grandson and namesake of Ithaca's first settler, Robert McDowell,) chief engineer of the Fire Department of Ithaca and by William S. Grant, Esq., the assistant engineer, and are under the immediate command of Stephen B. Cushing, Esq., as Foreman and Charles V. Stewart as Assistant. The equipment of these gentlemen is perfection of its kind, a noble band of music and every appliance of comfort as well as security. They present a well ordered and highly respectable appearance and are an honor to the village of which they are citizens, by their courteous and correct demeanor, while it is evidenced by the many men of strong and muscular power among their ranks that in the class of working firemen they are worthy successors to the admirable corps from the same place, who have hitherto honored Rochester by their presence. They left for Lewiston by the (Steamer) St. Lawrence at seven, last evening."

The trip to Detroit began August eighth and was completed August sixteenth, 1845. Red Rover Fire Company No. 1, Anson Spencer, foreman, had in July gone to Niagara Falls, Buffalo, and return. Storm Fire Company No. 4, had also early in August gone to Syracuse for a banquet, thence by packet to Oswego where they were received by the entire fire department, had breakfast at the Fort, boarded a United States Revenue Cutter for the day on Lake Ontario, and returned by torchlight to the Fort where the torches were extinguished and hundreds of Roman candles were lighted amid rockets, campfires and midnight revelry,—and from thence home.

Thus No. 3 Fire Company took their eventful trip to

Detroit. It began with the engagement of Boswell's Ithaca Brass Band, than which at that time there were not three better in the whole country. Isaac Boswell, the leader, an Englishman, played the E-flat bugle; Henry B. Horton, E-flat with cat and clock variation and inserts; Curtis Mix, mechanic, C-flat cornet; Alec Cheesebro, a soldier, C-flat cornet (he suffered a bath on the return trip); Charles F. Blood, afterward colonel, bass drum; Justice Barker, "a case", snare drum; Chauncey Cowdry, an excellent musician, B-flat cornet; John Hobson, a handsome man, valve trombone; Edward S. Esty, tanner, tenor (slide) trombone; James Morse, tuba; Charles A. Hart, foreman at Estys, B-flat cornet; Captain Jesse Cooper, clarinet; George A. Woodruff, D-flat bugle; John Woodruff, a twin, trombone; Jesse Johnson, later assistant Chief of the Department, express agent and expert balloonist, B-flat cornet; cymbals and extra tubas; Edward Stoddard, flute.

General Robert Halsey, miller, was Chief Engineer. He had written Buffalo where No. 3 was met by nine companies with a great parade down Main Street; a formal spread was served, punch was served from tubs; the whole Buffalo Department and the nine companies conducted them to their steamer for Detroit.

The Company was made up of:—The Hon. Stephen B. Cushing, foreman, brilliant lawyer and speaker, afterward attorney general in Governor Horatio Seymour's staff; first assistant, Horace King, equally brilliant lawyer, who later in 1847, delivered his lecture upon the early history of Ithaca in the Town Hall; second assistant, George S. Pratt, jeweler (whose son afterward went to Marshall, Michigan); James H. Force, secretary, a dancing master in the winter; A. Ferris, treasurer, who with his brother Benjamin, was in business with John Rumsey; Morris H. Ferris, another brother, lawyer; William H. Hall, leather merchant; Alfred Wells, Ithaca Journal and law;

Henry W. Sage, lumber; David Place, jeweler; George W. Phillips, son of the Doctor; Edward Stoddard, good citizen; Addison H. McCormick, brother of William, afterward paymaster on the Erie; Andrew Thompson, shoes, a popular man; Theron Seymour, proprietor of the Ithaca Hotel; D. Botsford of the Clinton House; George Dana, musician and singer; Nathan T. Hawkins, merchant; James Thompson, principal of the Ithaca Academy; Nathan T. Williams, bank cashier, the most popular man in Ithaca, afterward village president; H. H. Kellogg, tobacconist; D. B. Sexton, singer; Julius M. Ackley, printer; Ben W. Arnold, clerk, dry goods; Charles V. Stewart, Lancasterian School; Leonard Treman, merchant; F. A. Parks, dentist; P. J. Partenheimer, bank cashier, later village president; H. J. Grant, initiated the tobacco business of Ithaca; John Kendall, merchant; Moses Clark, hotel; William G. Grant of the Coffee House and stage route fame; F. H. Uhlhoon, Grant's brother-in-law; B. W. and J. W. Quigg, early Ithaca merchants, made the brick for the Clinton House; the Hon. Benjamin G. Ferris, attorney, later secretary of Utah Territory; James E. Tolfree, future member, druggist, son of a retired sea captain. The torch boys were Henry Wilgus and William Speed.

The uniform was green shirt and coat, white and green pants and oil-cloth covered blue cap. The Company totalled eighty-three in number. The quartet consisted of Botsford, George Dana, David Sexton and Davis, an Owego lad called "Long Tom".

The Company reached Detroit and were royally entertained there, serenaded and were cordially received by General Lewis Cass, formerly ambassador to France and governor of the territory of Michigan and more recently an aspirant to the nomination to the presidency. On their return trip, due to rough weather and a cross wind on Lake Erie, their boat, the Steamer Nile, was tied to the dock at



THE OLD CARVED DOOR

Cleveland. While the firemen of that city entertained them and were entertained by the No. 3's, an officer of a Cleveland Company remarked, "You seem to have great and varied talent among you, why haven't you a preacher?" And Foreman Cushing as promptly introduced Benjamin G. Ferris, Swedenborgian, who as promptly preached a sermon.

The following card appeared in the Ithaca Chronicle of August 27, 1845:

"Ithaca Fire Company No. 3,—Greetings:

To Mayor Williams of Detroit, Daniel Smart, Esq., President of the Fire Department, Chief Engineer Stewart and Assistants of the "City of the Straits"; General Cass for reception at his mansion; Brady Guards for courtesy at their armory; Captain Baker of the Ferry, for the excursion to Belle Isle; Fire Company No. 3, Detroit, for an Indian Pipe; Fire Company No. 5, for a monster wolverine fish.

"To the Fire Department of Cleveland for their invitation, and regrets for the inclement weather; to Fire Company No. 5, for a superior box of cigars; to the Chief Engineer, his Assistants and the Fire Department for their cordial reception, etc.

"To the Rochester Grays and the Fire Department for their flattering welcome; to No. 6 for their visit to Moun' Hope, refreshments at their house and their escort.

"To the Auburn Guards, Chief Engineer, and the Fire Department of Geneva, their reception and escort to our lodgings; to noble-hearted and generous Charles Smiley, Esq., of Geneva Hotel, brother Clark and Company.

"To the Ladies and Citizens of Aurora (Floral City) for their bouquets of rare and beautiful flowers.

"To Captain Blake and Steward Barton of the Illinois, Captain Allen and Steward Pierce of the Nile, Captain Van Clear of the Lawrence, Captain Wilcox of the Simeon De-Witt, a fireman's thanks for a sailor's welcome.

“To the several railroad companies for their kindness and *hurrying*.

“To the proprietors of the National Hotel, Detroit; the Mansion House, Buffalo; the Cataract House, Niagara Falls; the Blossom House, Rochester.

“To the Brethren of Nos. 1, 4, 5, 6, and 7 for their hearty welcome.

“To our Favorite Ithaca Brass Band.

“To Chief Engineer Halsey and Assistant Grant.
Ithaca, August 18, 1845.”

Note:—On their return trip, off Aurora, No. 3 found the whole citizenry of Aurora in gala attire and the whole of the Ithaca Fire Department (save No. 2) there to receive them as escort; and a reception upon the green lawn of the Inn, by the citizens of that village, with a profusion of flowers presented by their fair friends there. All returned to Ithaca where the reception was almost a triumphal entry all the way from the boat landing to the town, led by a miniature fire truck drawn by kiddies all decked in white.

In contrast to this dress occasion may be quoted the time of Foreman Eugene Mix and George Shepard, 1861-3, when the Company adopted and used the regulation uniform of the New York City fire department, of plain red shirt, black leather belt, black leather hat, heavy and intended for service. But this order was finally knocked out and the Company returned to the old order of dress coat with regulation cap and belts.

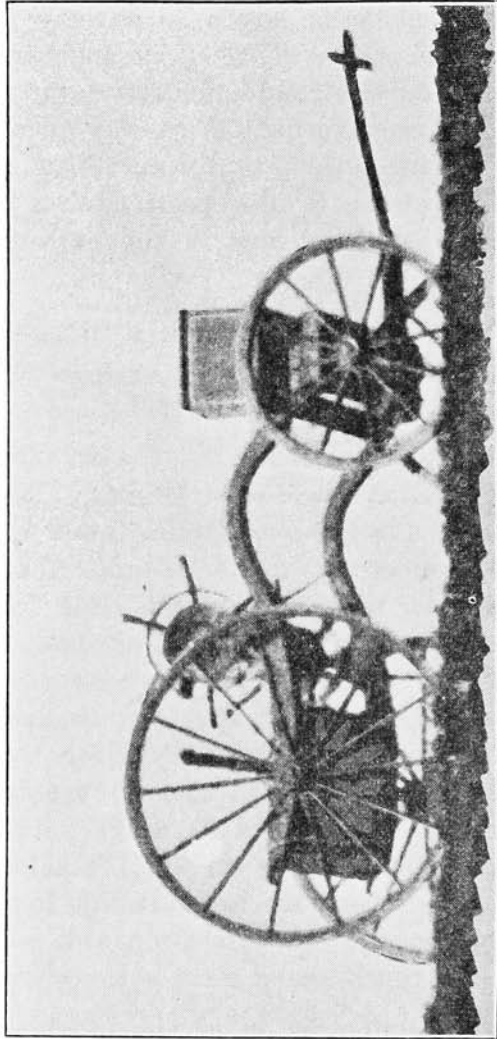
In 1842, Owego Fire Department held their first annual parade. Five companies went from Ithaca over the old horse railroad; and two companies came in wagons from Binghamton, their engines being drawn by horses. In 1863, the whole Owego Fire Department appeared here in annual parade. It was the year that No. 4, formerly a bucket Company here, had their new engine, a steamer.

The old room, later No. 1's, was drawn by lot and came into possession of No. 3 in 1870. The Company had a velvet carpet, but no chairs and no debts. A large gift concert was planned to be given in Wilgus Opera House. There was realized \$800. The grey mohair and walnut sofas and chairs and the chandelier were purchased at that time; and the old red axe cart gave way to a silvered and benickled cart on its return to town. Soon after this, or about 1874-5, Mr. Carl R. Jacobson carved the beautiful solid walnut panelled door, now in the present room headquarters.

In 1877, Foote, foreman, Winton, drillmaster, the Company in blue coats and accompanied by a band attended the State Firemen's Convention at Rochester.

In 1880, with Hart, foreman, they again went to Rochester, being domiciled at the Hotel Clinton. No. 3 was the guest of the Rochester fire department and in particular of the Alerts and Protectives of Rochester. A feature of the trip was the quartet, Will. Halsey, Ed. Hall, "Senator" John Wilson and Eb. Treman, especially at Lyons a point of transfer where the Company came in strong on the chorus. Seaman's "Suit of Corderoy" and "Low Bridge on the Erie Canal" were especial favorites (rivalling Angell's later song, "Old Boss Barry") as was also Simpson's "Oh, Where is my Wandering Boy Tonight?" It is said that George Miller made some disturbance on this occasion, but otherwise the drills and receptions and all the formalities were of the best. But no one has ever been able to explain precisely how the old black truck was *gotten* wrecked.

In 1880, after the demolition of the old black truck, the Company were busy for many weeks in preparation for a grand gift concert given in Wilgus Opera House. The venture was much condemned by some of the clergy, abetted by others. The prize, a piano, was duly awarded; and some



THE SECOND AXE CART

\$500 netted from the affair almost paid for the new Bangs truck, put in commission in the year following.

In '78, forty men drilled for weeks in preparation for the State Firemen's Convention held here, the second in the State. Six or more great evergreen arches were thrown across main intersecting streets, for which the Lehigh almost at the last moment sent out a special train to Newfield to bring in a mountain of pine and hemlock boughs. And at various salient points, the ladies of the town provided entertainment and floral offerings along the routes of march. It was about this time that a committee of the Company busied themselves seriously for three weeks painting the wheels of the truck to match the Company's uniform. The old axe cart was atop the Cayuga Street arch (whence was derived the illustration shown here). The costume at this time consisted of the so-called "monkey jacket", a blue coat, close fitting and cut swallow tail, blue pants, nickle plated buttons (the very latest). Linen dusters were at times of parade worn over these.

About this period there was the entertainment of two visiting companies at Sheldrake and the spending of over \$1200 for their housing and entertainment there for two days. Certain it is that there was a \$10 assessment that year and a \$5 one the year following.

Trips were made out of town about this period. One was to Elmira in '77 in the rain. Another to Hornell in '78 where No. 3 was entertained by the Hooks and the Babcocks, by a lawn party and a speech by the Hon. John H. Selkreg, and by the presentation to them of a corner store with a sawdust floor. Another was to Owego in '88 when the Defiance Hooks were discovered serving two distinct kinds of punch; and where, because No. 3 went over in their own railway coaches, they were hailed as the "Cheese and Cracker Company."

Under Robert H. Treman, foreman, August 1883, No. 3

started in two coaches by rail upon their celebrated excursion to Jamestown. A stop for a few hours was made at Hornell where the Company was entertained by the fire department and by Mrs. and Senator Babcock. Meanwhile ex-foreman L. G. Todd, "Judge" Smith, Mayor Charles J. Rumsey, D. B. Stewart, Captain Tibbetts, Tillot Kenney, Charles Belknap, ex-chief B. R. Williams, Merritt King, Esq., ex-foreman Elias Treman and ex-foreman William S. Bostwick joined them *en route* making the number of "actives" total fifty-two. Charles S. Seaman was ring-master; Robert H. Treman, snare drum; Henry A. Winton, bass drum when he was not acting as drillmaster; J. H. McCann warbled; No. 3's band played. The quartet, Delano, Storms, Tichenor and Mandeville sang; a Lockport man gave a solo, ring-master Seaman gave a solo, and then they all sang "A Hundred Thousand Men" to a cork accompaniment. And then they began all over again. Such was the beginnings, for No. 3 made this trip in citizen's dress and met at Jamestown the formal Hooks of Lockport in fullest dress uniform and white top hats, immaculate beyond compare. All formality instantly broke. The Sherman House and the G. E. C. Club were headquarters. The Steamer Jamestown, Captain Pitcher, was taken to the Kent House, Mr. Ed. Stiney, boniface. Here Mr. J. B. Fisher, Cornell '73, welcomed the visitors; and foreman R. H. Treman responded for No. 3, told of its history, its proud history, and with quaint humor preached a sermon. The Hon. J. H. Selkreg of the Ithaca Journal responded as only he could respond, to "The Press." It was a gigantic feast. The dinner lasted three and a half hours, replete with song and story, and the memory of it remained a legend for long years. By steamer, the firemen proceeded to Griffiths Point, to Bemus Point and finally to Long Point, where they were each presented with a glass of milk, and they sang, "The Czar of all the Russians had a hundred thousand men, and he marched

them up the hill, and he marched them down again." It had not all been replete had not Jamestown closed their entertainment by a full dress ball at Chautauqua at which all the *Elite* of Jamestown were present.

Between seasons, of former years, there were clam bakes with the Protectives always the guests of No. 3. By no chance was the order of events ever reversed.

In 1885, No. 3 had its celebrated Fair in the Rink. No one to this day can reproduce any adequate account of it, suffice it that all had a hard-working time for a week and more, that the net receipts were \$1200, and the company rooms were again refurnished. The capital prizes were a sealskin sacque and a diamond ring which fate arranged to fall to the possession of the proper owners. Part of the receipts were invested in a bond and mortgage, for a time properly guarded by Charles W. Major. Upon a time he left town for a vacation; when Robinson, Seaman, Simpson, and in fact the whole Company voted to realize upon the bond and spend it upon an excursion, "before Major returns,"—which was accordingly done.

In 1886, a committee consisting of L. G. Todd, C. W. Major and C. M. Benjamin arranged an informal three-day excursion, hiring the Steamer Bradford Almy, Burling's Band of eight pieces, and under the guidance of E. E. Robinson, Chief Engineer, set out upon a pilgrimage. Down the lake through the Erie Canal to Seneca Falls for dinner, reception by the full fire department at Geneva, thence by Seneca Lake to Dresden, by rail to Penn Yan, where they were met by the band and Ellsworth Hose. Later a moonlight excursion up Keuka Lake to entertainment and dinner at the Grove Springs, after which they had a swim around a spile. Guests of some of the Penn Yan firemen, they visited the famed wine cellars at Hammondsport and met the equally famous copper dippers. It was here that Hod Hibbard received the telegram announcing that natural gas

had been struck at Ithaca. Back to spiced calves' head at Grove Springs, they rode upon the merry-go-round. They returned to Penn Yan, to Dresden, and by the Almy to Jones at Long Point where having annexed a monkey and a hand-organ and accompanied by their band, they, after supper, made a triumphal march through the hotel. At Geneva it was rainy and rough, but at Mud Lock there was an "all out" for a march and countermarch around the lock, by the band and most of the company. Dinner was had again at Seneca Falls, thence to Cayuga through the Canal and home. Many had returned from Geneva by train. There had been mainly fair weather, with many songs by the quartet, speeches and parades of the best, and a general good time had. "Ginger" Allen was major-domo.

No. 3's Minstrels in 1895 were a great success. The committee was: Todd, Angell, Benjamin, Delano, Howe; C. E. Treman was foreman; Jesse Jennings, interlocutor; A. G. Stone, secretary. Mr. and Mrs. Harry Dixie coached and assisted. Nearly \$300 was cleared, whereupon the next month a banquet was held and more than half of this amount was expended. In this year the double breasted black coat was adopted as a uniform, with white duck trousers and regulation cap and belt. About this time Stone resigned after long service as secretary; whereupon the informal ballot gave Billy Waters a sweeping majority of the votes.

In 1897, No. 3 took Conway's Ithaca Band to Binghamton to attend the State Convention. The band returned to Ithaca with the first prize for band concerts given there.

No. 3 featured for years her speakers: forensic, fluent, eloquent always and grand-eloquent often. Prominent among them have been David Woodcock, Merritt King, Stephen B. Cushing, John H. Selkreg, Ezra Cornell, Goldwin Smith, Judge Finch, Judge Boardman, Samuel D. Halliday, Spence Spencer and Judge Kent.

Charles C. Garrett, in days of yore, made a famous and potent No. 3 Punch, but of late years his hand seemingly has lost its cunning,—or perhaps his elbow has failed him.

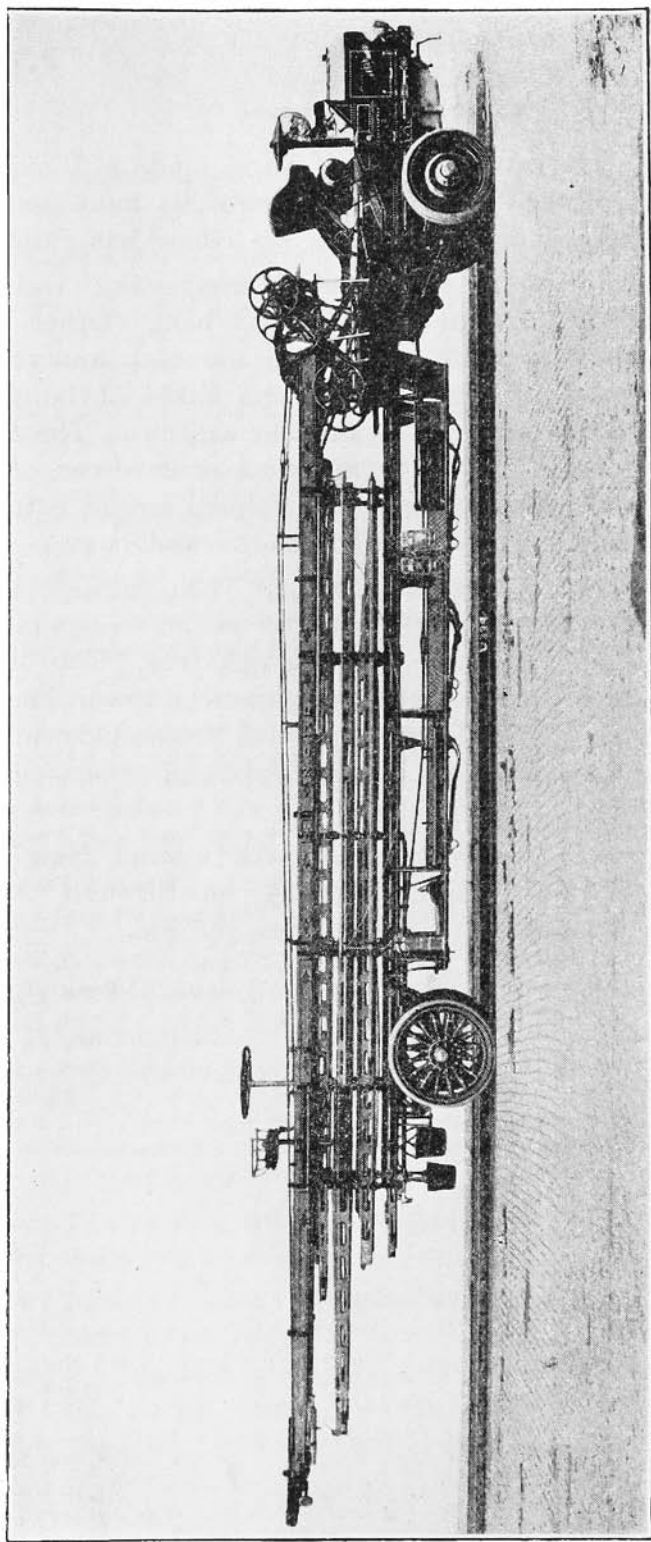
In 1916, following a series of interesting Old Boys' Nights, the 85th annual banquet was held. Other formal banquets were had at the 90th and the 95th anniversaries of the Company. Between were clam bakes at Long Point and Willow Creek during the summer seasons. The Central Firemen's Conventions were attended with diner attached at Hornell, Auburn, Cortland and Auburn again; often with truck races and prize returns of clocks and rugs.

Finally there was the removal in 1925 to Central Fire Headquarters with a new Company room, a banquet hall and spacious and adequate bunking quarters. The new and entirely modern aerial truck and practice tower has made of the Company an efficient, spirited, thoroughly adequate fire-fighting unit with all the old spirit of good fellowship of the older days.

1 January, 1931, marked 3's sixth annual New Year's party, dinner and dance, carrying on through the new century the customs and prestige of the old.

LUZERNE COVILLE

Historian of No. 3.



THE LAFRANCE AERIAL TRUCK

COMMITTEE

The original printed records of No. 3 were compiled under resolutions of February 6, 1886, by a committee consisting of Jesse H. Jennings, Edmund E. Robinson, Wilbur F. McClune, William H. Storms, Leroy G. Todd, Frederick B. Nourse, Charles W. Major, chairman. These "By-Laws" were adopted February 2, 1887, and the full records to that time were printed in a neat leather-bound booklet.

The 1915 committee on by-laws, E. S. Stoddard, chairman, G. E. Houghton and S. Peer were appointed December, 1914, and the by-laws adopted in February, 1915.

The Historical Committee was appointed November 3, 1915, and the work progressed under considerable pressure thereafter. The endeavor has been to make the records complete and accurate to date (1916). The history must of necessity have some errors and omissions for which your committee plead indulgence. The history of No. 3 means to some extent the history of Ithaca from its beginnings, since No. 3 has always taken a very prominent part in the affairs of the village and the city. The historical committee consists of L. Coville, chairman, E. S. Stoddard, L. C. Bement, C. W. Major, G. E. Houghton, W. G. Cobb and R. E. Treman, ex-officio. Mr. Jesse Johnson has our hearty thanks for historical notes and his profound accuracy. C. C. Garrett, C. A. Ives, L. G. Todd and R. H. Treman have been of great assistance.

Your committee for the 100th anniversary, consisting of Earl E. Atkinson, Grover C. Barnum, Luzerne Coville and George E. Houghton, present this history for your kindly consideration. They wish to thank the many who have given aid in its preparation.